

Mohegan Pequot Model Railroad

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



The News for: November 2002

The M&P Annual Train Show!!

The Club Show was held on October 20, 2002 from 10:00 AM to 4:00 PM. The overall feeling of the vendors, public and the Club Members was that the show went well but it could have been better. The President talked to all of the fifteen vendors and none of them indicated that they would not return next year. They all seemed to be happy with their setups but there was some confusion about tables before the show began. The price of entry was reduced in the late afternoon so we don't have an accurate count of the customers at the gate.

Things did not run perfectly. There were the usual electrical problems getting the HO layout to run properly. Setup on Saturday went pretty well. There were plenty of people to help, including some who hadn't been to an M&P event for quite a while. We were glad to see them back. On Sunday morning the janitor with the key was a no-show. Vendors and Club Members waited at the door until almost 8:00 AM when Dan Delany found a chink in the security system and entered the building through a back door. Otherwise the plan was to break the least expensive window. None of the calls to the St. Bernard emergency numbers were returned. It seems that the person in charge of the show at St. Bernard moved on and the show planning suffered because of it.

G-Gaugers are Happy Campers

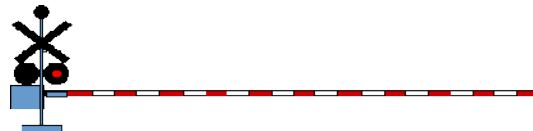
(Bob MacGregor Reporting)

The Central Connecticut G Gaugers (the correct name) Modular Group was happy to have been included in our train show at St

Bernard High School. They enjoyed operating and chatting with spectators. They expressed an interest in returning next year and ask if the layout could be a little longer if possible. For sure we were aware that they are able to setup, operate, and break down quicker than us. There has been a suggestion made that we invite them to setup and operate in our G scale area at the Amherst Show in West Springfield, Mass. All details have to be worked out to see if it is agreeable with all parties involved. There will be more to come regarding this. Any interested M&P member will be included in the operating schedule. M&P members please make your feelings known in regard to this pending invitation. Dave Snow (Southington, CT) and Bill Colwell (in Cheshire, CT) are the G-Gauger organizers. (E-mails: david.e.snow@snet.net and welovetrains@cox.net)

Post Mortem & Monday Morning QB

The "G Gaugers of Conn." will return again next year to set up their very fine display. Next year he club will run the food concession, both because there is money to be made and St. Bernards seems to have no interest in doing so. (They said they would for each of the shows but it didn't happen.). The treasurer reported the expenses and profit for the show but all of the information is not yet in. A final accounting should be available at the next Club meeting.



Show Chairman's Analysis

(John Waller Reporting)

I have (available to Club Members) the list of vendors who showed up, and two who declined. This is a small fraction of those to whom we sent application forms and flyers. Was all that extra postage wasted? I still hear people say we did not canvas all the vendors in Connecticut. The list of candidate vendors was published in the Newsletter, whereby some additional names were brought forth. If there are more please tell me.

I passed out and posted flyers all over Plainfield, but not a single Plainfield resident I could identify came to the show. Do we have any profile of visitors? There were very few kids, compared to Thomas, but that is probably to be expected. I believe the profile of visitors included a higher fraction of those who are very conversant with model trains, than with any other show or exhibit we organize or take part in.

The matter of not being able to access the school on Sunday morning was, of course, very aggravating. Perhaps we can exploit that next year? It was good to be able to turn on the lights whenever we wanted to. It felt weird being there on Sunday, occupying the school with not a single school person present!

The school has more tables than the 20 we were offered. Since the hire of same was a big expense, we should try to maximize the number we get from the school. The Gymnasium was about as full of vendors as we could get, but last minute shuffles and additions were no real problem. But Stu is right we should sell SPACE and not just tables, most of the space being tables, of course.

Annual Club Picnic

The Club picnic was held at Bill and Virginia Paradis' home in Lyme, CT on Saturday October the 5th from Noon to 5:00 PM. As expected, it was great! Thank you Bill and Virginia. The Club picnics have never been attended by the majority of Club members and this year was no different. Do

yourself a favor next year and come to the Club picnic and have a really good time!

M&P at Thomas The Tank Show

The Club will display an HO layout at the Valley Railroad in Essex, CT on Saturday and Sunday November 1 and 2 and again on Saturday, Sunday and Monday (November .9, 10 and 11) the following weekend. This will be a big effort to support. The scheduled times for operation are 8:30 AM to 4:30 PM on all days. Please be there before 8:00 AM to get a good parking place. Remember, tomorrow's model railroaders will come out of those screaming hoards of thousands of train-crazed kids..



