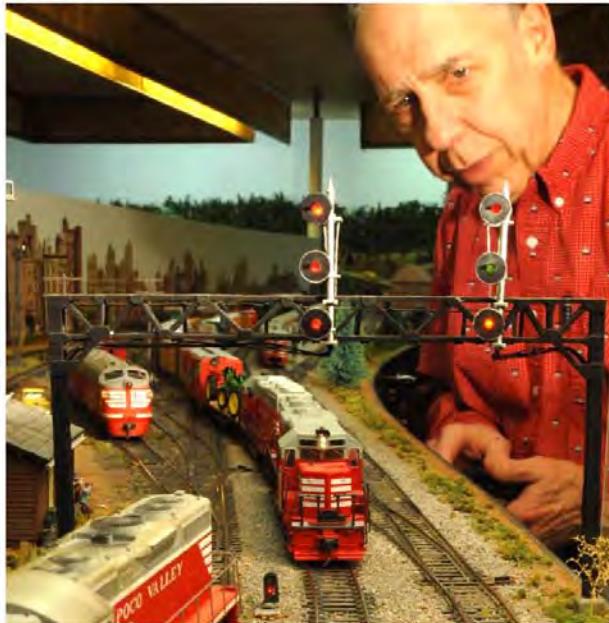


FORM 19

THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF
THE NER-NMRA

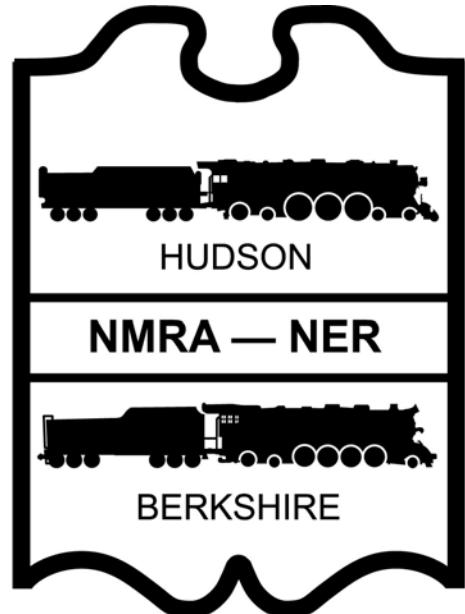
Order Number 279

January 2012



JANUARY 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



January
FRIDAY THE
13TH
7:00 to 10:00 PM
Ken Nelson's
**POCO
VALLEY**

**BUS TRIP
SIGN-UP**
Amherst Train
Show
Page 8



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FORM 19

FORM 19

**THE OFFICIAL NEWSLETTER OF THE
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THE NER-NMRA**

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Contributing to Form 19

Form 19 welcomes contributions from the Hudson Berkshires Division membership. Letters, articles, photos, and other items may be mailed or e-mailed to the editor at the above address. Please include return postage if you would like materials returned.

Hey Folks!

First of all, KUDOS to all of you who assisted us during this year's Great Train Extravaganza at the Empire State Plaza in Albany—turnout was GREAT!

January finds us at Ken Nelson's Poco Valley Railroad—Check out VP Kevin Surman's report on page 6.

It's not too late to sign up for the bus to the Big E—look for the form on page 8. We have some spots open for future meets—Contact one of us if you'd like to show off your work!

See ya's at Ken's—Tony

Don't forget to
“like”
us on
Facebook



Find us
on
Facebook

THE BRASS HATS

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**Welcome Aboard!
New Members!**

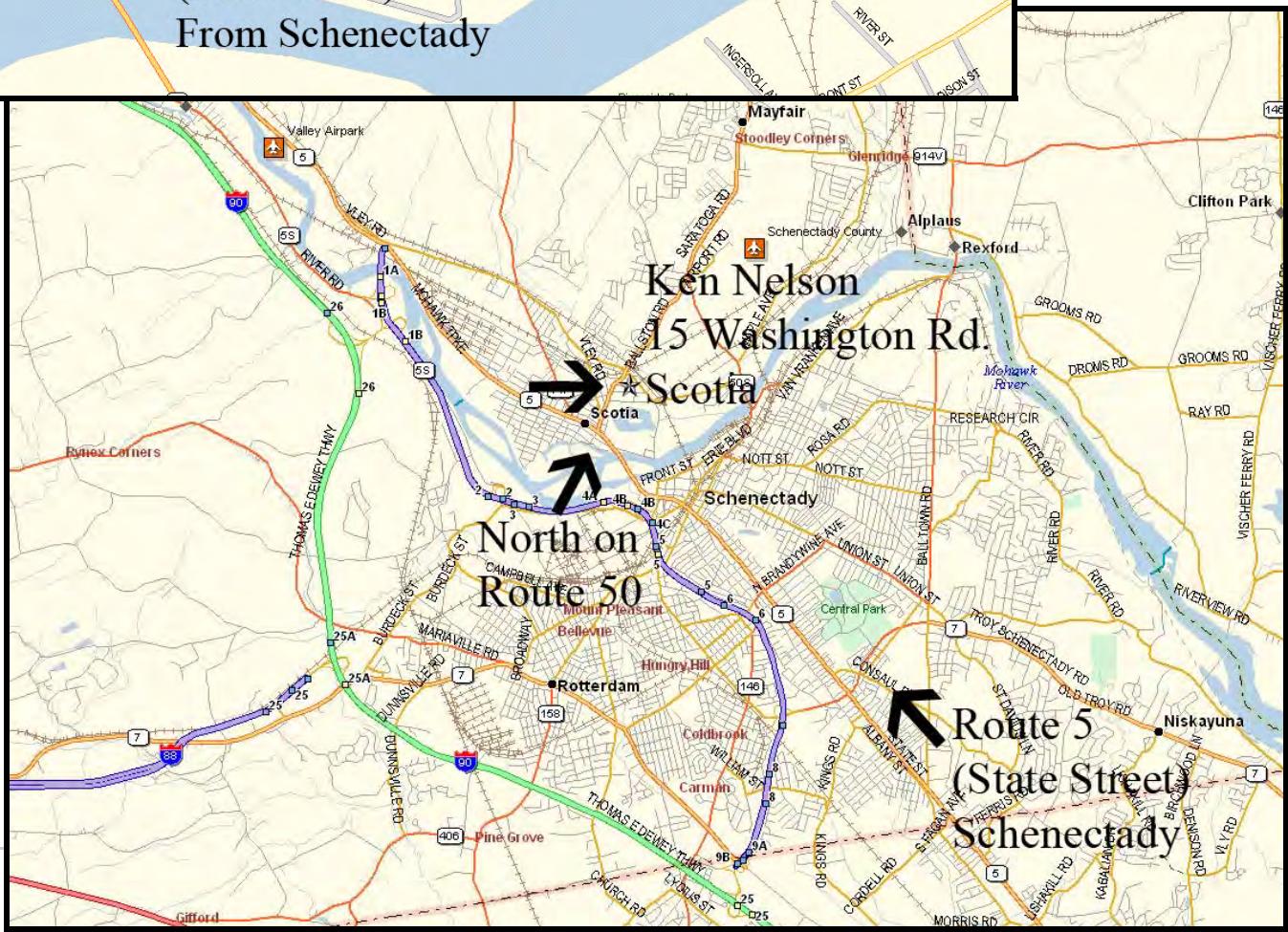
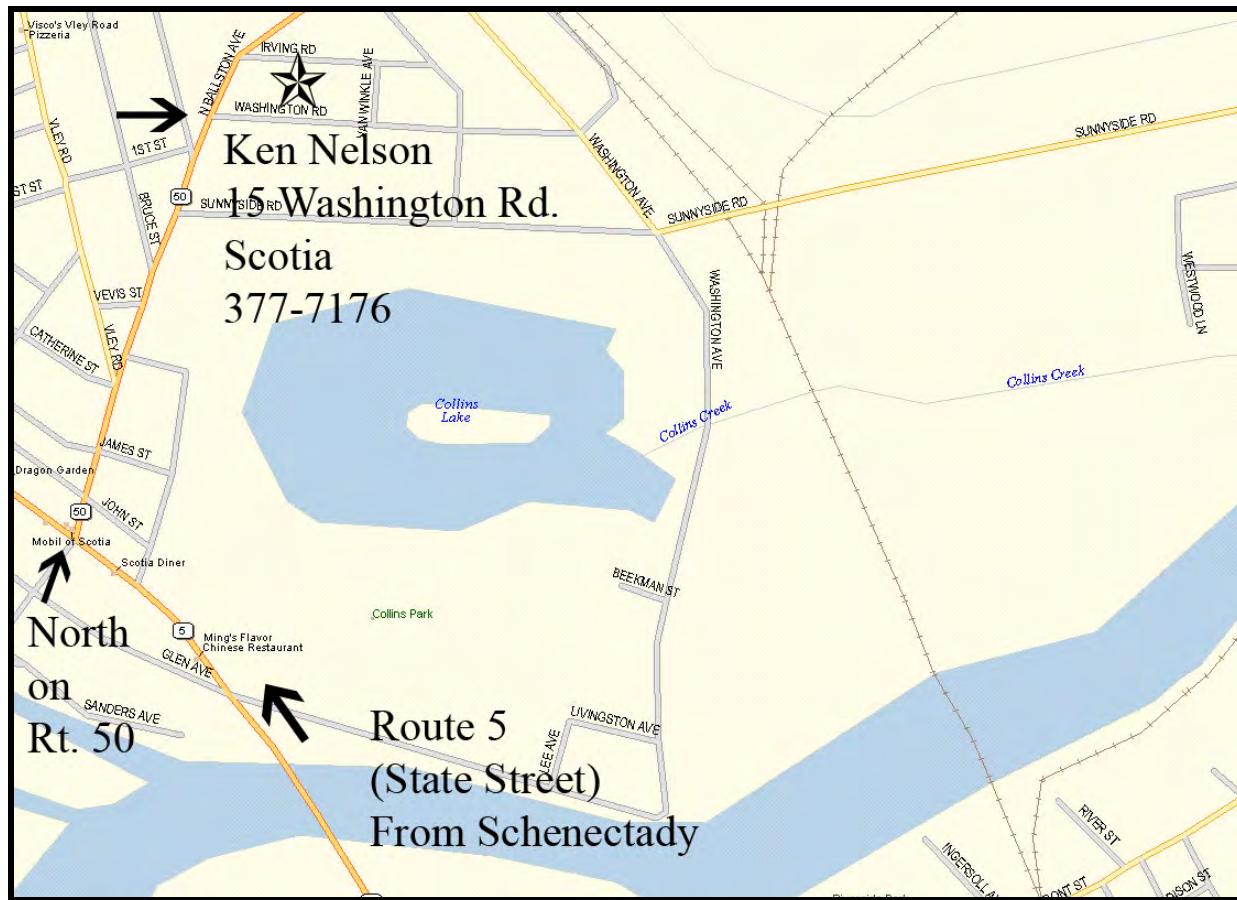
Michael Edwards,
Susan Kohan,
Andrew Leece,
Frank Rogler,
John Singer,
Al Yanuklas,
Bill Zautner,

Albany
Hunter
Troy
Delmar
Gansevoort
Troy
Glenmont



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The Ready Line

By Paul Hoffman

Happy New Year!!!!

This issue of the *Form 19* is actually being written in December, ah the tyranny of publishing deadlines. Regardless, it is my fondest wish that you have a happy and prosperous 2012, filled with all the things that we as modelers and train enthusiast find enjoyable.

A large **THANK YOU** to all our volunteers at the Great Train Extravaganza, because of your diligent efforts the 2011 GTE was a record setting success. We had 5052 people visit our humble little show and this was due to your efforts and the superlative efforts of the Show Committee. A special thanks to Rich Smith, Dave Halverson and Irwin Nathanson. Your hard work and diligence is a marvel to behold. Like our show slogan says, "Bigger and better than ever", a trend I'm sure will continue. Look for Rich's executive summary in a future *Form 19*.

Our newly elected Vice president, Kevin Surman, has definitely hit the ground running. He has already lined up a year's worth of quality meetings for our members to enjoy, starting with our January 13th meeting at Ken Nelson's Poco Valley Railroad. It's been several years since we last caught up with Ken so I'm sure there will be a few changes evident; don't let a Friday the 13th scare you away! Next up, on February 24, we will be at the Colonie Community Center (formerly known as the Youth Bureau) for a clinic night featuring Joe Kavanaugh and Bob Mohowski.

March 23 we travel westward to see Jack Smolik's "Nevedun" lines. The last time we visited with Jack was back in the spring of 2007.

And these are just the first 3 months of 2012!!! Watch the *Form 19* for details and check the website events calendar. Kevin has a ton of great ideas and I can't wait to see what's coming!!!

Don't forget to get your applications in for the Division Bus trip to Springfield!!!!!!

News and announcements:

- **Bus trip to Springfield:** The sign up form is included in this issue. Please be sure to include your NMRA number. We expect this to fill up quickly so don't delay; return your forms and checks to any Board member or our PO Box. Just think, no driving, no fighting traffic and parking hassles and NO waiting in line to get your ticket, membership DOES have its benefits!
- **Form 19 assistant editor:** the Board is actively seeking candidates to assist our *Form 19* editor in the creation of this newsletter. Editing skills and knowledge of MS Publisher or other publishing software is a plus. Computer access and email are a requirement. Please contact me with any interest.
- **Get Involved:** We always have need for committee positions and other related leadership duties. Jump on in, you CAN make a difference. Remember, this is your Division and together we can take this train anywhere!
- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Find us on Facebook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friend's list.

Now for the answer to last month's puzzle. With the additional hints we had several members take a shot but only one got it completely right. Congratulations to member Bert Pflegl, he even added some facts that I wasn't aware of. Here is the text of his response:

The strange appearing locomotive in the November AND December Form 19-is the second Holman locomotive to be built and came to be known as the 'Holman absurdity.'

The locomotives were claimed to provide improved speed over standard locomotive design and this claim was used to induce people to buy stock in the Holman Locomotive Speeding Truck Company with \$10M in (face value) stock being sold for \$25 a share with claims that the stock would appreciate to the face value of \$100 per share.

Many people laughed at the locomotive. The people running this apparent stock scam were never charged and investors lost their money. Just the way many companies are run today, e.g. Enron Corp. And there, too, the perpetrators of the scam received little or no punitive action. Indeed, many of those involved went to work for investment banking establishments and repeated their actions for which they continue to receive large bonuses. However, note that stock certificates for the Holman Locomotive Speeding Truck Company are indeed now selling for \$100 per share.



For that impressive answer Bert will receive one of the vaunted Hudson Berkshire mugs!
This month the contest will get a little more commonplace.



We all know that this is the famous streamlined T1 locomotive. Most probably know who designed it. Part 1 of the puzzle this month is: Who designed this locomotive (the easy part)? Part 2 is a little more difficult: What other design was attributed to this designer even though he DID NOT design the vehicle in question? There are two acceptable answers. Bonus points if you can tell me what famous consumer product he also designed.

Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the February *Form 19*.

