



The Carolina Piedmont Herald

Newsletter of the Carolina Piedmont Division, MER, NMRA

February 2012

Next Division Meeting

Tuesday, February 21, 2012

NOTE NEW LOCATION!

St. Michael Archangel Centre & Gallery
830 High House Road
Cary, North Carolina

Directions are available at the link below.

<http://www.trainweb.org/cpd13/info.html#meetings>

6:30 PM – Board of Directors Meeting

7:00 PM – Membership Meeting

Popular Vote Contest

**Sponsored by Kim Parker of Train Buddy
Hobby Shop**

February – Military themed model

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Region of the NMRA

The Carolina Piedmont Herald is published monthly by the Carolina Piedmont Division, Mid-Eastern Region of the National Model Railroad Association **Submissions:** Please send news items, inquiries and comments to the Editor of the **Herald** by the 15th of the month:

Jack Dziadul, Clerk and Editor
dziadul@windstream.net

919-718-0368 - 919-721-8757 cell

The opinions expressed in this newsletter are those of the author of each article or the Editor of the **Carolina Piedmont Herald** and do not necessarily reflect the official position of the Carolina Piedmont Division.

Membership Barometer

Division Membership 136

<http://www.trainweb.org/cpd13/>

Yahoo Group Members 92

<http://groups.yahoo.com/group/cpd13/>

Attendance 1/24/12 28

February Program

Railroads in Afghanistan

SFC Brian Hakey, Transportation Corps

Financial Report

By **Jerry Mersch**, Paymaster

January 2012

Balance In Checking 12/31/11	\$8,282.43
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Income

Total	\$0.0
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Expenses

Raffle Layout Supplies (carry over)	\$50.00
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Meeting Refreshments (carry over)	\$166.34
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Meeting Room Rental (6 months)	<u>\$240.00</u>
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Total	-\$456.34
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Balance In Checking 1/31/12	\$7,826.09
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For Sale

Norfolk Southern 40' box cars HO scale.

The price is \$15 each and \$50 for a 4 car set to non-division members, \$12.50 each and \$40 for division members. There are about 70 left. To purchase see John Janosko or email johnajan@embarqmail.com.

Operations Opportunities

Jack Frame's Monon HO scale DCC
Second and third Friday evening slots available.
Sign on for one or both evenings.

Board of Directors

Superintendent (term ending January 2014)
Grif Bond, Wake Forest, 919-556-7066
grifbond@embarqmail.com

Assistant Superintendent (term January 2014)
Jim Murphy, Cary, 919-460-7763
berkshireshort@yahoo.com

Division Clerk (term ending January 2014)
Jack Dziadul, Sanford, 919-721-8757
dziadul@windstream.net

Division Paymaster (term ending January 2014)
Jerry Mersch, Cary, 919-815-3528
jbmswow@nc.rr.com

Director (term ending in January 2013)
Vic Bitleris, Raleigh, 919-870-7558
vbitleris@nc.rr.com

Director (term ending in January 2014)
Rob Rousseau, Holly Springs, 919-368-0586
railroad@nc.rr.com

Director (term ending in January 2015)
Steve Milley, Garner, 248-421-6276
smilley@yahoo.com

Member of the Year 2011 Award Recipient Steve Milley



Superintendent Grif Bond presents the first annual Member of the Year Award to **Steve Milley**. John Wallis photo

Mr. Cheap Jack Dziadul



Do you need some chain to tie down flatcar loads, to dangle from a tender, or perhaps for an overhead crane? You can purchase black or silver chain for hobby applications for \$3 to \$4 per twelve inches. Or, as shown in the above photo, for \$1.50 you can purchase ninety inches of chain in the craft department at Wal-Mart.



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. Each is available for NMRA members to borrow for the cost of processing and postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.



We make it even more fun.