Transportation, setup, and various jobs as well as final breakdown and moving were discussed. Show time would be from 8:30 to 4:30 on all days. A club raffle at the show was discussed but Bill Paradis first needs to talk with Thomas Tank Engine people to see what prize might be acceptable to them for us to use. He will do this on Wednesday afternoon.

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

Dan Delany will check on our displaying again this year for the holidays at Avery Point. The Club will participate in the show in Willimantic, CT on December the 8th. Come to the next meetings to get the details.

Scraps from Club Meetings

(From the Club Secretary's Notes.)

The treasurer reported that our CD was renewed at a humongous 2% yield. The club had a request by a New London merchant for us to put a display into a storefront window. Those in attendance strongly felt that we should not take this request on. Larry Southwick's wife Susan is recovering in the hospital from a fall she incurred. The club requested that the treasurer send along a get well card and some flowers to help speed her recovery. Ed Bradbury's son's class requested that we consider doing a display for them so they could try and make funds from the viewing of such. Those in the hospital from a fall she incurred. The club requested that the treasurer send along a get well card and some flowers to help speed her recovery. Ed Bradbury's son's class requested that we consider doing a themselves. This would have to take place in the spring due to our club schedule. Ed Bradbury will communicate with his son's class and us.

Art Ferguson received an offer for us to visit "BranchLine Trains" in East Hartford. Monday November 18th was picked as a good time to do so. Art will talk with "BranchLine" as to this date.

Jim Delany is working out details for this years Springfield show. A request was made for the Central Connecticut G Gaugers to display with us this year as our own club G scalers are somewhat limited in manpower. Jim & Dan Delany will check with the show people to see if this is acceptable with them. It was suggested that maybe the "G Gaugers" would like to join forces with our club or become club members. The newsletter will ask current members for their views on this matter. Dan will continue to follow up on this with club members in the near future.

Stu will look into the plan and design for our renting a box truck for Springfield module transportation if it became necessary. This needs to be consider for the future because the "Clarks" who have graciously provided a trailer for some years now may not always be able to do so. We

have been spoiled by the Clark's generosity over the years but must be ready to have an alternate method of transportation



Meetings, Operating & Work Sessions

The two meetings in November will be on Sunday the 10th at Essex, CT after the Thomas The Tank Engine Show closes and on Sunday the 24th at Bob Murphy's house at 249 School House Rd. in Old Saybrook. Directions to Bob's house are on the last page of the newsletter. Work sessions on the new passenger modules will continue at Henry Curtis's house at 18 Susan Terrace in Waterford on Wednesday evenings, on November 6 and 13 starting at 7:00 P.M. There may be another session in November but not on a Wednesday.

The President's Corner

The Prez was overworked by all of the train shows this past month. Next month he promises a blockbuster of a column.

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 Editor	Clark Pritchett	444-1884
Newsletter Mailing	Bill Evans	267-9482
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 and your friends.

One of our former member, John Simmons of Ledyard renewed his acquaintance with the M&P this month. He is now back and on track for model railroading fun. Welcome back John.

John Waller's Column

Trains magazine for October 2002 carries an article about the best 10 and worst 10 diesel locomotives ever used in North America. The expert opinions were provided by Jack Wheelihan, 36 years with Electro-Motive Division's Field Service Department. The 10 best are not ordered by quality, but by year of birth.

The first locomotive in the best 10 is the 1938 E series. Wheelihan says: "They easily took the reins away from the best 4-8-4s in the land." The E series was born in an era of streamlining, and was built to comply with this trend. Streamlining of automobiles is clearly beneficial; some members may remember the Chrysler Airflow from the 1930s (I do), the motor car which everybody said they wanted but nobody would buy. But streamlining a locomotive is different; unless it is not towing anything. The drag of a long train dominates the drag of whatever is at the front, until speeds are well above those of the 1930s. That aside, the E series looked good, in their stainless steel cladding.

The next locomotive on the list is from 1939, the FT series. To quote from Trains: "The FTs showed all but the most encrusted mechanical or transportation officer that a properly designed diesel could haul freight day-in, day-out, regardless of climate or route, better and cheaper than any steam engine." Of course, assertions like this were accepted in the railroad community world wide, and the use of steam locomotives went into a steep decline. There is a body of opinion which says the steam locomotive could have evolved to compete, but that is another story.

