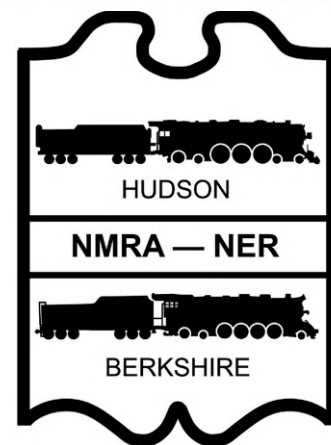


FORM 19

**The Official Newsletter of the
Hudson-Berkshire Division
of the NER NMRA**



Order Number 381

December 2022

Next Division Meeting

There is no division meeting for December since we hosted the GTE train show on December 4.

From the Editor By MARK SKLAR

I can't believe 2022 is nearly over and the Great Train Extravaganza show of 2022 we host is over. The show had great attendance, the nice weather and lots of advertising surely helped. I saw many packages go out the door all day long. A preliminary report from James and Sarah Lauser says the attendance was up 14% and the vendors were happy. A complete report on the show will be published in the future. A big thank you to James and Sarah for producing a great show. Also thanks go to all the volunteers that helped. See VP Doug Dederick's column on page 4.

This month's issue of the Form 19 has a new column called the "Presidents Corner". Our newly elected president Ben Maggi will each month give his thoughts on activities of our Division and model railroading. On page 2 Ben introduces himself and tells of his passion for trains big and small.

A new article by Rich Smith starts this month on page 5. Rich goes into detail on how he super detailed a very old Bowser locomotive kit into a handsome Milwaukee Road 4-6-2 F-4. Thank you Rich!

A great deal sponsored by our Division is the bus trip to the **Railroad Hobby Show** in West Springfield, Massachusetts. See page 9 for all the information to attend this trip.

I wish everyone a very joyful holiday season and a happy new year.
See you here next year.

-Mark



Form19

The *Form19* is published ten times per year for members of the Hudson Berkshire Division.

The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form19* in no way constitute an endorsement by the Division.

Contributing to the Form19

The *Form19* staff welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include a note if you would like materials returned. Suggestions also welcome.

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The Presidents Corner

By Ben Maggi

Wow, how did I end up here? It was only twelve years ago when I stumbled into a Hudson Berkshire Division meeting and was encouraged to join. At the time, I really didn't know what the NMRA was all about (except for helping set DCC standards) but during that visit I met a great group of people. And in the years since, I have talked to, operated with, and sat next to a lot of you. Many of the friendships and mentorships that I have today I owe solely to the Division. But there are still some of you who don't know me. So, with my first column wearing the President's cap let me introduce myself.

Like you, I am passionate about trains. Of all types and sizes. Prototype and model, toy and scale, I have dabbled in a bit of everything. I currently model the Delaware & Hudson Railway in HO Scale on a small (12' x 12') layout in my basement. In another corner, I have a tiny N scale layout. During the Pandemic I started building a "triple" T-trak module based on several scenes from Toyko, Japan. I have large scale trains including several live steam locomotives and a few battery-powered engines for a future garden railway. I have a small but growing assortment of British OO gauge trains. I have some American Flyer pieces that were a

gift from my grandfather. I am a member of the Adirondack Live Steamers and have a 1:8 scale train as well as an under-construction (*don't ask!*) 1:3 scale, 7.25" gauge steam locomotive based on a Welsh slate narrow gauge railway. And I am currently collecting three-rail, O scale trains for my next layout (similar to what you saw if you went to Don Klose's fantastic layout last month).

In the full-size world, I was born during the Conrail era and will always miss "Big Blue." I'm a shareholder in a shortline railroad in western NY, and a lifetime member of the two-foot Wiscasset, Waterville & Farmington Railway in Maine. I have a passion for British railways and especially the narrow gauge ones in Wales. And a highlight of my life was a cab ride in an Amtrak Rohr Turboliner when I was a kid.

In other words, I like all trains. And I don't think I am alone. If this sounds like you, you are in good company! If you don't fit into one specific "box", that is fine. The Division is diverse enough to cover all of our interests and specialties.

We have a lot of great modelers here. Some focus on one scale and model a very specific setting with spectacular results. I hope in the

(Continued on next page)



(Presidents Corner Continued)

upcoming year we will have a few member layout tours that showcase these layouts. But not everyone is at that level. I know I'm not. I have a lot to learn about model railroading. And while magazines and YouTube are nice, they can't replace actual conversations with helpful local people or hands-on demonstrations.