Then, get that popcorn ready.

www.nmra.org

Coming Events

March 2-3, 2012
 Western NC Model Railroaders Train Show
 Fletcher, NC
<http://www.Asheville-TrainShow.com>

March 3-4, 2012
 Carolina Coastal Railroaders Train Show
 New Bern, NC
<http://carolinacoastalrailroaders.com/default.aspx>

March 17, 2012
 Carolina Model Railroad Club Train Show
 Greensboro, NC
<http://www.carolinamodelrr.org/>

N & S Historical Society Annual Meeting
 Fort Story, VA April 21st, 2012
<http://norfolksouthernhs.org/>

June 1-3, 2012
 SER Convention, Gatlinburg, TN
<http://ser-nmra.org/convention/2012-gatlinburg-convention>

NMRA National Conventions
 2012 7/29 - 8/4 Grand Rapids, MI
 2013 7/14 - 7/20 Atlanta, GA
 2014 7/13 - 7/20 Cleveland, OH
 2015 8/23 - 8/30 Portland, OR

MER Convention Host Calendar
 2012 10/18 - 10/21 Milepost 40 Suffolk, VA
<http://www.nmra-mer-tidewater.org/Convention/convention.html>
 2013 Potomac / Chesapeake

Editor's note - Before traveling any distance to an event listed, it is recommended you verify the event is still scheduled by checking the event's web site or calling the local contact.

Monthly Contests

February	Military Railroad Models
March	Bridges
April	Small Business Trackside or Not
May	Diorama with People/town/station /scenery
June	Famous Locomotives

Program Topics

February	Trains in Afghanistan SFC Brian Hakey, Transportation Corps
March	Truss Bridges - Dan Fisher
April	The Hobby Shop - Bread on the Table or Trains on the layout
May	Short Line Railroading
June	Building Locomotives - Prototype vs. Models - Size Matters

Refreshment Hosts

February	Stephen Wood
March	Tamer Helmy
April	Jamie Jordan
May	<i>your name goes here</i>

CPD Meeting Calendar

Tuesday night's monthly 2012
 6:30 PM Board / 7:00 PM General Meeting

February 21	March 26*	
April 24*	May 22	June 26
July 24	August 28	September 25
October 23	November 13	December 11

*potential date or location change

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.



Visit www.nmra.org. Then improve your skills. And your hobby.

We make it even more fun.

www.nmra.org
 423-892-2846



Working with the Dispatcher – Part 2

Stephen C. Wood

In the first part of this series, it was emphasized that an engineer does not move his train without the permission of the dispatcher. To assure that both people are on the same page, the engineer should check his paperwork to see that he understands the name and number of his train, where he is, the destinations of the cars on that train, and in what direction he needs to move.

The conversation, in a formal setting, might proceed in this way:

Engineer: Local 291 from Jackson siding to Oak Hill

Dispatcher: Proceed 291 to Oak Hill

Engineer: Proceeding to Oak Hill. Thank You.

Engineer: Local 291 arrived Oak Hill. Please advise when cleared to Big Laurel.

Dispatcher: Thank you 291. You are clear to leave Oak Hill to Big Laurel. Please contact the Yard Master at Big Laurel.

What just happened here? The engineer called the dispatcher identified himself and where he was headed. The dispatcher gave permission to move to the next town. Finally, the engineer repeated back the important part of the permission to make sure the dispatcher knows the engineer has understood him.

If all else is well, the engineer can now crank up the throttle. He must be alert for switches which might be thrown against him, and for signals which control his movement. In DCC he must select the correct blocks and also restore to previous position any he may have changed. Having done these things, he will move the train correctly, following the orders of the dispatcher and doing neither more nor less than he is directed.

Assume that the train has neared Big Laurel and the yard master and dispatcher are aware. If the engineer is running a freight which is

expected to do local work along the way, what more must be done?

The yard master has taken all cars assigned to him, he loads up his train and it is now ready to proceed. While waiting for clearance, the engineer needs to be sure he understands where he is to stop en route. Suppose this includes pickups and setouts at Linville and at Ashford.

Clearance is now received to proceed to Linville. Now the dispatcher must be informed so he knows this train will be working in town for a while. The answer may be that it is OK, or the engineer may be instructed to keep a track clear for other traffic. At some point, the traffic will be down enough to permit the engineer to do his work.

To see what cars to pick up or set out, the engineer needs to consult the waybills on the car cards. He looks for "To" or "Dest" to see if Linville is on any waybill. The waybill will contain information about correct sidings and industries. It is of course essential that every industry or siding on the layout have a name! If cars are to be left where different railroads meet, there are often special tracks called "interchange tracks" assigned for this purpose in the yards.

