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MISCELLANEOUS RAIL-MARINE BIBLIOGRAPHY

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INTRODUCTION

The final installment to the bibliography series includes items that did not fit into the geographical theme established at the outset. Much of the following material is modeling related, written back before today's emphasis on prototype fidelity became popular. Mind you, the foregoing comment is not intended to be disparaging; indeed many of these articles served as an early inspiration to my interests in rail-marine! It's just that we have been so blessed in recent years with prototypically based rail marine material. Along the same vein, it should be noted that over the years many published model railroad track plans have incorporated a carfloat or carferry operation. Citation of these has been fairly selective. Instead of citing every such track plan published, we have tried to limit mention to those that, indeed, been prototypically oriented (and these have been cited in the regional bibliographies) or those which offered useful mechanical or operational insights for the modeler.

Over the years members have expressed a desire to have material in Transfer and citations from the literature of rail-marine bulk transfer operations—e.g. McMyler dumpers, Hulett unloaders, gravity-style coal and ore piers, etc. While it is true, these are rail-marine in nature, I have purposely omitted these because a) we didn't even have enough space to cover the pure rail-marine activities and 2) I felt the more appropriate place for above items was in *Lineside*, the publication of the Railroad Industry Special Interest Group. I did compromise a bit, however, and cited here a number of articles on modeling container terminals.

It is my plan to begin updating the original bibliographies which were published starting with *Transfer* No. 9 and make them available on the website**.**

BOOKS

Armstrong, John. *The Railroad–What It Is What It Does.* Omaha, NE: Simmons Boardman Books, Third Edition 1990, Chapter 11, Terminal Operations, pages 163-168, show in text and Armstrong's illuminating drawings how waterfront facilities tie into an overall railroad terminal operation.

Hardy, A.C.. *American Ship Types*. New York: D. Van Nostrand, 1927. I don't have this book, but copies of parts of several chapters came from the "Joel Norman Collection." Chapter Seven, pages 105-112, entitled "U.S. Railroads as Shipowners" gives some statistical tables and interesting insights into this subject. Chapter Eight, pages 113-? is entitled "Four Big Groups of Ferryboats." I only have a copy of the introductory page to this chapter. Chapter Eleven, pages 194-197 is "Transportation of Freight Cars" and mostly reproduces the piece from October 1926 *Marine Engineering* reproduced earlier in *Transfer* No. 14.. It misses the opportunity to do what might have been a quite interesting survey of the "fleet" at the time. It does note "Wood was formerly largely employed as a material of construction and it proved very successful. Many wooden carfloats are in operation at the present day and are likely to remain so for many years. Steel is the material now universally used…"

Peterson, David. *Tale of the Lucin–a Boat, a Railroad and the Great Salt Lake*. Trinidad, CA: Old Waterfront Publishing, 2001. Rail-marine on the fringe, this book tells the story of a launch that was taken from San Francisco Bay by rail to assist in the construction of the Lucin Cutoff trestle across the Great Salt Lake.

Talbot, Frederick A. *Railway Wonders of the World*. New York: Cassell and Company, year unk.. Pages 113-113-122 and 170-75 cover "Floating Railways" of North America and Europe/Asia respectively with a number of photos, nothing earthshaking.

ARTICLES

Allen, John. "Car Ferry Anabel," *Model Railroader*, January 1970, pages 48-49. Three photos and verbal description of this fanciful vessel on Allen's fanciful and famous model railroad.

Burroughs, Albin. "Docks, Wharves & Ferryboat Slips....As Industry." *Model Railroading*, February 1984, pages 33-34. A concept piece by editor Robert Schleicher, writing under his pen name, that casts a rail-marine setting on a layout as another industry. Three nice prototype photos including one of United Fruit ship *Chiriqui* with reefers on carfloats alongside.

Byrnes, Don. "Copper Lake's car ferry interchange system." *Railroad Model Craftsman*, May 1979, pages 54-55. "A small fleet of barges provides a scenically and operationally interesting way to move freight cars on and off the railroad, yet requires only a minimum of space," is this article's subtitle. While not appearing to be based on a particular prototype, the virtue of this article is that it shows a live application of carfloats to a model railroad operating scheme, something that is often talked about but seldom seen. The carfloats are two-track, six-car units, and the tug is the venerable old *Taurus*. The article is not an extensive, nuts and bolts one, yet the small but clear photos show how the carfloats are cradled when they're not on the layout and how the cars are held on board during physical carfloat transfers. This little article should be a beginning reference point if you contemplate something like this.

