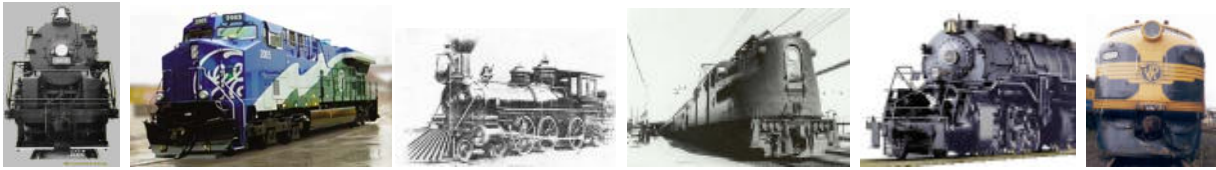


# Mohegan Pequot Model Railroad



## The News for: January, 2008

### Springfield 2008!!!

All of the stuff here came from the President, Dan Delany. First the Schedule (as of this date)

#### January Schedule

Pre - Springfield Work Sessions, all at

Larry Southwick's House

Sunday Dec. 30 - 10 AM

Wednesday Jan. 2 - 7 PM

Sunday Jan. 6 - 10 AM

Wednesday Jan. 9 - 7 PM

Sunday Jan. 13 - 10 AM

Wednesday Jan. 16 - 7 PM

Sunday Jan. 20 - 10 AM

Pre - Springfield Meeting Sunday Jan. 13 -  
7:30PM at the Bill Library in Ledyard

#### Show Schedule

**Trailer Loading** - Wed. Jan 23 at 7 PM at Larry Southwick's House (Bad Weather: Thurs. Jan. 24)

**Unloading/Setup** - Friday Jan. 25 at 8 AM

Young Building at the Big E in West Springfield

**Show** - Sat. Jan 26 from 9 AM to 5 PM Young Building at the Big E in West Springfield

**Show** - Sun. Jan. 27 from 10 AM to 5 PM Young Building at the Big E in West Springfield

**Unloading** - Wed. Jan. 30 7 PM Larry Southwick's House

#### HO Operations at Springfield

With an eye towards putting our best foot forward this year, we've been trying to organize ourselves a little better than in the past. This includes numerous tries to streamline the transportation of club equipment and modules, making setup more efficient, and making our operation of the layout as smooth as possible. It's in the last area where we could use the most improvement at Springfield, and to address this, we decided to go back to the dispatcher system,

with an added twist: manned "control points" around the layout. Both of these ideas have been tried in the past, and what better time to bring them back than now.

The purpose of the dispatcher is simple: we need a single point of contact for all trains on the mainline, and someone to control the placing and removal of trains from the mainline. The dispatcher would maintain 3 lists: trains actually on the inside main, trains actually on the outside main (use the dry erase boards for this) and a list of trains waiting to go out onto the mainline. It would be up to the dispatcher to maintain the lists, and rotate trains out onto the mainline. This will keep a constant flow of trains to/from the mainline. Anything that happens on the mainline should be radioed back to the dispatcher. Most importantly: the dispatcher will be in control of the mainline throttles. This should simplify moves into and out of the staging, where the mainline speed is decreased also. With a dedicated dispatcher, you can cycle trains in and out of the pass module or the various yards/personal modules more frequently in order to keep a good variety on the mainline. It will also make transfers (trains that run less than 1 time around the layout) between various personal modules easier, since all you'd have to do is clear it with the dispatcher.

The control points have been listed in the attached sign-up sheet. (Last Page) The purpose of these control points is to monitor the mainline, ensuring control of the mainline trains. For this reason many of the mainline control points will be manned by more than one person, where one person is switching the module, while another person watches the mainline. This will work fine, it's just important that the person assigned to the control point focus their attention to the mainline.

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Also, many of these control points are personal modules, and most of the time the owners will be present.

What will facilitate this is working radioes. Last year, we had some issues with the compatibility of the headsets with the radios (mainly a lack of compatibility). I believe I have solved this issue with the correct adaptors for the headset plugs. It is imperative that headsets be worn and used. Without communication, none of the above works.

