

*OF NOTE*

OYSTERS FOR MIDWEST  
POWER SUPPLY FOR NEON SIGNS  
MODELING EXPECTATIONS  
PERRY ACHIEVES MMR

November 1 is the Fall Convention!

## From Research to Model: The Stilwell Oyster Car

*The Long Island Railroad reached Sayville in 1868 and, about 1870, some oysters were being shipped by rail. In 1877, the Fulton Fish Market was selling 50,000 oysters a day in its stalls. By 1900, New York City had a population of about 4.6 million and was consuming over a million oysters a day. From about 1900, until World War I, the Long Island Express Co. had four express oyster trains a day, a 75-minute ride, at 9:00 a.m., 11 a.m., 2:00 p.m., and 5:00 p.m. An order received in the 7:30 a.m. mail was shipped by 9:00 a.m. and delivered to Brooklyn around noon.*

*Apparently, the appetite for oysters in New York was mirrored elsewhere around the country. In this article, Walter Wohleking takes us back to the previous turn-of-of-the-century and details how historical research and modeling converged to produce a prototype oyster car.*

### **Eighteen Ninety–Seven**

The freight car that rolled out of the Pullman Palace Car Company’s Chicago works that day in 1897 was like none Pullman or any other company had produced before. With an internal height of just 5 feet 3 inches it would have resembled a vertically challenged boxcar, but for the eight cone-shaped protuberances that sprouted from its roof and four latched doors, similar to reef-er ice hatches, which were distributed evenly along the top edge of the outer sill on each side of the car. Further, if any, curiosity

about the car’s purpose would have been settled by 13” tall lettering along the outer sill proclaiming it to be “THE STILWELL OYSTER CAR”.

The car’s debut was widely celebrated in the periodicals of the day, with the “Chicago Tribune” featuring a woodcut illustration of the car and descriptive text beneath a banner headline, and subsequent account: **FRESH OYSTERS FOR THE INLAND CITIES:**

“Gourmands who live in the heart of America, far, far removed from the haunt of the succulent bivalve, can now have their oysters fresh as though they lived on the seashore. The first oyster car ever built has just made its initial trip, taking in its ingeniously constructed tanks the joyful fulfillment of a dream that has long sought to be realized. The oyster car is constructed with six compartments. The oysters are taken into the various compartments and are unloaded from the sides by means of portholes. When the

*Continued on page 4*

## **Not Every Model Has To Be Worth 100 Points**

**by Jamie Soberman**

During the holidays my family sets up a seasonal train display in our living room’s bay window. By model railroading standards it is pretty much a turn it on and watch it run display, and the neighbors seem to like it.

A couple of years ago, we talked about building the theme around our many trips to Florida aboard Amtrak’s Autotrain®. This was a fine idea but about fifty years ahead of my modeling era. Fortunately I had purchased a lone Amtrak FP40 from a manufacturer many years earlier in the hope

that it would spur him on to produce additional modern equipment. He later produced an Amtrak Superliner set. I was in a bind. First, these cars would have no use on my planned railroad. Second, at eighty feet long they would be entirely too long to run on the display loop. I liked the concept but the cost could not be justified. I had to build the models.

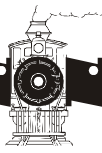
First I needed to make a personal attitude adjustment. This equipment would be all compromise. They would have to be easy to build and look credi-

*Continued on page 4*



*Ed Neal took First Prize for the Proto-Color Print at the NMRA Northeast Region Convention in Palmer for, 1st Place: for “Westside #9. November 1 is the Sunrise Trail Division Convention—see page 7 for details.*

# THE CANNON BALL



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## THE CANNON BALL

is published quarterly by the Sunrise Trail Division of the National Model Railroad Association, Inc. for the benefit of the model railroading community.

## SUBSCRIPTIONS

U.S. and possessions: \$7.00 per year. Please make check or money order payable to *Sunrise Trail Division*. Send requests for new subscriptions, renewals or address changes to:

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Articles, photographs and artwork are welcome in either hardcopy or as computer files. Copy is due by the 1st of February, May, August, and November and should be sent to the Editor at the above address. Submitted material will be returned upon request.



