

Mohegan Pequot Model Railroad

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



The News for: February 2003

Springfield , The Amherst Club Show

Yet once again Vic Clark has managed to beg, borrow or steal a van/trailer for our trip to Springfield! Thank you Vic! A LARGE number of Members will load the modules at the Stonington Town Hall on Wed. night, Jan. 29 (Thursday if the weather is too bad) beginning at 6:00 PM. The plan is for Vic to arrive on Friday at the Big E around 8:00 AM. There, he will be met by MANY Club Members who will enthusiastically begin unloading the modules and setting up the layouts.

Parking at Springfield will be free on Friday and by sticker on Saturday and Sunday. Dan Delany will be the sole issuing authority for Club members, so don't tick him off. Stickers are necessary to avoid the parking charges on Saturday and Sunday. The new passenger modules will be taken to Springfield and incorporated in the HO layout as a work in progress.

At the close of the show on Sunday, the drill of breaking down the layouts and loading the trailer commences. Again, NUMEROUS smiling Club Members will be there to help. Unloading of the van at the North Stonington Town Hall will be on Monday evening, February the third. Even MORE Club Members will be on hand to help with the unloading.

Repeat of the Dues Are Due Article

Happy New Year; now pay your dues! OK, Club dues for the year 2003 are now due and payable to "Mohegan Pequot Model Railroad Club". Dues are \$25 for Regular Members, \$12.50 for At-Large, Juniors and

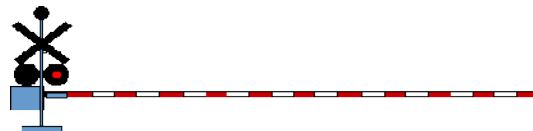
Seniors (you know who you are) and \$30 for Families. In keeping with our new policy of "not screwing it up", please see the Club Secretary to make a payment or send the money to him. George Harran's address is:

17 Robin Hill Rd. Waterford, Ct. 06385.

It still costs more than a dollar to copy and mail the newsletter so regular membership is encouraged if possible. (it doesn't cost a cent to e-mail the newsletter.) Generous donations are always graciously accepted.



Stop, Look and Listen, then PANIC!



Club Business

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

Scraps from M&P Club Meetings

Meetings and Work Sessions

The two meetings in February will be held on Sunday the 8th and 22nd at the Bill Library in Ledyard at 7:30 PM. Work sessions on the new passenger modules have been moved back to Larry Southwick's house in North Stonington, CT. They will be on Wednesday evenings, February 5, 12, 19 & 26, beginning at 6:00 PM.

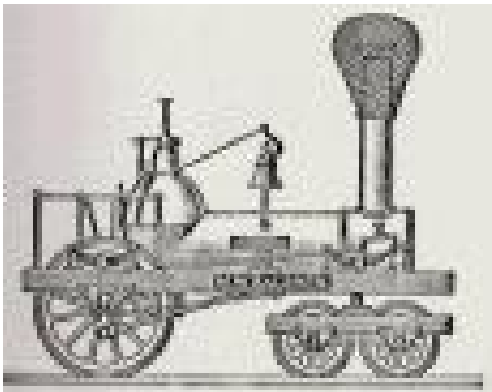
New Newsletter Editor Needed

The Mohegan and Pequot Newsletter, editor, Clark Pritchett, has taken a job in Monterey, CA. beginning in the middle of February, 2003. Monterey is the home of John Allen and there are reports of a very active but expensive model railroad club there. Anyone who receives the newsletter electronically is a candidate to become the new newsletter editor.

The President's Corner

The last chance to go out with class and he performs like the Raiders did in the Super Bowl.

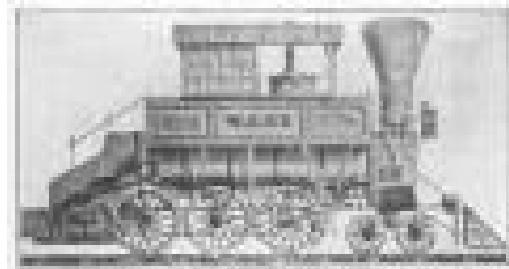
The Prez, Dan Delany



A Very Early Locomotive

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



Camelbacks, The Ugly Award Winners

Member News

New members, old members, wannabee members or shouldbee members. Let's hear from you and your friends. (Maybe you all don't have any friends because nobody is contributing anything here.)