Things that should be communicated over radio:

All derailments/uncouplings

Anytime the mainline power is shut down for either track

Anytime the direction of the mainline is reversed

Anytime a new train is added to the mainline, even if is just a short run between modules (Such as between Stu's yard and the DeLany yard)

Anytime a train is pulled from the mainline

Anytime a train is held on a module (for the purpose of spacing)

Also, feel free to talk back and forth as much as possible. Its not like a cell phone, we have unlimited minutes all the time! Besides, it feels more like real railroading if we talk like we're really running a railroad.

Lastly, how do we staff these positions? (Dispatcher/Control Points) The sign up sheets will be in place at the meeting, and at the show Friday AM. What I'm proposing is that everyone in the HO crew needs to sign up for at least 4 shifts over the 2 days in order to qualify for a pass to the show. Since we have been routinely running out of passes, yet we don't seem to have enough people watching the layout, this should kill two birds with one stone, and still allow for plenty of time to shop and socialize.

Although this sounds like a lot to ask, most of us are around the layout for a lot longer than the 6 hours I'm proposing to require, and this would just give everyone a place to relax in between shopping runs. Most of all, it will give members a chance to check out and staff some of the new modules that have been built over the past couple years, and get everyone involved in the running of the layout. Hopefully, it will lead to more personal modules!

I recently read on CNNHealth that being organized is one of the best ways to combat stress. That's the goal here, since if this holds true, this little bit of organization should remove a lot of the stress from the show, and make the weekend that much more fun.

### **Extracts: December Meeting Notes**

John Waller's January Meetings January 13 at Bill Library, 7:30 PM.

There were 10 members present.

**Springfield 2008:** Dues must be paid by January 13 for Club members to get a free pass. Loading will be planned at the January meeting, probably starting Sunday 20th. The layout plan is available; pass procedures are still awaited. Work sessions Sundays and Wednesdays in January till Springfield; there is much to be done!! We have more trailers now and might, just might, have reached the stage where we can pack the trailers without it seeming like a Chinese puzzle.

**Near and Future Shows:** Friendship School Show: Possibly after Springfield. We need a Club member who can lead the effort to find more show/display locations. The discussion continued; we need to spread our net further afield. Bill P. will try and get us to Old Lyme again.

**Modules:** Currently we are in building mode and, hopefully, this will eventually pay off. We must continue to aim for quality rather than quantity. Some older Club modules should continue to be phased out. It is better to show modules under construction than obsolete modules. Building is our forte.

**Operating Sessions:** Bob Murphy's Layout; The session after Thanksgiving went very well. More sessions are being planned. (See Page four also)

**Clinics:** Sandy hopes to hold small wooden building clinics after Springfield. They will probably run up to three sessions.

MERRY CHRISTMAS EVERYONE!!

*John*



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### **The Dos and Don'ts of Club Dues**

Do pay \$40 (\$50 for families) to the secretary, Bob Applegate [c/o M-P Model RR Club 23 Hyde Park Drive Gales Ferry, CT 06335-1941].

Don't pay the treasurer, Don Counsellor, even though he may look trustworthy and competent. Only the Secretary is authorized to collect the money and record your membership for 2008.

Do pay by January 13 (the first meeting) for Club members to get a free pass to Springfield.

Do pay/renew your M&P Membership.

Don't forget.

### **Meetings, Schedule & Work Sessions**

The pre-Springfield meeting will be on Sunday Jan. 13 at 7:30PM at the Bill Library in Ledyard, Refer to the schedule on page 1 for everything else about work sessions and loading, setting up, operations, breaking down and unloading for Springfield.

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

#### *Can We Save Our Trains?*

An article titled as above appeared in a supplement to the New London Day, November 4, 2007.

I am always surprised how many people equate "trains" to "passenger trains" and exclude freight trains from their thoughts. I see the P&W freight trains nearly every day, and they don't seem to be in need of saving.

The emphasis in the article is on the trains themselves, making comparisons with European and Asian examples of trains. Yes, we would need trains, but they must run on track. The picture at the head of the article shows a passenger train negotiating a tight curve, obviously following the route of a waterway.

Even with the Acela trains the trip Boston to Washington DC takes seven hours. And we know why this is: although the track has been upgraded in quality in terms of rail, ties, and road bed, the track route remains largely the same as it was in the 19<sup>th</sup> Century, complete with opening bridges.

The early steam trains were limited in speed and gradient capabilities, else they consumed too much coal or wood. Tracks were curved around rivers and waterways to achieve that low gradient, as this did not restrict prevailing speeds. But the early trains were successful because they greatly improved upon previous transport methods.

