

The

Winter 2017

POTOMAC FLYER



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The Potomac Division, Mid-Eastern Region, National Model Railroad Association includes the District of Columbia; Calvert, Charles, **Montgomery, Prince George's and St Mary's** Counties in Maryland; Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Rappahannock Counties in Virginia, as well as all area independent cities.

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Potomac Flyer Potomac Division's Quarterly Newsletter

Submission Deadlines

Winter Issue December 1
Summer Issue June 1

Spring Issue March 1
Fall Issue September 1

Cover photo: **Gary Eames' Northern Central Branch**. Photo by Marshall Abrams.

From the Business Car

by Brian Sheron, MMR, Division Superintendent

In this issue's column, I thought I'd tackle a subject that is perhaps a little controversial, and that issue deals with the MER Board.

Over the past few years I have heard some members say that we need to get more candidates to run for the Potomac Division Board. Every year, per the Bylaws, we establish a nominating committee, and the **nominating committee's job is to recruit candidates. In addition to soliciting, via an e-mail to the membership, members who are interested in running for election to the Board, on numerous occasions both the nominating committee, as well as the incumbent Board members, have personally asked members who have actively participated in previous Division activities to consider running for a Board position. However, for numerous reasons, they often decline.**

In addition to the nominating committee, any three members can nominate a candidate, as long as the person nominated agrees to run.

The Bylaws do not allow nominations from the floor during the election meeting. There is a reason for this. We want all candidates to provide a statement as to why they believe they are qualified to serve on the Board, and we publish these statements prior to the election for all the members to read.

As I mentioned above, for the past several years, we have not had a lot of members express an interest in running for a Board position. In fact, in some cases, I and other Board members have had to actively ask (and often coax) people to run. While it would certainly be good if we had a lot of candidates to run for the Board, it is also important that **they are qualified. What do I mean by "qualified?"**

It is not intended in a pejorative sense that some members aren't "qualified" to be a Board member. What it means, at least to me, is that a Board member should have some previous experience in actively participating in NMRA affairs, have an understanding of the NMRA organization, of where the Division fits into both the Regional and NMRA organizations, etc. I have spoken to some members and in the course of **the conversation, mentioned "the Region", or "MER",** and I saw a quizzical look on their face, followed by **"What's an MER?"**

Just like in your job, or in other organizations you belong to, you usually don't get hired in as a senior manager. Rather, you learn the trade, learn who the people are, and get experience. I think that is true for the Potomac Division Board members as well. The Potomac Division belongs to the Mid-Eastern Region of the NMRA. The board has numerous interactions with the MER Officers and Directors, and knowing who they are, what their responsibilities are in the MER, etc., is very important to the Division. In fact, just getting to know many of the Potomac Division members is important. Knowing who is a good clinician, who is qualified to judge models for the NMRA Achievement Program, who has layouts that are good candidates for open houses, how to organize and conduct a Miniconvention, how to organize and conduct a Regional convention, are some of the jobs that a Board member has to do. Please don't think that by being a Board member, someone else does that stuff.

Before I ran for election to the Board, I volunteered and served as the Achievement Program chair for several years. In fact, that is still my job. I also served as the layout tour coordinator for a number of years. During that time, I attended the Board meetings, I got to see how a Miniconvention was planned and executed, as well as a Regional convention. I got to meet and speak to many Division members. I also got to meet and interact with NMRA members in other Divisions, and with Regional officers, Directors, and committee chairs.

Having fundamental information and experience about how the Division operates will make any Division member a good Board member who can step right in and hit the ground running. The trick is to get this **information and experience beforehand. If you don't, it can be a very steep learning curve, and you'll need to be willing to put in the extra time and effort to quickly get up to speed. Moreover, an inability to step in and capably handle certain tasks just means that other Board members wind up having to do extra work.**

In the past, I've encouraged members who want to actively participate in Division activities to contact me or any other Board member or Committee chair. We need all the help we can get, and participating in Division activities as a member or chair of a committee will provide you with both experience and a close look at how the Division is run, and give you an opportunity to meet Division members, perhaps MER elected officials, and your counterparts in other Divisions. This will all help you can make a better decision as to whether you have the time and energy to devote to being a Potomac Division Board member and whether or not you want to run for election to the Board. I

Welcome Aboard

(Name & County)

Randall Wood , Fairfax

Matt Hulse, DC

Gary Eames, Fairfax

John Priecko, Prince William

Nominations

The Potomac Division Board appointed John Paganoni and Bill White as a nominating committee for the 2017 Board elections to be conducted at the Minicon on March 4th. They are requesting that anyone wishing to serve on the Board commencing next year notify either John

, john.paganoni@comcast.net, or

Bill chesbaywatch@comcast.net, by January 10, 2017. Both

John and Bill are available to answer any questions concerning the duties and activities associated with service on the Board.

Achievement Program News

by Brian W. Sheron, MMR

Since the last issue, Ken Nesper submitted his application for the **“Volunteer” certificate**. It was approved by the Regional AP Chair, Charlie Flichman, and sent to National. Congratulations, Ken!

The other day I was pondering what I might talk about in this issue’s AP column. And then yesterday, I received an e-mail from a member (and friend) Jerry Skeim. What Jerry wrote inspired me for the topic of this column.

As many of you know, a few years ago we instituted an “Operations Initiative” in the Division, and Bill Mosteller graciously stepped up to chair the effort.

The intent of the Operations Initiative was several-fold. First, there are many members in the **Division that don’t have layouts, but enjoy operating scale model trains. By having members with layouts open them up on a weekend for an operating session that anyone in the Division can sign up for can give folks without layouts an opportunity to operate model trains.**

Second, while many of us have model railroads in our homes, some just operate them by themselves. Depending on your model railroading focus, you may operate your layout often, or you may focus perhaps on scenery and model building, and operate your layout infrequently.

An interesting and fun facet of model railroading is operations. Operating with others, and running trains in a more prototypical manner, is both challenging and fun. This can be delivering goods via a freight train from a yard to an industry (or industries), and picking up goods in loaded boxcars from an industry and delivering them to a freight yard where they will be sorted and put on trains to their final destination. Or it can be running a passenger train and making stops at various stations around the layout. Figuring out how to switch cars in a minimum amount of moves can be fun and challenging.

Participating in an operating session can help you learn about operations and how an operating session **is put together. Mat Thompson’s series of articles “Mark Me Up” in the *Flyer* explain operations in depth and takes a lot of the mystery out of it.**

The third intent was to give folks that do not have layouts or do not belong to an operating group, but are interested in the Achievement Program, to log operations time towards their Dispatcher Certificate.

A few months ago, Marshall Abrams invited Jerry Skeim, a Division member, to operate with **Marshall’s regular operations group on an evening when Marshall** was hosting the group. I got to meet Jerry at that session, and I worked with him that evening. Jerry recently responded to my questions about an operations initiative that are on the Operations Initiative web page of the Potomac Division web site. Here is what Jerry had to say:”

“In response to your question about ‘How many are interested in Operations.’

In the past year I have had, for the first time, the privilege of participating in a number of operating sessions. It started with you helping me over at Marshall’s place getting my feet “wet” and then at your

place and finally on Bob Johnson's WV Midland layout. All of you have helped open a door that I have wanted to walk through for a very long time.

Your points that really have hit home with me are:

- I don't have an operating layout, and that has always made me think that I would not be able to reciprocate in kind.
- Only recently realized that there was more to the hobby than just running trains by myself.
- Didn't know how or where to begin.

So, what have the personal benefits been so far?

- Meeting so many friendly, knowledgeable and helpful ladies and gentlemen has been paramount in my wanting to continue doing this.
- The layouts that I have operated on are remarkable, concerning construction, scenery, buildings, industries & overall quality.
- I have garnered so many ideas for what I want to do as I move forward with my own plans.

I hope that you do get a very positive response from those members that can share their layouts with those of us that want to participate in operations. I know that I would love to be a "permanent" contributing member of an operating group at some point and also be able from time to time operate on other layouts. I want to be able to contribute as well. Whatever skills that I can contribute will grow with all the skills that are a part of any group of like-minded people.

Bottom line, I hope this works, I think a lot of members would welcome the opportunity with just a bit of encouragement. Again I feel that all of us could benefit.”

I think Jerry's e-mail to me exemplifies the benefits of learning about operations, and I encourage you to take advantage of the periodic operating sessions that the Division sponsors. They are all listed on the Potomac Division web page. Also, if you have a layout and host operations, please consider volunteering to host a session for the operations initiative. Just contact Bill Mosteller (wsm@greatdecals.com). 

Brian is a long-time model railroader, and models the Port Jefferson Branch of the Long Island Rail Road in HO scale. He earned Master Model Railroader (MMR) certificate number 469 in 2011 and is currently the Superintendent of the Potomac Division. His goal is to make NMRA membership, and model railroading in general, a rewarding and fun experience for Potomac Division members. In the spare time he has, when he's not working on his trains, he enjoys playing bluegrass banjo and plays with an informal group at monthly jam sessions.

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Potomac Division Speaker Services

by Brian W. Sheron, MMR

Many of you have probably read articles in the model railroading hobby magazines that talk about the declining number of people participating in the model railroading hobby. I personally do not have any idea if that is true or not. Our Division's membership seems to be holding fairly constant over the past several years. Nevertheless, we cannot just assume that people will continue to enter the hobby in the future at the rate they are now. The Potomac Division Board has discussed this issue on a number of occasions over the past several years.

While most of us may have gotten the “model railroading bug” when we were kids and got our first train set, that does not seem to be the case today. Kids today are bombarded with a myriad of electronic games, and model railroading is basically not on their “to do” list. The fact of the matter is that the main

demographic for model railroaders is older males. Just go to any train show and you'll see what I mean. I believe there is a logical reason for this.

First, model railroading takes time. When you have young children at home, your spare time is usually taken up with attending their sports and other events and activities. Older males have more time. Usually the kids are grown and out of the house, and you got your weekends back. If you are retired, you may have even more time.

