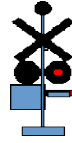


# Mohegan Pequot Model Railroad

## The News for: March 2004



### Mystic Middle School Display

This is scheduled for March 13 with March 20 as snow date; open hours 10 to 4. Check with Ed. Bradbury for more information. We can get in on Friday night, 6 PM, and can sell our Club cars. The School is asking for a larger layout than last year, perhaps 24' x 40'. The train display is being combined with the student art exhibit, bake sale, and flower sale at the School.

Loading will take place at Norwich Wednesday March 10 at 6 PM; Bob MacGregor will be bringing Big Blue.

The layout will be taken down after the display closes and loaded back into Big Blue for unloading at Norwich March 17 at 6 PM.

### Springfield Debrief

The annual Amherst Railway Society (<http://www.amherstrail.org/>) show was held on Saturday and Sunday, February 7 and 8, at the Eastern States Exposition (The Big E) at West Springfield, Massachusetts. Vic Clark provided a trailer again this year. The G and HO scale modules were unloaded in the Young Building before 10:00 AM on Friday morning. Both layouts were working by the end of the day although there was a slight glitch in the new passenger module wiring. But not to worry, Stu wasn't about to let that slow us down. The N scale and On3 layouts of course were up and running by lunch.

We unloaded everything the following Monday night at the Woodworker's Warehouse store in Norwich where we will

stay until the store is rented or we wear out our welcome.

### New London Mall Tidbits

Dan is working on staying in the store after we return from Springfield so call him or any other Club officer to get the latest story.

### Meeting Dates and Work Sessions

See meeting notes below.

### Extracts from Meeting Notes in February

[Only includes information relevant this month or not incorporated in other articles in the newsletter.]

#### February 22

(Provided by John Waller)

The meeting was moved to Norwich, as nobody had the key to the Bill Library. The Prez was called away on urgent business, so the *Vice-Prez* chaired the meeting.

There was no Secretary's report, but it's probably all history by now anyway. Gary Domer presented a Treasurer's report and handed out copies of the 2003 financial report. Wheels and couplers, and hats and shirts were available.

The Willimantic Show is currently scheduled for April 18, our next commitment after MMS?

There will be a meeting (if necessary) after the MMS display March 13. The March 28 meeting will be at Norwich, 7:30 PM.

Bill Evans has arranged a seminar on DCC and signals for the April 11 meeting at

Mystic Middle School Display March 13 (snow 20).

Norwich 7:30 PM<sup>1</sup>. The April 25 meeting, same time, same place, will be devoted to establishing a consensus among Club members about what we should do about DCC.

There will be work sessions on Wednesdays February 25 and March 3 at Norwich 7 PM. Consideration will be given to two sessions per week after the MMS Display. Learning how to drive the new passenger module will be given some emphasis.

Barbara and Wolf Schubler are establishing a retail outlet, including model trains, with possible emphasis on the Broadway Limited line. Club members interested in this line might want to contact Barbara or Wolf.

#### **Club Still Needs A New Treasurer**

The call is still out for a new treasurer for the Club. Gary Domer is standing by to help you make a smooth transition into this prestigious Club position. Call Dan or Gary (See M&P Officer List) to become a real Mohegan and Pequot Hero and sit at the front table during meetings with the other great Club Luminaries.

#### **Future Field Trips**

Jim Delany needs your suggestions for field trips for the Club in 2004. So far the following one-day trips are on the list. We will visit the Providence Club layout in late February (?) on a Saturday morning. A trip to Northlandz in New Jersey in late March, then a trip to Troy, NY to see the RPI layout with a visit to the new Amtrak station and the yard at Selkirk. In May a visit to the George Sellios Franklin and South Manchester world-class layout in Peabody, MA.

In late June we could visit New Haven station on a Saturday and take Metro North to Grand Central Terminal, to see this renovated gem of a station. Excursions to the railroad museums in Willimantic and Danbury and the Essex Steam Train are also potential one-day trips that we might take this year.

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<sup>1</sup> Bring your own chair!!

The annual club 4/5 day trip, will be made in the July-August time frame with the date and place to be determined by the club members. Altoona, PA was suggested again but we could go to Baltimore instead to check out the B & O Museum and the Amtrak mainline (the Northeast corridor).

Bob MacGregor suggests that the Ohio/Michigan area might be worth a visit, with something like 70 trains per day operating.

#### **Member News**

Here is where we actually try to communicate with our fellow Club members and those who might want to join us. Do you need some help with a model railroading problem, have expertise to share or just want to get out in the world more? Then let it be known in the Club newsletter.