Cadwalader, Robert N. "Planning a Container Port," *Model Railroader*, October 1995, pages 96-101. Author lays out the components of a container port, presents a "compact container barge terminal" (where containers are loaded onto barges as opposed to one of the huge container ships) and lists suppliers for the various components. This list, if updated from 10

years ago, would be even more robust currently.
See also Kelly (1987), Smaus and Hediger (1996).

Chamberlain, Ken. "The Idea File–Better than a Switch? Try this on the end of a Pier," *NMRA Bulletin*, June 1985, page 44. Shows a transfer table at the end of a pier with five tracks. Pier has a cable car puller for each track. Chamberlain neglects to cite the prototype. However, a 1912 catalog from the engineering firm J.M. Dodge shows just such an installation by them on a Reading Pier at Port Richmond, Philadelphia. Well, the NMRA Convention in Pittsburgh in 1990 was themed "Railroading from the Prototype," so in 1985 we still weren't quite there yet.

Checkley, Charles R. "HO Waterfront," *Model Railroader*, October 1954, pages 36-37. This waterfront scene has always appealed to me as being particularly effective. Low key, it reminds me of Fells Point in Baltimore. Interestingly, the author employed real water in his harbor and describes how he dealt with this.

Condio, Greg. "A basic barge–building for scenery," *Railroad Model Craftsman*, December 2000, pages 86-87. Article describes construction of a simple, freelanced open steel coal barge for use in a Western Rivers setting. It's too bad a more prototype approach couldn't have been taken using Alan Bates' drawings of a modern coal boat
(See Rivers and Gulf bibliography).

English, Tony. "Need Storage? Build a Railroad Car Barge," *O-Gauge Railroading*, February 2002, pages 82-87. This barge was inspired by the Detroit River open deck car ferries that Norfolk Southern used as barges in their final years. A "shorty" in O-scale at 42 ½" long, it is slightly less than the length of five sections of tinplate track. This one will be added to the "Lakes" edition of the bibliography when it is updated.

Griffiths, John. "Fiddle Shelf Staging," *Railroad Model Craftsman*, September 1996, pages 96-97. This article does not deal with rail-marine directly but offers some technical information for those who would wish to use carfloats as part of a staging scheme. In particular, Griffiths shows how he wired things up to make his fiddle shelves (which could be carfloats) live.

Hardy, A..C. "Train Ferries. Characteristics of an Old but now Important Type of Vessel in the Light of Modern Propulsion Developments,' *The Shipbuilder and Marine Engine Builder*, October, 1931, pages 703-708. This is a survey of the types with five general types classified, ten geographical applications compared tabularly and seven specific vessels tabulated by specifications. Diagrams are included for contemporary diesel powered vessels and well as a proposed diesel electric ferry. This is a nice, concise survey.

Hediger, Jim. "The HO Scale Long Beach Central–A 4x8 foot (plus) layout to be built at the National Train Show," *Model Railroader*, July 1996. This layout has a container port angled off from the main table. Utilizes then- currently available products.

Hegge, Bob and the MR Staff. "The Port Caribou RR. & Western Naviation Co.–a dandy HOn3 layout with lots of animation."*ModelRailroader*, September 1977, pages 52-55. This layout was built by Richard Patterson. By the time the article ran after some rough experiences on the editorial floor, the layout had been dismantled. While I have tried to avoid citing every article about a model railroad that has a carferry operation on it, this one I feel deserves an exception. The layout has a George Selios flavor to it, being filled with many potentially contest-winning models, but more importantly it employed real water. The vessel, a sidewheeler that appears to have been kitbashed from one of those old plastic *Robt. E. Lee* kits, operated on underwater tracks like the ones in Walt Disney World. See also the citation under Patterson below.

Hymes, Tom.
Www.boatnerd.com
Go to the model building links and select the article by this author which describes how he converted the relatively small (1:80 scale) Lindberg plastic kit for the Lindberg diesel WWII-type ST tug to powered, radio-control operation. One version is as the base ST (and the kit is pretty accurate), another is a simulated high-pilothouse "railroad tug," while the third is a low slung Great Lakes Towing "G" style tug. I would have never thought you could do this with a hull only 12" long, but I guess modern microelectronics and high energy batteries do the trick. Nice work, amazing, even in-the-water photos.