Second, and let's face it, model railroading, like any other hobby, does cost money. Older males are probably more likely to have more disposable income that they can spend on the hobby. The kids are probably though college and (hopefully!) out on their own, so dad probably now has the money to spend on the hobby.

Third, and finally, once the kids are out of the house and (if you own a home) the basement is no longer where they hang out with their friends, the basement (or at least part of it) is now available to build a model railroad.

What this all means is that if we want to encourage people to learn about model railroading and perhaps take up the hobby, the demographic we need to appeal to is primarily older males (and females).

So how do we do that?

Well, for many of the same reasons I mentioned above, older males also now have time to participate in service clubs and church groups. Clubs like Lions, Kiwanis, Rotary, to name a few, usually have a high **percentage of members that are older males. The same sometimes holds true for church men's groups. Most** of these groups meet monthly, and most service clubs usually have a guest speaker at their meeting.

The Potomac Division Board has prepared an approximately one hour long presentation that is an introduction to model railroading. This is a presentation that could be given at a service club meeting and perhaps get these members interested in model railroading.

So how can you help?

If you are a member of a service club or a church group, and are looking for an interesting subject to be presented at a meeting, consider contacting the Potomac Division Board (you can contact me at BWSheron@mac.com). We have several members who have extensive experience in public speaking and model railroading, and would be happy to speak at a monthly meeting about the great hobby of model railroading. **I**

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Layout Tour Coordinator Needed

The Potomac Division is looking for a Layout Tour Coordinator. This is a great opportunity to learn about all of the outstanding layouts that are in the Division and meet the layout owners. The duties include:

- Contacting Division members with layouts and scheduling monthly open houses (we typically schedule monthly 8-9 layout tours a year)
- Working with the Board and other volunteers to schedule greeters to help out at open houses
- Ensuring that layout tour signs are positioned in front of the houses before the tour, and picked up afterwards
- Obtaining from the tour hosts a short description on the layout and a few photos for advertising the tour on the web page and in the *Flyer*

The total time commitment is probably on average no more than 4-5 hours a month. If you would like to help out the Division, get to meet fellow model railroaders, and learn about all of the outstanding layouts in the Division, please contact Brian Sheron at BWSheron@mac.com or give him a call at 301-349-5754.

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Bylaw Revision Progress Report

The Board of Directors has completed its revision of the Bylaws based on the changes proposed by Bill White, the Division Clerk, and suggestions submitted by members. The changes approved by the Board are available for your review. Two files are available. The file at http://potomac-nmra.org/PotomacDivisionBylaws_mark-up_rev_12Dec16.pdf contains change bars, colored underlined insertions, and marginal notes of deletions. The file at http://potomac-nmra.org/PotomacDivisionBylaws_clean_rev_12Dec16.pdf is the modified version without any extra markings. The “clean” version is easier to read, but the “mark-up” versions lets you see where changes have been made.

The revised Bylaws must be approved by two-thirds of the members present at the election meeting at the Minicon on March 4.

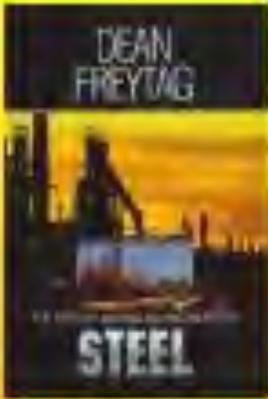
In addition to clarifying some of the language a few substantive changes have been made.

- Board members will serve for a two-year staggered so that all members would not face election or reelection in any one year. This provision is more consistent with the practice of most of the other divisions. It would alleviate the problem caused by several vacancies occurring at the same time.
- Change the required number of Board meetings from six to two in a calendar year, leaving the Board more flexibility in determining how often it should meet.
- Eliminate the provision introduced in 2013 to extend voting privileges at Board meetings to non-elected committee chairs. This idea was confusing and did not work out as expected.
- Deleted the article enabling the Board to remove an officer.

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IT'S BACK AGAIN.

You can't keep a good book down. So the late Dean Freytag's classic book about the steel industry has been reprinted for a fourth time. Known as the NMRA's Man of Steel, Freytag fills 165 pages of this hardcover book with everything you need to know to understand this fascinating industry and the modeling of it.



Like the previous two, this printing features a forward by Freytag himself. Don't miss this opportunity to own a modeling classic and one of the most popular books the NMRA's Kalmbach Memorial Library has ever published. Because there may not be another chance.

\$47.00 NMRA Members \$65.00 Non-Members
Plus \$6.95 U.S. shipping. Inquire about international delivery.
All funds in U.S. dollars. V, MC, AMEX & DISC accepted. TN residents must add 9.25% sales tax. Dealer inquiries welcome.

Mark Me Up! — Why Operate?

by Mat Thompson



George Hughes owned Springhaven Hobbies. He introduced me to operations and took me to sessions on several layouts. He also encouraged me to start an informal operating group that is still going strong almost ten years after George's passing.

I write *Mark Me Up* to encourage you to try operations and help you through your beginning sessions. While encouraging you to get involved, I have only hinted at why you might want to operate in the first place. This time I will be more explicit. As the saying goes, your mileage may differ...but here's why I operate.

Reason number one is Friends! Operating sessions are social events with people with the same interests I have. With our common bond and operating together often, my operating friends have become my social circle. We work on each other layouts, travel together to train shows and other operating sessions, and talk and e-mail often - sometimes about trains, sometimes about life in general.

My operating friends have replaced the friendships I had before I retired. Sure, I could have train friends just by gathering and talking but operating ties it all together. We share common experiences **operating together just like a sports team. It's like golf - it might be fun to talk about it with friends, but it's more fun to play it with friends.** My train friends are also my pool of model railroading experts, knowledgeable and always willing to share expertise.

Operations is an intellectual challenge. Running a miniature railroad prototypically, solving the riddles of the schedule and working with others to keep the trains rolling is a mind-engaging adult game. One of the things I like is operating layouts can easily accommodate several levels of operations knowledge and enthusiasm. For some, being a train

crew is their comfort spot. While I enjoy that, I am now experienced enough to be a yardmaster or dispatcher.

When I started, just getting the right cars to the right place was challenge enough. Now, having operated for several years, I push myself more. I try to use the bell and horn properly, think about where to **stop my engine so the brakeman doesn't have to walk so far and am careful about not blocking roads.** Operations remind me of the battle simulations I participated in as an Army officer. And, happily, in model railroad operations even if things don't go as planned the consequences aren't serious.

Operations has expanded the scope model railroading for me. My first 30 years in the hobby were as a lone wolf modeler. Other than running a train around occasionally, the layout was to build, model by model. I never thought about what to do with the railroad or how to do it with the attention to realism I put into building models. Operations is the prototype foundation that gives life to my layout. As Tony Koester, perhaps the **best known model railroad operations enthusiast says, "It adds value without adding cost"**.

Operating on other layouts as raised the quality of modeling on my own. Seeing what others do, has made me much more aware of what would be appropriate on my layout. There was a time when I would casually buy a tank car for my railroad, mainly just because it caught my eye. Today my choices are much more thoughtful. Why do I want a tank car? What would it carry? Would it serve an industry on my layout or would it logically be on a through train? Is the car correct for my era? Today, I would still buy a new car, but it fits - it is right for the railroad and since it is right for the railroad, the quality of modeling on the layout is improved.



Operating takes some thought. Here Doug Barry (tan shirt) and Dave Mitchell listen as Chris Mitchell explains what needs to happen next. The scene is Cortana Yard on Pete LaGuadia's Western Illinois Division of the New York Central.



Building my layout, it was always tempting to narrow the aisles to get more modeling space. But, as this picture shows, narrow aisles would make operations (and Open Houses) difficult.

Operations has encouraged me to build a better railroad. Knowing a dozen operators will at my house next Saturday is a not so subtle motivator to keep working on the railroad. It also encourages me to do good work. I may live with having to push an engine through a **bulky turnout, but I sure don't want guests to live with problems like that.** It also encourages me to follow good practices. Most of my aisles are four feet wide. When I start to begrudge the lost modeling space I think about how uncomfortable layouts with narrow aisles can be and keep my aisles as they are.

So there you have it, train friends, the fun of operating, a whole new aspect of the hobby, improved modeling, and a better layout. What could be better? **I**

Engineers and Fireman say "Mark me up!" to get their name on the crew Call Board for their next run. "Mark Me Up" is a quarterly column focused on how model railroaders can become operators and members of the operations community. Mat Thompson's Oregon Coast Railroad was featured in Great Model Railroads 2014. Building structures and scenery are his favorite modeling activities. He is also an avid model railroad operator and regularly attends operating sessions.

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Ancient Modeler # 12: Old Friends, Part Two

by Bob Rosenberg

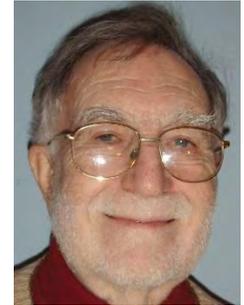
The downsizing project for my train collection is now well underway, as is my personal downsizing project. The railroad undertaking has coincided with my surgery to replace an original body part that was no longer functioning properly **(and no, it wasn't the brain they replaced)**. I was instructed to take advantage of the subsequent weight loss the recovery from such procedures usually entails, and this time to keep it off. I have also managed thus far to resist any further railroad related accumulations that might add to the difficulty of the downsizing project except, of course, for the new Rapido New Haven streamlined coaches, which came out in early October. Even during an effort to slim down a train collection (or a waistline) there are some temptations, such as New Haven prototype streamlined coaches in their original 1948 Hunter Green delivery scheme (or Butter Pecan ice cream), that are just too irresistible to pass up.