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perspective / EDMUND NEALE

Why should a modeler be interested in the prototype railroads? For me, it is because it helps me focus on modeling the prototype equipment and practices of a real railroad. If I was modeling free style, I would still be interested in prototype railroads as this allows me to feel that I am doing more than just running trains around a 4 x 8 sheet of plywood or on a ping pong table. For some a "Plywood Pacific" is enough. But my freedom to choose allows me to choose real railroads as examples upon which to base my modeling and operations.

I drive up to Vermont a few times a year to chase the trains of the Vermont Rail System, using the opportunities to take some photographs to enter in photo contests and to make photo prints for guidance when building both rolling stock and structures.

I like to set up my camera in Rutland, Vermont at the River St. Bridge and watch the yard conductor and the yard switcher work the yard to break down incoming trains and then to assemble the next train out.

For me, there is no difference in my level of interest whether I am watching either HO scale equipment or 12" to the foot rolling stock as they are switched in the flat yard. I just like to see cars switched in the yard! The next best thing is to operate the HO yard myself. Would I like to do the switching as an everyday job? No way! That sounds like real work— in all kinds of weather, and con-



## mixed consist

commentary / DAN SHEPARD

A mixed consist is, I guess, a little bit of everything: boxcars, tanks, gondolas, even a passenger car tacked on for good measure. And that's what this month brings.

**Your articles are wanted:** The Cannon Ball really is of, and for, the members of the Sunrise Trail Division. We'd like it to be more about you, and more about what you're doing. Please share your thoughts, projects and pictures with us.

**Railroad Model Craftsman:** I don't think I've ever actually subscribed, but I did buy it regularly in Grand Central Terminal during lunch. I've been reading it for years, so it was something of a shock to hear Carstens Publications was shutting down. I always liked RMC as it was often as in

## president's corner

tinuously running around the yard without falling and getting the cars switched in the right order, without costly errors.

My modeling style and thoughts have evolved over time. At first I wanted to pick out my own original railroad name and color scheme. That was and remains a fine way to model (It certainly has worked out well for Allan McClelland and others). But now, with experience, I firmly believe that basing my modeling on a real railroad actually offers more equipment choices and less work.

A friend of mine wants to model the Union Pacific, but wasn't sure where to start. I have suggested two ways for him to go. One idea is to pick out a UP division; another is to imagine his own branch line. Instead of using off-the-shelf UP lettering, he could paint out the UP lettering and then place his own decaled road name for the former UP branch line. Saves a lot of work and some expense that way. If he wishes to pursue doing his own models or is working toward becoming a Master Model Railroader, that is his choice. I like using my time to build structures and special cars for my own scened model railroad.

Do you do your modeling totally free style or do you model based on a prototype? Or do you do your modeling somewhere in between? Why?

Whatever you do, make sure it's fun!

**Keep on trackin'**

Ed

depth as it was quirky. So it is with a lot of hope that the folks that took it over, White River, will keep what is charming about RMC.

**Cleveland:** I made it to Cleveland for the NMRA Convention in July, and even made it back on the Lake Shore Limited, albeit hours late due to a boulder on the tracks somewhere on Metro North territory. The Convention, along with the National Train Show, were again a source of great inspiration and information and Cleveland also proved to be an interesting host city, with a great light rail system. It was a great Convention—it really rocked!

**Congrats!** To Steve Perry on becoming MRA MMR #547

## A two hour project:

# Build a 4.5 volt power supply for Miller Engineering Signs

By David Metal

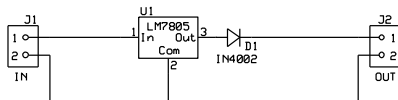
I have a number of Miller Engineering signs on my layout and these signs are powered by three AA batteries. They are supplied with a switch on each of the sign control cards to turn off the sign when the layout is not in use, which is very inconvenient if you have more than one sign.

On my layout I have a 12 volt DC bus that is switched on and off when the layout is (one switch turns everything on or off). The 12 volts DC is available at each of the town locations on the layout so it made sense to build a regulated power supply that could handle all of the signs in each of the towns (each of the power supplies can be used for up to 1.0 amperes).

Start by cutting a piece of perforated board 1 5/8 by 2 1/2 inches. This can be done by scoring the cut line with a craft knife three or four times and then snapping the board along the cut.

On the front of the card, install J1, a 2 screw terminal strip with the wire holes facing the left edge of the board with pin 1 in the 6<sup>th</sup> hole from the left edge and 6 holes from the bottom edge and pin 2 in the 6<sup>th</sup> hole from the left edge and the 4<sup>th</sup> hole from the bottom edge. Glue the terminal in place using "liquid nail for projects."