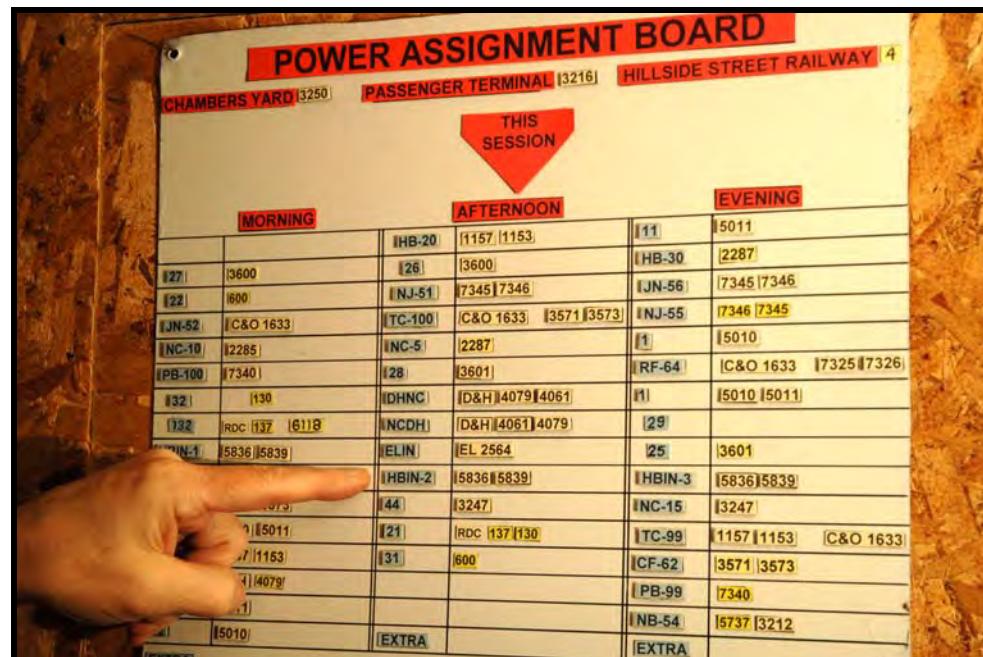
As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my “inbox” and telephone are always open to comments, both pro and con.



The Poco Valley RR

By Kevin Surman

January will find us visiting Ken Nelson and the Poco Valley railroad. The Poco Valley is similar in many ways to a real railroad although smaller in scale than the twelve inch to the foot variety. It has location, direction, purpose, and operating rules. The railroad has a reason for being, transporting coal and cement locally mined and produced, and serving numerous other on-line industries. The railroad operates various local and through freight, as well as commuter and named passenger trains. The railroad has connections to the Boston and Maine, New York Central, Delaware & Hudson and the Erie Lackawanna. All of this traffic is divided into morning, afternoon and evening operating session. Trains are run via a sequence schedule and the crew at Chambers yard has to be on the ball to keep up. One interesting thing with Ken's operating scheme is that once you are assigned a train, you then have to look at the Power Assignment Board to find out what motive power you are going to use. It is the crew's responsibility to move the engine onto the train and run it back into the engine facility after they finish their assignment. Ken told me that this was what the prototype railroads did when he was working for the Delaware & Hudson. The Poco Valley has a long history as it was first started in 1960 and went through a major reconstruction starting in 1983. So now with 51 years of service under the same flag connecting Boston through Nelson City to Chicago it has outlasted some prototypes. Just think, the Poco Valley flag has outlasted Conrail by 30 years; Conrail was started in 1976 and was purchased in 1997 by N.S. and C.S.X.



Now operation's come first on this railroad but make sure you take the time to look at the scenery and structures. If you make the January meeting make sure you take a good look at the scratch built Rockville trestle with all the nut and bolt castings. The bridge across Spring Creek is not plastic or metal, but wood built piece by piece. While examining the engine facilities at Nelson City, think about the work involved in scratch building the staircase on the coaling tower. If the room is not too crowded, bend down and look out and over Nelson City to the mountains in what seems like the far distance hills.



Now the old Hudson Berkshire guard know about Ken's accomplishments. But for the newer members such as myself, Ken was involved in the leadership of the Hudson Berkshire division from 1988 to 2000. He served as Director, Vice President and two separate terms as President. Ken has authored numerous articles in national magazines such as *Model Railroader* and *Railroad Model Craftsman*. I have included (I hope) a complete list of his articles as I was not aware of many of them before I authored this. Ken's first Poco Valley was featured in the October 1980 *Railroad Model Craftsman*. Ken wrote an article about "GE's Schenectady Industrial Railroad" in the October 1981 *Railroad Model Craftsman*. The rebuilt Poco Valley was featured in the January 1991 *Model Railroader* and in the July 1994 issue he had an article about adding a cement plant. Ken is involved with the Achievement Program and holds the following certificates: Golden Spike, Dispatcher, Model Railroad Engineer- Electrical, Association Volunteer, Master Builder- Scenery and Author. Ken is currently working towards the requirements for Master Builder- Structures and the larger goal of becoming a Master Model Railroader. Now the most important accomplishment in my mind is that Ken has inspired the next generation of modelers. As I was looking for information about the Poco Valley I ran across Steve Prevette's Burnt Hills and Big Flats site. Steve mentioned and credits' Ken Nelson and the Poco Valley in teaching him about the card system and operations. Ken has also inspired me; I have always been a big Poco Valley fan and now the New York & Long Branch crew will have to move their motive power out to meet the train. Don't blame me for the extra work; its Mr. Nelson's fault.

I hope to see you at the Poco Valley in January,

The first *Poco Valley* in this house:
RMC, October 1980, p. 89

Schenectady GE's Industrial RR:
RMC, October 1981, p. 63

Yard Signs: RMC, November 1983:
p. 67

The New Poco Valley: MR, January
1991, p. 86

*Add A Cement Plant to Your Rail-
road*: MR, July 1994, p. 92

*Running Down the Street on the
Poco Valley*: NMRA Bulletin Febru-
ary 2000, p. 36

*Maximum Operation With Minimum
Paperwork*: Scale Rails, July 2005,
p. 25





Bus Trip to Amherst Train Show
Springfield Massachusetts, January 28, 2012

Please fill out the attached form and make your checks out to Hudson Berkshire Division in the correct amount to reserve your place on the bus. Either hand it to Jack Cutler at the November meeting or mail it to our PO Box. The cost, including entrance ticket for a Hudson Berkshire N.M.R.A. member is \$25, for a member invited guest it will be \$36. Cost for dinner is **not included** and is estimated at \$12.51 per person for the buffet. The bus will make stop's in Wilton, Clifton Park, Albany, one rest stop and arrive at the show at 9:00 am. The bus will depart at 5:00 pm and we are planning on stopping for dinner on the way home. Seats on the bus are first come, first serve starting at the November meeting and we need to have 50 seats sold by December 15th or we will have to cancel the trip. If the Division does cancel those 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 Wilton Mall north end by Dicks light pole C2

Pickup: 6:30am Clifton Park exit 9 The Crossings bus shelter, across the parking lot from Big Lots and the tower, this is not the park and ride lot.

Pickup: 7:00am Albany Cross gates Mall lower level lot near JC Penny's

Arrive at Springfield 9:00 am

Depart: Springfield at 5:00 pm sharp

Dinner stop at Hometown Buffet West Springfield approximate cost \$12.51 including tip (cost is not covered in bus trip/entrance fee)

- Please make checks out to the **Hudson Berkshire Division** in the amount of \$25.00 for members and \$36.00 for guest which includes admission to the show. This is a first come first serve event with a signup/payment deadline of December 15, 2011.
- Please send payment and signup form to:

Hudson Berkshire Division

PO Box 4763 Clifton Park N.Y. 12065-7893

Att: Jack Cutler

- You will be contacted to confirm your spot on the bus.
- Bus will depart on time, we cannot wait for individuals
- Any questions please contact Kevin Surman 583-1383 or spacity4@nycap.rr.com or Rich Smith: rsmith1@nycap.rr.com

Bus Trip to Amherst Train Show
Springfield Massachusetts, January 28, 2012

Name: _____ cost \$25.00 check only (no cash)

NMRA # _____

Guest: _____ cost \$36.00 check only (no-cash)

Contact phone number or e-mail _____

Please check pickup location: Albany , Clifton Park , or Wilton

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

Hudson Berkshire Division

PO BOX 4763

CLIFTON PARK, New York 12065-7893

Email: trains@hudson-berkshire.org



Order Number 279

Page 9



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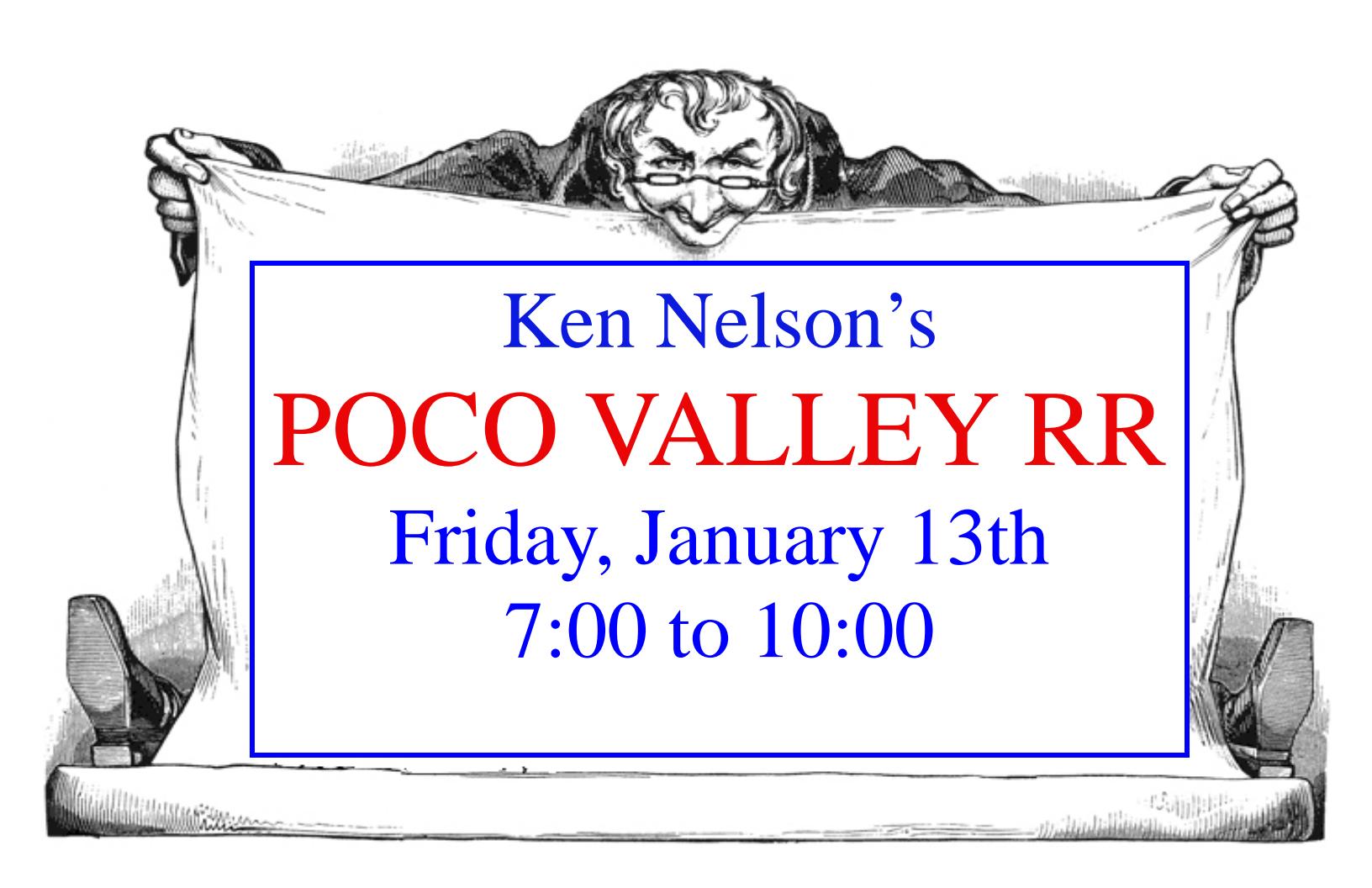
277 TROY SCHENECTADY ROAD
LATHAM, NY 12110
(518) 782-0981

www.jptrainsandhobbies.com

The Mohawk Valley Railroad
is open again at
2037 Hamburg Street in
Schenectady
(518) 372-9124 mohawkvalleyrailroad@yahoo.com

What's Coming Up?

- February 24,2012 Colonie Youth Bureau Clinic night
- March 23,2012 Jack Smolik's Not-So-Great-Eastern
- April 27,2012 R.P.I. NEB&W
- May TBA Making tracks in May
- June TBA
- September 21,2012 Paul Delasco Boston & Albany
- October TBA
- November TBA