Kee, Bill. "Diorama–Commuter Style," *NMRA Bulletin*, April 1979, pages 33-39. For the most part in *Transfer* we have ignored passenger ferry operations of the railroads. However, consider this citation a concession. This article is a "concept" piece with 1/16" to the foot scale drawings of a passenger ferry terminal and partial drawings of a presumably propeller-driven passenger ferry. A good beginning if you want to model such a scene.

Kelly, Jim. "Model Cart Ferry–MR Workshop," *Model Railroader*, July 1990, pages 120-121. Kelly describes Mark Page's carfloat and cart construction with two photos and some dimensions. A real-world application of the carferry cart system (see Marty entry below) with some interesting considerations (like weighting the cart so it doesn't tip over).

Kelly, Jim. "MR Workshop," *Model Railroader*, March 1987, page 122. Jim responds to a reader who wants to build a model container terminal with a listing of some model products that were available at the time.

Kempinski, Bernard. "A Rail-Marine Intermodel Terminal in N or HO Scale," *Railmodel Journal*, May 1998, page 44-52. Description, photos and drawings of an effective N-trak module Bernie built to illustrate this concept.

Koester, Anthony. "Perspective, The island railroad," *Railroad Model Craftsman*, May 1979, pages 50-51. This piece editorializes the virtues and logic of using an actual rail-marine interchange to connect a model railroad layout with the rest of the world, accompanied by a nice photo by W.R. Hooper of a CP tug and barge at Roseberry, BC on Slocan Lake in 1974 (with an H16-44 on board). Koester even includes a summary listing of some previous rail-marine articles from *RMC*. An editorial

piece done the way I like 'em.

Layout Doctor (The) [AKA Bill Schopp], "Single Track or Double Track," *Railroad Model Craftsman*, November 1959, pages 50-52. The second of the two freelanced track plans offered here includes a canal with locks and an aqueduct as a scenic element, but there is no actual interchange between the canal and the railroad. It would have been interesting to have seen this theme carried into a prototype application such as the Morris Canal at Phillipsburg, NJ (which RMIG member Jim Dalberg has, in fact, modeled—*Transfer* No.41, p. 28) or the C&O Canal at Cumberland, MD.

Larsen, Ken. "Build a Great Lakes Freighter in HO Scale," *Model Railroading*, September 2002, pages 36-41. Although RMIG does not cover ship modeling generally, this article is relevant because it depicts a serious kitbashing effort to produce a credible Great Lakes ore boat using Sylvan Scale Models "canaler" as a base. The result is much more effective than the earlier VOCO, now Bearco, offerings for a kit for such a vessel. The article originally appeared in a more modest fashion in *Lineside*, the publication of the Railroad Industry Special Interest Group, and Ken not only enhanced the model but did extensive additional photography for this article. The lead photo shows Ken's Victoria (appropriately named for his wife) riding light next to Mike Rabbitt's ore dock.

Layng, Charles. "How to Mash a Railway," *Trains*, December 1946, pages 22-27+. Author describes how military intelligence folks regarded "rail-water transfer terminals" as the "choicest targets" during WWII. No photos of destroyed marine facilities in the article, however.

Lloyd, Howard. "Rail lines to the shoreline–An introduction to rail-marine operations and maritime models." *Model Railroader*, March 2005, pages 72-77. Howard briefly describes the rail-marine concept on a model railroad layout, but the major benefit of this article is an enumeration of sources of watercraft appropriate for model railroad harbors. Capsule versions of this information have appeared over the years in *Model Railroader* and probably other enthusiast magazines, and I won't cite the earlier ones because this is the most extensive treatment yet. It is nicely illustrated with Howard's fine work including a great photo of his freighter *S.S. Mileva*. Indeed, I was contemplating doing something like this for the final issue of *Transfer*, but Howard has saved me to trouble, and I really can't improve upon it. Of course, the field is constantly changing with new models becoming available and others going out of production. The only caution for this article is that to get the "full story" (additional sources and addresses of suppliers, you need to go to *Model Railroader's* website, www.modelrailroader.com. and access the supplemental information.

Lutz, Robert J. "Cubicle Layouts," *Model Railroader*, May 1975, pages 40-43. This article covers two layouts contemplatively to be built in an office cubicle. Neither is prototypically based, but I am citing the second one anyway, the Short Hills & Eastern, I guess mostly in honor of my tour of duty in a cubicle. This layout actually has three ferry/float slips on two levels. Has anyone ever seen this one built?