On the front of the card, install J2, a 2 screw terminal strip with



the wire holes facing the right edge of the board with pin 1 in the 20<sup>th</sup> hole from the left edge and 6 holes from the bottom edge and pin 2 in the 20<sup>th</sup> hole from the left edge and the 4<sup>th</sup> hole from the bottom edge. Glue the terminal in place using "liquid nail for projects."

Using a number 27 drill make a hole at 13 holes from the left edge of the board and 14 holes from the bottom edge of the board.

Line up the hole in the 7805 regulator (U1) with the hole in the board and form the leads so that the left lead fits into the hole at 12 from the left edge and 7 from the bottom edge. The right lead goes into the 14 hole from the left edge and the 7<sup>th</sup> hole from the bottom edge. The middle lead goes into the 13<sup>th</sup> hole from the left edge and the 6<sup>th</sup> hole from the bottom edge.

Mount the U1 assembly using a 6-32 x 1/4 inch screw inserted from the rear of the board with the heat sink and regulator circuit on the front of the board, add a split lock washer and 6-32 nut and tighten firmly.

Bend the leads of the 1N4002 diode so they are 0.4 inches apart and install the end with the band at the 18<sup>th</sup> hole from the left edge and the 5<sup>th</sup> hole from the bottom edge. The other lead goes in the 14<sup>th</sup> hole from the left edge and the 5<sup>th</sup> hole from the

## PARTS LIST:

1 each Perforated board	Radio Shack
2 each Screw terminals	Radio Shack
1 each 7805 Regulator circuit	Radio Shack
1 each 6-32 x 1/4 Screw, split lock washer and nut	
1 each Heat sink	Radio Shack
1 each Diode 1N4002	Radio Shack

bottom. Bend the lead at the band end of the diode to pin 1 of J2 and solder. Bend the other lead of the diode to the regulator pin at the 14<sup>th</sup> hole from the left edge of the board and solder. Cut off the excess lead length in both places.

Connect J1 pin 2, the center pin of the regulator and J2 pin 2 with a length of bare wire, solder all three connections and cut off any excess wire.

Connect J1 pin 1 to the remaining terminal of the regulator with a length of bare wire, solder the two connections and cut off any excess wire.

Label J1 "IN" with pin 1 as "+" and pin 2 as "-".

Label J2 "OUT" with pin 1 as "+" and pin 2 as "-".

Label the board "4.5 volt regulated power supply".

Test the operation of the Board, connect a 9 to 18v DC power supply to J1; pin 1 is positive. Turn on the power supply and connect a DC meter on the 5 volt scale with the ground on J2 pin 2 and the positive lead on J1 pin 1. The meter should read 4.5 volts, if you have this result you have a working power supply. Turn off the power and remove the leads.

To use the supply to operate a sign, connect J1 to the layout accessory power supply with pin 1 positive and pin 2 ground. Turn on the layout accessory power supply and using a DC meter verify that the output voltage on J2 is 4.5 volts. Turn off the accessory power supply.

Prepare the sign for use on the layout by installing batteries in the battery holder, turn on the sign and follow the directions for selecting the sign's operation mode. When you have the correct operation turn off the power switch and remove the batteries from the holder.

Install the sign on the layout using the instructions that come with the sign.

Cut off the leads to the battery box about an inch from the battery box. Strip 1/4 inch of insulation from the leads and connect the red lead to J2 pin 1 and the black lead to J2 pin 2. Turn on the power switch on the sign control card and then the layout accessory power supply the sign should be operating enjoy!!