John Waller's Column

Because of my interest in signaling systems, I look around for any information I can get on real systems, but it is not so easy to come by. Most of what I have done so far is based closely on the observed behavior of the Sydney commuter train system, which I would watch every day traveling to and from work. There are two clusters of colored lights used, mounted one above the other. The lower cluster has two lights, red and green (the "home" signal), and the upper cluster three lights, red, yellow, and green (the "distant" signal). Two red lights mean "stop", of course, red over green means the

slowest “advance” speed, yellow over green faster, and green over green fastest. It is thus a “four aspect” system.

The DCC system I am building will borrow from the above, but will simplify it by having a red/green cluster for main line signals, and a red/yellow cluster for branches, such as sidings. The red/green cluster will show red only, red and green, and green only for three aspects, while the red/yellow cluster (mostly as a dwarf signal) will just show red or yellow for two aspects. Using a red/green cluster will help get over my perennial problem that the present red/yellow/green signals look like road traffic signals, but have different meanings thereto.



Now, in Trains magazine of January 2003, I have found more useful information on signals and their terms in the article Santa Fe Sentinels by B.C. Hellman, page 50. The article describes the line from Albuquerque to Los Angeles, via the Cajun Pass. It was built in the early part of the 20th Century to cross the Continental Divide with lower gradients than on the Raton Pass further north. From 1920 work was in hand to lay a second track for two-way running. Curiously, the twin tracks used left-hand running for some 400 miles. This came

about because westbound trains climbed the Divide on lower gradient track compared with eastbound trains descending from the Divide. The ascending and descending tracks were separated in such a way that left-hand running came out in the wash, so to speak. Once the tracks merged to standard spacing, left hand running required careful positioning of signals so they could be seen from the cabs of steam locomotives, with restricted view past the long boiler. Signals were thus suspended on gantries over the center of the twin tracks. These gantries, after some 60 years of service, have been replaced by normal trackside signals, as the obscuration problem no longer arises with modern locomotives.

The article includes many drawings of track layout and signal positioning, which I found useful, and satisfy me that what I am building is a valid abstraction of the real world, that is, reasonably prototypical. One facet of abstraction, of course, is very difficult to model. The Santa Fe road described has signals about every two miles. If we had signals eight feet apart on the HO layout, that would be one signal every 232 scale yards!

The Santa Fe road operates under what is called “Rule 251” which states: “On portions of the railroad so specified in the time table, trains will run with the current traffic by block signals, whose indications will supersede the superiority of trains.” I am still puzzling over this rule; does it mean fast trains must not “tailgate” slow trains, real “touch me there again and I’ll scream” stuff? There are sidings, of course, but it requires the dispatcher to put a slow train into a siding to allow a fast one to pass.

The original Santa Fe signals were upper-quadrant semaphores, which are limited to three aspects. Probably because they required less maintenance, colored-light signals were introduced but gradually. More recently, increase in traffic density required the introduction of four aspects implemented by flashing the yellow signal as an additional aspect between yellow and green. Another feature is that, to lengthen bulb life,

the applied voltage to signal lamps is reduced when no trains are near.

But, for me, the article contains some terms and jargon new to me anyway. Whether they apply only to the Santa Fe, or are more generally used, I know not.

I needed a name for the entrances and exits to sidings or yards. The terms are “head in” and “head out”, respectively, whereas I had been using “extract” and “inject”, in total ignorance.

Other terms defined in the article, and applying over a defined set of blocks, are:

System at Rest. All signals are green; no trains are present on the main line, but could be in sidings.

Approaching. A train has entered the defined area. All head out signals go red.

Hot Rail. Better stand back, the train is flying through.