Marshall, David. "The Railroad Navy," *Railroad*, August 1959, pages 18-25. Summarizes existing and declining rail-marine operations at time of the article, with an interesting hodge-podge of photos.

Marty, Terry. "Cart Ferry," *Model Railroader*, May 1975, page 66. A lot of us have talked about using a tea cart or something like that to run car floats back and forth to the layout, but Marty describes and shows, with three photos, how he did it. He built his own very basic cart. Looks rather rickety to me.

Moore, E.L. "add a Harbor to your Pike," Part 1, *Railroad Model Craftsman*, January 1968, pages 21-27. This is a rather strange piece in that it is a construction article for the old Model Shipways steam tug *Taurus*. Moore reproduced the drawings with Model Shipways' permission. He candidly concludes by telling us we really shouldn't do this but buy the kit instead because it is much faster and easier. Part 2, *RMC*, February 1968, pages 23-27. This is equally quirky. Moore scratch-builds a wooden barge, not apparently based on any particular prototype, then covers construction of a pier building that is unabashedly based on the famous artist's subject "Motif No. 1" on the pier at Rockport, Massachusetts. (Peter Roehm points out that it's now actually "Motif No. 1a," as the original was blown down by a Nor'easter in 1978. You see why I left things like this for the "Miscellaneous" section.)

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Moore, Milt "Thumbs." Rail-Ship Terminals or How Not to Miss the Boat." NMRA *Bulletin*, August 1973, pages 7-9 Moore offers concept drawings for modeling a riverside or lakeside steamer terminal that would connect with the railroad. He covers some important construction and engineering concepts for building model piers—stuff that you probably wouldn't think about until you started the project and began messing things up.

Moss, John. "Over the Waves or There are Ferries at the Bottom of Our Basement," NMRA Bulletin, November 1974, pages 26-27. Moss was inspired by the Moore piece above to provide concept drawings for a cart ferry. His approach is to adapt a commercially available (and sturdy and aesthetic) tea cart.

Patterson, Dick, with photos by Frary, Dave. "The Port Caribou RR & Western Navigation Co.–a finely detailed HOn3 layout with animation." *Model Railroader*, November 1997, pages 118-122. After Patterson had dismantled the layout described earlier in the Hegge entry, he started anew using some of the items he had salvaged from the old layout. The ferryboat *Aleck Scott*, like on the previous layout, operated in real water. However, unlike on the earlier layout, it did not have a voyage from one terminal to the other, only moving out of its pier and back. Mr. Patterson died in April 1997 before this article was published.

Sintich, Jack. "1887 Western Union Telegraph Company's Cable Layer and Railroad Car Barge," *Ships in Scale*, January/February 2002, pages 56-63. This is one of those rail-marine on the fringe pieces. Describes research for and modeling of an interesting single track barge used to lay telegraph cable across lakes and rivers in the Western US.

Schopp, Bill. "...something new...something different a Railroad Car Ferry," *Railroad Model Craftsman*, February 1952, pages 22-27 and 43, 43. This article describes construction of a side-wheel, two track, doubled ended car ferry, the *Phoebe B. Beebe*. Schopp says he was inspired by a number of vessels including the B&O's Baltimore Harbor ferries *Canton* and *John W. Garrett*. The article also includes a track plan incorporating the ferry into the operation. See also *Transfer* No. 42, page 29 for a photo of a model that RMIG member Andy Morrison built the model from this article years ago as well as the Walsh entry below.

Sims, Philip. "A Quick Course in Tonnage," *Transfer* No. 14, page 7.

Smaus, Robert. "Port of Los Angeles project railroad, Part 1, *Model Railroader*, December 1990, pages 104-110, Part 2, January 1991, pages 94-99, Part 3, February 1991, pages 94-99, Part 4, March 1991, pages 94-101. Author Smaus leads us in a step-by-step fashion through the construction of a rolling 30" x 6' module representing a small part of an HO container port. Smaus' work is always inspiring, and there are some good tips for constructing urban/industrial trackwork here.