# Modeling an Oyster Car

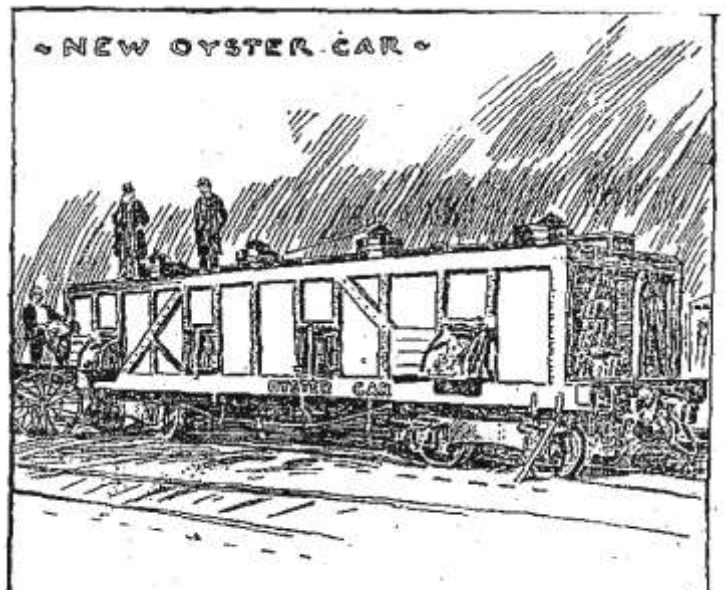
*Continued from page 1*

tanks are filled with the hard-shelled freight, salt water is poured in, and in this way the oysters are kept alive until the car reaches its destination. This experiment has proven so successful that the railroads all over the country are going to adopt it, so that fresh oysters can be a feature of every table in the near future.

The "Reading Eagle" celebrated the car's arrival under the headline "New Oyster Car:" It's account in 1898:

"A. E. Stilwell is not only the president of a railroad and a great many other things, but it seems that he is an inventor as well, says a western newspaper. The Pittsburg & Gulf passenger train, which left Port Arthur the other night, carried one car which not only did not resemble any other car on the train, but which, in its interior arrangements, was different from any car ever built. On its side were large silver letters making the words, "Stilwell Oyster Car."

"Mr. Stilwell had long noticed, as have many other people, that sea fish and oysters, after being brought from the ocean to interior points, lose a large share of that special flavor which distinguishes sea food. It was generally believed that this loss of flavor was due to the fact that the fish and oysters were out of the salt water so long, and so Mr. Stilwell set to work to remedy the difficulty. He proposes to do this by bringing salt water fish and oysters to Kansas City in their native element. The car which left yesterday will return in four days and will bring the first consignment of oysters and sea water. As this is the first car of its kind ever built, the experiment will be watched with considerable



interest.

"The inside of the car is 8 feet wide, 4 feet high and 34 feet long. The space is divided into 4 compartments, each of which has 2 ventilators in the top, through which the oysters are to be loaded, and the 2 unloading spaces on the side. The floor and sides of the car are constructed in 3-inch high white pine. They are corked and pitched in the manner of ships, the compartments being watertight. The capacity of the cars is 82,000 gallons (editor's note: as in original, should be 8,200) of water, enough to accommodate a great many bushels of oysters.

"The car was built by the Pullman car company, after designs by R. L. Langstin, chief draughtsman of the Pittsburg & Gulf road. It is painted dark blue, all the lettering being silver. It presents a handsome appearance and will be run in the passen-

*Continued on the next page*

## Building Models that Look Right

*Continued from page 1*

ble. This led me to my first revelation: Not every I model I build has to be worth 100 points.

There are two model railroad authors who preceded me in the hobby by decades and helped me develop a modeling philosophy. The first was Frank Ellison who wrote in the 1940's and 50's about modeling only what you see. Don't detail what you don't see such as the back of a building. John Allen warned that if you spent all your time worrying about the details, the railroad would never be completed.

I learned additional lessons from two of my modeling mentors. Both were rivet counters in their early day. As they matured in the hobby they started to modify their thinking suggesting that one models for feel.

The model should look right. It should have the feel of the era the railroad it is representing. It should also show appropriate wear and tear for its time in service.

The solution to my situation came from the past in the form of the toy trains from the 1950's. American Flyer and Lionel manufactured entire lines of passenger equipment. Seventy and

eighty foot cars were scaled down to 60 or 65 feet for their smaller radii curves.

With that in mind I would build my needed models to 60ish feet, and make five or six of them so the train will appear to have some length.