Outside of the North-East Corridor, additional forces are at work. Amtrak does not own the right of way. The abysmal on-time performance for Amtrak can be traced back to track sharing.

To quote from the article:

"The legislation [in Congress] would commit \$10 billion over four years to develop high-speed short-haul corridors modeled on the European city-to-city routes."

And: "It's not a nostalgic thing, like, 'Let's save the choo-choo'"

In fact, the "choo-choo" is from the era when American passenger railroads were second to none and, in more modern times, developed the principles for the magnetic levitation train. The latter technology, after a failed effort by Germany, has been taken over by Asian countries.

Anyone not familiar with the problem, and the author(s) of the Day article is (are) not given, would miss the point that dedicated tracks are required for both conventional and maglev high-speed trains. And this is where the playing field is well and truly tilted by the Feds in favour of air and road transport.

To emulate the past glories, any new passenger train initiative must be an improvement on existing transportation facilities. Maybe, because of its very small footprint on the ground, maglev is the only viable option?

The idea of building maglev tracks above the median strip of existing freeways has been put forward. This certainly has merit in terms of people snarled in traffic who will see the train roar by. And the idea would require no land acquisition.

But there would be limitations. The curvature in many freeways would restrict maglev train speed. Remember, the effect of negotiating a curve is a function of the square of the linear speed. Bridges and overpasses would present problems. Curvature in the vertical plane is just as much a limitation as in the horizontal plane.

And, maglev trains at high speed are very noisy, like a jet aircraft flying right overhead.

*John*



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## The President's Corner

Hello All,

It's sure been a long time since an article appeared in this section of the newsletter! So, let me start off by wishing everyone a happy new year. 2007 has been an interesting year, and as far as the M&P goes, it's been quite productive, and a heck of a lot of fun. Personal modules are all progressing nicely, and I can't wait to see the layout all set up at the Big Show. Speaking of the Big Show, as I write this, Springfield is only 26 days away! This year is the culmination of the last 3-4 years of work. Many of you have been working feverishly over this time to finish a myriad of project, both personal and club relate. For the last 4 years, the layout has been getting progressively better, and this year will be no different. Although the old adage is true, "a model railroad is never finished", we can begin to see the light at the end of the tunnel.

Why is Springfield such a big deal? Aside from the fact its one of the biggest shows in the country, and its always important to put our best foot forward at this show, this year is by far the most important. With the NMRA national convention coming to Hartford in 2009, and with it the National Train Show, our hopes and dreams of being part of this once in a lifetime event ride extremely heavily on our appearance at Springfield this year. National train show committee representatives will be scouting the club layouts at Springfield this year for possible inclusion at the National Train Show. Those of you who have walked around Springfield know there's a lot of competition for a small amount of space at the National Train Show, and I can't emphasize enough the importance of looking our best this year. There are over 50 club layouts at the show, and many of those will not be displaying at the National Train Show. It's up to us to make sure we're not one of those clubs that misses the dance. The Convention center in Hartford is less than 4 miles from my Home in South Windsor, and I plan on doing everything in my power to make sure the M&P is represented at the Show.

The good thing is that we are close to where we wanted to be leading up to the show. The next month is all about scenery, and details. For those of you who aren't bringing modules, stop down on a Wednesday night or a Sunday and make

trees, add HO scale people to the passenger module, or anything else you can think of to make the layout look better. Or, if you can't make it down, take the time to give your locomotives and rolling stock a good once over. Clean the wheels, check couplers, and make sure everything is in top shape. The club has plenty of metal wheels and couplers for just this purpose.

The weekend of Springfield is one of my favorite weekends of the entire year. Its something we're lucky to be part of, and we're lucky to have an opportunity to be part of the National Train Show. It's up to us to seize that opportunity. Well, I'm off to finish wiring my control panel.

*Dan*

## The Vice President's Niche

In trying to broaden our horizons for where the Club should usefully display its talents, Dan's thought is that a member should be devoted to this task. We are good at technical things, and building things, but it seems we need a business manager.

Perhaps we need more young people, as we keep saying. Other organizations seem to manage it, as the picture shows.



This is a picture of some members of MERG at their AGM. MERG stands for Model Electronic Railway Group, a UK-based organization. I can easily see all these men are much younger than me.