Strang, Lionel, reviewer. "HO barge and pile driver. *Model Railroader*, October 1999, pages 18, 20. Lionel's review of the Fine Scale Miniatures Jewel Series kit ($95 list price) makes it clear why they call them "craftsman kits." This one, a caricature at about 4" x 7," at least would not take up much space in your model harbor. Frankly, a pile driver was a fairly common sight in most railroad harbors, so it's a shame a more affordable kit or, say, a construction article for this craft by the late E.L. Moore (which this kit resembles) was never published—or was it? I believe Sheepscot Scale Models also produces a pile driver kit.

Towers, Whit. "Oil Barge," *Railroad Model Craftsman*, May 1968, pages 23-24. Towers constructs a sizeable 100' long barge using four tank car bodies as the tank. Two prototype photos are included, but the model only vaguely resembles these. This item was also cited in the "Rivers and Gulf" bibliography, but I felt it appropriate to include it here, also.

Walsh, Ken. "Freight car ferryboat," *Railway Modeler* (UK), March 1967, pages 80-81. Ten photos and verbal description of RMIG member Ken Walsh's execution of Schopp's *Phoebe B. Beebe*. In this case, his model was actually powered and ran in a water basin as part of an exhibit in 1965.

Wilhelm, Joe. "Marine Railroading," *Railroad Model Craftsman*, November 1959, pages 20-21. This is a construction article for an HO scale barge that resembles an East Coast style "coal box," although the article precedes the era of prototype replication. Nevertheless, the author depicts a decent size vessel at 80' long.

WATER MODELING

From time to time I get inquiries from folks about how to model the water in harbor scenes on model railroads. Now keep in mind, I have not had any experience myself with this except for what I would regard as a brief, unsatisfactory one with those Woodland Scenics meltable beads. However, the following articles seem to cover a good deal of ground and offer some good options. Over the years there have been many articles on modeling water, but I have made selections mostly from the last ten years because earlier articles simply describe obsolete materials and techniques. Don't be surprised if even better techniques come along. There is probably one or more a year.

Chiavetta, Phil, with De Bonis, Frank. "Making waves," *Railroad Model Craftsman*, August 1989, pages 48-50. This article shows an interesting technique for modeling ship wakes.

Connery, Dave and Lloyd, Brad. Modeling Water, *Railroad Model Craftsman*, March 2000, pages 59-67. The authors did a survey of the literature, then built a series of small modules to actually test and be able to comment on each of the techniques. Their clinic covering this material has been presented at a number of NMRA conventions. This article covers water modeling techniques including Enviro-tex, casting resin, epoxy, Woodland Scenics "E-Z Water" (those pellets) and sheet plastic (for "larger bodies of water"). The above covered static harbor settings, but they conclude by commenting on some techniques for waterfalls and rapids.

Davenport, Doug, with photos by Ron King. "Making rippled water, an easy, odorless method.." NMRA *Bulletin*, December 1996, pages 26-27. Doug used 1/8" thick "cracked ice" acrylic.

Frary, Dave and Hayden, Bob. "Two Ways to Simulate Water," *Railroad Model Craftsman*, December 1973, pages 35-36. I cite this article not to insult these fine modelers but simply to make the point I stated earlier about delving only into fairly recent literature for water modeling techniques. The fact is this article describes two ways you absolutely do NOT want to use, casting resin and "multiple layers of varnish," simply because there are cheaper, easier and better smelling techniques now.

Hole, Doug and Hole, Jackie with photos by Don Weixl. "Creating a swamp," *Railroad Model Craftsman*, January 1997, pages 75-77. OK, you aren't going to have a swamp as your main harbor, but if you are interested in some peripheral wetlands, this article gives a nice approach. Anything the Holes are involved with is sure to be fine work.

Holmes, Roger and Evans, John. "Cry me a river–using facial tissue as a tool to model realistic water," *Railroad Model Craftsman*, August 2005, pages 64-69. The authors use aerosol cans, acrylic gloss medium and clean facial tissue to create textured moving and static water surfaces. A convincing photo of a harbor scene appears on page 69.

Jones, Don, with photos by Smith, Mary Carol. "Ten ways to model water," *Railroad Model Craftsman*, January, 2002, pages 75-79. A table on page 76 lists the ten ways, with advantages and disadvantages, and the text, in a rambling sort of way, goes into some details about what you DON'T want to do and the downsides with each technique. Another good survey article like the Connery piece above.