Stock model shop materials were already on hand. The only thing I needed I was a car plan. I found plans and photographs of superliners, copied the plan and trimmed it to sixty-five feet and re-scaled it to S (3/16) scale. The plans were cemented cardstock and the templates were completed. All I had to do is cut the floors and roofs, assemble and paint. I added some visible detail some passenger car trucks that I had on hand. K-Dee® #5 couplers were mounted and modified for the tight turn radii. The are bodies were then spray painted with Krylon® silver and then over-sprayed with stainless steel paint. The cars were decaled by cutting and fitting Amtrak locomotive decals. Done. I had a plausible representation of an Amtrak Superliner. No undercarriage detail, end detail, no roof detail. Car carriers were made in a similar manner. The result was that I was able to create a set to tell a story of a family trip to Florida to the visitors who came by. Palm trees were made with wire, floral tape and green tissue paper. The beach was populated by snowmen, Disney characters and a Lego beach party. I learned a lesson from this project. Not every model has to be has to be worth 100 points.

ger trains of the road. "

The railroad trade press also recognized the car: "A car for the transportation of oysters in tanks of sea water has been designed and built under the direction of President A. E. Stillwell, of the Kansas City, Pittsburg and Gulf. It will run between Port Arthur, La. and Kansas City, Mo. There are four tanks, each provided with a ventilator through the roof, and through these the car is loaded. The sides of the [car contain hatches or doors] made in the form of chutes, and these doors when closed are held tightly against the openings by clamps and bolts. The tanks is [sic] 8,200 gallons, the appearance of the car resembling a gondola coal with a roof. {AECB, 1898}

At this point, it might be appropriate to pause and ask if the demand for oysters justified a railroad car designed solely or even principally for that purpose. Apparently a lot of oysters were being consumed at the turn of the 19th century, enough to involve the railroad in their transport. And the appetite for oysters in this neck of the woods was mirrored in other parts of the country, at least according to the following extract from "The Lowly Oyster" on the Pullman State Historic website :

"In the 19th century, much effort was made in the transport of the lowly oyster, bivalve mollusks of the family Ostreidae. Oysters were once considered a great delicacy in the United States, and their salt-water origins made them difficult to acquire and expensive throughout much of the country. Because of their scarcity and the subsequent high prices that they commanded, much effort was made in transporting them into the interior of America. Indeed, one of the industries touted by the "Chicago Tribune" (Jan. 7. 1883) of being of national importance was Chicago's huge capacity for receiving, housing, and distributing oysters from the east coast. Such was the economic importance of the oyster market that accounts of train accidents of the time specifically mention the loss of the oyster car, sometimes even before casualties are listed. {Pullman}

Hopefully, this has given you some sense as to why the president of the Kansas City, Pittsburg (that's Pittsburg, Kansas, by the way) and Gulf Railroad would plaster his name prominently on a railroad car. It's time to move on to why yours truly was so besotted by this rolling stock oddball and what became of that infatuation. But first, thanks again to the Long Island Maritime Museum' website, a further paean to the delightful bivalve by none other than the celebrated, Diamond Jim Brady, which has absolutely nothing to do with transporting seafood unless it's into ones gaping maw:

"[The number of oysters consumed by New Yorkers] got a big boost from the prodigious Gourmand, Diamond Jim Brady, the railroad equipment magnate. Jim weighed over 250 pounds and his philosophy in "dining" was straightforward, "I always make it a point to leave just four inches between my stomach and the edge of the table and then when I can feel 'em rubbin' together pretty hard I know I've had enough."

"His favorite restaurant was Rector's (Broadway at 48th Street). When he came through the front door with the beautiful actress Lillian Russell on his arm, George Rector would exclaim, "Here comes my twenty-five best customers." Diamond Jim would warm up with four dozen oysters, Lynnhavens shipped up from Baltimore. Lynnhavens were about two inches bigger than the

Blue Points. Next a dozen crabs, a couple of bowls of turtle soup, portions of terrapin, duck, steak, five or six lobsters, a variety of vegetables, pastries, topped off with two pounds of chocolates. Jim died in 1917, not from malnutrition." {LIMM}

### Nineteen Seventy-Five

In the mid-70s my enthusiasm for model railroading began a revival of sorts after a hiatus dating from my early teens. It started with an interest in building unique rolling stock in O scale. I had no real plan of what I'd do with the models after they were completed. I just enjoyed creating something eye-catching and occasionally experimenting with new materials, such as styrene, which had become available during my time away from the hobby.

I had just completed a Colorado Midland Hanrahan reefer (the one with the double doors and big Indian brave logo on the side) and was looking for a new project when I came across an ad in the February, 1975, Model Railroader announcing the availability of three kits from Wabash Valley Models, one of which turned out to be, of all things, an oyster car. {MRR, 1975} Shortly thereafter, while reading More Classic Trains, what appeared to be the prototype for the model leaped out at me from one of the book's glossy pages {Dubin}.