Counting 1828 as the real start of the steam era in railroads, the steam locomotive dominated, almost unchanged in principle, for well over 100 years. Will the now-ubiquitous diesel-electric locomotive dominate for well over 100 years? What happens when petroleum supplies run low? There may well be a switch to gas turbines, with their potentially higher efficiency and low non-CO₂ pollutants.

The electric locomotive has been around itself for "well over 100 years", and is still going strong. In some respects it is a steam-electric locomotive, but with an electrical power distribution system in between the generator and the motors. Also, not all electric power stations use steam. The electrical losses between the generator and the locomotive can be of the order of 20% with modern locomotives, and much worse with older locomotives, to the extent efficiencies were not too different from those of the steam locomotive.

Electricity can be generated in many ways. Fuel cells have been discussed from time to time in this newsletter, and they are slowly coming into use. Their DC output makes them an ideal match for any traction application, as input to the inverters which drive AC motors. Transport authorities would beat a path to the door of anyone who can demonstrate a better storage battery than existing ones, or even those in the wings. The fuel cell itself might be considered a storage battery. Electricity is used to generate hydrogen, which then in turn is used to generate electricity in a fuel cell.

Does it all boil down to better ways of generating electricity to power everything, including trains? Some say it is; with solar power, wind power, tidal power, being high on their list¹. Trains do have a unique advantage in that they can draw power from electrical conductors along their right-of-way, expensive and inefficient though this may be. Not an easy thing to do with

¹ I am avoiding any discussion about fission nuclear power and the possibilities of fusion power.

automobiles and even less so with aircraft and ships.

Two articles crossed my desk recently which give some promising and novel ways of generating power. I make no apology that both articles are in Australian magazines. Australia is uniquely positioned to use renewable energy sources, with its wide expanses of open sunny arid land, sparsely populated, geologically and politically stable, and with much of the tropical coastline subject to a huge tidal range.

The first article is in *Silicon Chip* of July 2002, "Solar Tower of Power" by Sammy Isreb, page 7. The proposal is to build an enormous greenhouse with a tall tower at the center, based on work by Professor Jorg Schlaich of the University of Stuttgart. The air temperature is much higher at the base of the tower than at the top, and the air flow up the tower is expected to be at 30 knots on a sunny day. This is well above the minimum speed of 13 mph considered useful for wind turbines. There will be axial flow air turbine-generators in the tower about 40 meters from the ground. The plant is expected to generate 200 MW of power. The greenhouse will be furnished with water tubes to store heat for night use. It is ideally matched to summer air-conditioning load.

The scale of the plant, currently in the evaluation phase, based on a pilot plant in Spain, is immense. The greenhouse will be circular in plan and 5 km (3 miles) in diameter. The tower will be the tallest man-made structure ever at 1000 meters tall (3300 feet), and 170 meters in diameter at the base (560 feet). The area chosen is near the city of Mildura in the state of Victoria. It is expected to be operational by the end of 2005.

The second article is in *Australian Geographic* of July – September, 2002, called "Power into the Future" by Ken Eastwood, page 36. Similarly to the USA, Australia relies heavily on coal (58%), with 20% natural gas, 16.5% hydro, 3.5% oil, and 2% other (including solar and wind). Note the total absence of nuclear power. Coal is so cheap and plentiful (in many places it need not be mined, just dug from the earth

by bulldozers), but polluting. We are still not sure what is the effect of CO₂, whether it will cause global warming, or global cooling.

The ideas presented, many of them under test, include:

Using a solar dish to heat ammonia at its focus, whereby it splits into hydrogen and nitrogen. These gases produce heat when recombined, and the heat can raise steam, or be used in a Stirling cycle engine.

Using the energy in ocean waves with a funnel to concentrate the waves and increase their amplitude; a bit like the Bay of Fundy in miniature.

Wind-driven generators are "popping up everywhere".

Use of hot rocks (300° C) deep in the earth to heat water for turbines.

Using fast-growing crops, like sorghum, to produce ethanol.

Many of these methods will be more expensive than just using coal, although none of them have the risks to human life of mining coal deep in the earth, and others will just be construction costs, with very little running cost. But, if we are to keep trains running 100 years from now, we must bite the bullet.

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.

Club Store and Storekeeper's Report

The Club carries a number of items commonly used by model railroaders but articles of clothing are disappearing fast.

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.