Further observations about picking up or setting out will be found in Part 3 of the series.



"I started with a small train under a large tree, but the tree got smaller and the train set grew every year..."

Clerk's Annual Report

By **Jack Dziadul**, Clerk and Editor

We started 2011 with 122 members and had 134 at year end for a net increase of twelve. New member outreach includes a welcome letter with officer contact information, plus an invitation to attend the monthly meetings. The letters include links to the CPD web site and the Yahoo Group web site. Additional member outreach includes personal calls to members who are not regular attendees to the monthly meetings. This recent initiative will be continued throughout 2012.

The Clerk is also responsible for The Herald, either directly or delegated. Each monthly issue has been distributed by the fourth Tuesday of the month. The distribution is via the Yahoo Group email, and The Herald is also posted to the CPD web site by webmaster **Rob Rousseau**. MER's **Martin Brechbiel** posts The Herald to the MERMailbag Yahoo Group, which has 71 subscribers. In addition, The Herald is emailed to NMRA Communications Director **Gerry Leone, MMR** and NMRA Magazine author **Jim Zinser, MMR**. Moving to a paperless format allows savings in paper, ink and postage; but, more importantly allows for larger newsletters and more color content.

Train Word Puzzles

Dr. Charles Wood

Third installment in a series

Solutions can be found on the last page.

M	B	T	T	E	E	A	I	L
H	B	T	R	E				
I	E	F	A	M	R	N		
N	N	L	R	A	E	T		
M	T	L	E	D	I	I		

On the Road Again Rincon, Puerto Rico

Jack Dziadul

Do you remember the archeological discovery that I made in Rincon last year? (See The Herald February 2011 located on the CPD web site.)



Angel Martinez photo

January 2012 - all that is left



Iris Nazario-Dziadul photo

January 2011 - my original discovery.

It will not be long before this remnant of coastal narrow gauge passenger service in Puerto Rico is lost to the ages. It is remarkable how much was buried in the sand in just twelve months.

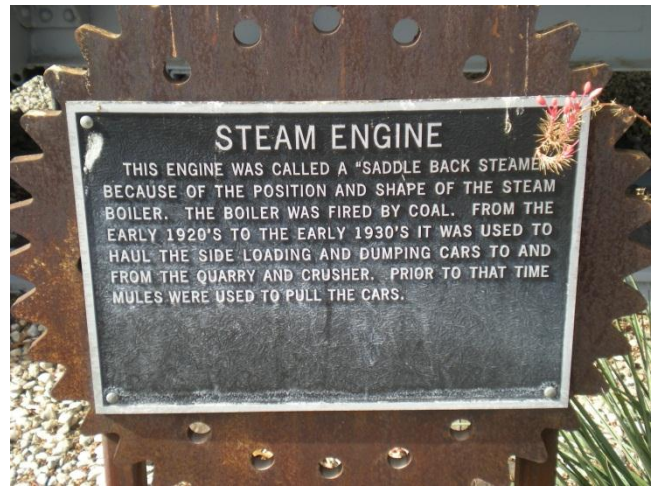
On the Road Again San Antonio

Jack Dziadul

The critter shown in the accompanying photos was a discovery at a quarry that was converted into the Alamo Mall in San Antonio, TX. From a distance I was guessing a Porter or perhaps a Plymouth. But, up close it looks more like a home-made mechanical mule.



Where's the Kadee coupler height gauge?



Meeting Minutes

Carolina Piedmont Division 13

24 January 2012

Board of Directors meeting

Attendance: **Grif Bond, Vic Bitleris, Jerry Mersch, John Wallis, Jack Dziadul, Rob Rousseau, Jim Murphy**