Knocks Down. A signal turns red as the train passes it. Presumably this jargon originated in the days of upper-quadrant semaphores, as the arm was “knocked down” to a horizontal position to indicate danger. The virtue of this type of semaphore is that it must be mechanically held up to show a yellow or green light, and is inherently fail safe in that it falls to the danger position if the drive mechanism fails.

Red All Round. One or two main line signals are red, in addition to all head out signals.

Good to Leave. The main line train has moved past the end of the block containing a siding, and a train in that siding may move onto the main line, given there are no following trains on the main line.

Main Line Approach and Advance. The main line train leaves behind it successively higher aspect levels as distance behind the train increases. Following trains may advance, always limited in speed by the aspect each is facing.

The pictures in the article show a signal sequence over six main-line signals, and how they change as the train moves through the area, together with some nighttime photographs. It must have been a clear, dark, and moonless night, with no towns around,

to be able to pick up a green signal at five miles distance in a photograph!

The matter of “knocking down” a signal to red as the train reaches it is another part of my demonstration not well understood. Now that I have some of the terminology, I might be in better shape to explain it. I should have a set of diagrams after the manner of those in the Trains article. There is an advantage here of just having red and green colors on the main line signals; yellow is hard to show on paper, unless the background is dark.

John Waller

Letter to the M&P Membership

I have enjoyed being the editor of the newsletter these last four plus years but when the opportunity for a new job came along, I had to accept. I will be working for the TFD Group (WWW.TFDG.COM), a company that makes cost modeling and logistics software. When I took over from Ed Bradbury, I didn't see how he could have been secretary and got the newsletter out too, and I still don't. I appreciate that Bill Evans took over the copying and (U. S.) mailing part of the job several months ago. Also, thanks to Dave Alley for making PDF files for those people with archaic computers. These people certainly made my job easier. I probably took a little more editorial license than came with the job but what the heck, if you can't have a little fun doing something then why do it. If I stepped on anybody's toes to get them to contribute to the newsletter, it was intentional. The pen may be mightier than the sword but it takes an awfully long time to get the job done.

I would especially like to thank John Waller who made the job of editor so much easier. Not only did I ALWAYS receive his article well before the deadline, they were GREAT articles! I hope that he gets Trains or Model Railroader to take notice and publish some of them.

The Club is now looking for a new editor for the newsletter. The twenty-five natural candidates are those people that get the newsletter mailed to them electronically.

The format already exists. You just save a copy of the last newsletter, change the dates, edit a few standard sections, get the latest joke from Jim Hodgdon and you are already more than half way to putting the next month's copy of the newsletter out. Then comes the hard part, embarrassing a column out of the President.

In today's world, several of you could collaborate and edit different sections and then send your copies electronically to the editor in chief. (Anybody who receives the newsletter electronically has the Club e-mail list.)

*Happy Model Railroading
Clark*



The Royal Hudson Still Lives!

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

We now have M&P decorated boxcars in five different colors for sale to Club Members and the public! And we still have wheels, couplers and some articles of Club clothing. Updated inventory coming soon.

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.



Nothing is Bigger than the BIG BOY

Model Railroad Calendar

This Month in 2003

January 29, North Stonington, CT The loading for Springfield will take place at the North Stonington Town Hall at 6:00 PM

January 31, Springfield, MA The van will be unloaded at Springfield at ~9:00 AM and the layouts will be set up.

February 1 & 2; Springfield, MA: The 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.

February 8 and 22, Ledyard, CT Club meetings will be held at the Bill Library starting at 7:30 PM..

February 5, 12, 19 & 26; North Stonington, CT Work sessions on the new passenger modules will shift back to Larry Southwick's house at 6:00 PM.

Next Month and Beyond

March 2; Cheshire, CT Cheshire High School Band Show. 525 South Main St (Route 10) Call Tom Kotulski at 203-265-7527 (Sandy, is this number right?)

April 6; Milford CT Fifth Annual Close-Up Train Show at the Jonathan Law High School, 20 Lansdale Ave. Call Robert Fabbri at 203-933-0922

May 4 Danbury, CT Danbury Railway Museum Train Show and Rail Fair. Show at the Bill Williams Gym at Western State University./ Rail Fair at Danbury Railway Museum, 120 White St. Information: email John Silbert jsdrm@snet.net or call Sue Thomas at 203-792-1981.