The Division has a lot of talent, and I want you to get as much out of it as you can.

So now you know a little bit about me and where I am coming from. Now what about you? What are you interested in seeing from the Division? We want to know. *I want to know*. Please reach out to me and

tell me what interests you, or if you think we can do something better. Model railroading is supposed to be fun, and I want to help you get the most out of it.

See you at the next meeting!

Ben

Upcoming Division Meetings/Events

December Division Event

There is no meeting for December since we hosted the GTE train show on December 4.

January Division Meeting

Saturday January 21st 10:00 am to 1:00 PM

Special Presentation

By

Dave Marecek

Trainz Simulator program demo

Watch for details in the January Form 19.



[Railroad Simulator 2022 - Trailer](#)



THANK YOU VOLUNTEERS!!

By the time you read this our “GREAT TRAIN EXTRAVAGANZA” annual train show will have come and gone. It goes without saying that there is a lot of work that goes into putting together this show. Our show chairperson James Lauser takes on a huge role in organizing most of the show along with his wife Sarah. Together they are an awesome team and WE can not thank them enough for all that they do. Without them the show would not exist! Irwin (our past President) has also been heavily involved over the years with the advertising of the show and again, WE should all thank him for all he has done over the years. As officers and board members it’s our duty to make sure our HBD is alive and well and financially sound.

With that being said I think it’s important to also recognize ALL of our members that have volunteered to help in so many ways. Without YOU the show would be impossible to run, from putting out signs to selling tickets to helping the vendors set up and break down. To manning the White Elephant Table and the Division Table, to just plain doing whatever needs to be done, THANK YOU. I have always said that it’s our members that makes this organization what it is. I personally take pride in being part of the Hudson Berkshire Division, as I hope all of you do, as you should. By volunteering you become part of the “Big Picture” and that’s important for each of us. So again, I just would like to recognize our members that were able to volunteer this year. I know there are some that were unable to for one reason or another. Hopefully in the future you can lend a hand in any way you are able to. Remember our editor Mark Sklar can always use an article!

Thank You HBD Volunteers:

Artie Krass	Jeff English	Doug Dederick	Irwin Nathanson
Ben Maggi	Jim Kirby	Tom Plesnarski	Mike LaCasse
Bill McChesney	Jim Sapienza	Andrew Leece	Ed Skowronek
Bob Marino	John Valachovic	Matt Rossman	Fred Steitz
Chuck Haley	Karl Butler	Vic Roman	Greg Whittle
Dennis Hultay	Kevin Surman	Wendy Stebbins	Melanie Sembrant
Don Klose	Mark Sklar	Rich Smith	Brian Dermody
Mike Hachey			

A VERY SPECIAL THANKS to our non-members who have nothing to gain but our respect and they certainly have that. Sam and Don Toner (Sarah’s parents) have been a huge help the past two years. Friends of Sarah, Yanli Wang and Kaori Go, again have nothing to gain but willing to give up their day to help (Sarah, what great friends). James Lauser’s parents, Marcy and Dan Sayre were also there for the first time to see the show and to help. Shawn Newton helped. Jean and Ernie Bukart who ran the test track. They tested over 50 locomotives during the show!

If I left anyone out, please forgive me.

THANK YOU ALL !!!

Doug



Milwaukee Road 4-6-2 F-4 Project

By Richard J. Smith

I model the Milwaukee Road sometime in the early to mid-fifties. The Milwaukee Road F-series steam locomotives included both the 4-6-2 and 4-6-4 Whyte designations, both of which could be seen doing their jobs until 1954. The F-3, F-4 and F-5 were Pacifics built in significant numbers (only one F-1 and one F-2 were built). Seventy high stepping F-3s were built by Alco-Brooks in 1910 with 79" drivers. Sixty-five F-4s with smaller 69" drivers and higher tractive effort were built by Alco-Brooks and the Milwaukee Shops in 1910 as well. In 1912, sixty-five more F-5s, also with 69" drivers but a 2 inch larger cylinder bore yielded the greatest tractive effort of all the

Pacifics. An additional 6 F-5s were converted from F-4s. The F-4s and F-5s were nearly identical to the F3s, except that they had 69" drivers for mountain sections. Therefore I used reference pictures of all three types for my project.