Ken Nelson's
POCO VALLEY RR
Friday, January 13th
7:00 to 10:00

FORM 19

Tony Bucca-Editor
13 Lanie Drive
Greenfield Ctr. N.Y. 12833
photony@att.net



E-FORM 19

WEB-PAGE EXTRA

Perambulations

Various and sundry pictures taken by Tony Bucca
In no particular order



Mechanicville
Yard

Kenwood Yard



Amtrak Albany-Rensselaer





Mechanicville Yard





Albany Port Railroad





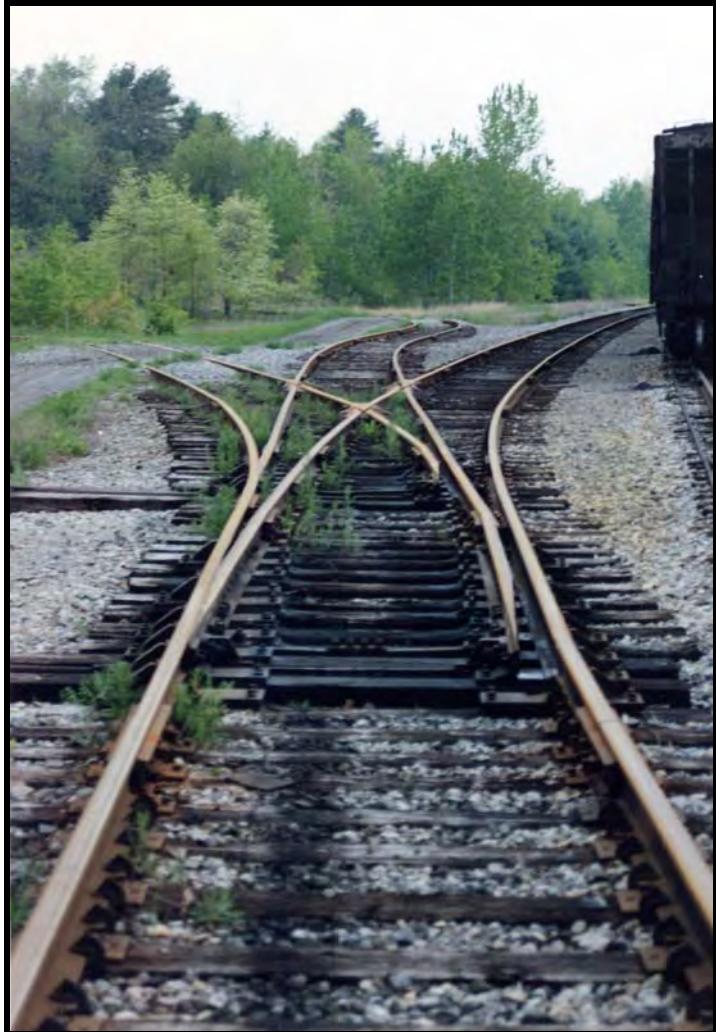
Kenwood Yard, Albany NY





Going, going.....Battenkill, 1988





Prototype
Trackwork...
3-way turnout-
Saratoga

Fort Edward
Yard







Bellows Falls, VT, Kenwood yard, NY





Bellows Falls, VT
Fort Edward, NY



Year 1952

Station	Shipper	Nature of Business	Number of Carloads			Less Carload Tonnage		
			Recd.	F'wd.	Total	Recd.	F'wd.	Total
Round Lake, N.Y.	Albany Sand & Supply Co.	Moulding Sand	0	183	183			
	Frank Shafts	Coal	21	0	21			
	Saratoga County Lumber Co.	Lumber, Bldg. Materials	21	0	21			
	Whitehead Bros.	Moulding Sand	0	20	20			
	Arthur Venneri Co.	Contractor(Steel)Hermes Project	4	0	4			
	Town of Malta	Road Materials	1	0	1			
	General Electric Co.	Test Station	1	0	1			
	United Roofing Co.	Contractor(Roofing)Hermes Project	1	0	1			
	Carl Buhn	Contractor(Bldg Mat) Hermes Project	1	0	1			
	Total for Station		50	203	253	47	1	48
Ballston Spa, N.Y.	American Hide & LeatherCo.	Leather Mfg.	503	98	601			
	Funston Lumber & Supply Co.	Lumber	139	0	139			
	Chicago Bridge & Iron Co.	Contractors	83	0	83			
	Cottrell Paper Co., Inc.	Paper Mill	54	6	60			
	Tufflite Plastics Inc.	Plastics	50	2	52			
	Van Spenlev Inc.	Contractors	50	0	50			
	DeLong & Son, R. L.	Coal Retail	41	0	41			
	Curtis Lumber Co. Inc.	Retail Lumber	30	0	30			
	Eede, Arner G.	Retail Coal	25	0	25			
	Ballston Coop G.L.F. Svc.	Feed & Grain	23	0	23			
	Ballston Coal and Oil Co.	Coal and Oil	22	0	22			
	Ballston Stillwater Ktg.Co.,Inc	Hosiery Mfgs.	12	5	17			
	Ballston Refgr. Storage Co.	Storage Plant	11	5	16			
	Medbery Inc., H. S.	Automobiles	10	0	10			
	Knolls Atomic Power Labor'y	Atomic Energy Plant	9	0	9			
	Martin Fireproofing Co.	Contractors	7	0	7			
	Culls Bakery, George O.	Bread Bakers	6	0	6			
	Salvy Bruno	Contractor	5	0	5			
	Village Ballston Spa	Municipality	4	0	4			
	Mullins Trucking	Contractors	4	0	4			
	Cutbush Equipment Co.	Agri.Imp. Distributors	3	0	3			
	Morrissey, Wm. J.	Grocer	3	0	3			
	Balmuth Estate	Apartment	2	0	2			
	Cunningham Imp. Co.	Agri.Imp. Distributors	2	0	2			
	Clarence McChesney	Feed & Cement	2	0	2			
	Frank Laquidara & Son	Contractor	2	0	2			
	Charles Garrison	Farmer	1	0	1			
Saratoga Springs, N.Y.	Pettit & Son, A. L.	Tractor Reteil	1	0	1			
	General Electric Co.	Malta Test Station	1	0	1			
	Carl King Inc.	Retail Machinery	1	0	1			
	Moore, Ralph S.	Farmer	1	0	1			
	Knight Brothers	Farmer	1	0	1			
	Postmaster	U. S. Postoffice	1	0	1			
	Town of Ballston	Municipality	1	0	1			
	Saratoga County	Road Materials	1	0	1			
	Neona Brothers	Retail Feed	1	0	1			
	Jones & Son	Machinery Distributors	0	1	1			
	Total for Station		1 112	117	1 229	630	1 479	2 109
	Adept Chemical Co.	Chemical Mfgs.	4	0	4			
	Armour & Co.	Meat,Butter & Eggs	88	0	88			
	Ash Grove Farm	Feed	5	0	5			
	Blackmer & Son, G.F.	Wholesale Paper	15	0	15			
	Barnes Co., W.R.	Sand	0	11	11			
	Brad Cook	Feed	2	0	2			
	Dake, A. S.	Feed	64	0	64			
	Defiance Corp.	Road Tar	2	0	2			
	Delhi Foundry Sand Co.	Sand	0	282	282			
	Dyer, W. J.	Sand	0	70	70			
	Fallicks Bakery	Flour	7	0	7			
	Great Lakes Foundry Sand	Sand	0	2	2			
	Henning, E. R.	Contractor	6	0	6			
	Hudson Valley Sand Co.	Concrete Sand	0	48	48			
	Kearney-Schweitzer	Wholesale Plumbing Materials	4	0	4			
	Madison County Const.Co.	Cement	2	0	2			
	Manley Sand Co.	Sand	0	2	2			
	Milliman & Hall Lumber Co.	Building Materials	90	0	90			
	New York Sand & Facing Co.	Sand	0	10	10			
	The Obermayer Co.	Sand	0	3	3			
	Palette Stone Co.	Crushed Stone	5	0	5			
	The Saratogian	Newspaper	13	0	13			
	Saratoga Coal & Oil Co.	Fuel	323	0	323			
	Saratoga Concrete Block Co.	Cement	8	0	8			
	Saratoga Flour & Bakers Supy	Flour	8	0	8			
	Saratoga Quebec Spring	Bottles	4	0	4			
	Saratoga Springs Authority	Bottles	4	0	4			
	Saratoga Nash	Autos	3	0	3			
	Saratoga Wall Paper Co.	Wall Paper	3	21	24			
	Saratoga Vichy Springs	Bottles	11	0	11			
	St.Clement School	School	4	0	4			
	Sherold Specialties	Electronics	7	0	7			
	Standard Furn.Stores	Furniture	2	0	2			
	Van Raalte Co.	Textile	2	0	2			
	Warren Sand Co.	Sand	0	29	29			
	Welsh & Grey Lbr. Co.	Building Materials	21	0	21			

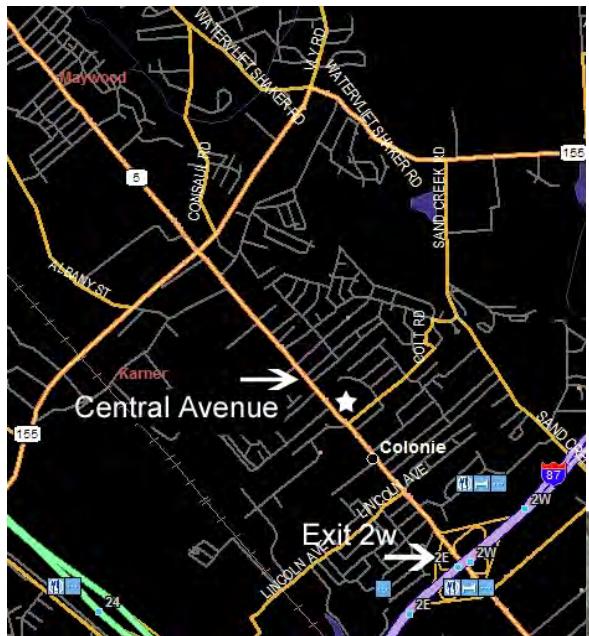
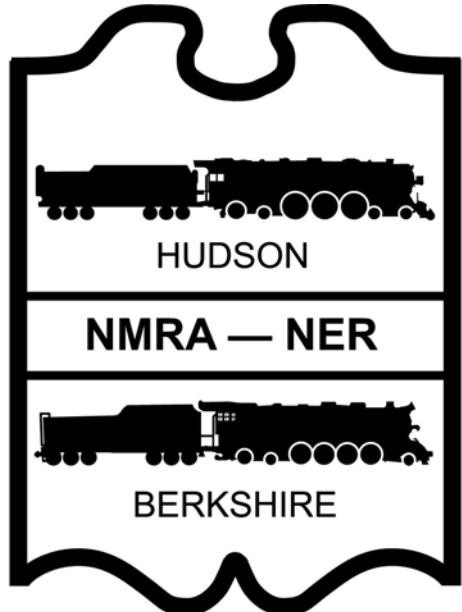
Continued on next page

FORM 19

THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF
THE NER-NMRA

Order Number 280

February 2012



Friday February 24th
Clinic Night at the Colonie
Community Center
6:30 to 9:30

Joe Kavanaugh:
Operations on the
White Creek Railroad

Bob Mohowski:
Creameries and the
trains that moved the
milk.



www.hudson-berkshire.org





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

**Join us at the
Colonie Community Center
1653 Central Ave
Colonie, NY 12205
518-456-2135
Friday February 24, 2012
6:30 pm to 9:30 pm**

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Welcome Aboard New Members

Bill Burris, Albany
Edward Cady, Cohoes
Andrew Kosier, Albany
William Kovac, Summit
Robert Reid, Schenectady
Wade Van Beausichem, Castleton



Joe Kavanagh

Operations on the White Creek Railroad

Most folks are familiar with model railroad operations and think of it as an indoor winter activity. Not so on the White Creek Railroad. This 1 1/2" scale outdoor railroad operates from May to October and shuts down when the weather in Michigan turns nasty. The past two years I have traveled to Michigan with friends to participate in the first operating session of the year on the railroad. This PowerPoint

presentation is a combination of slides and videos taken during those operating sessions.

A typical freight train crew consists of an engineer, a brakeman, and a conductor who all ride on the train. Each has his own job to perform on the train. Each train leaves the yard with five freight cars to be delivered using car cards and waybills. With a dozen or more freight trains out on the railroad at the same time, the result is hundreds of freight cars are moved every day between yards and among industries in towns along the railroad. In addition, scheduled passenger trains run every hour and have the right-of-way. One quickly learns that freight trains must be in the clear and not delay passenger trains!

Through and local freight trains, scheduled passenger trains, inbound/outbound yard operations, classification yard operations, dispatcher and yardmaster positions, what else could one possibly want? This railroad has it all.

Particularly exciting is the fact that the White Creek Railroad is going to be open for conventioneers during the NMRA convention being held in Michigan this summer. Shuttle buses will be operating from the convention center to the railroad on a two hour schedule every day. A 45 minute train ride on the railroad is planned. And on this railroad, that's a once-around-the-railroad trip without taking all the possible route choices! For those who are attending the convention, this will be a great opportunity to experience a model railroad with real miles of main line and where five-finger car movements are absolutely forbidden. The equipment is just too heavy!

All fired up and ready to go? There are a few things to remember when one participates in an all-day outdoor operating session: Bring your rain gear, bring a full lunch pail, and wear layers of clothing.. This railroad runs rain or shine and moves freight from 9 AM to 5 PM. But wait! This time you catch a break. With this presentation, you will get a sense of what the railroad is all about from the comfort of your chair in the clinic room. I hope you enjoy it.



Bob Mohowski

Creameries, Milk Cars & Milk trains

For many years of the 19th and 20th centuries, railroads, primarily in the northeastern U.S., enjoyed a large income from haulage of dairy products. Milk, cream and derivative products moved in steady streams toward metropolitan regions. New York State was among the largest producers of milk and New York City and environs among the largest consumers of dairy foods. With the coming of the Erie Railroad, Orange County, NY farmers found that more income could be received from shipping milk to the city rather than churning it into butter. A

specialized technology developed that improved both quality of product and efficiency in handling and transportation. The program will provide a concise overview of the business with emphasis on creameries, milk cars and milk train operation. Modeling ideas and suggestions will be discussed and some milk car models will be displayed. Some of the major milk carrying lines in the northeast were Erie, B&M, D&H, PRR, New Haven, CV, Rutland, MEC, NYS&W, NYO&W, LV, L&HR and DL&W. A host of shortlines such as the Unadilla Valley, Ulster & Delaware and Delaware & Northern fed into the larger carriers. Robert E. Mohowski, presenter, was the researcher for a Railroad Model Craftsman three-part series on milk several years ago and worked with manufacturers to produce a variety of scale milk cars and authored Milk Cars, Mixed Trains and Motor Cars, the story of the New York, Ontario & Western Rwy and its dairy business.



The Ready Line

by Paul Hoffman

"Your mission, should you choose to accept it..." With those iconic lines another episode of the hit 1960's series "Mission Impossible" began. What, you may ask, is our mission? Quite simply, it is to have fun with our chosen hobby. I have recently had the good fortune of attending several train shows and I have noticed a distinct uptick in the number of happy smiling faces I see at these shows. That's a good thing! While our economy is still staggering a bit, conditions appear to be getting better and that in turn has made for some record setting attendance at these shows, including our own. So I ask: are you having a good time? Your Board is going to do everything in its power to help, and if you are, spread the word and let others know. The growth of our Division is the key to continued success. Speaking of successes...

A big Thank You to Ken Nelson for hosting our Division in January! Ken's layout looked and ran great and a good time was had by all. Another good time was had by the participants in the Division bus trip to the Springfield show. Let me tell you, I have heard nothing but great things about the bus trip. In this issue you'll see some comments by those who rode, along with photos taken along the way. If you missed the trip this year, be sure to get on board early for next year's adventure. Thanks to VP Kevin Surman for arranging the trip.

Check the website event calendar for upcoming activities, including a May clinic with noted modeler Jack Ellis, a trip to see Jack Smolik in March, and a visit to the RPI layout in April (members only, remember to wear your badge). In June we have reserved the dome car on the Saratoga & North Creek railroad for the Division. More details to follow for this very special Father's day weekend trip.

Couple of housekeeping issues and then I'll let you get to the rest of the issue. Don't forget this month there will be two great clinics at the Colonie Community Center on Central ave (formerly the Colonie Youth Bureau). Friday, February 24. Please be there by 6:30 pm, we have a full program and must be out of the

building promptly by 9:30 pm.

News and announcements:

- **Division address change:** Please note that our Division mailing address has changed. Hudson Berkshire Division, PO Box 83, Clifton Park, NY 12065-0083
- **Form 19 assistant editor:** the Board is actively seeking candidates to assist our Form 19 editor in the creation of this newsletter. Editing skills and knowledge of MS Publisher or other publishing software is a plus. Computer access and email are a requirement. Please contact me with any interest.
- **Get Involved:** We always have need for committee positions and other related leadership duties. Jump on in, you CAN make a difference. Remember, this is your Division and together we can take this train anywhere!
- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.