E-mail Ron Pothier (repth@snet.net) for the list of train shows he has so far for 2003.

The Lighter Side **Engineer, the Hunting Dog**

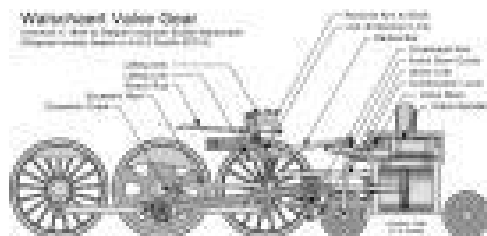
In the Ozarks, there was a mountaineer that was reputed to have the best hunting dog ever, by the name of Engineer. Three city folks went up in the mountains and wanted to rent him.

"Good hunting dog, gonna cost ya \$50.00 a day." They agreed, and three days later came back with the limit.

The next year they came back. "Engineer got better, gonna cost ya \$75.00 a day." Again they agreed, and 2 days later came back with the limit. The third year they came back and told the mountaineer they had to have Engineer, even if it cost \$100.00 a day. "You can have the worthless mutt for \$5.00 a day, and I'm overcharging you \$4.00."

"But we don't understand, what happened to him?"

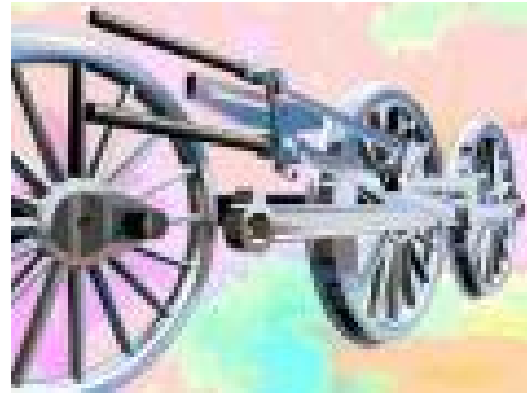
"Well, a crew from that there Kansas City Southern come up and rented him. One of them idiots called him Conductor, and he's been sitting on his ass barkin' ever since."



Where the Steel Meets Sand and Steel

The First Law

The first law of manhood is "Never ask for directions!"

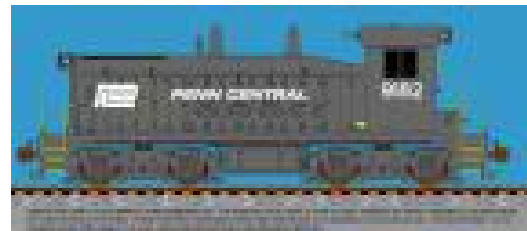


Wysart Valve Gear

Newsletter Items

The Club post office box is paid until June 2003. The Club will have to decide whether to renew it or not. The mailing address is; P. O. Box 55 Quaker Hill, CT 06375-0055
The new editor will have to develop his own policy for articles and deadlines.

Clark Pritchett, Editor

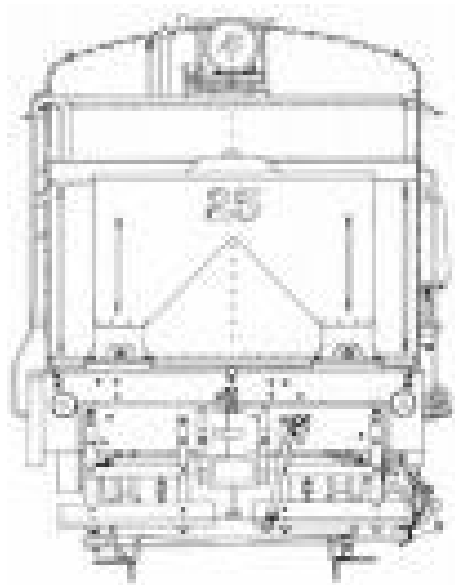


Now You See 'em, now You Don't





No Comment



Tenders Were Also Massive Things