From the World of Steam Locomotive website ([Steam Locomotive.com](http://SteamLocomotive.com)) the Milwaukee Road 4-6-2 wasn't really a "Pacific" because its DeVoy lateral-motion trailing truck did not support much of the firebox. According to Schenectady Locomotive Works this locomotive was "...designed to meet the requirements of limited weight on each driver. The forward truck has swing motion, while the trailing truck has swing motion and

radius bar and is equalized with the drivers." The World of Steam Locomotives suggests Milwaukee's Pacifics "were not intended to carry the bigger firebox and tall drivers of an express engine while another goal was the ability to negotiate a tight curve."

By the 1950s, the F-4s and F-5s were used on lines in the West (for climbing) or on branch lines such as North Woods Division (also called the "Valley Line") where speeds were not so high for passenger trains, or where they might pull mixed locals with freight and passenger cars. Figure 1 is a photo of F-4 Number 828 on the Valley Line.



Northbound (timetable west) at the same location on the morning of April 21, 1947, F5an class Pacific #828 (CM&StP 1912 as #3107, later #6707, #6357) gets *The Tomahawk* under way after a stop at Wausau Junction, crossing of the Chicago & North Western, on the last scheduled steam passenger run on the Valley Line. The Eau Claire River bridge is visible just behind the train. #828 was scrapped in 1953. MCHS Cline Collection #P2006-23-497.

Figure 1. Milwaukee road F-4 #828 on the Valley Line (Photo and text from Milwaukee Road Historical Association publication on the Valley Line, "Route of the North Woods Hiawatha".)



My Lacrosse and River Division “dream” layout includes New Lisbon, Wisconsin which is the junction to the Valley Line and to points North such as Wausau and Star Lake. Therefore modeling an F-4/5-type Pacific as pictured in Figure 1 is something I have wanted to do. But few models exist that really have that look of the Milwaukee such as the inside bearing Devoy trailing truck, that horizontal run of brake and signal line piping, lifting injectors, and the extended tender coal bunker to name a few features. Overland Models made a beautiful F-3 in brass and if you can find one, they sell for as much as

\$1000 unpainted, no DCC.

Enter Bowser K-11

To my knowledge, no one makes the F-4 nor F-5. So I began researching all the Pacific models available for reasonable money. Enter Bowser New York Central K-11. This classic model can be found on Ebay at fairly low cost and has the 69” drivers I desired. A side note about Bowsers; they are under-rated. They have excellent quality bushings, machining, as well as quality running and valve gear. Like most brass locomotives, they are durable and will last forever. Also, like many brass pieces, they have

lousy open frame motors. More accurately, one of Bowser’s most common motors is the famous Pitman DC-71 and it is a powerful motor that runs pretty well at high speed. But for low speed, the DC-71 does not run smoothly and overall it is noisy. Stock Bowsers are also light on detail, but that is fine for me since I want to add all the detail of my prototype F-4 anyway.

I found a Bowser K-11 on Ebay for short money. My \$40 winning auction bought me an engine advertised as “does not run” with a brass tender shown in the next photo in Figure 2.



Figure 2. Bowser NYC 4-6-2 K-11 and Brass

According to the Train Collectors Association website ([Bowser Manufacturing \(tcawestern.org\)](http://BowserManufacturing.tcawestern.org)), the original Bowser Manufacturing Co. was started by Bill Bowser in 1946. The first engine produced in HO scale was a brass 4-8-2 Mountain and brass tender as shown in Figure 3.

Careful inspection of the Figures 2 and 3 shows the same tender. According to the Train Collectors Association, the K-11 Pacific locomotive kit was Bowser’s second locomotive project brought to market in 1951 and was sold with the same cast brass tender that was used on the Mountain. My engine was not dated but I figure it is pretty darn old, a fifties model for sure, maybe a 1951 original. That would mean my F-4 modeling project is bringing a ~70 year old locomotive back to life! Indeed, the model did not move when I got it from Ebay, but the motor did run. Popping off the boiler showed why as can be seen in Figure 4.



Bowser HO scale Brass 4-8-2 Mountain Loco & Tender 1948

Figure 3. First Bower Production Kit.