Find us on Facebook: <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friend's list.

Now for the answer to last month's puzzler: We had many attempts but surprisingly, last month's winner Bert Pflegl, came up with the right answer. In fact Bert sent me quite the dissertation on Raymond Lowey. The information was so interesting that I have reproduced it in its entirety for your enjoyment. Of course that leaves us no space for a new puzzler, so look for one in the next Form 19.

Sorry to be a bit late with this, but here is a response to the puzzle in the last 'Form 19.'

Part 1: Raymond Lowey had a lot of fame as an industrial designer and designed the PRR T1 so that the PRR would be perceived by the public to be at the 'cutting edge' of railroad technology.

Part 2: Lowey is often credited with the design of the



PRR's GG1 locomotive but, in fact, did not produce the locomotive design but suggested that the unit be of welded construction. The first GG1 was built by standard construction methods common to engines of the time. When Raymond Lowey was asked to look at it, I believe, his first words were, "No! Not rivets!" That first GG1 always had the nickname of "Rivets."

Lowey is also credited with the design for the Studebaker Avanti although, he was not solely responsible for the design but, rather, supervised a team of Studebaker designers and engineers. Lowey had had a long relationship with Studebaker and was hired to aid the new car design. (see sidebar) This, to me, looks like a sketch for an early Corvette. Lowey also designed the (now) classic Coca-Cola bottle with its wasp waist configuration that makes it (perhaps) the world's most recognizable consumer product. That wasp-waist design lead to a critical design enhancement for high speed aircraft.

An early attempt at a supersonic fighter plane (YF-102) lead to poor performance with the speed above supersonic much lower than predicted by the then current understanding.

Richard T. Whitcomb was a brilliant researcher working at Langley Laboratory (before NASA). While eating his lunch with a bottle of Coke on his desk, the problem and solution became clear to him.

The following is a quote from a NASA publication about Whitcomb:

"In interviews over the years Whitcomb told how he was sitting one day with his feet up on his desk when he had a "Eureka!" moment and came up with what is known as the Whitcomb area rule. He theorized the shape of the fuselage could be changed to reduce the aircraft shock wave drag that occurs near the speed of sound. The basic idea was to ensure a smooth cross sectional area distribution between the front and back of the plane. "We built airplane models with Coke bottle-shaped fuselages and lo and behold the drag of the wing just disappeared," said Whitcomb. "The wind tunnel showed it worked perfectly."

The F-102 fighter aircraft was re-designed with the narrowed fuselage at the wing attachment area and the achieved the original goals.

Whitcomb then designed an improved wing, used today for commercial aircraft, that gives better lift and reduced fuel consumption. He later designed wing tiptlets for aircraft.

Raymond Lowey continued to influence railroad engine design as he was hired by Fairbanks-Morse to design several of their 'famous' diesel-electric' locomotives such as the H-10-44, the H-20-44, and the C-liner.

He also is credited with the design of the 'Shark-Nose' engines built by Baldwin as that company tried to survive in

the diesel-electric market.

Indeed, if one looks at a 'Shark-Nose' Baldwin, one can readily see the heritage of the T1 locomotive pictured in the January Form 19.

Warm regards, Bert Pflegl



1963 sketch of the Studebaker Avanti



Richard Whitcomb with a wind tunnel model of the F-102, inspired by Lowey's Coke bottle

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the Form 19, my "inbox" and telephone are always open to comments, both pro and con.



The Beer Line

by Richard Smith

Great Train Extravaganza (GTE) 2011 Executive Summary

Kudos to the Hudson Berkshire Division for once again stepping up and making this year's Great Train Extravaganza a whopping success! The 2011 gate was 3453 paying adults and 1588 children under 12 years old; an increase of 345 adults and 238 children. The show's net profit was \$9521.02, which means the Hudson Berkshire Division share of \$4760.51 will have been deposited to our treasury by the time this Form 19 goes to print.

Vendor table sales (\$5,880.00), ticket sales (\$17,247.00), and 10% of the Roaming Railroad gate (\$200) gave us a total income of \$23,347.00 which is an increase of \$1,817.00 over 2010. This increase was offset by higher expenses. We had higher printing and postage expenses because we sent out two mailings of over 425 letters each to potential dealers and exhibitors resulting in \$606.25 more spent on printing and stamps. We also had a one-time cost of \$200 to update our website. Our expanded Times Union Newspaper campaign cost \$330.25 more than last year (money well spent), the Schenectady Gazette increased significantly (\$136.13), plus we tried a new medium, the Lang Media electronic billboard at a cost of \$500. On top of all these added costs, the Office of General Services (OGS) cost went up this year for labor and tables by \$662.50. This is not a comprehensive tally of all our expenses, but it gives you an idea of our budget. A detailed breakdown is available if you want to see it. In all total expenses this year of \$13,825.98 represent a \$2133.20 increase over 2010. Although we tried, it appears that the World's Greatest Hobby donation of \$750 towards advertising back in 2009 is a thing of the past, at least in this economy. Of course we will keep seeking out such promotional donations in the future.

GTE Lessons Learned:

I welcome any and all feedback from Division members regarding how the show is run and ways to improve the show. Here are some lessons learned from this year. By no means is this an exhaustive list:

- ◆ Most regional shows the size of GTE charge \$7 per ticket. The Syracuse show charges \$8 and the Big E charges \$10. Given our rising costs, and the fact that we are clearing less money even with bigger crowds, we need to consider raising the ticket price to \$7, but always let kids 12 and under in free. I canvassed many people who told me \$7 would not be prohibitive.
- ◆ We need to work harder at keeping our costs down. One thing we can do is discontinue printing the GTE flyers using color ink to save on printing cost. Another is to re-evaluate using the Schenectady Gazette which has gone up in cost to the point where it may no longer be worth doing next year. The electronic billboard was an utter failure. Our surveys indicate this is not worth doing next year.
- ◆ The food vendor was a huge success. Have the food vendor back next year. Provide more tables for the food vendor and perhaps move the food vendor to the Northeast corner of the Egg Lobby.
- ◆ Discontinue the "theater" in the Egg Lobby. Lighting is horrible for showing videos and it was not well attended. Extra tables for the food vendor will provide a place for people to sit down and rest.
- ◆ Provide more chairs on the Main Floor (where the layouts are) for people (especially grandparents) to sit down and rest.
- ◆ This year's Main Floor plan for layouts worked out well. One key was to push Albany N-Trak up against the North wall. Use this plan next year.
- ◆ The Roaming Railroad was a huge success again. Have Mr. DeCosmo back again next year. The Egg Lobby is starting to get crowded so we need to consider moving the Roaming Railroad out to the side or even the main concourse.



- ◆ Make larger signs for the clinics. More clearly state that the “Make and Take Boxcar Clinic” requires a ticket obtained from the Head Table. Clinicians should report to Meeting Room 7 about 15 minutes prior to the start of the clinic to set up and help people with any questions.
- ◆ Provide ticket sellers and ticket takers with written Q&As for commonly asked questions like, “Where’s the ladies room?”, “Where’s the ATM?”, or “Where’s the Chocolate Festival?”
- ◆ Besides manning the ramps, providing HBD staff on the elevators was warmly received by our dealers and exhibitors. Continue this practice.
- ◆ Use of color paper for flyers (this year yellow) was effective.
- ◆ More signs! We need more signs! As our surveys showed, the GTE “lawn signs” are extremely effective. This year we had 220, next year we shoot for 300.
- ◆ This year we saw 13 new dealers and/or exhibitors. We also lost several making for a modest net gain of about 11 tables. It is not clear whether the second dealer/exhibitor mailing was worth the cost of time and money. We need to explore other ways to bring in more dealers and exhibitors to the GTE.

2011 Great Train Extravaganza Volunteers:

And that brings me to our HBD volunteers. Once again the HBD came through with 37 volunteers plus an additional 5 helpers (family and/or friends). That’s almost ¼ of the Division helping out in one way or another. I sincerely hope a fun time was had by all. I wish to give a special thanks to Kevin Surman for running the NMRA table, Ed Skowronek for running the HBD White Elephant table, and Irwin Nathanson for the GTE advertising ... nice job guys! Here is the alphabetical list of the 2011 GTE staff:

Vince Amoia, Tony Bucca, Carl Butler, John Carpenter, Jack Cutler, Dick Davis, Doug Dederick, John Doty, Bill Doyle, Mike Edwards, Jeff English, Thomas Flynn, Bob Gatlin, Dave Gould, Mike Hachey, Chuck Haley, Bob Hamm, Paul Hoffman, Herb Insley, Joe Kavanagh, Artie Krass, John Lehman, Lynne Lewis, John McBride, Bill McChesney, Bob Mohowski, Irwin Nathanson, Ken Nelson, Ernie Netz, Glen Olf, Burt Pflegl, Tom Plesnarski, Mike Rein, Mike Romanowski, Ed Skowronek, Maureen Smith, Richard Smith, Samuel Smith, Fred Steitz, Kevin Surman, Sandy Surman, Greg Whittle



Rich Smith shows an example of “poor train show sign placement”. At least his neighbors know about the GTE! Actually, the signs are drying in the sun after having been washed by Sam Smith (Rich’s son and train show volunteer).



The Bus trip to Springfield

by Julie the Cruise Director aka Kevin Surman & company

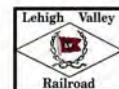
The first annual Hudson Berkshire division bus trip to the Springfield train show was an overwhelming success! The bus was sold out and unfortunately we had to turn away some members that signed up during the last week. We departed each stop on time and arrived at VIP parking at 9:05 am. The wrist bands were immediately handed out and a couple of minutes and 30 feet later we were in the building. Besides all the other benefits, two unforeseen perks were a nice comfortable place to sit down to eat lunch and a place to stop and rest your feet if you got tired. After the show we stopped at the Piccadilly Pub Restaurant and with our reservations in hand we went around long lines directly to our seats. We see each other many times each year but it was nice to sit down for a drink (or two) with dinner as a group of friends with a common interest. Hopefully you can join us next year on January 26, 2013, and you too can be treated like a VIP.

Jack, Rich and Kevin



Happy smiling faces!!
This could be you next year!





TOP TEN REASONS WE LIKED THE BUS TO SPRINGFIELD

10. The nap on the way over.
9. No digging for toll money.
8. Interesting videos to watch.
7. John on bus – No wasted pit stop time.
6. Arrive at show rested and ready to shop.
5. Bus parks right at the door.
- 4 Nice supper stop – good food, good conversation
3. Tall draught of “Sam’s” with supper (I’m not driving!)
2. Conductor Kevin makes sure everybody’s on board.
1. The nap on the way back.

Dave Hoadley



Up coming Events!!

- 3/23/12 Jack Smolik's Not-So-Great-Eastern
- 4/27/12 R.P.I. NEB&W, members only
- 5/18/12 Jack Ellis Craftsman kits 101 Clinic
- 6/16/12 Family day, Saratoga & North Creek Railroad Dome Car ride
- 9/21/12 Paul Delasco's Boston & Albany

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See you at the Clinic night:
Colonie Community Center
Friday, February 24th

Joe Kavanagh— operations on the White
Creek Railroad

Bob Mahowski— Milk train Operations
1653 Central Avenue, Colonie

6:30 - 9:30

FORM 19

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

First Class Mail

Order Number 280

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FORM 19

E-FORM 19

WEB-PAGE EXTRA

TRAIN STATION WATCHES WERE JUST THE BEGINNING

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station! Sound a bit funny? Well, for about 500 towns across the northern United States , that's where the best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. The telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the shortest distance and the right-of-ways had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad. They would know when trains left the previous

station and when they were due at their next station. And it was the telegraph operator who had the watches. As a matter of fact they sold more of them than almost all the stores combined for a period of about 9 years.

This was all arranged by "Richard", who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the east. It was a huge crate of pocket watches. No one ever came to claim them.

So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to

set up a display case in the station offering high quality watches for a cheap price to all the travelers. It worked! It didn't take long for the word to spread and, before long, people other than travelers came to the train station to buy watches.

Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah. And the rest, as they say, is history. The business took off and soon expanded to many other lines of dry goods.

Richard and Alvah left the train station and moved their company to Chicago -- and it's still there.

IT'S A LITTLE KNOWN FACT that for a while in the 1880's, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator: Richard Sears and his partner Alvah Roebuck!

(*Wikipedia -submitted by Jason Owen*)

Train Picks Up and Drops Passengers Without Stopping (May, 1932)

Filed under: Trains — @ 2:14 am

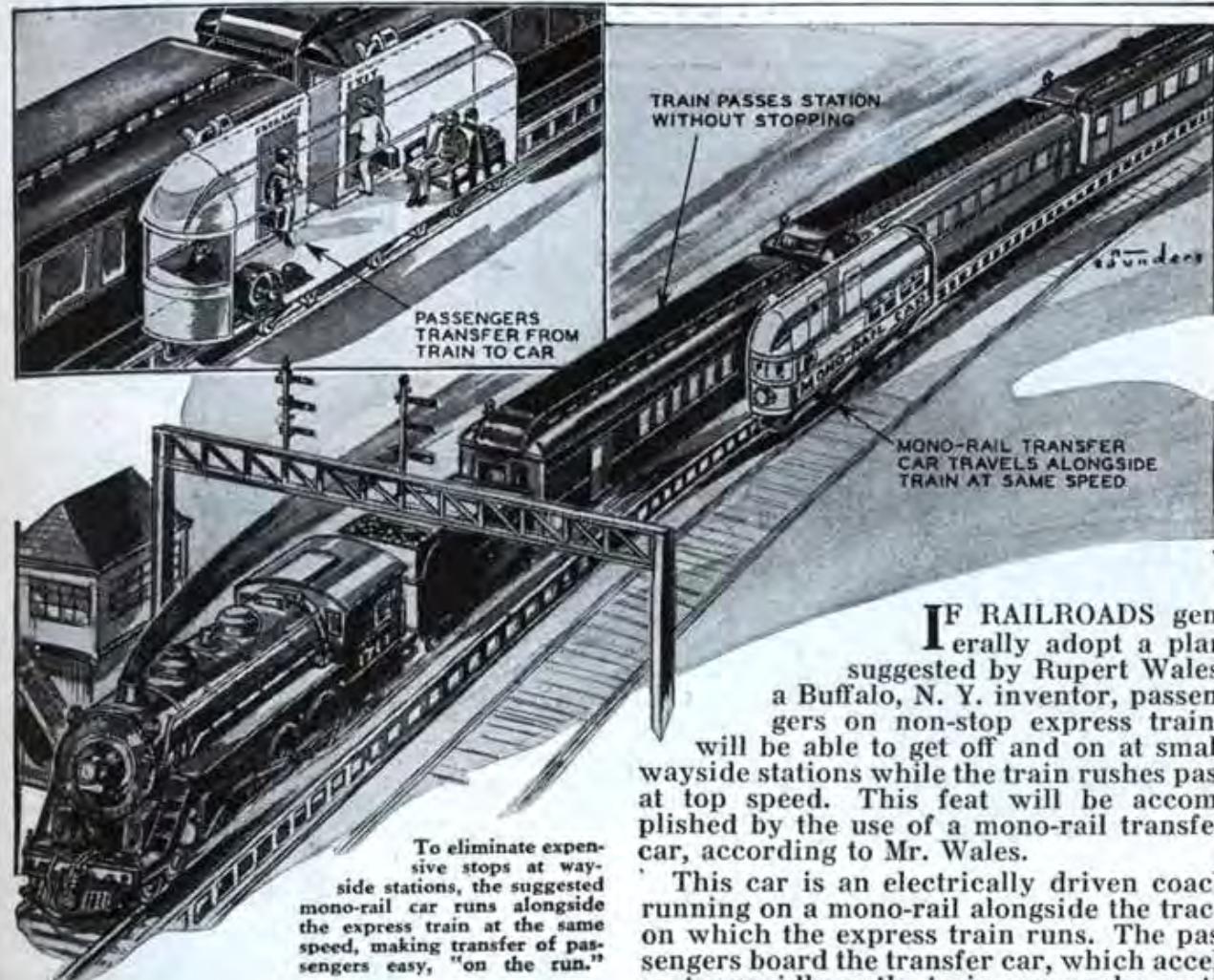
Source: Modern Mechanix (More articles from this issue)

Issue: May, 1932

Buy on Ebay



Train Picks Up and Drops Passengers Without Stopping



To eliminate expensive stops at wayside stations, the suggested mono-rail car runs alongside the express train at the same speed, making transfer of passengers easy, "on the run."