I rationalize by telling myself that as long as anything I accumulate is New Haven or Boston and Maine, and it **is ready to run (as in take it out of the box and stick it on the end of a moving train), it's alright to get it**. A second way that I rationalize is that they might not be available later on, although I have not found this to be true in the past. At one time, maybe, when there was very little in the way of New Haven models around, but once the manufacturers discovered that we New England types had money and were willing to spend it, all sorts of models of the prototypes that used to run in our region soon magically appeared. Unless **it was really one of those limited run releases, someone somewhere has had them to sell, but it's amazing how easy it is to convince yourself that might not be the case (you can rationalize anything if you want it badly enough)**. Furthermore, the sale of my earlier trains helps to pay for the newer ones, plus it allows me **to have new additional shelf space to store them. That makes it a "twofer" I suppose, the ultimate in rationalizations.**

Meanwhile, the size of the collection continues to diminish although I have run into an unexpected **problem: Some of the pieces I'm trying to sell have been around for so long that they will no longer run, as in you can hear the motor spinning but the train doesn't move. I suspect (hope?) that the problem is a deteriorated plastic or rubber connector sleeve between the motors and the gearing that broke the first time we put any stress on it by turning on the power to test the running qualities; another possibility is that the original lubricants in them have turned into a substance behaving more like Loctite than LaBelle. Both of these are fixable problems but will require some effort on my part to resolve. In the case of three or four of them there weren't any running qualities to test, so I put them aside for the future until I can get around to disassembling them and found others that were less of a disappointment. I still haven't taken them apart so I don't know for sure what's wrong, but now that I have finally reached the point in my recovery where I can descend and climb my own stairs without too much discomfort and in a reasonable length of time, I no longer have that as an excuse to put off repairing them so I guess it's time to find another excuse.**

I put them on eBay two or three at a time for a week or 10 days and if they don't sell I slowly drop the price until they do. It helps considerably that I have tracked all of the items that I already owned (or wanted to buy) on the auction site for several years so I have a pretty good idea what a fair price would be, a price based on what people were actually willing to pay for them in the not too distant past, and that's where I start the bidding. It's important to me now that I'm the seller that I don't "play games," as I like to call it. It annoyed me greatly when someone would set the initial bid at an artificially low level but then put a reserve on it (the lowest bid they would actually accept for the item) that was substantially higher. I was soon able to recognize some of the specific sellers who dealt that way and refused to get involved with them. I decide what my price will be and offer it for that. If it doesn't sell I leave it for a while longer if there's been any interest shown at all. eBay helps you with this by automatically tabulating the number of people who have seen your item (viewers), and the number that showed enough interest to put it on their watch list (watchers). If it doesn't attract that much attention then maybe I'll start lowering the price, but I never go too much below what I feel is its value from my computerized lists of bidding history on the theory that eventually someone will buy it, and so far only one of them hasn't yet sold. It's possible, since I haven't much selling history on that model (not that many of them have shown up on eBay), that I've priced it too high, so I tried "best offer" with a minimum price filter on it to weed out the ridiculously low ball offers - eBay lets you do that too - but aside from greater interest nothing solid has shown up.

A friend of mine once accused me of being a bottom feeder when I was in my buying mode because of my bidding patterns, and I didn't necessarily disagree with him (there is someone on eBay whose user name actually is "bottom feeder" but it's not me). In any event, I'm applying the same rule to selling that I applied to buying: Patience. When buying, I rarely made a mistake by waiting for what I thought would be a better price and this philosophy has worked equally well so far in reverse. I believe that can afford to take my time to get my selling price just as I did when I was buying which, at my age, is as much of an expression of future optimism as it is of economic theory. My heirs most likely won't enjoy the luxury of that approach or the cash rewards that go with it unless they're as willing to take their time and sell on eBay the way that I did. In that respect, I wish them well. **I**



Bob Rosenberg's current railroad, the Berkshire Air Line Railroad Company, is a fictional bridge/short line set in western Massachusetts in the 1950's that uses New Haven, B&M, and NYC equipment.

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Company Cars

by Marshall Abrams

I became editor of the *Potomac Flyer* with the Winter 2012 issue. It occurred to Mike White and me that it would be interesting to know a little about the companies named on some of our modeled freight cars. There are many kits and ready-to-run cars available decorated with the names of companies that use or used the type of car modeled. Some are long gone but others are still in business today. The old billboard reefers are the most familiar example but there are other types as well. This is the last article by Mike, who passed away April 2, 2016. The series has looked at some of these and provided background information on the company behind the name. Look for the new series "What Is In That Name." by Nigel Phillips that begins in this issue.

Ralston Purina

by Mike White



Chow", "Purina Rabbit Chow", "Purina Pig Chow" and even "Purina Monkey Chow." Later, the company began producing cereal, which received endorsement by Webster Edgerly, founder of Ralstonism, to market Ralston breakfast cereals. Edgerly was at the time promoting the consumption of whole grain cereal. These cereals became so successful that the name of the enterprise was changed in 1902 to the "Ralston-Purina Company."

In 1986, Ralston Purina sold Purina Mills, its US animal feed business, to British Petroleum. Purina Mills is now owned by Land O'Lakes. In 1994, the Ralston "human food" operations of the Ralston Purina Company were spun off into a new company called Ralcorp Holdings. In 1998, Ralston Purina spun off its international animal feed business as Agribrands which was acquired by Cargill in 2001. The animal feed businesses continue to use the Purina and Chow brands which Purina Mills and Cargill license for use in the US and internationally, respectively.

Ralston Purina traces its roots to 1894, when founder William H. Danforth established the animal feed company Purina Mills. Its predominant brand for each animal was generally referred to as "Chow"; hence "Purina Horse Chow", "Purina Dog Chow", "Purina Cat

Ralston Purina became the subject of an acquisition bid by Swiss-based Nestlé, whose Friskies brand was the other leading US brand of pet food. Nestlé S.A. and Ralston Purina announced in January 2001 a definitive merger agreement.

Under the agreement, Nestlé acquired all of Ralston Purina's (NYSE: RAL) outstanding shares. Purina brands are now made and marketed by a division of Nestlé (Nestlé Purina PetCare) which is still headquartered in St. Louis. 

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Perishable Freight — Opportunities for Operation (Part 3)

by Mike White

Perishable Freight—Opportunities for Operation is intended to provide background information for making **model railroad operations more interesting and varied with the use of a “Perishable Freight” waybill.** Parts 1 and 2 appeared in the Spring and Summer 2016 issue of the *Flyer*.

The one remaining item of interest in the discussion of Refrigeration Service is the subject of Top or Body icing. Anytime certain commodities were shipped from or through very warm areas the removal of field heat and retention of moisture were a major consideration. These objectives were met by top icing, body icing or a combination of the two. In many cases this was accomplished by precooling the car, the load, or both prior to beginning transit.

Special Methods of Precooling Commodities

“Precooling is the rapid cooling of a commodity by removing field heat to obtain a suitable transit or storage temperature soon after harvest before it is moved in transit or placed in storage, The idea of “field heat” includes two different effects, the thermal heat imparted by warm air and sunshine upon the produce, and the biological heat generated by continuing life processes within the fruit or vegetable itself even though it has been detached from its parent plant, Removal of field heat thus means lowering the temperature of the produce to a suitable level, which slows ripening as well as suppressing the action of decay organisms, Moisture loss must also be controlled to retard wilting and shrinkage of the produce.”¹

Top or Package Ice Precooling

“This method was most effective for precooling leafy vegetables, cantaloupes, and similar products, The placement of crushed or snow ice in the shipping container as it was packaged or the blowing in of a layer of snow ice over the load inside the car, or both, contributed to precooling and moisture retention, By allowing the melting of all the top ice before transit, the shipper was relieved from paying certain charges ordinarily assessed with cars billed as forwarded with top ice tariffs.”²

Top Icing for Transit

“This service, used mainly for leafy vegetables, root vegetables, melons, keg or draught beer, and Christmas trees, consisted of the placing of finely crushed ice blown into the car over the top of the load, The amount, or net quantity, was specified by the shipper, Ventilation was sometimes specified with this type transit, Re-top icing could also be specified by the shipper as required in transit.”²

Large shippers such as the big independent packing houses owned by grower’s associations who supplied hundreds or thousands of carloads in many instances had their own precooling and icing facilities, In these cases most of the pre-cooling (if needed) and initial icing of the cars would be accomplished by the shipper with the carrier providing re-icing or replenishment in transit, For the smaller shippers the carrier provided the complete spectrum of icing services.

¹ *Pacific Fruit Express*, Thompson, Anthony W.; Robert J. Church, Bruce H. Jones, 2nd Edition (2000), Signature Press, Wilton, CA, page 347

² *Pacific Fruit Express*, page 349

An example of a waybill instruction where the carrier supplied a pre-iced car and the shipper did the precooling and initial icing with the carrier to provide in transit icing as required is shown below:

On C.L. TRAFFIC-INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS COOLED, RE-ICED TO CAPACITY BY SHIPPER AT LOADING STATION			
PRE ICE	INITIAL ICE	SALT	CPS
X			2

CPS 2 Precooled
Pre-iced car from Carrier

This concludes Refrigeration Service (CPS2) for road haul commodities, Less Than Carload (LCL) and local delivery are covered under CPS 6.

AUTHOR’S NOTE: Since I began researching and writing this article, I have made several visits to the USDA National Agricultural Library (NAL) in Beltsville, Maryland to obtain access to their copy of Perishable Protective Tariff No. 11. Over the course of several months, and with the able assistance of Wayne Thompson of the NAL, I was able to influence the NAL to digitize Perishable Protective Tariff No. 11 and make it available to a wider audience, An unexpected benefit of this has been the additional digitization of two Supplements to this tariff, one of which was not discovered until the effort took place, All three documents are available at:

Perishable Protective Tariff No. 11 (1940)
<https://archive.org/details/CAT10939686>

The link above is to the Internet Library web page containing the tariff, On the left of this page is a sidebar containing the formats in which the entire document can be downloaded.
The document is too large to be put on Google Drive

Perishable Protective Tariff No. 11 - Supplements No. 12 and 19
<https://drive.google.com/file/d/0B7SG5wBHSOgPdUVwbTFZUTR5emM/view?usp=sharing>
(Supplements 12 and 19)

As a consequence, any references to Tariff contents from this point forward will not include reference to extracted pages from the tariff stored on Google Drive, but will assume you will access the digitized Tariff at the above links.