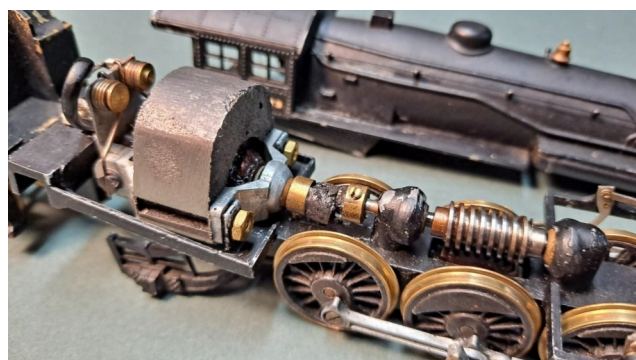


Figure 4. K Bowser K-11 with boiler removed.

Continued next page.



That coupling between the motor and the worm was once made of made of rubber. And get a load of that open frame motor, a pre-DC-71 beast that looks like it would be more at home in an O-scale model! All this points to an early 1950s original Bowser K-11 and I started getting second thoughts. Can I resurrect this piece of model railroad history? This frame and worm gear arrangement are different than the “newer” Bowser K-11s and might be problematic. Did I just throw \$40 away? But, I decided to meet the challenge. Some original owner derived years of enjoyment from this model so why not keep it going? Hopefully, someone was smiling from Model Railroad Heaven.

First Things First

The starting point for restoring an old used locomotive is disassembly and thorough cleaning and stripping

of paint. I do not disassemble valve gear components that are held together with “rivets” and this usually comes off the model as one whole assembly. I stripped paint by submerging the parts in a metal container of acetone, then use a soft brass wire brush to scrub the parts down to clean metal. Do this in a well ventilated area and wear a good mask.

I suggest you never submerge the drivers or leading/trailing truck wheels in acetone as these have rubber or fiber insulation that may not respond well to acetone. If the wheels are painted, I lightly brush acetone on them and slowly remove paint while not touching the insulator (usually between the wheel and tire and usually only the left side for drivers). I also lightly brush acetone on running gear and valve gear to remove paint and grime. Last, I buffed the tires to a high shine using Flitz metal cleaner/polish using Q-

tips.

The next step is to reassemble the frame, running gear, and valve gear (but not the worm) and lightly oil all moving parts. I use Labelle No. 108 light oil and remember, when oiling, less is more. My test is to place the model on a flat hard surface and then tilt that surface. The model should roll freely and my K-11 (hereafter referred to as my F-4!) did. You can also place the model on a section of track and push it back and forth. You should feel no binding or friction. The drivers should also freely move from side to side without any binding.

Re-motoring

While I knew I would not re-use that old motor from Figure 4, I was not sure if I would discard the original worm (and posts) and spur gear (on the center axle) in favor of a new gearbox. As a test I removed those collars and that once-rubber