Now, I bow to no one in my love for seafood, particularly clams and oysters, so it would have been natural for me to be drawn to this unusual piece of rolling stock. But there was something else a little mystical going on here. (Time to key the eerie theme music from that Rod Serling TV show, The Twilight Zone.) What else could it be but kismet at work? After all, something that stimulated both my stomach and creative juices had been thrust at me twice within a week's time forcing itself into my psyche. Was I basically too dim to take such a broad hint? (Increase the level of the theme music) Never one to tempt fate, I plunked down fifteen bucks for the O-scale version.

What I received was typical for kits of that era — different sizes of wooden stripwood, some cast metal detail parts and various gauges of wire for fabricating hand rails, brake staffs, truss rods and simulated brake lines. Included also were a pair of scribed sides, painted tuscan red and lettered for the Kansas City,



Pittsburg and Gulf as in the photograph from Arthur Dubin's *More Classic Trains*.

I would never finish building that car, however. While the reason for that some forty years later is rather vague, it had something to do with the unavailability of the right trucks and a lack of understanding as to how the car functioned. Without those things, I wouldn't have been confident of the completed model's accuracy.

What I clearly do remember, however, was a description of the oyster car's Stillwell as a "master mechanic", and I was determined to learn more about this individual in the hope that I might then learn more about "his" piece of rolling stock. But the chances for that would have been slim in an era bereft of computers and today's internet.

As luck would have it, however, while visiting a local hobby shop, I noticed a book for sale entitled, "Arthur E. Stilwell — Promoter with a Hunch", by Keith L. Bryant, Jr. Yet another eerie example of kismet? In the words of Yogi Berra, the grandmaster of eccentric adage, "It was déjà vu all over again." I bought the book and hurried home to see what it might contain about Arthur Stilwell's oyster car. Information about the car was limited, but significant, in that it related to the car's ability to achieve any or all of its design objectives.

"His most recent scheme was the Port Arthur Fish and Oyster Company which tried, unsuccessfully, to ship live oysters to Kansas City in special tank cars manufactured by the Pullman Company. The oysters perished from the heat and the rough trip." {Bryant}

Much more was learned about the man, himself — enough to belie any reference to him as a "master mechanic." Nothing in his background showed that he was ever employed, formally or informally, in an occupation that would require a mechanic's aptitude, much less as a mechanic itself.

What was he? A very talented, energetic and eccentric idea man whose notions often came from "voices in his head", thus explaining "hunch," in the title of Bryant's biography. Nonetheless, among many accomplishments, he founded the Kansas City Southern Railroad before the age of forty and added the oyster car bearing his name to its roster (the Kansas City, Pittsburg & Gulf, for which the oyster car is lettered, became the Kansas City Southern Railway shortly thereafter and its cars were rebranded accordingly {ORER, 1900})

With a lack of further information about the design philosophy of the car or the way the car worked, I placed the Wabash Valley Lines kit on the shelf for the future and folded up my oyster car tent for the time being. It would be another fifteen years before I reopened it and resumed my interest in this extraordinary piece of rolling stock; and by then a computer would be available to help my efforts to discover more about what I'd begun to think might have been Stilwell's Folly.

### **Nineteen Ninety-One**

While continuing to build the occasional model in O-scale, my primary interest had finally settled on modeling the early 1900s, and I had begun accumulating HO scale models appropriate for that era. Among the rolling stock was my first resin kit, Westerfield's model of a pickle tank car built from 1902 forward by the Middletown Car Co. Heinz and Claussen acquired some of the cars. {Westerfield}

Now anyone who has bought a Westerfield kit will attest to the fact that the accompanying build and configuration histories

for the prototype are superb and often clarify how and why the car and others similar to it functioned. While reading information included with the pickle car kit, I was reminded of the Stilwell oyster car because of what appeared to be similarities between the two.

They both resembled oversized, roofed gondola cars (or undersized house cars), and they both transported their cargo in brine.

I hadn't given the oyster car a thought since I'd purchased the kit, but with it now brought back to mind, I decided that the pickle car model could wait. (It would end up being completed five years later.) It was time to learn all I could about that oyster car, before it slipped my mind completely and the kit ended up a dusty relic in some dark corner of a remote shelf. Although there was still no internet to facilitate research at the time, my office now housed a copier, fax machine, computer and printer, which would help obtain, catalogue, and bring together anything I could learn. But where to start?