Ventilation Service

The distinctive feature separating Refrigeration Service from Ventilation Service is that, although cars are usually iced in both cases, under Refrigeration Service, hatch plugs are always in and hatch covers are always closed.

Ventilation service was used most frequently in connection with the transportation of fruits and vegetables from point of harvest to market (by volume, mostly points north and east of the Mississippi River), This transit, depending on the time of year, encountered wide variations in outside air temperature, Fruits and vegetables, however, required that the rail car in which they were shipped maintain a more or less constant temperature range over the entire journey, The most valuable resource for the results of the extensive research into what the optimum temperature ranges were is found in U. S. Department of **Agriculture Handbook No. 195, entitled “Protection of Rail Shipments of Fruits and Vegetables”**, While this is dated 1961, the research occurred over the 50 years prior to its publication and is suitable for any era to that point. It can be found at:

<https://drive.google.com/file/d/0B7SG5wBHSOgPbFB3S2tzaW9sY00/view?usp=sharing>

In Perishable Protective Tariff No. 11, which is being used as a source for this article, Ventilation Service falls under Section 1, Therefore references to Ventilation service will be referred to as CPS 1.

For ventilation service to work most effectively, precooling of the car and product was essential (See above for precooling methods), The heat to be removed (the heat load) before transit included:

- (1) sensible or field heat of the commodity, packages, and car structure;
- (2) the heat of respiration of the commodity (fruit, for example).

The heat to be removed during transit included:

- (1) heat leakage into the refrigerator car during transit;

(2) heat generated by the operation of car fans.

Maintaining a given level of moisture was also of importance especially in the transport of leafy vegetables (See “Top Icing”, above).

Ventilation service is defined as “the manipulation of ventilation devices (hatch covers and plugs) of car bunkers to permit or prevent passage of outside air to the car interior”. Standard Ventilation is the manipulation of vents at certain temperatures as prescribed in the rule. Special Ventilation is the manipulation of vents at temperatures or stations specified by the shipper, and Combination Ventilation is the use of both Standard and Special Ventilation, each on a portion of the route. The carrier will also accept instructions to keep the vents closed throughout entire handling of the shipment. Among the three types of Ventilation Service offered, the shipper had far more decisions to make than under Refrigeration Service.

Since the main purpose of this article is model railroad operations, all of the variations of inserting or removing plugs and opening and closing hatches are not of much practical use. The prescribed waybill notations are extensive and vary depending on the commodity being transported (See: Perishable Protective Tariff No. 11, Section 1, Rule No. 85, pg 111 ff.), This is a level of detail way beyond anything useful to the modeler, Standard Ventilation covered a variety of products as well as plug and hatch arrangements, Since **few model reefers permit hatch manipulation, I would argue that a notation of “Standard Ventilation”** should be sufficient for waybills used in model operations. **I**

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ON C.E. TRAFFIC INSTRUCTIONS (Regarding Icing, Ventilation, Heating, Weighing, etc. If used, specify when icing should be charged & EXCEPTIONS)			
STANDARD VENTILATION			
PRE ICE	INITIAL ICE	SALT	CPS
	X		1

CPS 1 Standard Ventilation



Murray Michael White passed away April 2, 2016. He was proud of his service in the US Army and the Maryland State Police. Mike contributed to the NMRA as Paymaster, Webmaster and Computer Clerk of Potomac Division and Secretary of the Mid Eastern Region.

Fourth Mid-Atlantic Railroad Prototype Meet

by Mat Thompson

The fourth Mid-Atlantic Railroad Prototype Meeting (MARPM) was held September 30 and October 1st at the Wingate Hotel in Fredericksburg, VA.

Like an NMRA Region Convention, an RPM meet is a celebration of model railroading and a chance for modelers to gather. The difference is focus. The purpose of RPM meets is to “...promote the prototype modeling of all eras...and increase the exchange and sharing of both prototype and modeling information among modelers...”

The first RPM meet was held over 20 years ago and was organized by a resin car kit manufacturer. Railroad cars are still the stars of RPM meets but engines and structure models are also common.



Daylene and Norm Wolfe and Bob Sprague are the co-founders who put on the MARPM with the help of several volunteers.



Butch Eyler weathered this covered hopper using a prototype photo for inspiration.

The MARPM began with an operating session on my Oregon Coast Railroad Thursday evening. On Sunday Ken Meade also hosted an operating session. Bernie Kempinski held an Open House Sunday featuring both his Aquia Harbor Civil War Railroad and his modern era Port of Los Angeles switching layout.

Vendors and model exhibits opened up early Friday morning, Vendors included Bethlehem Car Works, Dr. Mike's Model-n' Crafter's Glue, Harbor Belt Lines, Custom Hobbies, Shelf Layouts Company, Railway & Locomotive Historical Society, Speedwitch Media, and Spring Mills Depot.

Formal clinics began in the theater on Friday morning, 14 clinics were delivered over the two days on a relaxed schedule that allowed attendees to visit the vendor room and models in between sessions, Clinicians included Jack Brown, Doug Chapman, Ted Culotta, Andrew Dodge, Paul Dolkos, Dave Emery, Gerard Fitzgerald, John Greene, Benjamin Hom, Bernie Kempinski, Marty McGuirk, Lance Mindheim, Dave Ramos, Ramon Rhodes, and Tony Sissons.

Hands-on clinics attracted a crowd in the vendor room, Butch Eyler and Norm Wolf demonstrated weathering techniques while Marty McGuirk walked viewers through the steps of building resin car kits.



Jeffery Sessa (in the middle) from Richmond displayed several trains of heavily weathered 1980s trains. Like many others, he spent much of the MARPM in the exhibit area exchanging ideas with other modelers.



All scales are common at RPMs. Tom Potthast built and weathered these S scale models.



Conduct of RPMs across the nation is similar but there is no formal organization that charters them or helps local organizers. Instead Norm Wolf and Bob Sprague put together the MSARPM on their own initiative and with help from Daylene Wolf, Shannon Crabtree, Butch Eyler and Doug Chapman.

In 2017, the RPM dates are September 22-23. If you would like to give a clinic or help putting on the RPM you can contact the organizers from the web site

<http://www.marpm.org/>.

There is a web site for RPM -

<http://railroadprototypemodelers.com/index.htm>.

The two biggest shows are RPM Chicagoland (previously known as the Naperville RPM) and the RPM at Cocoa Beach. RPM Valley Forge 2018 will be held in Malvern, PA, March 23 to 25. **I**

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We'd Like You To Meet: Glenn Paulson

by Roger Sekera photos by Glenn Paulson

This column spotlights model railroaders in this area who have achieved notable progress early in their careers. The concept is to focus on one person who is a strong **modeler, has or is working on his or her own layout, has some “standing” in the model railroad community in this area, evidenced by their participation in either a club or some other communal activity.**

Glenn Paulson of Waldorf Maryland (originally Clinton NY) studied percussion instruments at both the Eastman School of Music and The Julliard School—both world class venues—before he auditioned and won a position with the **“President’s Own” U.S. Marine Band in 1997. Subsequently,** he has performed at the White House and across the country.

However, his musical career, as good as it has been, has been anything but straight line. In 2009, Glenn was mountain biking, using a new collapsible bike near Mt Rainier. After riding some 25 miles, he was hit by a car, suffering a broken clavicle, two ribs, two toes as well as bones in his skull. Had the skull break been any more severe, he could have lost his hearing, a loss that would have been devastating for a professional musician. The original diagnosis in ER was that **he “might not make it.”**

While he still does not remember much about the recovery process, it did take a while. Glenn had vertigo, 23 MRIs and briefly lost the ability to speak and process thoughts. He does recall having to re-learn the alphabet (five letters at a time), roughly when his daughter Karra was learning her letters. Rehab stints at Walter Reed Hospital followed. When he realized that he could still read sheet music, he began to



practice for his next masterclass. (note: a masterclass is normally defined as “a learning performance, especially by a musician, given to exceptional students.”)

Three weeks after the accident, and with his arm still in a sling (which he took off for the performance), Glenn played a masterclass at the International Percussion Convention in Indianapolis. Let us not forget that Glenn is a U.S. Marine. Rather than let nerves show, he recalled that he had almost died just three weeks ago. On the fifth anniversary of the accident he performed a concert with the Los Angeles Philharmonic as a soloist, with John Williams conducting.

He now composes music as therapy, with seven pieces published, and has premiered and preformed all over the country. He returned to the 2015 International Percussion Convention both **as a speaker and to play in a masterclass. In short, Glenn’s career has flourished despite the accident.**

Why is all this important to the Flyer readers? Glenn Paulson is a model railroader, and a very good one. He showed up as part of group sponsored by Bill Mostetler for an ops session on the CVL.



Glenn took on the Andover Yard and, with minimal direction, preformed wonderfully, displaying focus, savvy and a superb understanding of the railroad despite never having seen it before.

His own focus is Conrail in the 1990s modeling that line from Pittsburgh to Philadelphia. His HO scale layout, which, occupies a 1500 sq. ft. space, is far enough along that formal operations have begun. Crew size can range from 8 to 15 people. Digitrax and CC/WB are currently used although Glenn has hopes of eventually using JMRI. A phone

system was recently installed and **he’s** in the never ending stage of tuning and then retuning for reliability. **Glenn guesses that he’s about 50% complete and is planning a January open house.**

So the next time you have a bad toe nail or achy whatever and are feeling down, think about Glenn. He is an inspiration. **I**

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Roger Sekera, a retired executive search consultant, lives in Potomac Maryland. His HO scale Clinch Valley Lines (CVL) models railroad activity (heavy coal balanced by general merchandise traffic) in 1959 in the Southwestern area of Virginia. The CVL has been fully TT/TO operational for over four years.