Board of Directors meeting

1. Review and approval of minutes – October, November & December 2011. Approved on motion of John Wallis and second by Vic Bitleris.
2. Paymaster's report (December) & YTD budget versus expense. Approved on motion of John Wallis and second by Vic Bitleris.
3. Recommendations for 2012 budget – budget review tabled until the February meeting.
4. Annual reports for 2011.
 - Superintendent to be published in The Herald.
 - Assistant Superintendent printed in the January Herald.
 - Clerk presented 2011 report and will publish in the February Herald.
5. Holiday Trains for Kids - six sets were distributed.
6. Annual report for the MER. **Grif Bond** reported that the 2011 report format has not yet been received from Regional.
7. Officer's & Director's liability coverage. **Jim Murphy** was contact **John Roberts** to review the coverages available to Officers and Directors.
8. Other Business – **Jerry Mersch** reported that there are meeting date conflicts with the host facility for the next three months. After discussion it was moved by **Jerry Mersch** and seconded by **Grif Bond** that the next meeting

be rescheduled to Tuesday, February 21. The rescheduling of the March and April meetings will be discussed at the February meeting.

Business Meeting

1. **Grif Bond** reviewed the Board of Directors' meeting.
2. **Vic Bitleris** gave the Achievement Program report. **Rob Rousseau** was successfully evaluated for the Golden Spike and Engineer – Electrical. The AP recommendations have been submitted to Regional.
3. **Jim Murphy** reviewed the upcoming programs and contests, where are printed in The Herald and on the web site.
4. **Tamer Helmy** volunteered to be the March refreshment host and **Jamie Jordan** volunteered for the April meeting.

ANNUAL MEETING

Superintendent **Grif Bond** convened the Annual Meeting of the Carolina Piedmont Division.

1. Clerk's Call of Roll
 - a. **Grif Bond** requested that the Clerk call the roll. Upon motion of **Joe Getz** with second by **John Porter**, the calling of the roll was waived.
 - b. Quorum is 20% of the members present (Article IV 4.11). The Clerk announced that 28 members were present and constituted a quorum.
1. Proof of due notice of meeting (Article 4.5)
 - a. Grif Bond read the Notice of Annual Meeting that was printed in The Herald in a timely manner.

- b. There were no unapproved minutes to be reviewed and approved.
1. Annual Report from the Officers
- a. Superintendent's 2011 report (Article IV 4.2). The Superintendent's report will be printed in The Herald.
- b. The Assistant Superintendent's report was printed in the January Herald.
- c. Clerk's 2011 report (Article IV 4.2). The Clerk reported membership of 134, which was an increase of twelve during 2011. Twelve Herald newsletters were published and posted to the web site. Distribution has moved to web based. (The Clerk's full report is published in the February Herald.)
1. Election of Officers and Directors (Article IV 4.2)
- a. Nominating Committee Report – **Vic Bitleris** and **Rob Rousseau** reported that the nominations received to date are as detailed below and that there are no contested offices.
- b. Officers – two year term
 Superintendent
Grif Bond
 Assistant Superintendent –
Jim Murphy
 Clerk
Jack Dziadul
 Paymaster
Jerry Mersch

- c. Director – three year term
Steve Milley
- d. Any three members may nominate from the floor. (Article VII 7.3.1). **Vic Bitleris** opened nominations from the floor: there were none. **Joe Getz** motioned that nominations be closed. **Bill Hanley** seconded and the motion was passed.
- e. **Joe Getz** motioned that the nominated Officers and Director be elected by acclamation. Upon second by **Tom Cooke** the motion was passed and the Officers and Director were elected by acclamation.

John Wallis presented his annual prototype Quiz. The winner with a 100 point score (of a possible 200 points) was **Tom Cooke**.