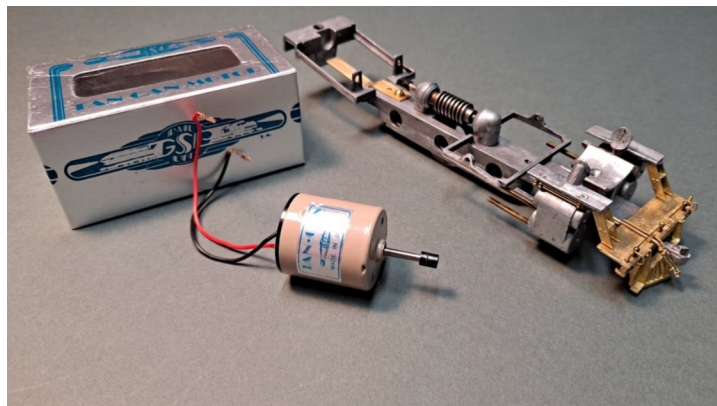


Figure 5. GSB Tan Can

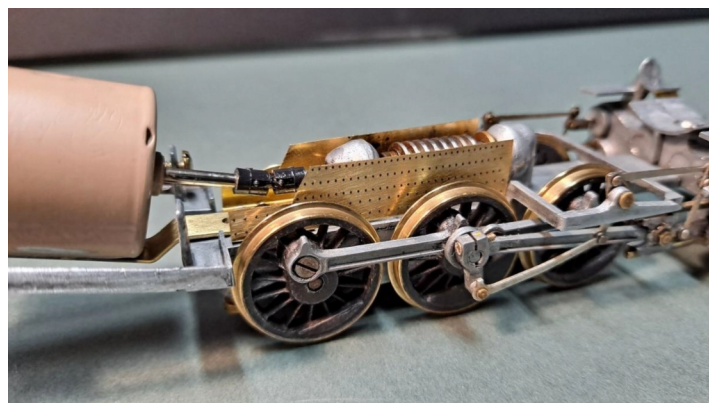


Figure 6. Mounted Motor and View

coupling from the motor and worm shafting shown in Figure 4, and then temporarily re-installed the old motor using a piece of new neoprene tubing to connect the shafts. That ~70 year old motor ran surprisingly well (with nary a whiff of ozone!) and the model

rolled down the track smoothly. I decided to keep the original worm and spur gears (posts and all) and would only use a new gearbox as a back-up if needed.

For the F-4, I needed a short can motor to allow backhead detail, but

the motor could be “stout” with much lateral (side-to-side) space in the model. I found a \$30 GSB “Tan Can” motor new on Ebay as shown in Figure 5.



Shown in Figure 5 is the stripped frame and cylinders plus a new brass pilot with some details. Also shown in Figure 5 is a simple piece of 1/4" wide by 64mm thick brass bar to mount the motor. The brass bar is attached to the frame using a #1-72 x 3/16" round head screw drilled and tapped into a hole in the frame. I bent the brass bar so the motor shaft meets the worm shaft with the least amount of angle possible, but also being mindful of how far the motor protrudes below the cab. This balancing act resulted in the motor being mounted as shown in Figure 6. I used JB Weld KwikWeld 6 minute metal epoxy to glue the motor to the brass bar. I sanded the motor down to bare metal where it glued to the bar.

The motor and worm shaft are connected using Northwest Short Line (NWSL) 483-6 universal drive line parts. The 2.4 mm receiver cups press fit tightly to the motor and worm shafts. The NWSL "dogbone" connects the two shafts as shown in Figure 6. As the epoxy was setting up, I could make minor adjustments to the motor (while running) to

ensure smooth operation of the universal joint. Also shown in Figure 6 is a sheet brass "view block" to hide that ugly worm. I don't know about you, but exposed worm gears detract from the realism of models. While I would prefer more "air" between the boiler and frame, this is an acceptable compromise. I also applied resin rivet decals by Archer for added visual interest.

Boiler Preparation

When Bowser produced the K-11 they learned from the Mountain project and cast many parts from Zamac instead of brass, lowering cost since parts could be produced in automated die-casting machines. Zamac is an alloy with a base metal of zinc and alloying elements of aluminum, magnesium, and copper. Hot Wheels cars were also famously cast from Zamac. Zamac is actually a family of different compositions and I have no idea which composition of Zamac was used by Bowser for the 1951 K-11. All I can tell you is that this stuff is very hard and very difficult to work with. I broke more drill bits on this

project than any other! I think the Russians use it for submarine hulls! The first thing I needed to do was to take the boiler shown in Figure 2 and remove all the molded in "details" like the compressor, air tanks, piping, and unwanted running boards. I used a Dremel EZ Lock 1 1/2 inch thin cut off wheel and an EZ Lock 1 1/2 metal grinding wheel to do the job. A combination of cutting off details and grinding them down yielded the boiler shown in Figure 7. When using the Dremel tool to grind off details from the boiler, I gouged the metal in some spots. I used JB Weld metal putty to fill in the gouges and sanded ... then repeated several times. From Figure 7 you will notice I primed the boiler, which made it easier to see imperfections. In the figure, you see more putty added later under the sand dome. Also notice that the aft cab window mullions were cut away and boiler straps have already been applied. These are cut from self-adhesive furnace tape.