We all have our own approaches to modeling, whether it be from scratch, a kit or something in between. I am a slave to three-view plans — the kind that were frequently in model railroading mags, but are hardly ever anymore — drawn usually by Harold Russell, Julian Cavalier or the late J. Harold Geissel. Since the intended goal of my oyster car research was to be able to build an accurate model, I'd need detailed dimensions and additional information that was not in the slim list of assets I had assembled thus far.

In hope that the model had been conceived from pictures or drawings of the prototype, I contacted Wabash Valley Models. But they indicated that the line was in the process of being sold and had no knowledge of plans or prototype information for the car.

After trying several libraries and historical societies for further information without success, I thought of John White, a pre-eminent expert on early railroad rolling stock. In mid-January 1992, I called the Smithsonian only to learn that Mr. White, who by then held the position of Curator Emeritus, was temporarily unavailable.

But Museum Specialist L. Susan Tolbert spoke to me in White's stead and was very helpful. She offered to look for mention of the oyster car in *Car Builders Dictionaries*, *Railroad Gazettes* and *Railroad Journals* of the period, which the Smithsonian had in its possession. She told me that Bombardier in Canada had acquired the Pullman Company, but had arranged for the Smithsonian to receive a large consignment of old photographs from the Pullman collection. Oyster car related pictures, if any, would be in that collection, but the Smithsonian was in the process of cataloguing it and until that was complete, the only way to locate a picture was if the Pullman negative number was known. She suggested I call Bombardier in Boucherville, Quebec, which I did. They told me that the guy to speak to at Pullman Technologies was Tom Cashmere. Mr. Cashmere was also very helpful. He found



from Pullman Company negative 3936 Smithsonian Institution collection

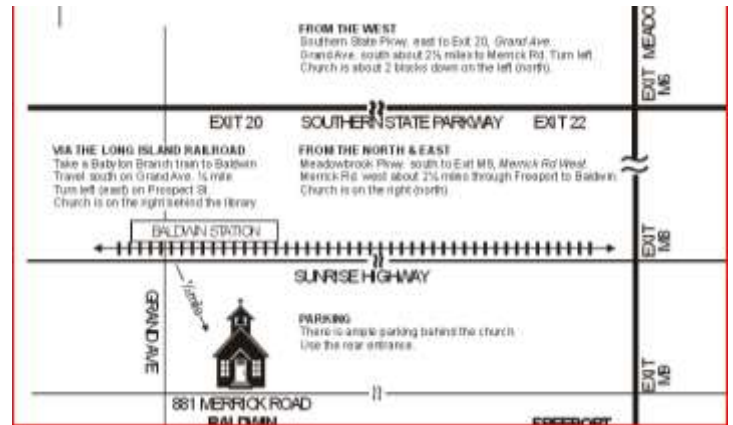
# Sunrise Trail Division Annual Convention

November 1, 2014, First Church Baldwin United Methodist Church – 881 Merrick Road, Baldwin, N.Y. 10 a.m-5 p.m.

- View operating layouts
- Attend model railroad clinics on scratch-building turnouts, using the Arduino Microprocessor, and how to add finishing touches to your layout.
- Meet other model railroaders in the area
- Enter model contests
- Bargains, raffles, door prizes
- Buffet dinner with guest speaker Mike Boland, who will present a fascinating and colorful show on the Long Island Rail Road; entitled " The LIRR from 1945 to 1970 - 25 Years of Tumult and Change. "



A few of Steve Perry's friends treated him to a fine dinner to celebrate Steve's attaining the elevated position of Master Model Railroader. Shown are Kevin Katta, Rick Mazzola, MMR Steve Perry, Ed Neale, and Mike Siegel. J Neale photo



## Modeling an Oyster Car, Part 1

the old builder's log book from 1897, and wonder of wonders, there were a pair of oyster cars listed, one just before a private car for Arthur Stilwell, himself, and the other just after! He also found the numbers of two builder's photo negatives of one of the cars, which was designated "Car A."