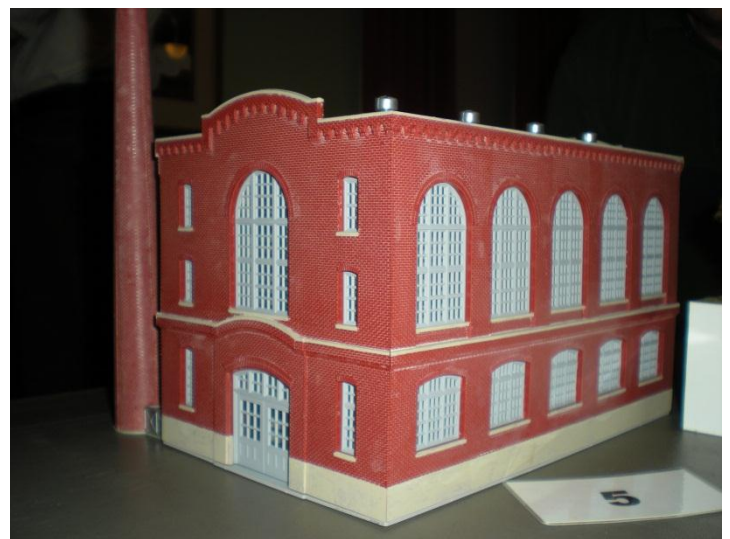
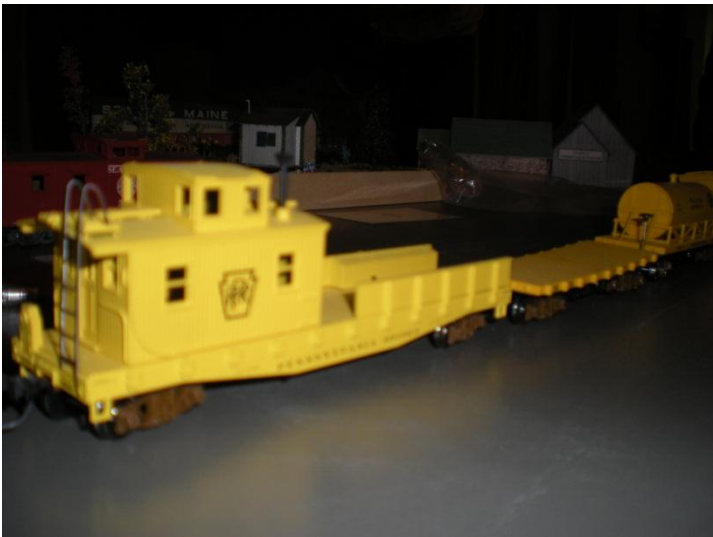
The meeting was adjourned at 8:45 PM.

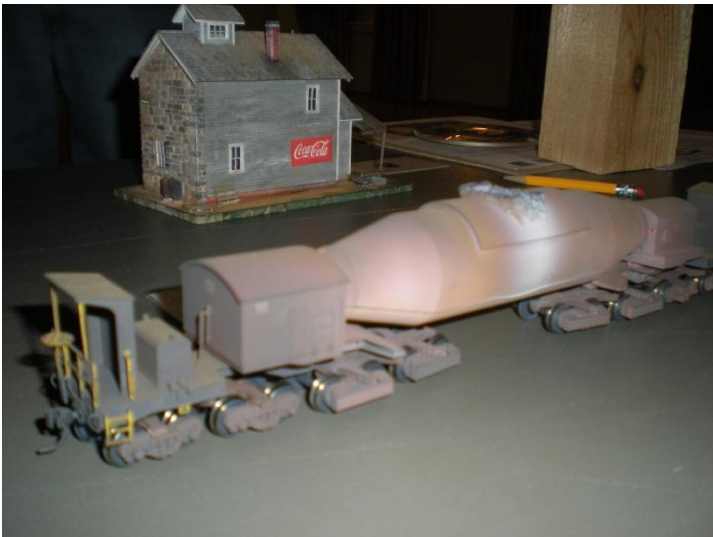


Bill Hanley's contest winner

Some of the other entries are below.
Jack Dziadul photos.







Prototype Railroad Quiz

John Wallis

Question 1

- Q. How do you figure out the percent of the grade of a railroad track? What is a compensated grade?
- A. Grades are expressed as the rise in feet per 100 foot of length. A 2.2% grade rises 2.2 feet per 100 foot run.

A compensated grade includes not only the rise, but the curvature of the track within the grade. A factor is used to compensate for the curvature, typically 0.04% grade per degree of curvature. For example, a long 1% grade with a significant 6 degree curve would be considered a 1.24% grade for the purpose of determining required train power.

Question 2

- Q. Many objects of historical significance in America have been designated as National Monuments. Only one National Monument is mobile. What is it?
- A: San Francisco Cable Cars

Note: Based on comments, I investigated further. First, National Monuments are areas, not things. San Francisco Cable Cars are a National Historic Landmark. The listing of NHL's does NOT include the Perley-Thomas New Orleans streetcars as was suggested, but DOES include the St. Charles streetcar line in New Orleans. The NHL list does not include SOU 4501. Can anyone point to a source for the 4501 as being a NHL?