Visit to Tichy Trains Manufacturing Facility

by Bill Roman photos by Marshall Abrams

Many of the attendees of the Tracks to the Triangle MER convention had the opportunity to visit Tichy Train Group, in Alamance, NC. Tichy Train Group is a manufacturer of model railroad kits and scratchbuilding supplies and parts. Don and Terry Tichy, the proprietors, very graciously hosted a visit to tour the state-of-the-art manufacturing facility. It was an impressive and entertaining experience.

Don and Terry divided the visitors into two groups and led us through the entire production process over approximately a two-hour period. Terry escorted us through the inventory management part of the building which stores completed items pending shipment out to hobby shops and individuals placing orders. We next saw how decals are printed, and were given samples of the very clear, crisp products. This was followed by a look at the machine which cuts the various sizes and lengths of phosphor bronze wire available. Meantime, the other half of the group was led by Don through the remaining portion of the facility and we swapped at this point.

Don showed us the actual molding of parts from making the molds to the production. He uses aluminum blanks for the molds, and does all the machining himself, even making the cutters. One of Don's favorite tools is a [computer numerical control \(CNC\)](#) milling machine, of which Don is a master programmer. He demonstrated the very fine touch needed to finish the molds after the machining process to ensure perfect alignment, no rough spots or edges, etc.



Terry explaining how the various plastics are used



Don explaining the grinding machine



Don describing the milling machine

Part of this behind the scenes tour included an “under the scene” look at the basement of the facility in which the utilities for the molding process are located. Power supply and cooling water are provided via piping under the floor rather than by conduit or pipes from above the machinery or along the walls and floor, making movement around the equipment much safer and simpler.

One of the nice things about the styrene Don uses is that it can be recycled into new

products. There is a grinding machine in the basement for recycling waste, such as sprues and runners. The grinder produces pellets that are used in new parts manufacturing. Don says the styrene he uses can be recycled like this pretty much indefinitely.



The tour ended with a discount shopping opportunity

The building was originally built for and occupied by a company that manufactured medical supply materials so is very well lighted and ventilated - a far cry from **what one might expect a “factory” to be like. I think** that all of us who had this opportunity to visit were very impressed with quality of all the kits and parts, as well as the amount of work that goes into their production.

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Bill Roman has been a member of NMRA, MER, and Potomac Division for over 40 years, and served twice as the MER Secretary. While he now models in HO, this followed about 20 years in N scale. Over these years, Bill has attended around a dozen NMRA National Conventions and upwards of 50 MER conventions.

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What Is In That Name? — Linde Union Carbide Boxcars

by Nigel C. Phillips



The photograph shows a Branchline kit of a Linde mineral red 40' boxcar, and a Life-Like RTR Linde-Union Carbide green and white 40' boxcar, both in HO. So where did that name come from, and what is inside those boxcars?

A lot of air

Not the hot variety; this is brass-monkey cold, specifically liquid industrial gases at -160°C - 195°C . It all began with hot summers, lager beer and an inventor/entrepreneur and occasional university professor in Germany. Throw in Guinness, Count Zeppelin, a blockade-running German submarine in the World War 1, add some questionable share dealings and insider trading prior to sequestration of German owned companies in the US in 1917, and it makes for an interesting story.

The man behind the name

Carl Paul Gottfried Linde was born on June 11, 1842 in Berndorf, Upper Franconia, in Germany. His father Friedrich was a Lutheran minister, and expected Carl to become one as well. Following a move from Berndorf (north of Bayreuth) to Kempten (west of Munich and close to the Swiss border), Linde became friends at high school with the son of the director of the local cotton-spinning mill, became interested in the machinery, and engineering proved more alluring than theology. Linde studied mechanical engineering at the Polytechnikum in Zurich, Switzerland in 1861 (now the Swiss Federal Institute of Technology), and was expelled in 1864 before graduating for taking part in a student protest against the director. After working as an apprentice at the Kempten mill (with a letter of recommendation from one of his teachers at the Polytechnikum), he moved to the Borsig drawing office in Berlin in 1865 and thence to the newly founded Krauss locomotive works in Munich in 1866, where he was appointed head of the technical office³. In 1868 he was appointed associate professor in the Munich Polytechnic School, and in 1872 became Professor of mechanical engineering. A mechanical engineering laboratory, set up with funding from the Bavarian Government, allowed Linde to develop and sell industrial refrigeration units. Linde was a very active member of some of the leading industrial associations of the day, and was rewarded with a knighthood in 1897 to become Ritter von Linde.

Ice, lager, and refrigeration

Linde was an inventor and entrepreneur (he sold 20 refrigeration systems across Europe while still a professor), and he left the Munich Polytechnic in 1879 to found *Gesellschaft für Lindes Eismaschinen Aktiengesellschaft* ("Linde's Ice Machine Company") in Weisbaden. Business was slow at first, and Linde built several ice-making factories at his own expense to generate cash flow from ice sales, the first being conveniently located between two breweries. Lager-type beers are bottom fermented and required substantial quantities of ice during the summer months and cool, stone cellars for proper fermentation. The hot summers of 1883/1884 meant no ice and no foaming steins of lager just when the burghers needed a cool one. Industrial refrigeration units were suddenly in high demand, and Linde could supply them ("a veritable torrent of orders" as he puts it). A change in the law in the early 1890's requiring refrigeration at slaughterhouses also helped the order book.

© Nigel C. Phillips, 2016

³ Where he would have become very familiar with the compression and expansion of gas(steam), and the practical application of thermodynamics.

More beer, liquid air and oxygen, and Zeppelins

Linde received an order from the Guinness Company in Dublin, Ireland, in 1892 to supply and install equipment for the liquefaction of carbon dioxide. Linde then developed the process into the commercial **production of liquid air, and ultimately liquid oxygen. Linde's method of production used the Joule-Thompson effect**, where compressed gases cool on expansion, with the degree of cooling being dependent on the initial pressure. By allowing the decompressed gas to cool the incoming hot, compressed gas in a counter-current heat exchanger, Linde was able to produce liquid air over a period of several days. Linde quickly improved the process to just 15 minutes. Rudolf Diesel, a student of Linde at the Munich Polytechnic, worked for Linde at the time as the head of the corporate research and development unit in Berlin. Diesel saw (and patented) the potential for hot, compressed air to ignite powdered coal and heavy oils in a piston engine without the need for an electrical ignition system. Linde was not interested in **pursuing Diesel's inventions; expansion, not compression was the name of Linde's game plan. Diesel left**, and continued to develop what we now know as the 4-stroke diesel engine (with the support of MAN in Munich) until his death in 1913⁴.

Linde, along with his son Friedrich, worked on fractionating liquid air into its component gases using a modified rectification process, a technique used extensively in the spirit industry. In addition to oxygen (1902), which was in high demand following the invention of the oxy-acetylene torch in 1901, nitrogen (1903) was required for the burgeoning fertilizer and synthetic dye industries, and argon (1912) for the new incandescent light bulbs. In collaboration with Frank and Caro, Linde also fractionated water gas into its constituent components, one of which, hydrogen (1909), kept those Zeppelin airships off the ground. Linde was one of the investor partners (which also included Daimler, who supplied the lightweight gas engines) in the stock company founded in 1898 by von Zeppelin to develop and build his airship designs.

Linde Air Products

Linde as a company came to the US as the Linde Air Products Company, with financial support by a group of Cleveland, Ohio investors led by Charles F. Brush, founder of the Brush Electric Company. Brush bought a 33% stake in the patent in exchange for funding litigation against an existing US patent by Charles Tripler, **who for many years had blocked Linde's patent on liquefaction of air. This was overcome in 1903. The first US producing plant opened in 1907 in Buffalo, New York, and initially had 16 employees with an all-American management and board.** At the outbreak of World War 1 Linde had a dozen manufacturing plants in the US and by 1917 had 24 manufacturing plants and 33-distribution centers nationwide. An advert in The American Blacksmith of September 1917 stated that the American Linde **Company was the "largest producer of pure oxygen in America"**. The Company had grown in 10 years such that it was now bigger than the Linde Company back in Germany.

World War I

German- owned companies in the US were in a delicate position from the start of World War 1 until April 1917. Officially, the US was neutral. In

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⁴ Diesel initially used peanut oil, anticipating by over 100 years the current trend to waste cooking oil biofuels. Diesel was found dead in the North Sea off Norway after going missing under mysterious circumstances while traveling on a ferry from Antwerp, Belgium to England in September 29, 1913.

reality, the US was helping France and the United Kingdom by way of large war loans and war materiel. The April 1915 sinking of the RMS Lusitania had a significant negative impact on public opinion towards Germany. One of the responses to the very effective British naval blockade from 1916-on of goods to Germany was the blockade-running, unarmed commercial U-boat Deutschland (financed by North German Lloyd and Deutsche Bank). The Deutschland on its second trip in November 1916 transported securities from Germany to the US, **among which is stated to have been Linde's shares in Linde Air Products. Following the declaration of war** by the US against Germany and the Austro-Hungarian Empire on April 6, 1917, all German-owned companies in the US were sequestered and their assets frozen. Linde however had sold his shares of Linde Air products in late 1916 to a New York bank, presumably having been tipped-off that the US was about to enter the war. By order of the Directors, Linde Air Products common stock capitalization was increased in February 1917 from \$8,000,000 to \$15,000,000, with current stockholders (principally the original Cleveland investors, and **the Union Carbide Company) given "the privilege of subscribing at par to the extent of 30% of their holdings". This being prior to the stock swap for that of the newly-incorporated Union Carbide and Carbon Corporation which took place later that year. Linde in Germany lost the right to use the trademark "Linde" in the US on the sale of the Linde Air Product shares until it bought it back from Praxair (a Union Carbide spin-off) in 1998.**

Union Carbide

The Union Carbide and Carbon Corporation came into existence on November 1, 1917. It was a vehicle for the amalgamation of the Linde Air Products Company, the National Carbon Company, the Prest-O-Light Company, and the Union Carbide Company. Linde Air Products shares were exchanged for Union Carbide and Carbon shares at the rate of 1:3.25. Essentially a holding company under which the various divisions and their subsidiaries operated independently, the Union Carbide and Carbon Corporation through its divisions dominated the oxy-acetylene market place just as American industry was gearing-up to go to war.