Patterson, Ken. "Modeling surf and sand," *Model Railroader*, July 1996, pages 68-71. If you need to model a beach scene, professional modeler Patterson shows you how to do it. However, RMIG modelers will

probably find the following item more relevant.

Patterson, Ken. "Modeling Large Bodies of Water" in *Railroading Along the Waterfront*, pages 104-105. Patterson shows how he converts a 4'x8' piece of 2" foam insulation into a harbor using white texture paint, topped with MinWax acrylic clear gloss. Fast and cheap. Anything Ken does is always worthy of taking a hard look at.

Pryke, John. "Realistic Sea Water for Your Harbor," also in *Railroading Along the Waterfront*, page 106. Pryke uses Envirotex and Gloss Medium Gel.

Pryke, John. "How to model a saltwater port," *Model Railroader*, September 1997, pages 60-65. Pryke uses Enviro-tex for a small harbor-pier setting with special attention to modeling gulls (available from RMIG member George Barrett's Sheepscot Scale Models). Pryke, author of the *MR* series on the Union Freight Line and a Kalmbach book on urban scenery, unquestionably does beautiful work, and some of the other references cited here provide alternatives to Enviro-tex.

Wickerham, Tim. "Waterfalls from fishing line—an easy way to make realistic moving water," *Model Railroader*, December 1998, pages 98-99.

Finally, for uses of real water, see the entries under Hegge, Patterson and Checkley elsewhere.

Wilhelm, Joe, "Gulf Sand & Shell Company," *Railroad Model Craftsman*, December 1959, pages 24-28. This article is a sequel to the prior one and depicts an industry that could be served by the barge.

MISC. SHIP MODELS AND INTERNET STUFF

In addition to the construction articles cited above and the models included in Howard Lloyd's up-to-date list of commercial offerings, the following additional items are given:

SD14 General Cargo Ship. Card model in 1:70 scale of a British break-bulk merchant ship design of the mid 1960s that was intended to replace Liberty ships. I can't explain why such an oddball scale was selected, but this model consists of 183 A3 size cardstock pages that can be photo-reduced or enlarged on cardstock to whatever scale is desired. Of course, this would not be cheap. This kit is designed exactly like the prototype, and is as formidable to build as it is expensive, £280 If you have the checking balance and courage, contact Marcle Models, www.marcle.co.uk/sd14htmis

Other card models of numerous merchant and war ships are available from card model dealers as cited in the International section. Another comprehensive source is Paper Modelers International, 9910 SW Bonnie Brae Drive, Beaverton, OR 97008-6045. Most of these models are 1:250 scale or smaller, so while they are fine for a Z scale (1:220) scene, they would need to be enlarged on a color copier for N and larger scales

HO waterfront structures and Details. Greenway Products, 139 Ramsey Road, Ligonier, PA, 15658, www.greenwayproducts.com
They include cast plaster waterfront pilings, dolphin pilings (clusters) various sizes of export crates, lifeboats, winches, davits, bollards, bitts, tires for fenders, etc. Many of these items are from the old "Mr. Plaster" line.

Cox plastic ferry model. In 1975, the firm of L.M. Cox (probably better known for their model airplane engines) came out with a line of "action accessories" for model railroading. This included some materials handling equipment for lumber, an interesting rail-straddle container crane and a plastic model of a car ferry. The lumber handling equipment and the container crane were subsequently included in the AHM/IHC product line and appear to be periodically available. The car ferry vessel was featured in a small photo of Industry Trade Show news in the April 1976 *Model Railroader*. The vessel itself appeared to be about 18" long and was sort of a single-track "pygmy" version of *Incan Superior*. It also resembles the ferry graphically depicted in the Lutz track plan above.
As hard as we have looked, neither Jerry Mooney or I have been able to find an actual ad for this product, nor have we ever seen it for sale at train shows. We have concluded that it was never actually produced.

Internet Aerial/Satellite Photo Services—A good elevated view of many past and present rail-marine sites may be obtained by using one or more of the services. My favorite is the one operated by Microsoft, http://local.live.com. The interesting thing is that you can often even get a good view of sunken or partially sunken watercraft from these photos. For me, anyway, it beats a cold water trip in unfamiliar waters in a small rubber raft or kayak.

Rail-Marine Listserv. Finally, it is important to again point out that Lehigh Valley modeler and RMIG member Ralph Heiss runs a r-m oriented listserv. To join, send an e-mail to:
railmarineops-subscribe@yahoogroups.com