Question 3

- Q. The most fundamental change to railroad technology in history is the Westinghouse air brake. What was the next most fundamental change?
- A. The roller bearing.

Question 4

- Q. With the introduction of the diesel-electric locomotive to steam railroads in the 1940s,

the locomotive itself was no longer the limiting factor in what could be handled, in either tonnage hauled or speed of hauling it. What then became the main factor in limiting tonnage and speed? What other factors were affected by the diesel-electric locomotive?

- A. The main factor was the strength of drawbars. In 1947 the standard Grade B coupler had a 350,000 lb yield strength for drawbar force. This was replaced by the Grade C coupler which had a 550,000 lb rating, which in turn was replaced by the current Grade E coupler which has a 650,000 lb rating.
- Other factors were the air-brake system and signal spacing.

Question 5

- Q. What do the colored dots on the side of auto rack cars signify? What are the dot colors?
- A. Colored dots/marks on auto rack multi-levels are to designate slightly different deck height clearances on trilevels. Orange dots indicate a rack with all decks equal to or greater than 61.5 inches, and a blue square indicates a rack with at least one deck less than 61.5 inches.

Question 6

- Q. Some modern diesel locomotives have a sign located above the first axle that read "Equipped with Spotter Control". What is Spotter Control?
- A. Spotter Control is a locomotive on board system used most often to move a locomotive in a shop area. It puts battery power through one traction motor so a locomotive can be moved short distance, eliminating the need to start the locomotive's prime mover. It is particularly helpful when a locomotive needs to be "spotted" at an exact location in a shop, such as on a wheel drop table or wheel truing machine.

Question 7

- Q. In reference to a tank car, explain what a nitrogen blanket is. What types of tank cars

have nitrogen blankets?

A. A nitrogen blanket is a padding or layer of nitrogen gas put into a tank car to:

1. Protect the interior from developing rust
2. Prevent chemical reactions of the products shipped, and/or
3. Reduce the level of dangerous gases in the expansion space.

Because regulations require expansion space in shipments of hazardous materials to accommodate changes in temperature during transportation, oxygen or product gases may be present.

Nitrogen, a non-flammable gas, takes the space of oxygen or other gasses present in the vapor space of a tank, and since it is an inert gas, it reduces the risk that may be present. Nitrogen is used for empty, cleaned tank cars and for tank cars containing hazardous materials. When cars are shipped from a tank car shop after repair or qualification, the facility will often, at the request of the owner or leasing party, inject nitrogen gas into the tank.

Likewise, shippers often inject nitrogen into the remaining space of a tank car after loading. However, only enough nitrogen is put into the car to inhibit rust or chemical reactions. Shippers and facilities must take care not to put too much gas into the tank, as doing so could result in the nitrogen itself becoming a regulated hazardous material. By definition, nitrogen, a non-flammable and nonpoisonous compressed gas, is regulated if it exerts a gauge pressure of 29.0 psi or greater at 68°F, in its package.

Question 8

Q. A new addition to the mechanized equipment modern railroads use for track maintenance is the Reclaimer. What is a Reclaimer?

A. A Reclaimer is a self-propelled machine made by Racine Railroad Products, with a diesel engine to move it along the tracks and drive its pickup belts. The four heavy duty conveyor belts have powerful magnets

inside each belt. Non-magnetic side panels keep the moving material on the belts.

This machine efficiently picks up the old spikes, rail bolts, and rail anchors that were formerly collected manually. Heavier pieces like tie plates and joiners must still be picked up manually, or with a small crane fitted with an electromagnet.

As the machine moves slowly along the track, the operator can lower the pairs of magnetic conveyor belts on both sides of each rail to pick up any loose track material. The magnet attracts the small items, which stick to the belts and are conveyed up and dropped into the collection bins in front of the operator. When the bins are full, they can be dumped into a bucket for disposal.

Question 9

Q. When diesel-electric locomotives were beginning to replace steam, railroads sometimes used steam-diesel doubleheaders to pull trains. The diesel was almost always placed ahead of the steam locomotive. What were the advantages of that order?