Rail Transport

It is costly and inefficient to move compressed gases in cylinders any distance. From the very beginning, **vacuum-walled containers ("Dewar" flasks) transported bulk liquefied** gases, first by horse and wagon, then by road trucks, often as flatbed loads. These small, typically spherical or cylindrical containers were capable of holding several hundred gallons of liquid oxygen under moderate pressure. It was not until 1939 that rail tanker cars transported liquid oxygen. The Union Carbide and Carbon Corporation Linde Division leased tanker cars built by Pressed Steel/General American (LAPX) and American Car and Foundry (SERX) with capacities of 7,000 and later 9,700 gallons. From the outside, the tanker cars looked like regular boxcars, inside were the the vacuum-walled cryogenic pressure tanks and controls. The leasing companies owned the boxcars, the pressure tanks belonged to Union Carbide. There were over 400 of these Linde Division boxcars in use in the mid-1950's, and they were found all over North America. Larger capacity bulk transporters eventually displaced the boxcar **tankers, and by the late 1980's only 36 were in use. They had all gone by the by the early 1990's.**

Modeling notes

In HO scale there are quite a few RTR choices. The Branchline Yardmaster boxcar red SERC model represent an earlier 7,000 gallon tank boxcar, and the Life-Like Green/white LAPX represents a later 9,700 gallon tank boxcar. Both have 10-panel sides. Athearn Blue Box models cover various green and white liveries. Mantua

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also produced models in brown and green/white. All of these models suffer from many major detail issues, such as the small access doors in the ends that allowed access to over-pressure rupture valves, the 4 roof hatches that gave access to the vacuum valves, and the roof walks. There is no cryogenic tank inside any of **these models. They fall into what I term the “three-foot” category (looks OK from three feet).** N-scale modelers have the forthcoming Micro-Trains Linde boxcar tanker release of a 4-car set in green, green and white and white. Micro-Trains also issued 2-car sets of later LAPX and SERX numbers in brown and green/white, and a 2-pack set of the late all-white boxcars, in 2012. All have tanks inside. O-scale modelers also have a choice of models (MTH, Lionel) but they all appear to suffer from the same inaccuracies as the HO models. It is possible to kit-bash a 10- or 12-panel boxcar using the extensive details found in Railway Prototype Cyclopedia volume 14, pages 40-77 (2006), which also covers the Air Reduction and National Gas **Cylinder boxcar tankers. One of my “getaroundtoit” projects. Good luck with the decals though; I may have to make my own.** **I**

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My name is Nigel Phillips and I like boxcars, reefers, tankers, in fact any freight car that is a bit oddball and/or interesting grabs my attention. My wife says I am addicted to them and would I please stop buying freight cars as we are running out of space? Could well be, the collection keeps growing every time I go to a show. My only defense is that they are 1:87, not 12" to the foot. I particularly like the Billboard boxcars and reefers of the 1920's and 1930's, but some of the more modern fleets have interesting names and even more interesting histories attached to them. I'll try and keep you, the reader, entertained in this series.

I model in 4mm scale (18.2mm standard gauge and narrow gauge), and 7mm scale narrow gauge. I build my own turnouts (at \$5 a pop it's a lot less expensive than RTR), and build/solder white metal locomotive kits, as well as scratch building in brass.

My primary railway modeling interests lie with the Great Northern Railway, circa 1924 (steam and electric) and 1955 (steam-diesel transition). How a North Virginia resident came to model a "fallen flags" **railroad the other side of the country is...complicated (it all started with the W&OD).** In researching what Great Northern boxcars would be found at these dates it struck me that the other "foreign" freight cars in the consists were actually just as if not more interesting. My other railway modeling interest is the Great Western Railway (GWR) in the UK, 1945-1960. This covers the nationalization of the railways and the death of "private owner" freight cars ("wagons", "vans", tankers) after 1947.

I will be including a brief modeling section at the end of each article, and although I cannot promise to give an exhaustive review of what is available, I will do my best. If I get anything wrong, please let me (or the Editor) know.



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More On Trees

by John Paganoni



The article on Fall Trees by Marty McGuirk in the November 2015 issue of *Model Railroader* was truly inspiring. His construction of these trees is a work **of art, as is his entire model railroad.** Marty's focus on New England scenery is of particular interest to me because I am currently modeling the same location. Trees are indeed models too and a major component of a fine layout -especially a scale layout focused on a specific geographical area.



Weights

After reading Marty's article, I just had to break out some packages of SuperTrees and other tree armatures I have had for years, I decided to try my hand at making some realistic trees. After reading the instructions from the SuperTree package regarding soaking the armatures in matte medium to straighten the trunks, I suddenly realized that I did not have enough self-closing tweezers to hang many tree trunks for drying.

Self-closing tweezers are quite expensive, so I was searching for something I could make to hang a quantity of trees that would not cost so much. I had a good supply of spring clothes pins that I use around the shop for a variety of projects, so I thought some of these with weights added would be just what I needed. My next search was for some weights I could attach to the clothes pins. At first, I thought of using some steel or brass nuts and washers (which would work) when I came across a package of wheel weights I had purchased a few years back from Harbor Freight Tools that I was going to use for car weights. I never used **these weights in my cars because I discovered they are magnetic and might cause "stalling" or other** problems going over uncoupling magnets. They were perfect for my clothes pins, however, as they have an adhesive on one side that sticks well to the wood clothes pin.

Two ½ ounce weights per close pin work like a charm -- just the suggested weight Scenic Express uses for straightening matt medium soaked trunks! The cost is about \$10.00 for a package of 40 weights which **turns out to be about \$.50 a “clamp”**. The Harbor Freight Tools Item Number is 67226, if a store is not in your location. Their net address is www.harborfreight.com.

Now that I have a large number of available “clamps”, I can make a lot of trees faster. While a number of trunks were drying, it was time to decide what types/colors of foliage was needed for these trees. I am modeling mid-late summer, so most of my trees will have green foliage.

However, in any large stand of trees, there are always some dead trees. While trees that are dead for long periods of time eventually lose their leaves and limbs, the first appearance of a dead tree is one that still retains its leaves, even though they turned brown. Oaks usually retain their dead leaves for very long periods of time before they deteriorate. Another observation for those who model winter is that some types of oaks and beech retain their dead leaves throughout winter until budding starts in the spring.

Dead trees with foliage can be easily replicated using the SuperTree armature and dead real leaves ground up in a blender. (See Marty McGuirk’s article and precautions when grinding real leaves). Soak the tree armature in matt medium just like you would for making flocked trees, only take a spoon full of ground up leaves and apply them to the tree. I think you will like the looks of your dead or winter tree. **I**



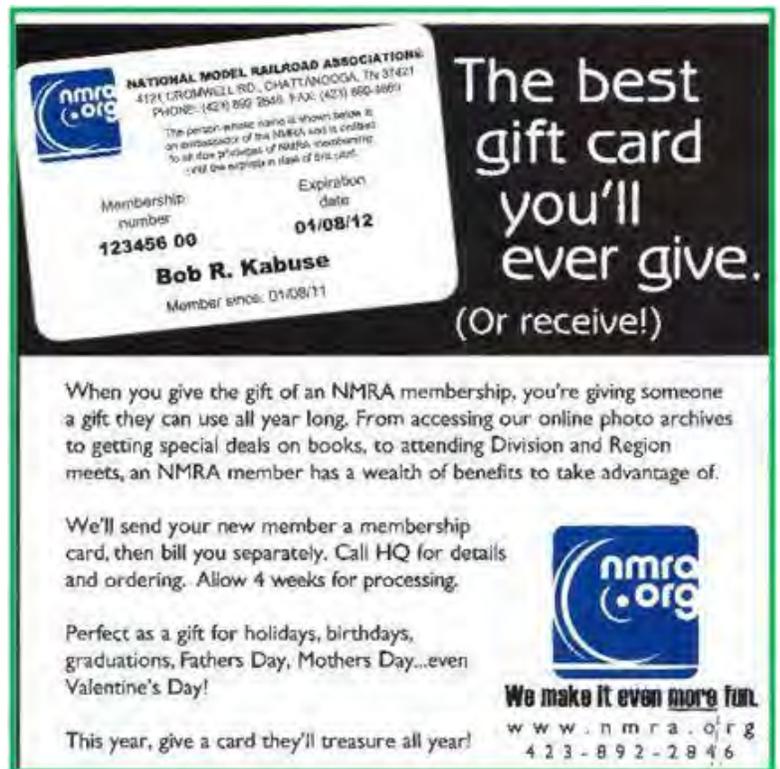
photo by Mat Thompson

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John Paganoni grew up never out of sight of the Central Vermont Railway in the days of steam. He lived in Montville, Connecticut where there was a lot of activity for the paper mills and fabric mills in the late 1940’s to mid-1950’s. A

lifetime objective was to try to capture the CV in those days of steam in HO scale and John was fortunate enough to gather enough historical information to draft scale drawings of all the major CV facilities between New London, Connecticut and Montville. He is in the process of building a very compressed layout to feature the main interest items that recall the CV’s “Golden Years.”