TRAIN PASSES STATION
WITHOUT STOPPING

MONO-RAIL TRANSFER
CAR TRAVELS ALONGSIDE
TRAIN AT SAME SPEED.

IF RAILROADS generally adopt a plan suggested by Rupert Wales, a Buffalo, N. Y. inventor, passengers on non-stop express trains will be able to get off and on at small wayside stations while the train rushes past at top speed. This feat will be accomplished by the use of a mono-rail transfer car, according to Mr. Wales.

This car is an electrically driven coach running on a mono-rail alongside the track on which the express train runs. The passengers board the transfer car, which accelerates rapidly as the train approaches until the speeds of the two are equal. The mono-rail car is then automatically clasped to the side of the Pullman, passengers get on and disembark from the train, and when all is in readiness the transfer car disengages itself from the train and slows down, returning to the station under its own power.

Pullman Cars Go Modernistic



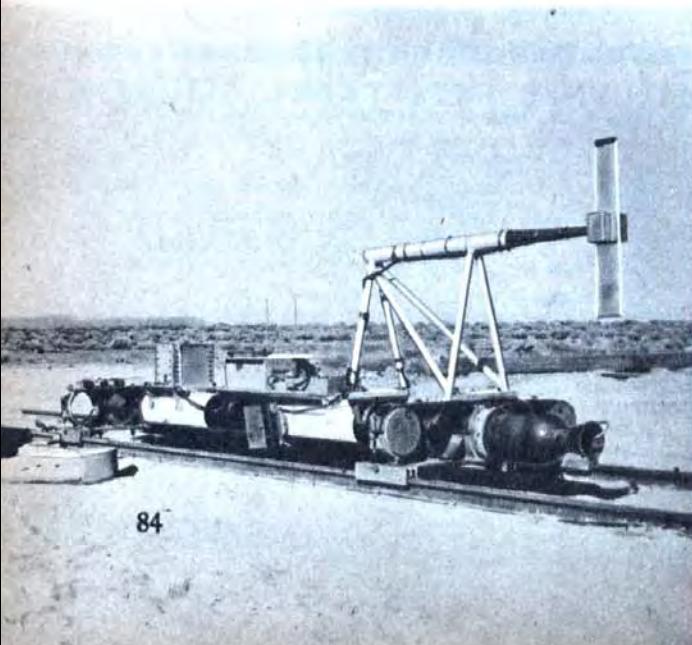
The new Pullman observation cars are roomy and comfortable. Steel alloy bodies and aluminum alloy interiors, comfortable seats, venetian blinds, and indirect lighting are featured.

COMFORTABLE modernistic furniture and indirect lighting for night reading purposes are features of the new steel and aluminum alloy Pullman observation cars. A buffet containing a broiler, coffee urn, and a refrigerator is also featured.

An observation parlor seating six persons is located at the rear round-end of the car, and a lounge seating 20 persons on sofas and seats occupies the remaining car space.



Rocket Train Faster than Sound



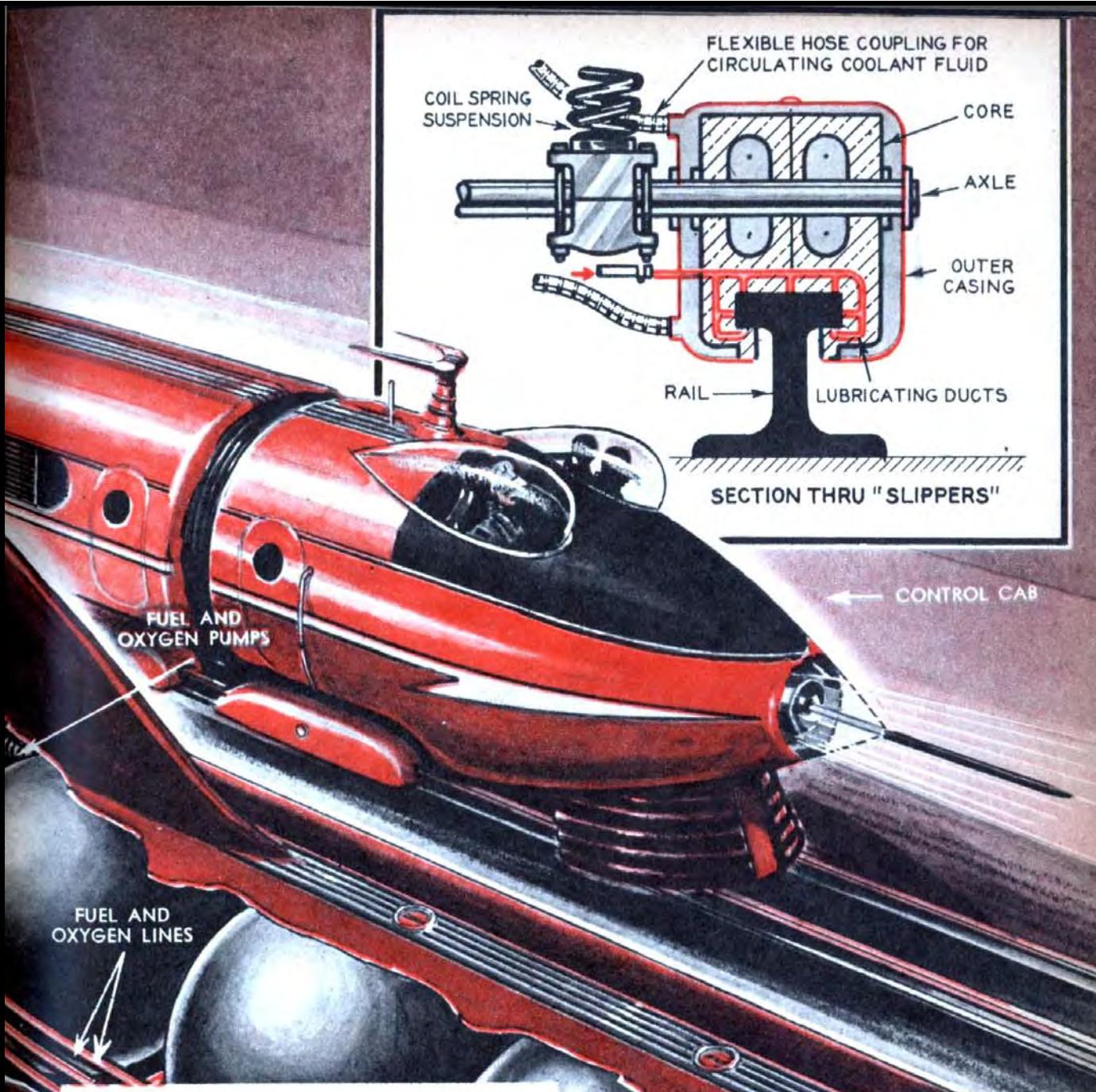
84

TO MORROW'S train will be too fast for a timetable. Leave New York at 12 noon for the coast, and you'll arrive in Los Angeles at *the same time, the same day!*

How's that? At 1,000-mph your train will travel as fast as the sun in its apparent motion across the earth from east to west. You'll pace the sun through every time zone from Eastern Standard to Pacific Time as your wheel-less train glides across the continent in three hours on its graphite-lubricated slippers. It'll take the sun three hours to race the same distance, and you'll flash into L.A. in a

This supersonic sled serves as an "outdoor wind tunnel" for model "wing" on boom at front end.

Mechanix Illustrated



dead heat—at the same time you started!

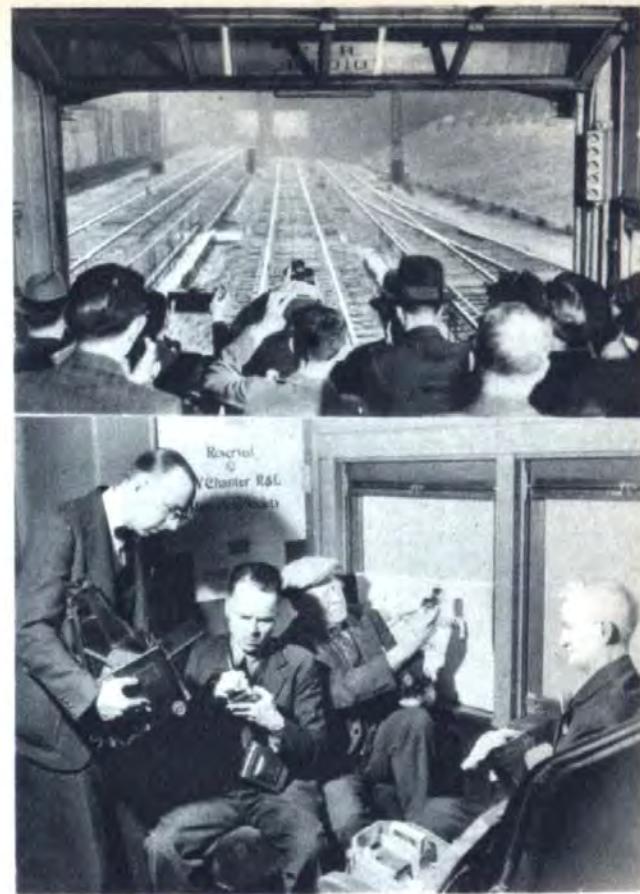
Such a super train is depicted here by MI Artist, Doug Rolfe. Its pattern is the Army "sled" recently tested at Muroc Air Base by the Northrop Aircraft Co. With five solid-fuel rockets it streaked along its standard-gauge railroad track at 1,019 mph, far faster than the speed of sound.

The sled originally was designed to help plane engineers crack the 750-mph barrier of sound and test air models at supersonic speeds. Before the sled shot off the rails and buried itself in the desert, however, it set a world's record for speed on land and opened the way for a revolution in transport and rapid dispersal of our sardine-packed cities. •

Railroads Run Special Cars For Amateur Photographers

IN ADDITION to their special trains for hikers, bicyclers and other hobby enthusiasts, railroads are now running special observation trains for the accommodation of amateur photographers. Many unusual photos are obtained as the amateurs "shoot" passing trains, entrances and exits from tunnels, sharp curves, etc.

To provide additional material for unusual photos, the railroads permit the amateurs to visit their shops so that locomotives, tenders, cars, and roundhouse equipment can be photographed. The popularity of the idea can be judged by the fact that on a trip to shops of the Pennsylvania Railroad at Altoona, Pa., more than 1,600 amateurs participated.

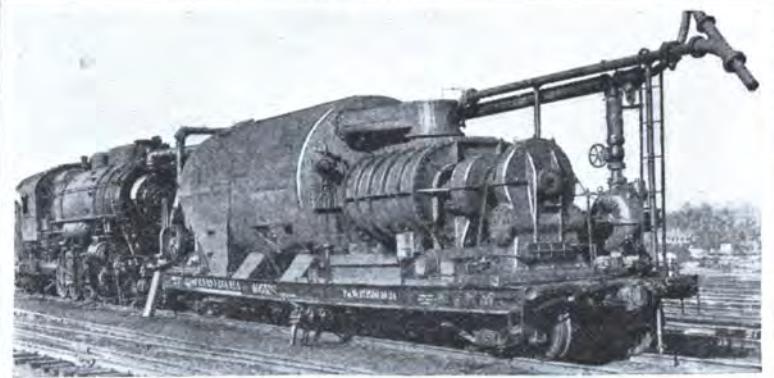


Amateur photographers secure novel "shots" from observation cars of trains routed for their pleasure (top). Lower photo—Amateurs cleaning their cameras en route to special locations.

World's Largest Vacuum Cleaner Keeps Rail Bed Clean

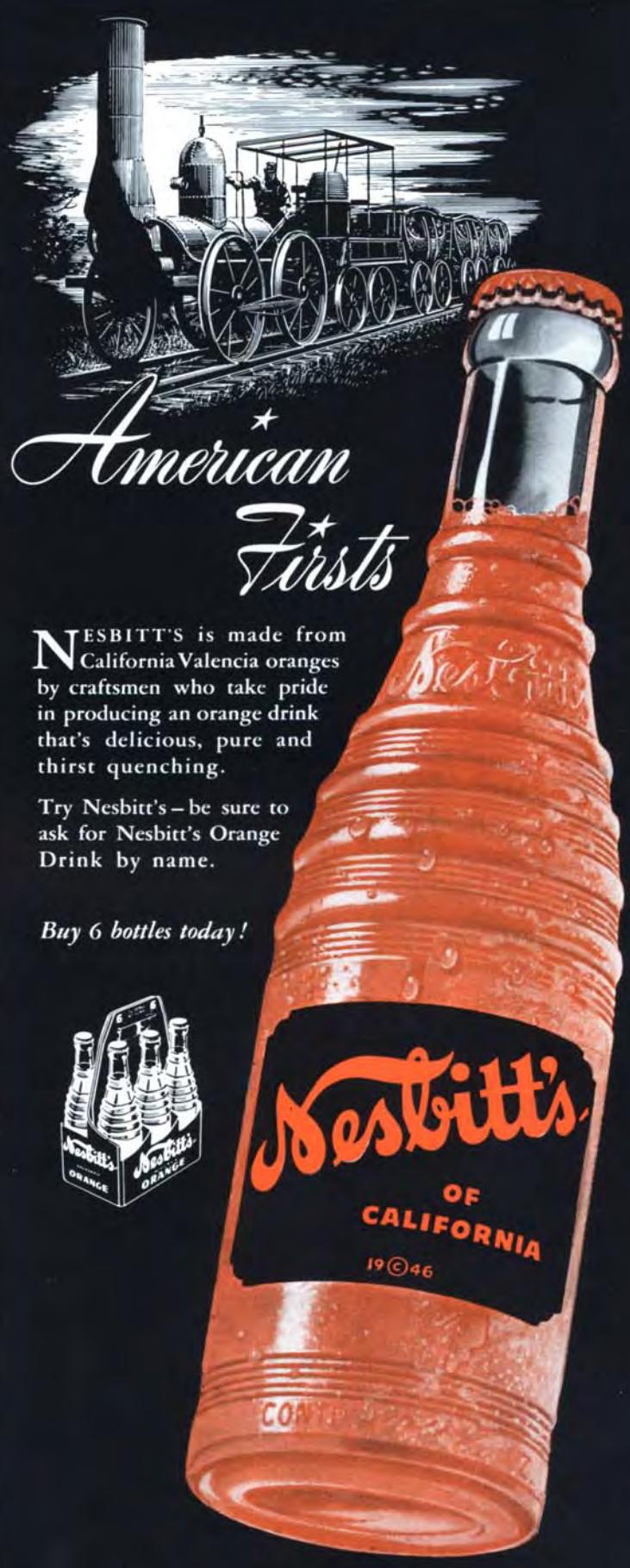


The three huge suction pipes shown above pick up the loose ballast and dirt, two working outside the rails and one swinging from rail to rail inside. Power for the work is supplied by the steam locomotive that tows the cleaning equipment along the rails, leaving the road bed spic and span and sanitary.