*John*

## Operating Sessions

Jonathan Harger is still holding operating sessions at his home layout in East Lyme on the second and fourth Mondays of the month at 7:00 PM. Check with Jonathan for directions and to see if there are any changes. Call (860) 739-4224 or [hejeharger@ct.metrocast.net](mailto:hejeharger@ct.metrocast.net)

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## Letters to the Editor

Enquiring minds want to know! (Apparently not!)

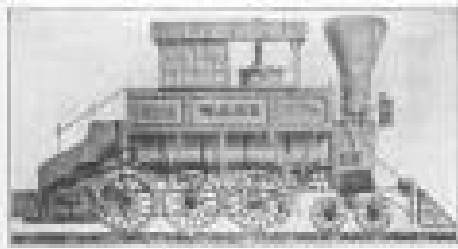


Fig. 10. Model Railroad

## The Market Place

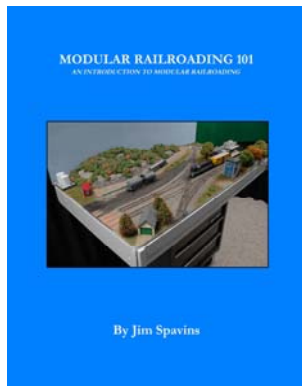
### Club Member Ads

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

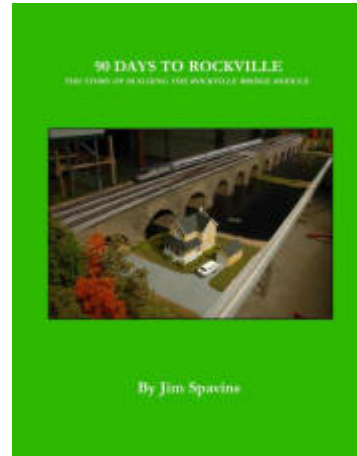
### Signature Series Railroad

*Ring in the New Year with the newest book for the Modular Model Railroader!*

Modular Railroading 101 - Have you ever wondered what it takes to put together a modular railroad display? This book will guide you through the basics of modules from design to construction to transportation to set up. Learn about what goes into a well functioning display and how you can build a module for yourself. Plenty of photos and diagrams to inspire your journey into the world of modular railroading! Available now!



*Also Available:* Module Design Templates, 90 Days to Rockville Slideshow, 90 Days to Rockville Book, The Prairie Peddler



*Titles Coming Soon:* Module Design Ideas I  
Purchase your own copy at the website:  
<http://www.signatureseriesrailroad.com>!

### The Club Store

Inventory is complete. Please buy from the Club store if you need "stuff". A list of "stuff" will be published in the Newsletter year 2008 (2009?)

### Commercial Corner

Nothing here

## The Technical Section

### Much More than Your Average Train Set

By Fred White **December 11, 2007**

(Received from Bob Applegate)

Running time for the 310-mile journey between London and Paris was two hours and 35 minutes. That figure is now obsolete, after the high-speed Eurostar passenger train set a new record in mid-November.

Eurostar is the high-speed rail service directly linking the United Kingdom to France and Belgium via the Channel Tunnel, also known as Chunnel. It opened in 1994.

A 776-passenger high-speed Eurostar train that travels from London to Brussels to Paris recently set a new record. Running time for the 310-mile journey was two hours and 35 minutes. That time figure now is obsolete. Eurostar trains on the British side of the English Channel have been using a new high-speed main line that has cut the total journey time to just over two hours (2 hrs. 3 min. 39 sec), according to The Associated Press (via [International Herald Tribune](#)).

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Last month, the train moved at speeds of more than 186 mph (300 kph) in France and England (though not while in the Chunnel for safety reasons). And on Sept. 20, 2007, Eurostar broke the record as it officially shortened the travel time from Brussels to London (1 hour, 43 minutes), as reported at [World Travel Guide](#). This may not be as fast as [the train that speeds](#) from Paris in a northeasterly direction, but for many riders the shorter travel time allows more time for business meetings or to see the sights.

Before this record, in July 2003, a Eurostar train shattered the speed record for the fastest ever train in the U.K., when a Eurostar train reached 208 mph (334.7 km/h) during safety testing on the first section of the channel tunnel rail link, according to the rail service's [online time line](#).