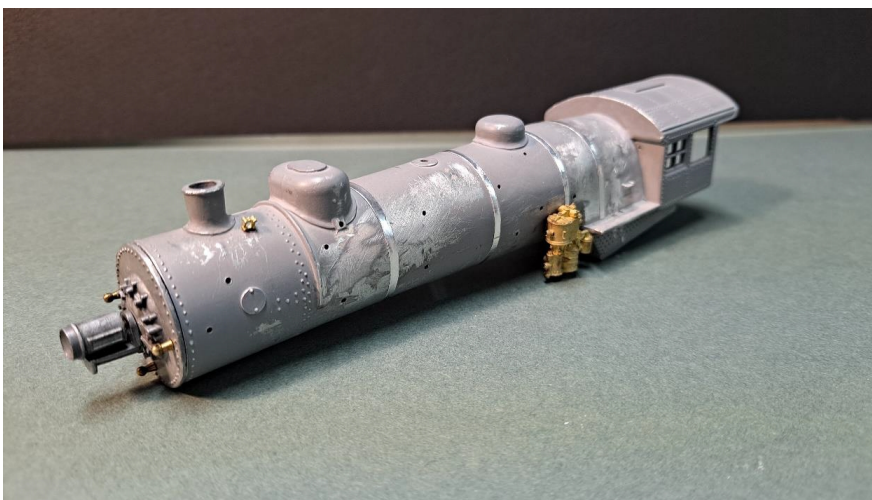


Figure 7. Stripped Boiler with Details Removed

****Continued Next Month****



Hudson Berkshire Division Sponsored Bus Trip to Amherst Train Show Springfield Massachusetts January 28th 2023

Please fill out the attached form (page 10) and make your checks payable to the **Hudson Berkshire Division** for the correct amount to reserve your place on the bus. Please **mail** your form and check to our Division PO Box, as indicated below. The cost, including show admission ticket, for a Hudson Berkshire NMRA member is **\$25**, and for a member invited guest it will be **\$37**. The bus will make stops in Wilton, Clifton Park and Albany to pick up and drop off riders. We will be making one stop on the Mass Pike each way - there will be no stop for a formal dinner on the way home. The bus will make a stop at a rest area on the Mass Pike and refreshments may be purchased at that time.

Seats on the bus are on a first come, first-served basis starting at the November Meeting and we need to have 50 seats sold by December 15th or we may need to cancel the trip. If the Division does cancel those who signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

Pickup: 6:00 AM - at the Wilton Mall north end by Dick's - light pole C2

Pickup: 6:30 AM - Clifton Park Exit 9 - at The Crossing bus shelter, across the parking lot from Big Lots and the Tower (this is not the Park and Ride Lot!)

Pickup: 7:00 AM - Albany Crossgates Mall - lower level lot near JC Penney's

Rest stop on the Mass Pike en-route to Springfield

Arrive at Springfield approximately at 9:00 AM

Depart Springfield at 5:00 PM sharp!

We will stop at a rest stop/area on the Mass Pike on the way home.

Please make checks out to the **HUDSON BERKSHIRE DIVISION** in the amount of **\$25.00** for each member and **\$37.00** for each guest, which includes admission to the show. This is a first-come, first-served event with a signup/payment deadline of December 31, 2022.

Please send payment and signup form to:

Hudson Berkshire Division

PO Box 83

Clifton Park, NY 12065-0083

Attn: Artie Krass / Bus trip

You will be contacted upon the receipt of your signup form and check - if you do not hear from Artie within 10 days of mailing your form and check - please contact Artie (ajkwings@yahoo.com or 518-229-6080).

Bus will depart on time - we cannot wait for individuals!

Continued on page 10

Hudson Berkshire Division Website:

<http://www.hudson-berkshire.org/>

Facebook Pages:

<https://www.facebook.com/HudsonBerkshireNMRA/>

**Hudson Berkshire Division Bus Trip to Amherst Train Show
Springfield Massachusetts Saturday January 28, 2023**

Hudson Berkshire Division Bus Trip to Amherst Train Show
Springfield Massachusetts Saturday January 28, 2023

Name: _____ Cost \$25 - checks only no cash

NMRA # _____

Contact phone # or email: _____

Guest: _____ Cost \$37 - checks only no cash

If guest is an NMRA member need their NMRA # _____ and their cost is \$25

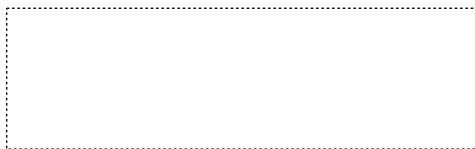
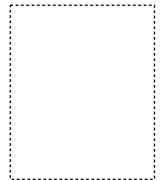
Contact phone # or email of guest: _____

Please check pickup location: Albany _____ Clifton Park _____ Wilton _____

If the Division does cancel the trip those who signed up and paid will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

FORM 19

Hudson Berkshire Division
PO Box 83
Clifton Park, NY 12065-0083



First Class Mail