This picture shows the complete unit. The locomotive backs up and then draws the huge vacuum cleaner to it by means of cables and a drum driven motor. The engine draws the cleaner about fifteen feet in one operation.

THE Pennsylvania railroad has perfected the largest vacuum cleaning machine in the world to keep clean the right of way near principal terminals. The powerful machine lifts the stone ballast and foreign matter from along the track into a great cleaning chamber and then redistributes the thoroughly cleaned ballast rock along the rails and ties. It accomplishes the work at the rate of thirty-three feet in three minutes.



American Firsts

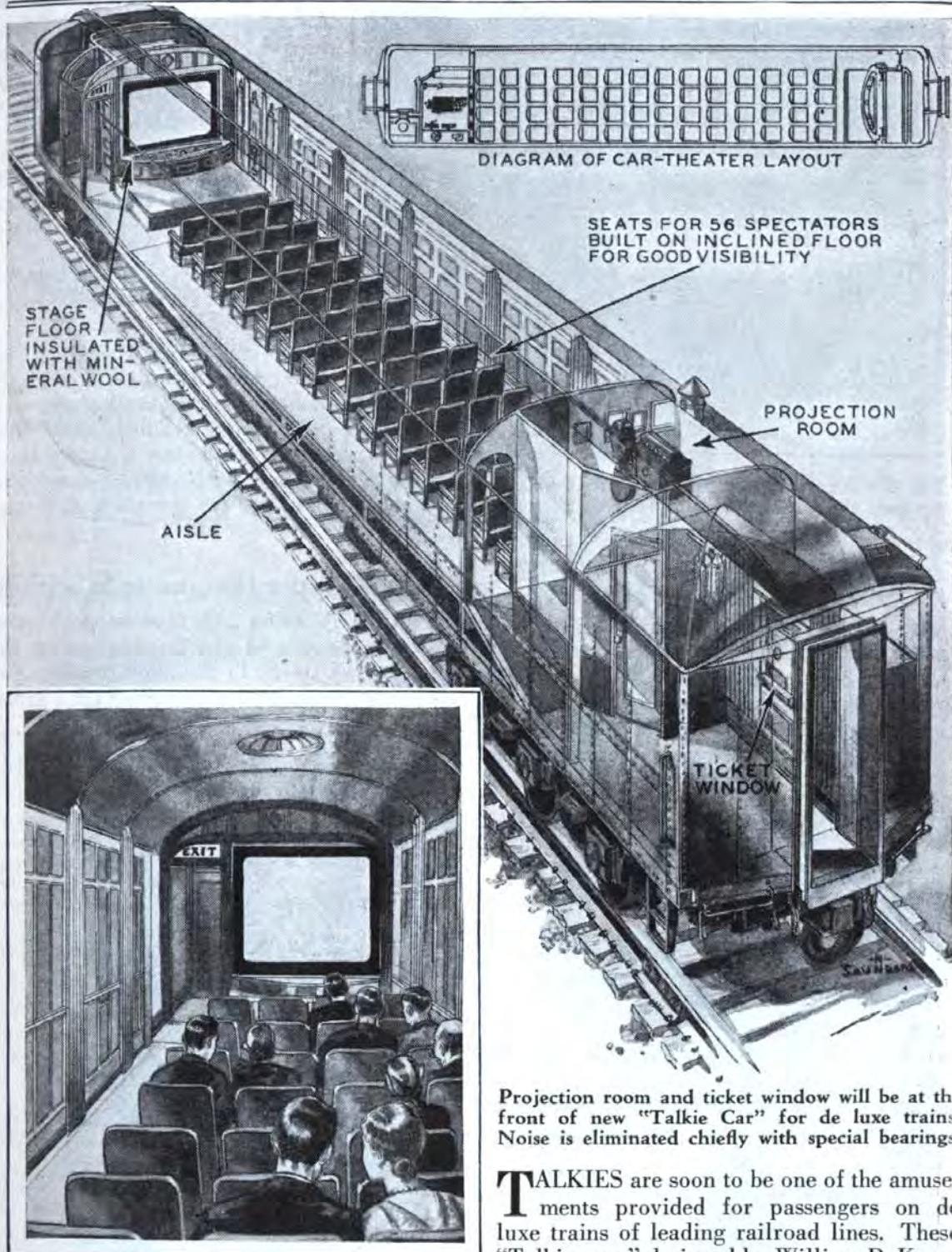
NESBITT'S is made from California Valencia oranges by craftsmen who take pride in producing an orange drink that's delicious, pure and thirst quenching.

Try Nesbitt's—be sure to ask for Nesbitt's Orange Drink by name.

Buy 6 bottles today!

MADE FROM *Real* ORANGES

Talkies to Entertain TRAIN Passengers



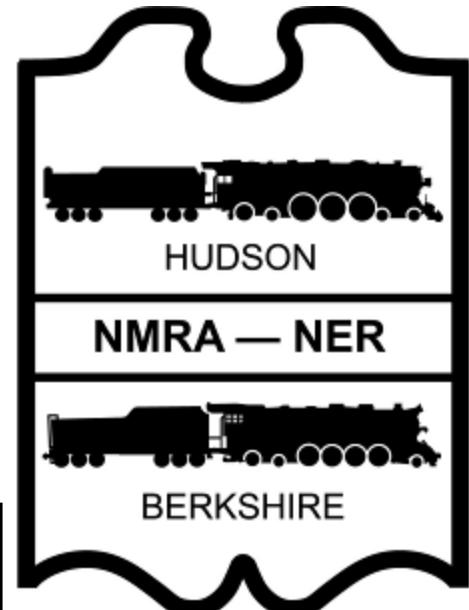
The new talkie car theater will have 56 seats, arranged in rows of four as illustrated in the above drawing. Windows will be light-proofed from within and car will be decorated like modern theater, with attractive color scheme.

Projection room and ticket window will be at the front of new "Talkie Car" for de luxe trains. Noise is eliminated chiefly with special bearings.

TALKIES are soon to be one of the amusements provided for passengers on de luxe trains of leading railroad lines. These "Talkie cars," designed by William D. Knox, of Birmingham, Mich., are being built for several railroads at a cost of \$60,000. They will be decorated like a modern theater, and show latest pictures. Special roller bearings and sound-proof walls will eliminate noise.

FORM 19

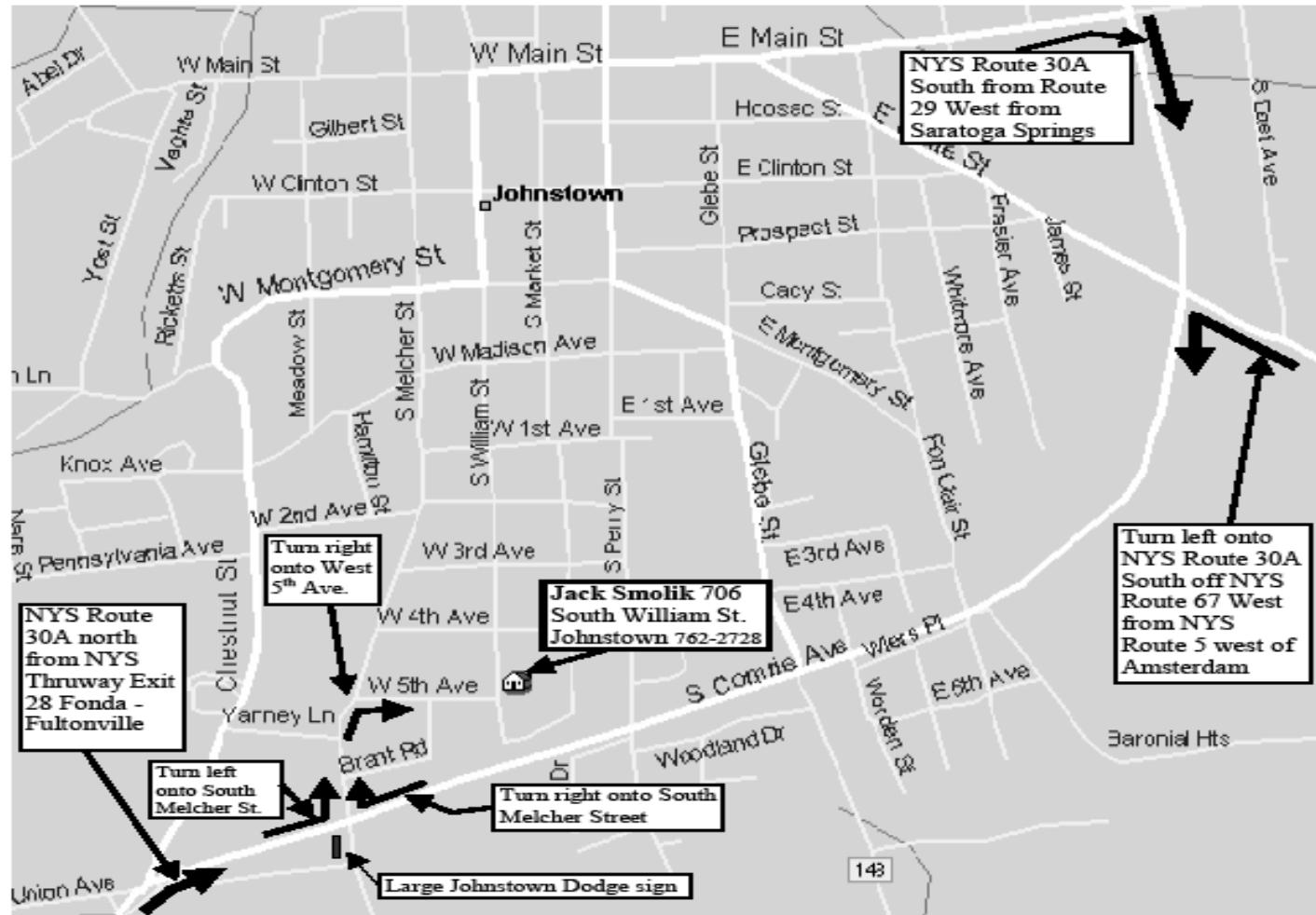
THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF
THE NER-NMRA



Order Number 281

March 2012

Jack Smolik's "Not so Great Eastern Railroad"
706 South William Street, Johnstown, NY 12095



www.hudson-berkshire.org





FORM 19

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Contributing to the *Form 19*

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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You may have noticed a few changes! But before we get there I'd like to thank both Joe Kavanagh and Bob Mohowski for two very fine presentations last month. Well done gentlemen!

Now on to those changes...longtime editor Tony Bucca has stepped down from his editor's seat and turned the reins over to Bert Pflegl. I'll let Bert introduce himself and his vision for the *Form 19* in next month's issue, his first. This month I have taken on the editors visor while Bert transitions into his new role. Tony will remain as Division photographer and I would be remiss if I don't

thank him for his outstanding work on our newsletter. Thank you Tony, for putting up with late submittals and short turn around times, for lack of material and long nights. Putting out this newsletter hasn't always been easy but you always came through in the end.

THANK YOU!

This month finds us at Jack Smolik's 3



rail O-scale layout in Johnstown. It's been quite awhile since we were there last and there are a lot of new things to be seen. Jack is a master scratch builder with a penchant for what used to be traditional methods of construction.

From heavy card stock and Strathmore paper buildings to modifying coffee cans and household "junk" into very realistic structures Jack covers the way it "used to be done". Having seen his handiwork, you'll be hard pressed to

argue that today's methods produce any better result. In the back of this issue you will find the sign up form for our Family day celebration on Saturday, June 16. The

Division has rented out the entire Dome car for our use on the Saratoga and North Creek railroad. This promises to be an awesome event. Not only will you and your family share some great camaraderie on a very scenic ride but we are in the process of lining up a guest speaker for the 45 minute layover

(Continued on page 8)

Treasurer's Report March 2012

	Checking & Savings	Toys for Tots
Balance on 12/31/2011	\$ 7,272.92	\$ 1,467.42
Total Income	\$ 5,028.46	\$ 40.35
Total Expenses	\$ 889.97	\$ 0
Balance on 2/24/2012	\$11,411.41	\$ 1,507.77

Jack Smolik's Not So Great Eastern Railway

{The Nevadun Lines}

Kevin Surman



The phone rings and on the other end is Jack Smolik president of the Not-So-Great-Eastern railway. After a little small talk he informs me that not only has he approved me for a tour of the engine facilities he has also arranged a cab ride over part of the railroad. The next day I arrive at the Dwyer Service yard and I introduce myself to the engine crew. Dave the engineer and Ron the fireman inform me that we are assigned the famous K-4 1361 and a crack passenger train out of the city. I climb on board, Dave cracks the throttle and slowly the engine moves out of the yard and onto the main. The turnout aligns for the main and I notice the Pennsylvania dwarf signal has changed its aspect and we now have permission to

head out. Looking forward I notice the Shiloh Signal factory on the right and I am amazed on how much it resembles the Delaware and Hudson freight house in Whitehall. The engine starts to move in reverse and we round a bend and under a bridge. The next thing that catches my eye is a couple of GG1 electrics sitting on a motor track just outside of the city station yard. The crew with great skill eases into the station yard and couples onto a string of coaches. Dave tells me I have a little time to look around and to meet them in the Oyster Bar under the station in about an hour. I climb off the engine and while walking towards the station I feel a rumble beneath my feet and then notice the subway sign. I don't have the time to take a ride but still

I make a quick trip down below to check out the action.