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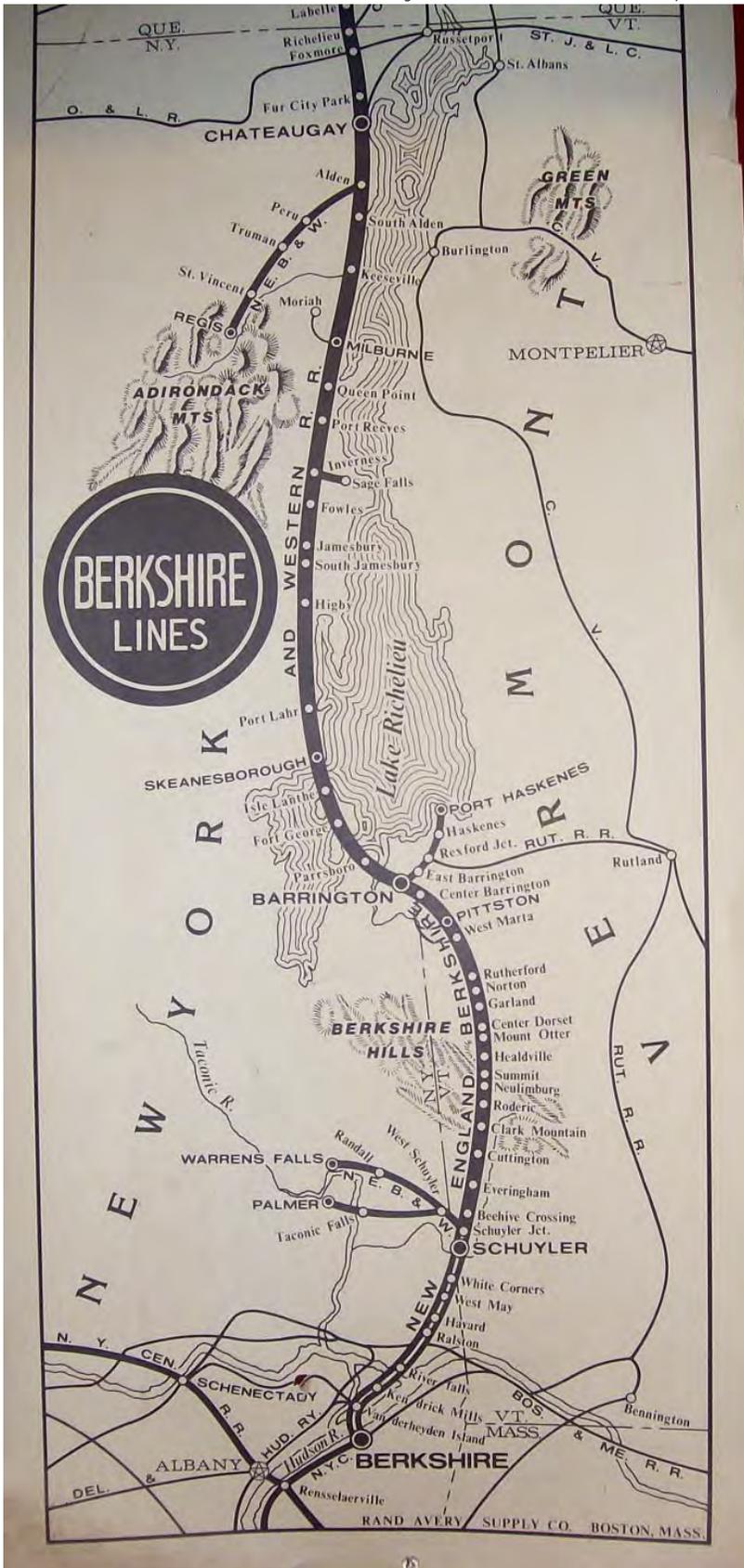
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Visit the New England Berkshire and Western layout (NEBW) at the Rensselaer Polytechnic Institute (RPI)

by Nicholas Kalis

photos by Rich Randall



On Sunday November 6, 2016, Potomac Division members Gary Eames (who was the host of our November 2016 layout open house) and Nick Kalis along with Rich Randall drove to Troy, New York to visit the New England Berkshire and Western layout (NEBW). This HO scale layout has been featured in over 100 articles and on the Today Show. Our host was the well-known John Nehrich. The layout is located in the basement of a dormitory known as Davison Hall at the Rensselaer Polytechnic Institute (RPI) www.rpi.edu. The layout is an activity of the RPI student union for the benefit of students. Nehrich might be called a professional model railroader as he draws a salary from the student union.

Since 1972, the Rensselaer Model Railroad Society had been building and refining this layout depicting the Delaware & Hudson and Rutland Railroads. Make no mistake about it, this is not a static diorama. Operations require some 40 participants and are scheduled regularly for members. The model of Troy, New York in the layout itself is just superb. Students new to RPI are offered a tour of the layout so that they may acquaint themselves with the history of the city in which their new home is located.

We all enjoyed visiting the many rooms that comprise this layout. We recommend a visit to all of our Potomac Division friends. No public tours are given. We made arrangements for a private tour.





Tahawus Titanium Oxide Plant

A visit to the NEBW can be combined with a visit to see Steamtown National Historic Site, the Electric City Trolley Museum, both in Scranton, the Starucca Viaduct, and the Nicholson Viaduct—all visited by us.

We also recommend eating at the Radisson Lackawanna Station hotel in Scranton, PA; we ate there twice because of the great food, free parking, reasonable prices, and wonderful setting. Our trip took us also to Albany to see the Nelson Rockefeller Empire State Plaza, a sight not to be missed. Had we had more time we would have visited the museum of history in Albany. 

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Nick is building in his basement an Fn3 (1:20.3 narrow gauge) Oahu Sugar Company with the help of Jim Stapleton. He is modeling a 10,000-acre sugar plantation on the island of Oahu.



No Flicker LED Lighting for you Passenger Cars

by Pete LaGuardia

There is nothing more impressive to see your favorite Passenger Cars operating on your layout with lighting interiors. However due to dead spots or dirty track the light will flicker. This takes away the effect you are trying to achieve and making it unacceptable.

With the continuing reducing of the size of LEDs and capacitors, you now have the ability to eliminate the flicker for under the cost of \$4.00. **I decided to use a 12" 14V LED Strip "Warm White"** which give me the effect of incandescent lamp. You can choose different temperatures if you like to simulate fluorescent

lighting. I have also added a Mini adjustable power supply so you can adjust the brightness of the LEDs. Finally we add a capacitor to achieve the “No Flicker Affect”.



I remove 3” of the LED strip so that it fits in Passenger Car. The 3” (3

LED) strip I removed, can be used for other application on you Railroad. I purchased my LED Strips from Jerome Smigia, 24647 S. Stoney Island Ave., Crete, IL 60417 USA e-mail advantage@ameritech.net. If your passenger cars don’t have wheel wipers, one source is Streamlined Backshop

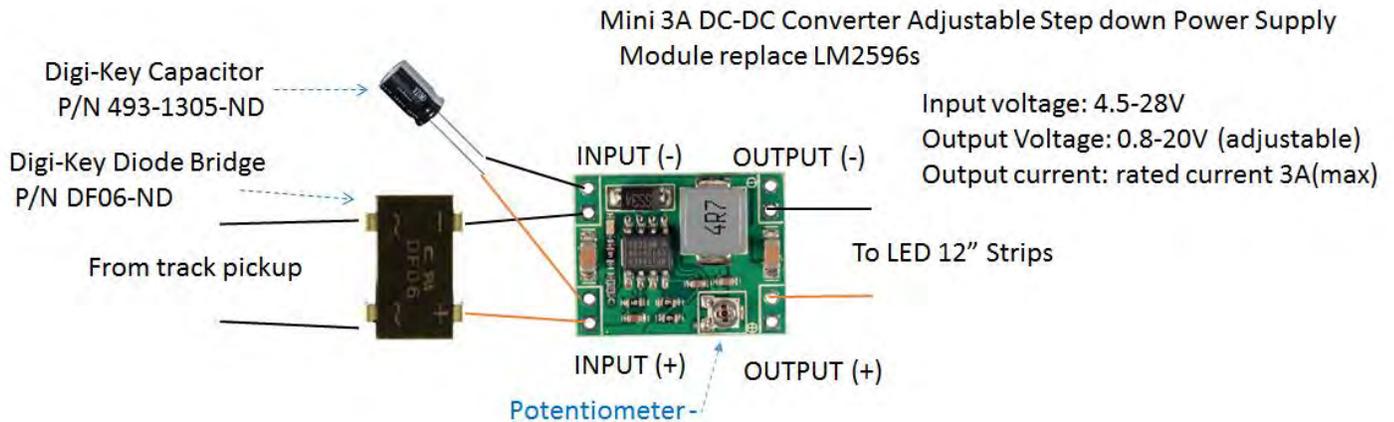
<http://sbs4dcc.com/home.html>. 

Bill of Materials

1 EACH:

- LED 12” Strips Warm White. A 5 pack price [\$8.10 or \$1.62 each]
- Diode Bridge Digi-Key P/N DF06M-ND [\$.41 each]
- Capacitor Digi-Key P/N 493-1305-ND [\$.51 each]
- Mini 3A DC-DC Converter Adjustable Step down Power Supply Module replaces LM2596s [\$.75 each on eBay].

Wiring Diagram



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Pete’s New York Central Western Illinois Division (WID) is set in 1953 and operates under Timetable and Train Orders (TT&TO) with Car Cards and Waybills and fills a 35’ by 35’ room.

Are You Interested in Operations?



Herb Biegel operating Sunnyside Yard at Jamaica Station on Brian's Long Island Rail Road

The background of the Operations Initiative is covered in the Achievement Program News in this issue. Superintendent Brian Sheron, MMR would appreciate any feedback on this idea. Please feel free to send him an e-mail

Superintendent@potomac-nmra.org with your thoughts, suggestions, etc.