I provided the numbers, 3936 and 3938, to Susan Tolbert, and she replied with a letter that enclosed 2"x3 1/4" laser disk images of each and paper work with instructions for ordering prints. In that letter, she also indicated that she could find no mention of the oyster car in Car Builders Dictionaries, Railroad Gazettes and Railroad Journals of the period. I ordered 16"x20" prints of each, the largest size available. The print made from negative 3938 was the slight three-quarter view that appeared in More Classic Trains and is shown earlier in this article. But negative 3936 yielded a print a scratch builder drools over — the almost perspective-free side elevation shown above.

Research had brought me far. But there was still more of it to do and a lot else before I could hope to create drawings and then a model. More about that research, as well as the life and times of the car and its creator, next time, when the story comes to a successful end. To reach that point some new members will be added to the cast of characters. I hope you'll tune in then.

### References

{AECB, 1898} American Engineer, Car Builder, February, 1898, p. 58

{Bryant} Keith L. Bryant Jr., Arthur E. Stilwell — Promoter with a Hunch, p. 153, Vanderbilt University Press, 1971; based on research data from The United States Investor, March 5, 1898; an Unidentified Newspaper Clipping dated March 31, 1898, Pliny Fisk Collection; Port Arthur Herald, January 13, May 19, and June 30, 1898; Chicago Tribune, November 27, 1898.

{Chicago, 1898} Chicago Tribune, February 27, 1898

{Dubin} Arthur D. Dubin, More Classic Trains, p. 41, Kalmbach, 1974; Interurban Press, 1992 {reprint}.

{LIMM} "Oysters, Dutchmen and the Bay", Long Island Maritime Museum website

{MRR, 1975} Model Railroader, November, 1975, p. 15

{ORER, 1900} "The freight cars of this Company now lettered K.C.P. & G. are being changed to Kansas City Sou. Ry. and renumbered from 11000 up." Official Railway Equipment Register, June, 1900, p. 168, Note G

{Pullman} "The Lowly Oyster", The Pullman State Historic Site, <http://www.pullman-museum.org/theCompany/stilwell.html>

{Reading, 1898} Reading Eagle, January 2, 1898. p. 3

{MRR, 1991} "My next venture in the model railroad field was the purchase of M. Dale Newton's Red Ball line. I bought out Dale in 1958 and continued to produce the Red Ball Line until I retired in 1976 and sold it to Wabash Valley Models", "Reminiscing with Howell Day", Model Railroader, September, 1991, p. 99

{Westerfield} Item 2202 H.J. Heinz Coffin Pickle Tank Car

**The deadline for the Winter 2015 issue of The Cannon Ball is November 15th**

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IN THIS ISSUE

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 BUILDING THE PERFECT MODEL?  
 POWER SUPPLY FOR NEON SIGN  
 NEW MASTER MODEL RAILROADER

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DOWN THE TRACK

November 1, Sunrise Trail Division Fall Convention, First Church Baldwin United Methodist Church – 881 Merrick Road, Baldwin, N.Y. 10 a.m-5 p.m. Admission \$7 adults, \$5 NMRA members; children and scouts admitted free if accompanied by paid adult.

Nov 29, 30, TMB Train Club O gauge layout open house 12:00PM-4:00PM – 1110A Rte 109 (behind Intercity Baking), Lindenhurst – Admission free. [tmbmodeltrainclub.com](http://tmbmodeltrainclub.com)

NATIONAL

August 23 - 29, 2015 NMRA National Convention, Portland OR

REGIONAL

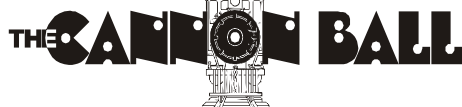
Sept 11-14, 2014 (Thurs-Sun): 2014 NER Convention "New England Diamonds," Palmer, MA.

RECURRING

National Railway Historical Society Long Island Sunrise Trail Chapter meets 3rd Friday of each month at 8:00PM, Christ Church, Carll Ave & Prospect St, Babylon, [www.nrhs-list.org](http://www.nrhs-list.org)

Rockville Centre Model Railroaders Club layout open house every Saturday from 1:00PM–6:00PM, 200 Sunrise Hwy (basement), Rockville Centre, 516-520-2996, [rcvmr.org](http://rcvmr.org)

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Give Steve Perry the information by phone: (631) 744-6462 or email:  
[seperry@optonline.net](mailto:seperry@optonline.net) or surface mail to: 6 Brookhaven Dr., Rocky Point, NY 11778-9015.