Now back to reality, March will find us at Jack Smolik's great O-scale layout. Jack's layout is an old school craftsman's layout with many of the buildings being scratch built. Jack has used drawings for the basis of some structures and his imagination for others. All of them are well done and some have unusual construction features. I never thought of using an electrical lock-nut or parts from a toilet in building construction but Jack has, just try to find them. No matter what scale you model you can learn a lot from Jack. When looking into the city scene make sure you notice the marquee in front of the theater as the down lighting under it is the

(Continued on page 7)



Welcome Aboard New members

Paul Bouton, Queensbury
Paul LaPierre, Hunter
Cesar Luna, Menands
Jim McNaughton, Waterford
John Pailley, Mechanicville
Geoffrey Zahn, Latham



A teaser shot of Lee Schamberger's Maine 2 foot Wiscasset, Waterville & Farmington Rwy. On3o work. Look for more in the E-version of the Form 19

Scribblings and Sprues: The End of the Tunnel

Ben Maggi

Let me start off this rambling by extending the heartiest of thanks to Kevin and everyone else who helped plan the tour bus trip to the Springfield Train Show this year. It was a lot of fun to be surrounded by likeminded (is that an insult to them?) model railroaders and friends as we anxiously drove to the event this year. Despite a few set backs- not the least of which was the change in restaurant venue with less than seven day's notice as well as the apparent mix-up of driving directions for our bus operator- we arrived on time and in good spirits. I for one had been anticipating the show all year because I foolishly passed up on purchasing some inexpensive yet quite large storage boxes for my HO scale equipment. While rightly thinking that walking around the train show with some bulky boxes that were close to three feet long would be annoying, I had wrongly assumed that purchasing them online and having them shipped would be just as easy. After finding out that the postage fees were more than twice the cost of the boxes I had to sit and wait a full year until I could get them in person. And after securing three of them I was mighty glad that the Hudson-Berkshire bus was open at lunch to stash them in. Moral of the story: get what you need when you see it, and worry about transporting it later.

Though many of the exhibits are the same from year to year a few jumped out at me because I either was in a different modeling state of mind or because I took a wrong turn and found some interesting things. Upon

entering the building I ran into some old friends who had served on the RIT Model Railroad Club Board of Directors when I was an officer years ago. Now living in Georgia, one of them mentioned that he came up just for the show and had I entered thirty-seconds later we would have missed each other completely. Strange how life works.

As I was wandering around the Kato USA display and admiring their N scale city building modules, which essentially were snap-together city streets with embedded track and add-on buildings, I started to dream what I could build with my wife. She is a huge fan of Japanese culture and these models were very well done. After browsing the Japanese-based tram models for sale, I strolled to the end of the table and nearly ran into Hiroshi Kato, the President of Kato USA. We had a lovely chat for awhile about my modeling interests and what products I thought American consumers might be interested in, and he was quite taken aback at my suggestion for more Japanese steam locomotive models. If I just ruined everyone else's wishes for something, oops! After having our picture taken together, I moved on and looked at other stuff.

As I was checking out the Train Control System's (TCS) display of N scale models running on DCC with such features as sound, strobe lights, and capacitors to enable them to travel on distances of dirty track without flinching Mr. Kato came by and I watched quietly. When one of the leaders of the industry asks ques-

(Continued on page 6)



The Ballston Terminal Railroad reviewed

Dave Hoadley

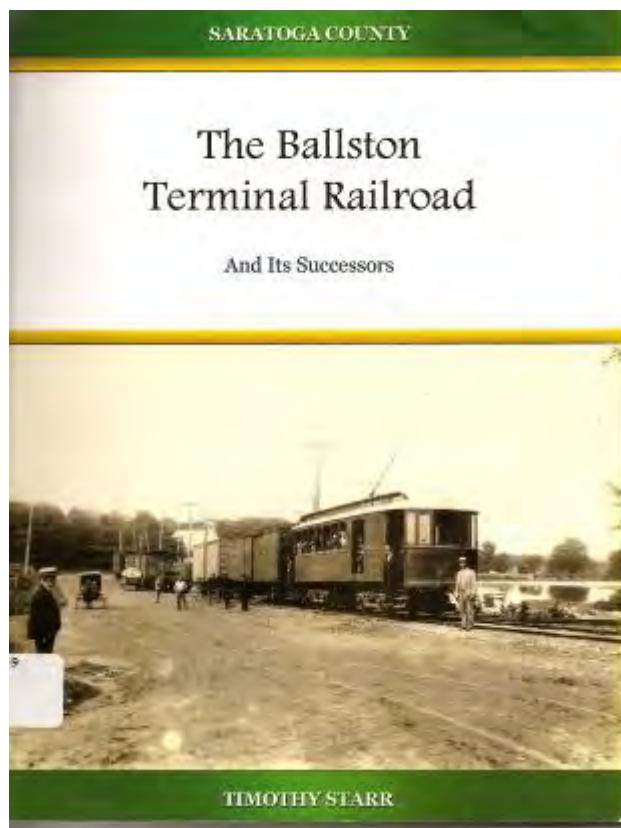
How many readers remember the simpler days back when Ballston Spa was served by no less than four railroads? Probably not many as the Ballston Terminal Railroad (BTR) later the Eastern New York Railroad and finally the Kayadeross Railroad breathed its last in 1929. Prior to that time you could board an electric car on Bath Street in Ballston Spa and enjoy a ride up the valley of the Kayaderosseras Creek through Rock City Falls as far as Middle Grove.

This little electric line had two combination baggage/passenger cars which served as its sole motive power for most of its life. The BTR used the lighter car for passengers and the heavier car as its freight locomotive. This electric line with a total of twelve miles of main line was unique among electric lines as it was built primarily as a freight carrier. Over its lifetime the BTR served no less than twenty-one industrial customers many of which were located along the Kayaderosseras Creek to avail themselves of the power generated from its flowing waters. These industries included a tannery, an axe and scythe works, a foundry, a paper bag maker, a stone quarry, saw mills and a number of pulp and paper mills.

The above information is found in The Ballston Terminal Railroad, a book by Timothy Starr originally published as Lost Railroads of the Kayadeross Valley for the Ballston Spa Bicentennial, original printing 2007. This little volume gives a description of the railroad, the towns and villages through which it passed and the industries it served. If you have dined at "The Factory," formerly the Union Mill and finally the Bischoff Chocolate factory in Ballston Spa you have visited one of the buildings served by the Ballston Terminal Railroad. It is possible some of the milk cans decorating the interior of the restaurant were at one time delivered to the Bischoff factory by the BTR.

I think some H-B member with a modeler's license – current NMRA membership (cheap plug, eh) -- could bring this line into the Pinsley era, fire up a pair of "Spectrum" GE 70 tonners and create a great switching layout – a bit of street running, a switchback, and the D&H interchange included. It might be a good idea to model industries built of brick and mortar so fewer customers would be lost to fire.

I came across this book while browsing in my local library. Anyone with a card from a Southern Adirondack Library System member library should be able to borrow it. I had not heard of this railroad before and since only one person of whom I have so far inquired has admitted knowledge, I think I am not alone. This book is a quick read about an interesting little railroad and includes some interesting local lore to boot.



ALCO Heritage Museum Grand Opening Sunday June 10th, 2012
1910 Maxon Road Ext Schenectady, NY 12308 (518) 374-4628



(Continued from page 4)

tions, it is very revealing. He seemed most interested in how some of the lighting effects were installed in one of the Kato F-40PH engines, and as the TCS representative took off the body shell I was shocked to see two miniature, almost single-filament wires leading to the strobes and ditch lights. They looked as if a sneeze would break them. Mr. Kato took a great deal many pictures of the engine and then asked some more questions. I shook my head in disbelief.

As I was sitting on the bus for the ride home I began to think about the future of the hobby. Sure, everybody has from time to time and every so often one of the magazines will write articles about what people are predicting for the future. Sound effects, smell effects (!), wireless control, battery control, and other such innovative ideas are frequently thrown around. To me, I took the other side and hoped that things wouldn't go too far.

As someone who is comfortable breaking down an Athearn 'blue box' engine but not too much more, I am sometimes worried that the hobby will eventually turn into a technological quagmire of problems that only skilled and trained professionals in far away repair shops can fix. Case in point: I originally used to install my own DCC decoders but the modern engines appear so fragile that just removing the body shell gives me cold sweats. If you break something, there is no guarantee that repair parts will be available. As an N-scale modeler for a bit, I couldn't even install some of the Micro-Trains coupler conversion kits for the engines without going into fits. Today's modern electronics mean lots of play value when the train is working, but little chance of fixing them should a board blow up, or a gear crack, or a shell latch snap. We talked about this a bit during dinner and others at the table expressed the same sentiments. Not only are things becoming smaller and more complex, but they are also becoming more specialized and unique.

This isn't a new problem, either. The guys who operate Lionel layouts have been dealing with the problem for decades. It used to be that repairing a Lionel train was as simple and taking out a few screws, cleaning the parts with some contact cleaner, and checking the wires for loose solder joints. Now, in addition to multiple electronic formats for control and sound- not all of which are compatible- oversees manufacturing has

made the availability of spare parts nonexistent. Many engines that are not even ten years old are relegated to display shelves or "dummy engine" status because there is no way to either fix them or upgrade them to current standards.

Don't get me wrong in thinking that I wish the hobby remained static. Despite the foregoing this is an excellent time to be in the hobby. So many new products come out every year that pique my interest that I have lists and lists of things to search for and acquire "someday." And if I don't find the engine that I want today that came out yesterday there is a good chance that it will be rereleased by another company tomorrow with even more features. But, I wonder if ten or twenty years down the road my models will still be running, and if they are damaged will I be able to repair them. Will I even care? Will they be made obsolete by even better models?

I don't know what is at the end of the tunnel, but I for one am approaching it with a bit of reluctance. And certainly, if I ever think of adding working ditch lights to an N scale model I am having it professionally done and I will never, EVER, open that shell to see what is inside!

Puzzler



What year was it built?

What is it and what was it used for?



(Continued from page 3)

most realistic I have ever seen. The large neon signs are scratch built and if you can get Jack alone make sure you ask him how they are made. The layout is loaded with details from signs and people to Newspaper stands and operating signals. Jack has also modified most of his rolling stock and motive power. The Pennsylvania streamliners started out as smooth side cars that Jack added fluted sides and new paint to. The New Haven passenger cars are cut apart K-Line cars grafted together with windows from American Flyer cars. Jack's motive power runs from a scratch built Pennsylvania O-1 switcher to new Lionel electronics in M.T.H. steamers. For the collectors among us if you think it's sacrificial enough to cut apart Lionel and American Flyer trains you should also know Jack throws away his boxes. I guess that just makes him a modeler, I hope to see you at Jack's in March.





(Continued from page 2)

in North Creek. So fill out that form and get your ticket requests in early, we expect this to be a sell out!! Don't forget that the lounge is in our dome!

Speaking of sell outs, please be sure to get your HBD badge requests in to Jack Cutler for the April meet at RPI. Remember no one will be admitted without an official Hudson Berkshire name badge. Still only \$5.00: wear your Division name with pride!

You will find this months puzzler on page 6. When was this built, what was it for and what is it?

- **Form 19 submissions:** should now got to our Division email address, trains@hudson-berkshire.org or our mailing address (see page 2). Let's get Bert off to a great start, send in those articles!!!
- **Division Directory:** We respect our members privacy. If you wish that your name and contact information be included in the Division directory, please let Jack Cutler know that you would like to "opt in". We will NEVER release your information to another member without your approval.
- **Email Version Form 19:** We are now using a ser-

vice called Constant Contact to insure delivery of the electronic version of the Form 19, please make sure to check your spam filters and make sure that email from the Division gets through to your inbox. hudson.berkshire.nmra@gmail.com is the address we send from.

• **Renew your membership:** We have a lot of great events coming up in the next few months. Don't get left at the platform, renew your NMRA membership and bring along a friend to join too. If you do bring a guest to a meeting be sure to introduce him or her around. We are a pretty friendly group of modelers and I personally love meeting new people.

• **Find us on Facebook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friend's list.

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the Form 19, my "inbox" and telephone are always open to comments, both pro and con.



Up coming Events!!

- 4/27/12 R.P.I. NEB&W, members only
- 5/18/12 Jack Ellis Craftsman kits 101 Clinic
- 6/16/12 Family day, Saratoga & North Creek Railroad Dome Car ride
- 9/21/12 Paul Delasco's Boston & Albany

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Saratoga and North Creek Railroad Dome car trip

Saturday, June 16, 2012

Please fill out the form below and make your checks payable to the Hudson Berkshire Division in the correct amount to reserve your seat on the dome car. Either hand it to Jack Cutler at the March meeting or mail it to our PO Box. The cost for this first class trip for a Hudson Berkshire N.M.R.A. member or member invited guest is \$35. The fare for kids under 18 is \$30. Lunch is not included but can be purchased on the train. Departure time from Saratoga is 10:00 am and we will arrive in North Creek at 12:19. Return departure from North Creek at 1:00 pm and we arrive back in Saratoga at 3:16 pm. Seats are sold on a first come first serve basis starting at the March meeting and will be limited to the 52 seats available in the dome car. If all the seats are not filled by May 1st the Division will offer empty seats to other local railroad groups. If the Division cancels the trip those signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

Depart: Saratoga train station at 10:00 am 6/16/2012

Arrive: North Creek at 12:19

Depart: North Creek at 1:00 pm

Arrive: Saratoga at 3:16 pm 6/16/2012

Please make checks out to the Hudson Berkshire Division in the amount of \$35.00 per person and \$30 for children under 18.

Please send payment and signup form to:

Hudson Berkshire Division of NMRA
PO Box 83
Clifton Park, NY 12065-0083
Att: Jack Cutler

You will be contacted to confirm your spot on the train.

Check in is 45 minutes prior to departure time, train will not wait for individuals.