If you've never participated in an operating session, these are excellent opportunities for you to try your hand at it. If you've operated before or are perhaps even a grizzled veteran, these are all enjoyable layouts to operate on. If you'd like to

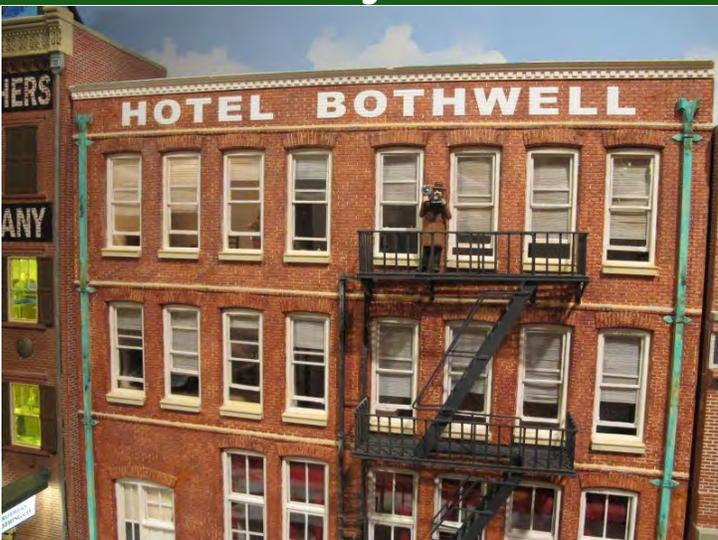
participate, or have questions, E-mail Bill Mosteller wsm@greatdecals.com.

Brian has invited us to return to his Long Island Rail Road (LIRR) for another operating session on Saturday, January 28, 2017, 2:00 pm to 4:00 pm in Poolesville, MD. The format is a 30 minute orientation, **and 90 minutes of operating time.** Brian's last operating session is described at http://potomac-nmra.org/Operating%20Groups/Prior_Sessions.html#September_20th_2015; his last open house is described at http://potomac-nmra.org/LayoutTours/Pollesville_Double_Header/index.html. He has also produced a clinic on his recent expansion including a car float operation, which you can download at <http://potomac-nmra.org/Clinics/BrianSheron/Expanding%20LIRR%20PJ%20Branch.pdf>.

Brian has room for up to 6 participants. Since our previous visits, he has made much progress on his layout extension, which includes moving Holban Yard to the new section of his layout, and constructing an icing platform and local pickle factory in its place, which make for interesting switching. He also is modeling the LIRR car floats in Long Island City, which includes the yard float yard, two car float bridges and gantry cranes, **and two 36" long car floats that hold 14 cars each, all of which makes for very interesting and fun switching.**

Register by sending a check for \$5 made out to Potomac Division, NMRA to Bill Mosteller, 3306 Parkside Terrace, Fairfax, VA 22031. The nominal fee helps to defray incidental costs with carrying out this initiative.

Layout Open House Report Gary Eames' Northern Central Branch



by Bob Rosenberg

photos by Marshall Abrams

I decided to visit Gary Eames' Northern Central model railroad again on November 19th. Even though I had seen it last year on a Potomac Division tour, **it was a short trip for me that didn't involve driving** on the beltway so I opted to take advantage of another chance to view it. For those who missed the last tour, the original Northern Central ran in a general northerly direction from Baltimore into to southern Pennsylvania. The line was supposedly used by Abraham Lincoln to reach Gettysburg in 1863 for his dedication speech at the battlefield there. It was eventually absorbed into the Pennsylvania Railroad and has recently become part **of Baltimore's light rail system. The graded section**

beyond where the light rail ends continues on as a hike-bike trail. I wrote it up at that time and have used some of my notes from that earlier visit.

High rail O gauge has a tendency to overwhelm any space short of club size, and it's especially problematic with the room that Gary is using. Working in it or even visiting in it is not for anyone with a tendency to claustrophobia. The railroad is built on two levels and you need to climb a step stool to view and/or access the upper level which connects to the lower level via a helix. I chose to forego the climb and **view it from the ground. Aisle width is also, shall we say, a bit tight, another element of a railroad that's, unfortunately, not designed for everyone.**



Nonetheless, despite its condensed size he has managed represent Baltimore very well with the railroads, the PRR and the B&O, running behind the ageing factories and businesses in the less appealing parts of town, the sections of your typical older east coast cities that have seen better days. He has interspersed appropriate models of both trains and of the actual city landmarks combined with structures that look like they belong there as well. The PRR station and the Bromo-Seltzer tower are the most noteworthy of the real places, and an establishment called the Kit Kat club, representing a business no doubt

similar in nature to Blaze Starr's old haunt on E. Baltimore Street, which I visited back in 1964 when she was still at the pinnacle of her fame as part of the downtown scene. Power equipment on the layout includes a PRR H-class 2-8-0 which was running this time, a GG-1, and a PRR streamlined K-4. A B&O dockside 0-4-0 prowls the harbor area. Some of the model factories on the layout had complete interior details including the American Can Company that had both model O scale can making machinery and model O scale people working in it. Maybe he could invite Bill Day over to make the machinery in the building actually produce O scale cans. **That section also has an operational rotating dumper for hopper cars, and while I wouldn't have expected too much to have changed since my last trip there, he has added some interesting new highlights.** Those of us in the early group of visitors were subjected to a large, loud, storm as we entered the room (shades of rolling thunder?) with numerous flashes of lightening; fortunately for us, the heavy rain it must have produced missed the aisles. He has also added a working grist mill (no actual grain - just a turning wheel) that had an uncanny resemblance to Colvin Mill in Great Falls, Virginia, and he is beginning a mountain with a tunnel to enclose the helix that connects the two levels. Then there was a Western Maryland Shay attached to a freight tailing a PRR N5c caboose that I don't recall from last time. **But the operating signal system was still there, controlled by a computer tucked somewhere under the lower level, and the trains and turnouts are still controlled from a single fixed panel.** The compact nature of the space available makes the way he has utilized it all the more fascinating, though I still find working in such tight spaces is no more appealing this time around. **I**

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Layout Open House Doubleheader January 7th, 2017, 1:00 PM to 4:00 PM

Dale Latham's Piedmont Southern

Where:

Note: Railroad is located in a garage which can only be accessed by two half-flights of stairs.



The Piedmont Southern is an HO scale railroad depicting a fictional Class 1 running from Connellsville, PA to Richmond Virginia. The railroad is set in 1956 and runs both steam and diesel. Dale has hosted quite a few Potomac layout tours over the years, but the layout is always changing so there are scenes that many have never seen. The layout is approaching being 100% scened, unless he rips something out to start over between now and the tour. The railroad is part of the Chesapeake Trainmasters Club (CTC) where a group of operators meets every Tuesday in round robin operating sessions. Dale's last open house is described at http://potomac-nmra.org/LayoutTours/John_Sethian_2015/index.html.

Glenn Paulson's Conrail Allegheny Division

Where:

Note: Railroad is located in a basement WITH a walk-out door for accessibility, but there is a bit of a hill from the sidewalk to the basement doors.



trains through the mountains.

Almost fifty industries are serviced by Conrail. The Karra Steel branch line breaks off from the double track main and is home to numerous steel mill related industries and rolling mills. Conrail interchanges with the Karra Steel railroad a spinoff of Davies Steel, and the E, J & E at the South end of the branch line.

Glenn is a member of the operating group, the Chesapeake TrainMasters, and thanks the members for their inspiration, operating ideas, and work sessions.

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The Conrail Allegheny Division is a point to point, double deck HO Scale layout built for operation. East bound trains depart from Conway yard staging and the Pitcairn Intermodal facility. West bound trains depart from Enola Yard staging or from Harris yard. The decks are 18" apart and helpers are sometimes needed to get



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Layout Open House Jim Hellwege's Bangor & Aroostook Railroad

When: February 11, 2017, 1:00 PM to 4:00 pm

Where:

Note: Railroad is located in a basement room with accessibility to the basement through a door from the garage.

Designed around a U layout shaped walk around layout, Jim's N scale layout covers a 12' by 8' space in his basement. The idea of the layout was for "fun" and predominately continuous running, although an operations system can be incorporated with the numerous industries on the three folded dogbone mainline loops on this 100% scenery-covered railroad. The walk



around aspect exposes the viewer to different scenes and little vignettes throughout the layout, including numerals bridges, tunnels and mountains. The focus of the layout is the non-defunct Bangor & Aroostook

railroad, with the locomotive stock including all versions of the varied Bangor & Aroostook paint scheme, including early F3s and BL-2s to the more modern GP-9s and GP-38s, as well as examples of most Bangor & Aroostook rolling stock. Several scenery/industry refinements have occurred since the last visit in 2012.

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Layout Open House John Swanson's PRR Cresson Branch

When: Saturday, March 18, 2017, 1:00 PM to 4:00 PM

Where:

Note: The railroad is accessed up 2 steps and through a narrow door. Heritage Hunt is a gated community, so visitors should have a driver's license and John's address handy for the gate attendant. Although parking is limited on Birkenhead Place, it is plentiful on either side of Arthur Hills Drive and in the club house parking lot across the street, depending on club house events. Please enter through the basement door as marked by the outdoor signs.



As a PRR fan and a native son of Punxsutawney, PA, John has decided that his first attempt at building a layout should focus on the area of his youth. The PRR Cresson Branch served the people and businesses in the mountains between Cresson, PA, just west of "The Curve," and Punxsutawney and a bit farther west. John's focus is on operations, and he and a few fellow modelers have things moving ahead of schedule, if not under budget, towards ops sessions late in 2017.

Using the usual construction techniques and components for bench work, track and maybe some structures, John is using hardware and software that will allow for control of turnouts via Android tablets, and has also installed several of the Rapido Railcrew under the track uncouplers. As the time frame modeled is the transition era, there will be plenty of action from SW's to Decapods to Sharks to Mountains! The rugged terrain over the divide to Punxsy was no match for Pennsy power.

With a significant amount of basic construction completed and track installed, trains are running over the branch and demonstrating several advanced control techniques.

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