#### **New Members**

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

Although my recent visit to Australia was primarily to attend a naval class reunion, I still managed to get my fair share of trains.

I travelled Sydney to Melbourne, and back, on the XPT (eXpress Passenger Train) entirely in daylight hours both ways. It is a nine-hour trip, with about 10 intermediate stops. The train itself is derived from the British X125, streamlined push-me-pull-you diesel locomotives.

The advantages of long distance train travel showed up in the ability to watch the scenic countryside roll by, and the downtown terminus at each end. The train was on time both ways.

While in Melbourne, I met up with an old friend, Graham Lewis, who is a member of Steam Rail, Victoria. His influence permitted us to have a rare view of a locomotive being prepped for a steam excursion run. The locomotive, a Victorian K class "light goods engine", is a 2-8-0 and was being prepped by

the Mornington<sup>2</sup> Railway Preservation Society.

I saw many things I have never seen before. One thing was the grate in the smoke box designed to trap coal particles too large to completely burn up by the time they reach the ground. Recently, this locomotive started a track-side fire. This was finally attributed to the coal not being properly washed, and small red-hot stones were passing through the grate, and stones don't burn up!

I had known, of course, that nearly all steam locomotives designed since 1900 used superheating, which doubles the efficiency (makes it go from worse to bad) for very little cost. One of the costs is the cylinders need to be lubricated with oil, instead of saturated steam. Special oil pumps for the purpose are mounted on the frame near the cylinders.

Did you ever wonder why there is more than one dome atop the boiler? Only one is for separating saturated steam and water; the rest carry sand so it remains nice and dry.

I actually stuck my head into the firebox. People crawl through that opening to service the firebox; hmmm! Replacing firebricks can be a problem, unless the brick manufacturer can make the bricks the right shape when moulded, which some do. The firebox grate is made in sections, so sections can be tilted every so often to displace ash into the ash pan.

The process of assembling boiler tubes was explained to me. The tubes are expanded with special tools and must pass the pressure test before welding, which surprised me. I was told the weld is mostly to provide a smooth contour at the end of the tube to reduce hot spots which lead to corrosion. There are conflicts with boiler safety inspectors because modern (non-steam locomotive) boilers or steam generators use different materials and standards than of yore. Sometimes the inspectors are not satisfied with: "we have always done it like this!"

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<sup>2</sup> I used to live at Mornington.

The K class had a very good reputation among crews, and was one of the last to be withdrawn after dieselisation. I asked Graham what makes a steam locomotive popular with its crew. It can be a "good steamer", meaning it raises steam without the need to fiddle too much with the fire. Of course, it needs to be reliable, and this often means the design is not so marginal engineering wise. It is somewhat over-designed and the parts don't wear out or fail so easily.

I finished up visiting my favourite railway museum, Puffing Billy, which I wrote about some time ago. I did not ride on the quaint little narrow-gauge trains, but, with slick talking from Graham, we were able to visit the workshop where a narrow-gauge Garret is nearly at the end of "restoration". About 75% of the parts are new, but the original main frame is retained. This, according to Graham, allows it to be called a restoration and not a replica. It looked magnificent, and I hope to see it steaming sometime.

*John*

**The President's Corner**  
(The Prez discussing ???)

*Dan*

**Vice President's Niche**

If there is anything wrong with the newsletter this month, don't blame Clark, who is away; blame me.

The HO layout was very large at Springfield, and an unusual shape. I was operating at one of the "outposts" and developed a crick in the neck looking both ways for trains coming from behind me. Generally I found the radio sets of limited value, despite the fortune spent on batteries. Before the new passenger module is fully functional, we need to consider what to do about operating big HO layouts. In my view, we are not there yet.

I had my DCC layout running most of the time. It still has software bugs, one of which I have since found; I was overrunning the limited stack in one of the microcontrollers. It

was a low probability event, but, as Murphy said: "if it can happen it will."

I have changed the signal conventions, as noted previously, and there was only one instance of a spectator claiming a train had just run a red light. I noticed more instances (than previously) of men standing back, watching the trains go round, and carefully explaining the sequence to their (bored) better half. But I still had technical and other queries to field, which I always regard as an essential part of our interaction with the public, distracting from our train dispatching duties though they may be. One such spectator had a very complex relay diagram he wanted me to comment on, an impossible task in the circumstances. Instead I found out what he was really aiming to do and drew a much simpler diagram to send him on his way.

*John*

### The Market Place Club Member Ads

Advertise (free) here to reach more than seventy 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.)