A. In the days when steam co-existed with diesels, railroads that mixed them on the head ends of trains often specified that the diesel should lead and the steam locomotive should be next to the train. They felt that smoke and cinders from a leading steam locomotive would be bad for the air intake filters of the diesels, and maybe bad for the then-fancy diesel paint jobs. In winters in Northern areas, the steam locomotive had a greater capacity for supplying steam for train heating, especially before steam generators on diesels gained in reliability. Also, freight diesels without steam generators could be used.

On some helper districts (e.g. ATSF in mountains) the steam locomotive, used as a helper, was often coupled ahead of the diesels for operating convenience. It would be inefficient to uncouple the diesels at the bottom of the grade, cut in the helper, and then reverse the process at the top. This

includes breaking the steam and signal connections, which would have to be furnished on the helper steam locomotive.

Question 10

Q. In a Southern Pacific cab-forward steam locomotive, is the engineer on the right side of the cab? If so does he have to reach back to man the throttle, reverse gear, air brakes, etc.?

A. Builders of these locomotives redesigned the cabs entirely so that crews would face the correct direction for relatively comfortable operation. The engineer sits on the right and the boiler is behind him. Loco Controls are on his left, and the door to the cab is ahead on his right.

Question 11

Q. What is the difference between a cables booster, a slug and a calf?

A. A cables unit and a calf are quite similar. Cables diesel units are road units without a cab, such as F7B. \

A calf is usually considered to be a cables switcher, sometimes coupled with a drawbar and sometimes with a regular coupler.

A slug does not have its own prime mover. It gets its electrical power from another unit that it is mated with.

Question 12

Q: What natural phenomenon in the late 1830s led to the use of sand to assist traction on locomotives? Hint: it does not relate to rain, snow, ice or grade of the track.

A: A plague of grasshoppers in Pennsylvania covered the ground and track in myriads. Railroads tried to fix the problem by employing men to walk back and forth along the tracks and sweep the insects off the rails with brooms. This failed as the insects jumped right back on the rails. The fix that worked was the sandbox attached to the locomotive in such a way that streams of sand are automatically deposited on the rails in front of the

wheels.

Question 13

Q. Until welded rail came into wide use on U.S. railroads, most sections of rail came in 39-foot lengths. Why was the length 39 feet?

A. Rail was often carried in 40-foot gondolas, so the 39-foot length was a good fit for the car.

Question 14

Q. What are the main operational characteristics of steam vs. diesel-electric locomotives?

A. A steam locomotive's output was mechanically limited by the slow rotation of the driving wheels at starting, which limited the number of piston strokes at low speed. Thus the drawbar force of a steam locomotive rose as speed increased then topped out as cylinder back-pressure and the exhaustion of the boiler's capacity to keep up with the cylinder demands caused the curve to fall again.

The diesel, because of the high starting torque of the DC motor exhibited its peak tractive effort at starting, limited only by the ability to maintain adhesion between wheel and rail, and then fell off as speed increased. Thus multiple diesel units were needed to achieve the desired track speed.

Question 15

Q. What model diesel locomotive was EMD's biggest failure in the marketplace?

A. The 1,500 HP BL2 B-B road switcher sold only 59 units.

Question 16

Q. Amtrak and several predecessor railroads have operated passenger trains between New York City and Florida for many decades. Name the railroads, past and present, which operated these trains or over whose track they traveled.

A. Amtrak, Pennsylvania RR, Penn-Central Railroad, Richmond Fredericksburg & Potomac (RF&P), Atlantic Coast Line (ACL),

Seaboard Air Line (SAL), Seaboard Coast Line (SCL), Seaboard System, CSX, Florida East Coast (FEC).

Question 17

Q. When Conrail was split between NS and CSX certain parts of Conrail which could not be split between the two railroads, such as trackage in New Jersey/Philadelphia, New Jersey/New York City and Detroit, called Shared Asset Roads, were structured to be owned by both roads. What is the corporate name of the Shared Asset Roads?

A. Conrail.

Question 18

Q. When must a locomotive's bell be rung?

A. The bell must be rung when starting movement, when approaching a grade crossing, when entering a tunnel, passing railroad workers, or any other time or situation that requires a warning signal.

Question 19

Q. On a rail siding that connects to the main line, why is the derail locked on the rail if there are no cars in the siding?