I Saw the Trains Go By

The fifty car Lettuce Express is heading east and the fifteen car Peddler Local is heading west on the single-track mainline. They meet at the Bossert siding, a runaround track which only holds five cars and an engine. How do the two trains pass each other, or can they? The solution will be in the next newsletter. Check the site below to do your own research on sawbys. <http://www.heavenr.com/railroad/needletonsawby.html>

Model Railroad Calendar

This Month in 2002

November 9, Essex, CT - The Club meeting will be held on Sunday afternoon after the close of the Thomas The Tank Engine Show

November 23, Saybrook, CT - The Club meetings will be held on Sunday afternoon at Bob Murphy's house after the operating session.

November 6, 13 & 20 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.

November 24, Cheshire, CT Cheshire Train Show at the High School, 525 Main St. on Rt. 10. From 10:00 AM to 3:00 PM

Next Month and Beyond

December 1, Greenwich, CT, The Westchester Model Railroad Club show will

be held at the Greenwich Civic Center, (Exit 5 off of I-95) from 10:00 AM to 3:00 PM.

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.

February 1 & 2, 2003; Springfield, MA: Amherst Railway Society's Annual "Big Railroad Hobby Show" in the Better Living Center, Young Building and Stroh Building, Eastern States Exposition, West Springfield, MA. 9:00 AM to 5:00 PM both days. M&P will set up on Friday January 31.

E-mail Ron Pothier (repth@snet.net) for the list of train shows for the year. Ron says the date for the 5th Annual Train Show in The Knight of Columbus Hall in West Haven was held on November 3, 2002. so it will not be on Dec. 1, 2002 (the old date).



Directions to Bob Murphy's House

If you get lost call 860-399-7503

From the West

Take I-95 North to the Westbrook Route 153 Exit

Take a left onto Rt. 153 North

Take a right on Schoolhouse Road (About 2 1/2 Miles - A horse stable is located directly across Route 153 from Schoolhouse Road)

Take a right on Chelsea Lane (About 2 Miles - There will be four white mail boxes on the corner)

My House is the yellow house on the corner of Schoolhouse Road and Chelsea Lane

From the East

Take I-95 South to the Old Saybrook Elm Street Exit

Take a left and follow Elm Street to Route 1

Take a right on Route 1

Take a right on to Schoolhouse Road (About 2 1/2 Miles - Luigis restaurant is on the corner)

Take a left on Chelsea Lane (About 2 Miles - There will be four white mail boxes on the corner)

My House is the yellow house on the corner of Schoolhouse Road and Chelsea Lane

From the North

Take Route 9 South to the Essex Route 153 Exit

Go straight through the intersection and then take a right on Route 153

Take route 153 South

Take a left on Schoolhouse Road (About 4 Miles - A horse stable is located directly across Route 153 from Schoolhouse Road)

Take a right on Chelsea Lane (About 2 Miles - There will be four white mail boxes on the corner)

My House is the yellow house on the corner of Schoolhouse Road and Chelsea Lane



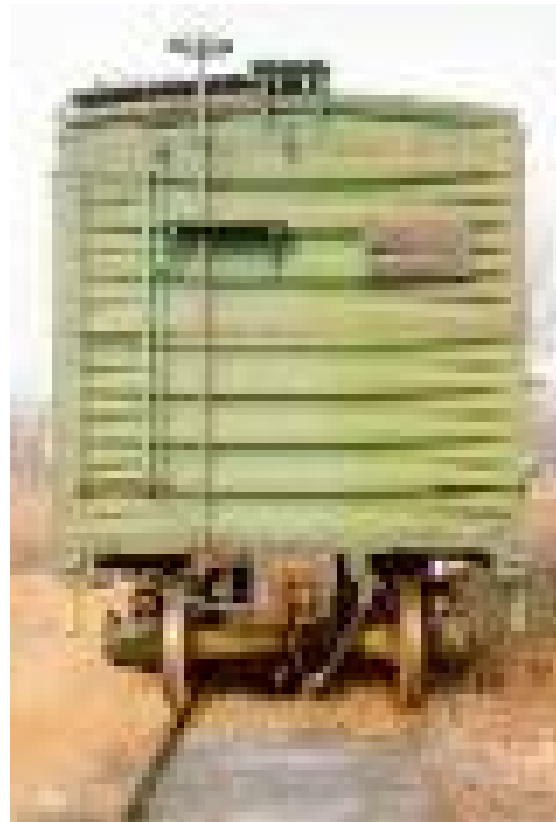
Boxcar Willie: B 1931, D 1999



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 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



The Lighter Side

You are free to help here by sending in whatever jokes you believe would tickle the Club Member's fancy.