### The Club Store

The Storekeeper has metal wheels and couplers and the usual model railroad stuff too. To find out what else is in the Club Store see Larry Southwick.

### M&PMRR Officers & Functionaries

<b>The President</b>	Dan DeLany	860 643-9303
<b>Vice President</b>	John Waller	564-3114
<b>Treasurer</b>	Gary Domer	446-2113
<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 Pa\$\$enger Module	\$tu Dom	536-7637
Field Trips	Jim DeLany	889-4029
Newsletter	Clark Pritchett	444-1884
Club WebPage	Jim Spavins	<a href="mailto:spavij@rpi.edu">spavij@rpi.edu</a>

### Letters to the Editor

Vent your opinions here!

### The Technical Section

Contributions are welcome. You can write about anything from prototypes and history to model railroads. Scenery, electrical, bench work, model building and more are all of interest to the club members.

### Dan's Notes on His Weathering Clinic

Coming soon (when the weather improves?)

### Railroad People Answers

- 1 J. J. Hill (S), a Canadian, built the Great Northern Railroad which opened up the Pacific Northwest, the last frontier in the United States.
- 2 Cornelius Vanderbilt (P), the Commodore began with packet boats on the Hudson river and drove his competitors into bankruptcy. Then he got into railroads which later became the basis of the New York Central System after many buyouts, mergers, reorganizations, refinancing and bankruptcies.
- 3 Jay Gould (U), all five feet of him, was the most notorious manipulator of railroad stock in the United States.
- 4 John Pierpont Morgan (Z), "If you have to ask you can't afford it.", was Wall Street's biggest railroad financier.
- 5 Leland Stanford (X), a Governor of California, was president of the Central Pacific Railroad. He also founded Leland Stanford Jr. University after the death of his only son.
- 6 Daniel Willard (Q) was President of the B&O from 1910 to 1940. He was on Time magazine's cover on January 11, 1932 because, "He has a conscience in dealing with labor." AFL-CIO President William Green called Willard "deserving of honor and tribute."
- 7 E. H. Harriman (W) from New York, the father of Ambassador Averill Harriman, set high standards for the many railroads that he owned or managed during his lifetime.
- 8 The Mark Hopkins (T) Hotel, where you can get a drink in the penthouse bar at "The Top of the Mark", was named after this California merchant.

9 J. Edgar Thompson (R) made the Pennsylvania Railroad the standard railroad of the world through organization and introducing new concepts such as cost accounting. Is he the father of the present day MBA?

10 Joshua Lionel Cowen (Y) received his first patent in 1899 for a device that ignited a photographer's flash. In 1900 he and a partner founded the Lionel Corporation in [New York City](#).

? This is some M&P Club Member's picture.

**Their Pictures**



**World Wide Web**

Send in your favorite railroad related websites and they will be published here so everybody can access them. Hundreds of railroad terms defined.

<http://parovoz.com/spravka/RailroadDefinitions.html>

The Model Railroad in Manchester is still in the mill building but the business has expanded and changed its name.

<http://www.nehobby.com/>

**Model Railroad Calendar**

**This Month in 2004**

**March 2 East Lyme Public Library, 7 PM**

Peter Lynch, author of *The New Haven Railroad*, will talk about railroad history in southern New England and New York. Entrance free but limited. Call 860 739 6926 to register.

**March 13 Mystic, CT** M&P displays an HO layout at Mystic Middle School. Ed Bradbury is the point of contact. Snow date March 20.

**March 7, Cheshire, CT** : The Cheshire Band Association Show from 10:00 AM to 3:00 PM at the Cheshire High School.

**Next Month and Beyond**

Ron Pothier's list of train shows for the year is available from him at [repth@snet.net](mailto:repth@snet.net).

**The Lighter Side**



Father! Dear Father!!

My aim in life is to be as good as my dogs thinks I am.

Groucho Marx said: “outside of a dog, a book is man’s best friend; inside of a dog, its too dark to read!”

**Submitting Newsletter Items**

Electronic versions are preferred so retyping is not necessary. E-mail enclosures in Microsoft Word and other compatible word processing programs can usually be opened. Send items to be published by E-mailing them to Clark at: [modlrrnews@aol.com](mailto:modlrrnews@aol.com), or snail-mail them to 23 Beacon Hill Dr. Waterford, CT 06385. If you do e-mail something, it is a good idea to phone (860 444-1884) and say that you sent it so it doesn’t mistakenly get deleted as spam. Put 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. The deadline for submissions is one week before the end of the month.



**NYC Niagara (Northern) with Elephant Ears.**



There really were cabooses on Trains



**Bridges Over Larry Southwick’s Module**