A. Because most railroad operating rules require it, as specified in the General Code of Operating Rules and the Northeast Operating Rules Advisory Committee. One exception: if the derail protects a timetable-designated siding the derail need be applied only if the siding contains unattended cars or locomotives.

Question 20

Q. More and more trains are being operated with Distributed Power Units located in the train or at the rear. How are DPU's controlled and what are the advantages of DPU?

A. DPU's are controlled by the engineer in the lead locomotive at the head of the train. Signals are sent via radio to the DPU's.

Braking is distributed among multiple spots in the trains, so trains with DPU's stop faster and in shorter distances than those with all the power up front. The strain on

couplers is also spread out, which disperses and reduces drawbar stress. DPU's enable railroads to move more tonnage without using more locomotives, saving manpower and fuel.

From The Business Car

Grif Bond, Superintendent

Winter time is here and I have had little time for model railroading projects. Work travels have kept me real busy in the last several months. Hopefully that will change soon and I can catch up on several of the unfinished structure kits that are sitting on my workbench in various stages of completion.

One of the benefits of travel is that I regularly come across railroad and/or model railroad items. Recently I took Amtrak from Raleigh to Washington, DC for a meeting. I was a convenient, relaxing and on time. At Union Station in Washington I came across a holiday display from MTH trains. There were several layouts and displays in the station. A number of people stopped to watch the model trains. A team of workers was performing some maintenance on one of the locomotives. I'm working on an article with some pictures for the next issue of The Herald.

A special note of appreciation goes to David Dewey for all his work over the years as the coordinator for with our "Holiday Trains for Kids" program. David has decided to step down and focus on some other projects. So, we need a new coordinator. If you are interested, please let me know.

Remember we are meeting at a new location for 2012 and for February our meeting will be a week earlier than normal on Tuesday, February 21. I hope to see you there.

NMRA InfoNet News

By Gerry Leone, MMR
NMRA National Communications Director

Quite a bit of news came out of the Winter NMRA Board of Directors meeting last week. I'm going to split it between this edition of the InfoNet News and next month's, to make sure you get a chance to see everything.

News from the Board meeting:

- Tom Draper, manager of the National Train Show, reported that the **number of booth sales** for the show at Grand Rails 2012 is currently at the same level it was at this time last year for the show in Sacramento.
- After a necessarily short search by the NMRA Canada Nominating Committee, Clark Kooning volunteered for an appointment as **NMRA Canada Director** when Don Hillman stepped down from the job for health reasons. We wish Don all the best, and thank Clark for his willingness to serve at the last minute.
- Financially, **the NMRA ended 2011 in very good standing** and is currently rebuilding some of its funds from which it had borrowed in the past. In addition there is currently enough money in the budget to hire an IT professional to repair, maintain, and update the NMRA website.
- The **NMRA has announced an agreement of cooperation** between itself and the Hasea.com Model Railroad Association (HRMA) of China, a community of over 100,000 rail fans and model railroaders. The HRMA, a relatively young organization, is interested in learning how the NMRA is organized, and will promote NMRA standards in China. Members of both organizations will be able to enjoy the many benefits of each. A press release and story will appear shortly in *NMRA Magazine*.
- The Board is in the initial stages of studying **electronic balloting** as a way of both saving on postage and

encouraging additional member participation.

More Board meeting news next month!

And some other news:

- The Grand Rails 2012 website at **www.gr2012.org** now has these new features:
 - A page for the Layout Design Special Interest Group
 - The Operations Special Interest Group Sign-up sheet
 - PDF copies of all of the traditional Registration forms
 - A complete list of all of the extra fare events and tours
 - A schedule of days and times for most scheduled events
 - More Sidetracks events for the non-rails
 - The Silent Auction schedule
 - The contest room schedule
- Have members who are interested in the Achievement Program? Yours truly was interviewed on **The Model Railway Show** about it. Trevor Marshall talked to me about my road to MMR, and the hurdles and joys of taking it. Episode 32 is available for listening or downloading now at **www.themodelrailwayshow.com** or through iTunes, and will be available through The Model Railway Show's online archives after March 1.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine.

Word Puzzle Solutions

timetable, berth, fireman, lantern, limited