As would be expected, the high-speed train crosses the English Channel via the Chunnel. We might have thought this high-speed train would have been operating soon after the Chunnel opened in 1994. That is, until we realized the money required — £5.8 billion (US\$11.8 billion) — and challenges that had to be overcome in England before the train could zoom along. For one, as U.K.'s [The Observer](#) notes, workers removed “530 million cubic feet of earth from 37 miles of tunnels through east London and Kent.”



Credit: [Daily Mail](#) (UK)

Read the entire article at [http://news.thomasnet.com/IMT/archives/2007/12/speeding\\_along\\_eurostar\\_high\\_speed\\_passenger\\_rail\\_train.html?WT.mc\\_t=nlimt&WT.mc\\_n=85&channel=email](http://news.thomasnet.com/IMT/archives/2007/12/speeding_along_eurostar_high_speed_passenger_rail_train.html?WT.mc_t=nlimt&WT.mc_n=85&channel=email)

### **Fostoria, ReVisited**

(by Clark Pritchett)

There I was on December 26, driving back from Detroit to Connecticut and what just happened to be on the way (110 miles from Detroit and thirty miles south of I-80) but one of the best train

watching spots in the country, Fostoria, Ohio. Off I went to the Amtrak Station and within five minutes these was a meet of an eastbound and westbound freight at the double-diamonds. (A crew was working on the diamonds.) Fifteen minutes later, two more trains on the CSX (old B&O) line met at the station. One train had nine engines, the last three appeared to be brand new. At least two more CSX trains went by.

Then there was an agonizing wait of maybe fifteen or twenty minutes without a train passing within five feet of me, there was still some action. Several trains turned from the C&O line onto the CSX line, but only one was headed west. After that the N&W line came alive with one train headed south and the other north. The audacity, they didn't even meet at the double diamond. Then it was time to go.

The Club trip in 2008 will definitely have Fostoria on the agenda again. If you have not had the chance to go, you are missing some real railroad action.



12-26-07 Amtrak Station at Fostoria, Ohio C. Pritchett



12-26-07 Amtrak Station at Fostoria, Ohio C. Pritchett

**Springfield. Springfield, Springfield (and Dues are Due Too)**

## World Wide Web

Nothing this month.

## The Life Section

Springfield! What more is there to life?

## Railroad Calendar

Eventually there is going to be a change in the M&P Calendar. You know how great it is going to be. Your Prez has it under control.

## This Month in 2008

**January work session and the Springfield loading, setting up, operating, breaking down and unloading schedule is on page one of the Newsletter.**

**January 13, Ledvard, CT** M&P Club Meeting at the Bill Library at 7:30 PM. This is the big planning meeting for Springfield.

**West Springfield, MA – January 26/27, 2008**

{Also simply known as “Springfield”} Big Railroad Hobby Show Sat. 9 AM-5 PM, Sun. 10AM-5 PM,. – Amherst Railway Society Eastern States Exposition Grounds, “The Big E”

## Next Month in 2008

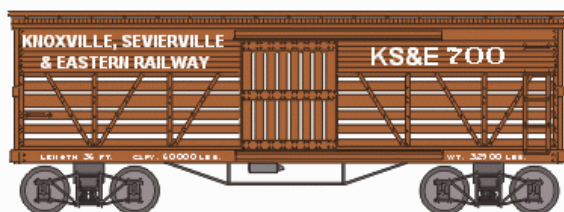
### Train Shows from Ron's List

(Ron Pothier at [repth@snet.net](mailto:repth@snet.net) for latest information.)

**January 6, 2008, Shelton, CT.** 9AM – 2PM, – Shelton Courtyard Marriott Classic Shows, 780 Bridgeport Ave. Shelton, CT

Contact: Lud Spinelli (203) 926-1327 or [www.ClassicShowsLLC.com](http://www.ClassicShowsLLC.com)

**January 12, 2008 Branford, CT.** – United Methodist Church of Branford 9AM-3PM, (Snow date) – January 19, 2008,



## The Lighter/Heavier Side

A WONDERFUL LESSON IN POLITICAL SCIENCE AND WORLD ANALYSIS

DEMOCRATIC You have two cows. Your neighbor has none. You feel guilty for being successful. Barbra Streisand sings for you.

REPUBLICAN You have two cows. Your neighbor has none. So?

SOCIALIST You have two cows. The government takes one and gives it to your neighbor. You form a cooperative to tell him how to manage his cow.

