

January 14 is the cut-off date for dues if you want a free pass to Springfield

# Mohegan Pequot Model Railroad

<http://www.mprc.org>



## The News for: January 2007

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### Essex Christmas 2006

The gods took pity on us this year and the weather was very mild, by comparison. We operated December 9/10, 16/17, and 23 December. It was far less hectic than Thomas. The layout was the same as Thomas for 11/12 November. The number of Club members present was not great, but enough to run trains and have some fun. The clientele was generally quite knowledgeable.



### Club Business

#### Meetings and Work Sessions

#### December 26, 2006 at Bill Library

##### *Train Show*

January 13 9 AM to 3 PM, United Methodist Church, Branford.

##### *Plexiglass*

Orders will be placed soon; private module owners, get your bid in.

##### *Dues*

The cutoff date for paying dues, and still qualify for a Springfield pass, is January 14, whether a meeting is held that day or not.

##### *Two-Way Radios*

These were tested at Essex on December 23; Dan report??

##### *Transition Modules*

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Most of the work Wednesdays and Sundays will be concerned with track laying, trees, and getting minimum operability for Springfield.

#### *Other Work*

The 8' lift bridge has been rewired.

#### *Hartford 2009 Convention*

A letter to the NMRA president is being drafted.

#### *Springfield Show*

The advent of new modules means a different HO layout will be adopted compared to previous years. There will be many new Club and private modules, some will be incomplete but functional, and more delicate (lightweight) than some existing modules. Please be careful handling them.

Red, white, white, and blue trailers are available. How patriotic can we get.

We need to know whether the power gets cut at night.

#### *Essex*

This went well with a steady stream of visitors and relatively kind weather. Some days it was warmer outside than in! I have a window fan I no longer use; maybe that would have been helpful? Opening dates and times were 9/10, 16/17, and 23 December, noon to 4 PM, the afternoon watch for you ex-navy guys.

The plan is to remove all materiel from Essex on January 6.

#### *January Meetings*

There will be a meeting at Larry's 14<sup>th</sup> at 5 PM and Bill Library 21<sup>st</sup> at 7:30 PM, to wrap up arrangements for Springfield.

#### *Bob Murphy's Layout*

A visit to Bob's layout is tentatively scheduled for February 11; watch for details. It could be a meeting followed by an operating session. Bob wants to see if we can "break" his layout!

### The President's Corner

Talk to Dan at work sessions.

### Vice President's Niche

The use of the light-emitting diode (LED) has been a revolution in electronics. And they are finding their way rapidly into model trains and ancillary equipment.

One such, of course, is signals. Some time back we listened to a seminar from the owner(?) of Integrated Signalling Systems (ISS).



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Thanks to the new standard of light-weight modules that we have adopted, my wife Rae and I can easily load them in the trailer at home. The two end sub-modules need to be turned on their side to get them out the basement door.

I also received favourable comments on the design and many suggestions for scenery. One object was to make it less than obvious that the two main tracks are not connected in any way to the local tracks.

Scenery ideas include making the bridge over the main tracks and one of the zigzag spurs a plate bridge. Only a small part of the helix is exposed; the rest is inside a mountain. The exposed part will be a wooden trestle bridge over a gully.

The tall plexiglass gives scope for cut-away views, such as the inside of a tunnel, where the local track passes under the main tracks. Other possibilities include a cave where bears are hibernating, people living underground at opal mines in Australia, and so on.

Last month I wrote about narrow-gauge Garratts. In discussing it (by email) with my friend Graham Lewis, more information came to light. Graham is very good at digging up info.

A history of the Garratt may be found at <http://www.bangor.ac.uk/ml/whr/k1.htm> but I will give you a little of it here. The basic layout was devised by Herbert William Garratt and patented in his name. The original manufacturer was Beyer Peacock of Manchester. This company continued to make the locomotive type, after the patent expired, calling it "Beyer-Garratt".

Most locos made were for narrow-gauge railways especially in Africa. The design, with its distributed weight, was considered best for rough tracks. The largest such loco ever made was the standard-gauge AD60 used in NSW, Australia, for hauling coal trains.

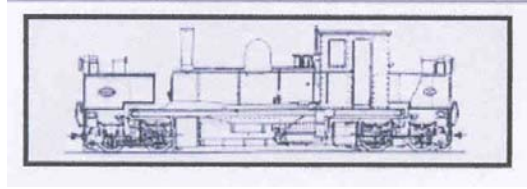
Graham tells me the AD60 had dual controls, so was convenient to drive in either direction. The preferred direction was backwards, with the funnel trailing, to reduce the amount of smoke in the cab in tunnels, which abound in NSW.

The above web site claims the first Garratt was K1 built in 1909 for the North-East Dundas Tramway in Tasmania.



I have read in many places that early steam locos were developed after testing with models, but I never read about any details of such models. Now K1 is almost a model. It is of 2 ft. gauge, and is as simple as a Garratt can get.

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It is of 040+040 configuration, very reminiscent of many diesel locos in wheel arrangement. There are two “tanks” fore and aft. The one at the funnel end is for water only, and the other for water and coal. The design is not intended for speed, so the driving wheels are small. Remember, the smaller a wheel’s diameter, the better it negotiates curves.

After working for many years in Tasmania K1 was returned to the UK, restored, and put to work on a museum railway at Bangor, Wales. Thus it is nearly 100 years old, and still working.

*John*

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M&PMRR Officers & Functionaries

**The President Dan DeLany** 860 748-7581  
**Vice President John Waller** 564-3114  
**Treasurer Don Counsellor** 739-6381  
**Secretary Robert Applegate** 464-2118  
Storekeeper **Larry Southwick** 535-2996  
Field Trips **Jim DeLany** 889-4029  
Newsletter Editor **Clark Pritchett** 444-1884  
Newsletter Mailing, Meeting Speakers and  
Bulk Purchases **Bill Evans** 267-9482  
New Passenger Modules, Name Tags and  
Show Layouts **Stu Dom** 536-7637  
Webmaster **Jim Spavins**

[jimspav@alum.rpi.edu](mailto:jimspav@alum.rpi.edu)

Real Prototype Railroading Information

Richard Peiffer [rpeiffer@charter.net](mailto:rpeiffer@charter.net)

Prototype Questions Dave at <http://www.davesrailpage.com/>

## ***Member News***

By John Waller. I still intend to take as many oral histories as time permits, but have only managed Bert and Jan Luth so far. I told Jimmy Spavins that the latter has an amazing collection of material, for much of which there are no copies. Jimmy has now visited Jan to see for himself.

Does anyone know where Dave Bidwell is?



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## The Market Place

### Club Member Ads



### The Club Store

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

## 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.

## The World Wide Web

### Electronic-Mailing/Communications

Please e-mail the newsletter editor at [modlrrnews@aol.com](mailto: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.



## Model Railroad Calendar

### Next Month and Beyond

Send in the information please.