COMMUNIST You have two cows. The government seizes both and provides you with milk. You wait in line for hours to get it. It is expensive and sour.

CAPITALISM, AMERICAN STYLE You have two cows. You sell one, buy a bull, and build a herd of cows.

BUREAUCRACY, AMERICAN STYLE You have two cows. Under the new farm program the government pays you to shoot one, milk the other, and then pour the milk down the drain.

AMERICAN CORPORATION You have two cows. You sell one, lease it back to yourself and do an IPO on the 2nd one. You force the two cows to produce the milk of four cows. You are surprised when one cow drops dead. You spin an announcement to the analysts stating you have downsized and are reducing expenses. Your stock goes up.

FRENCH CORPORATION You have two cows. You go on strike because you want three cows. You go to lunch and drink wine. Life is good.

JAPANESE CORPORATION You have two cows. You redesign them so they are one-tenth the size of an ordinary cow and produce twenty times the milk. They learn to travel on unbelievably crowded trains. Most are at the top of their class at cow school.

GERMAN CORPORATION You have two cows. You engineer them so they are all blond, drink lots of beer, give excellent quality milk, and run a hundred miles an hour. Unfortunately they also demand 13 weeks of vacation per year.

ITALIAN CORPORATION You have two cows but you don't know where they are. While ambling around, you see a beautiful woman. You break for lunch. Life is good.

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**RUSSIAN CORPORATION** You have two cows. You have some vodka. You count them and learn you have five cows. You have some more vodka. You count them again and learn you have 42 cows. The Mafi a shows up and takes over however many cows you really have.

**TALIBAN CORPORATION** You have all the cows in Afghanistan, which are two. You don't milk them because you cannot touch any creature's private parts. You get a \$40 million grant from the US government to find alternatives to milk production but use the money to buy weapons.

**IRAQI CORPORATION** You have two cows. They go into hiding. They send radio tapes of their mooing.

**POLISH CORPORATION** You have two bulls. Employees are regularly maimed and killed attempting to milk them.

**BELGIAN CORPORATION** You have one cow. The cow is schizophrenic. Sometimes the cow thinks he's French, other times he's Flemish. The Flemish cow won't share with the French cow. The French cow wants control of the Flemish cow's milk. The cow asks permission to be cut in half. The cow dies happy.

**FLORIDA CORPORATION** You have a black cow and a brown cow. Everyone votes for the best looking one. Some of the people who actually like the brown one best accidentally vote for the black one. Some people vote for both. Some people vote for neither. Some people can't figure out how to vote at all. Finally, a bunch of guys from out-of-state tell you which one you think is the best-looking cow.

**CALIFORNIA CORPORATION** You have millions of cows. They make real California cheese. Only five speak English. Most are illegals. Arnold likes the ones with the big udders.

(From John Waller)

Australian Major-General Peter Cosgrove is well known for saving East Timor from Indonesian bandits, an operation conducted under the auspices of the United Nations.

The following is a portion of a radio interview between a female broadcaster and General Cosgrove who was about to sponsor a Boy Scout Troop visiting his military headquarters.

**FEMALE INTERVIEWER:** So, General Cosgrove, what things are you going to teach

these young boys when they visit your base?

**GENERAL COSGROVE:** We're going to teach them climbing, canoeing, archery and shooting.

**FEMALE INTERVIEWER:** Shooting! That's a bit irresponsible, isn't it?

**GENERAL COSGROVE:** I don't see why, they'll be properly supervised on the rifle range.

**FEMALE INTERVIEWER:** Don't you admit that this is a terribly dangerous activity to be teaching children?

**GENERAL COSGROVE:** I don't see how. We will be teaching them proper rifle discipline before they even touch a firearm.

**FEMALE INTERVIEWER:** But you're equipping them to become violent killers.

**GENERAL COSGROVE:** Well, Ma'am, you're equipped to be a prostitute, but you're not one, are you?

The radio went silent and the interview ended.

### Club Administration

#### M&PMRR Officers & Functionaries

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

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

#### Prototype Questions

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

### Club Scale Contacts

G - Bob MacGregor, O - Jim Weitlauf, S - Dave Alley, HO - Dan Delany, TT - Future, Z - TBD, N - Sandy Alonzo, Live Steam - Jim Weitlauf. These Go-To guys will mentor new members who want to learn more about particular model railroad scales.