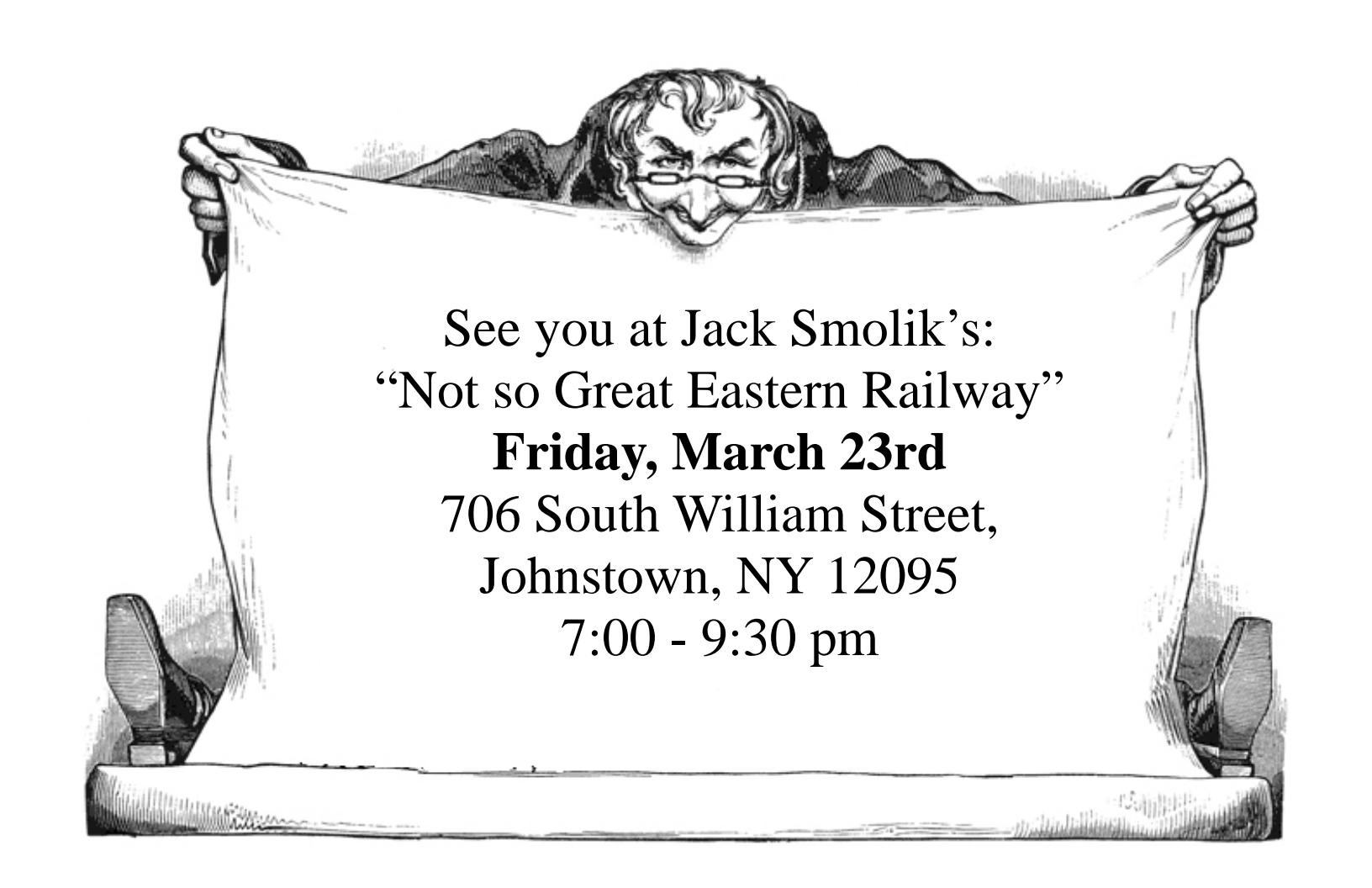
Any questions please contact Kevin Surman 583-1383 or spacity4@nycap.rr.com

Name: _____ cost \$35 check only (no cash)

Guest: _____ cost \$35 check only (no cash)

Youth (18 and under): _____ cost \$30 check only (no cash)

Contact phone number and/or e-mail: _____



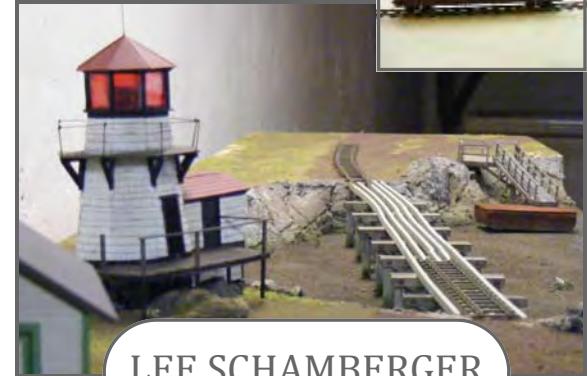
See you at Jack Smolik's:
“Not so Great Eastern Railway”
Friday, March 23rd
706 South William Street,
Johnstown, NY 12095
7:00 - 9:30 pm

HUDSON BERKSHIRE DIVISION



Form 19 Web Version





LEE SCHAMBERGER

In 2007 I found myself in Maine where I stumbled across the Wiscasset , Waterville & Farmington Rwy. I fell for it and decided that for me On30 would be an affordable way to model it. All the cars here are scratch built using commercial NBWs, trucks and couplers. The lighthouse is an exact a replica as I could make of the Squirrel Point light on the Sheepscot river just south of Wiscasset. All buildings are scratch built as well . So far the layout is 2' x 12' but there will be 2 - 2' x 6' and another 2' x 12' added on later as time and money allows





More of Lee's
On30 work





Commentary

Reprinted from <http://www.fineartofdecals.com/>

David H. Klaus

Am I Guilty?

You know, modelers as a group are getting to be pretty old dudes, and none of us are getting any younger. The average age in our hobby is above 50, and there are fewer and fewer of us. Why in the hell don't we take better care of each other?

A couple of days ago a fellow modeler died after fighting cancer for about a year.

You didn't know him. His name was Edward J. Bolling, a former Marine and current Fairfax County Police Department officer in Virginia. Ed was an extremely avid 1/72 modeler and all-around nice guy, although he was a very private man. Ed loved his wife and very young son, and was only 42 when he passed, younger even than the average person in our hobby.

I first met Ed back in 1998 when he came into Meteor soon after I opened my first storefront. He was the beat cop for our area, and being the exceptionally conscientious man he was, he got his butt out of his squad car and physically checked to ensure the doors to the businesses under his watch were actually locked.

Ed had checked our doors the night before and noticed our tiny Meteor Productions logo on the door. As a modeler, he recognized our name and visited the next afternoon to introduce himself. Thereafter he visited us 2-3 times a week during his lunch hour.

A few years later Ed was transferred to a different police division and could no longer come by . . . we only saw him a few times a year after that. Luckily for him, there was, and is, a superb hobby shop called Piper

(Continued on page 14)



Hobby in his new patrol area and he became a regular there.

So I kind of lost track of Ed. I heard he got married, then that he had a son. He came by Meteor a few weeks after he was returned to duty after having been forced to shoot a bad guy in the line of duty. It really bothered Ed, but the bad guy was trying to stab him to death.

Then, last Friday, a mutual friend sent a group email telling us Ed had passed. First I was shocked.

Then, I was pissed.

How the hell did I let so much distance accumulate between a really good guy that I liked a lot and me? How did I fail to know he had cancer? I don't know what I could have done to help him, but I sure as hell could have been there if he needed me. We weren't necessarily the closest of friends, but he was a good guy that I liked and respected.

Don't get me wrong—I'm not angry none of his other friends mentioned this to me—if they even knew about it. Not specifically their responsibility.

I went to his wake (visitation) late in the six-hour long observance. No other modelers there (surely some went earlier or later than me), but there were at least 50 police officers present. When a cop falls, even due to illness, his brothers rally.

This issue bears some serious consideration. We're all getting older, and some of us are fucking OLD. As modelers, it's a definite fact that nobody in the world except another modeler has any clue how we're wired—and it doesn't matter most of the rest of the world just thinks we're weird. I think we really need to take better care of each other.

Many of us have families to lean on, but some don't. I can't imagine a worse fate than to get sick and maybe

even die alone. Some people want to keep sickness private, which is their prerogative. But even a person who wants to curl up and die and who rejects sympathy might well appreciate simple friendship during a time of need.

You'll do what you want, and what you think is right. For myself, I'm paying a lot closer attention to my modeling friends—including the ones I've lost contact with—and working to rekindle dormant friendships.

If one of our brethren has problems, I'm going to make sure his other modeling friends know, as long as it's consistent with his wishes. I've learned my lesson. I feel a responsibility to help fellow modelers help mutual friends who are in trouble—and help before the trouble become terminal.

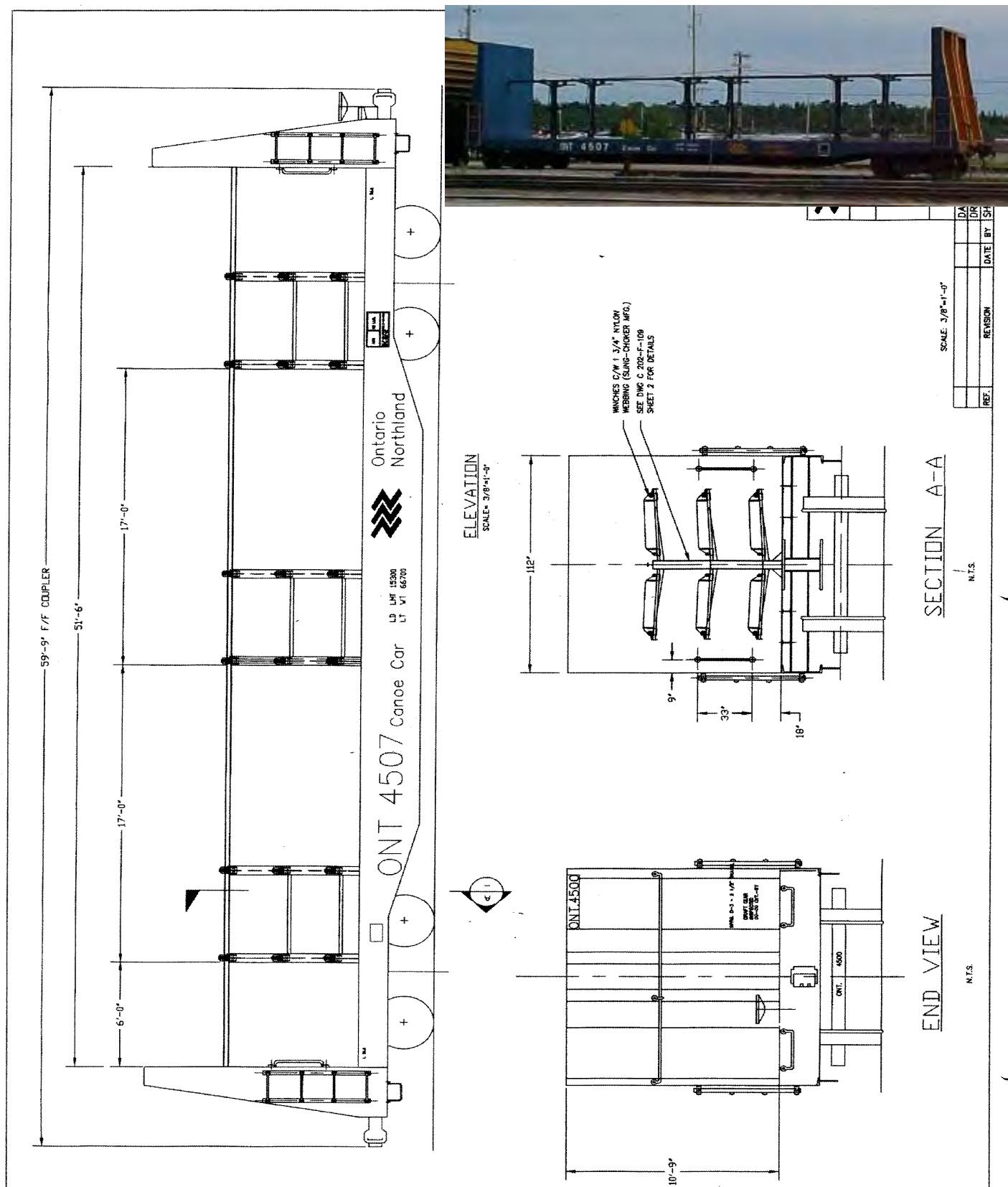
IMO, hanging together sure beats hanging separately.

So, am I guilty? Yes, but dear Lord, I'm tryin'.

Are you?



NYC RR near Tower 90 Stuyvesant NY circa 1952



Canoe car used by Ontario Northland to transport canoes back south to Cochrane in the "Polar Bear Express" train after the adventurers have paddled down to Arctic tidewater at Moosonee, Ontario (or given up somewhere along the railroad

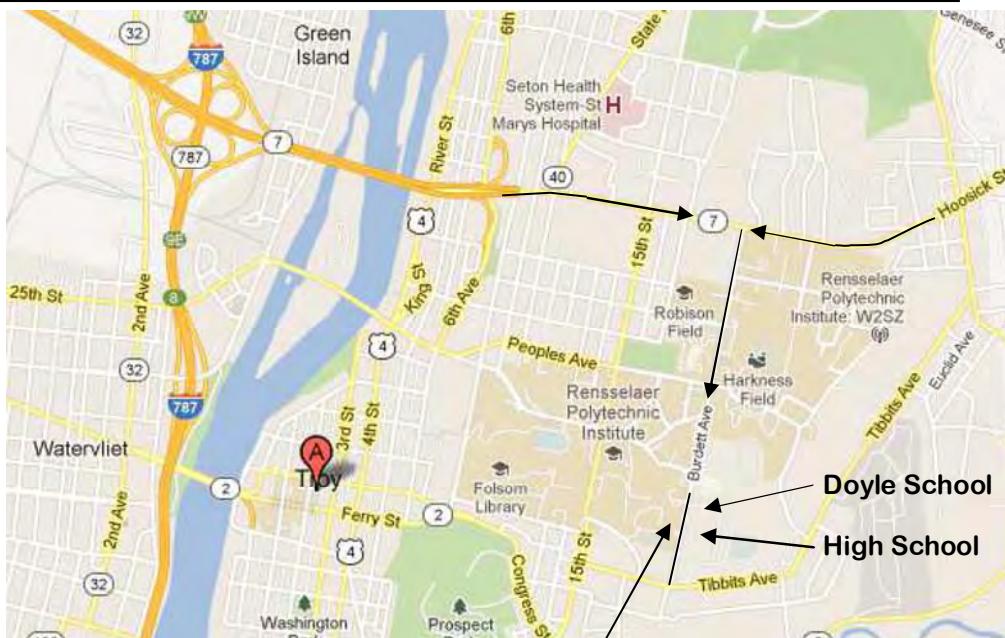
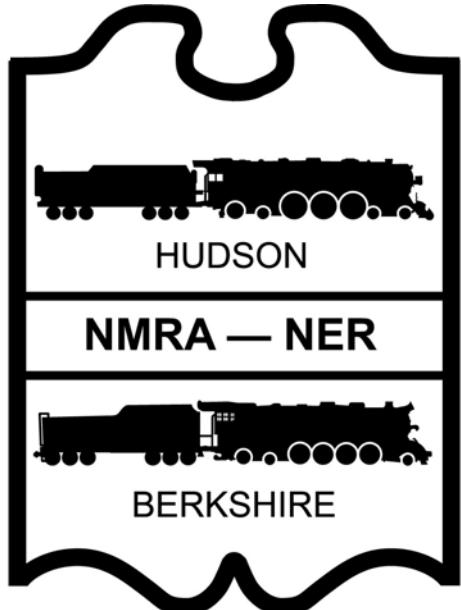
FORM 19

THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF
THE NER-NMRA

Order Number 282

April 2012

The New England, Berkshire & Western Railroad
Davidson Hall on the RPI Campus
Burdett Avenue, Troy, New York
Friday, April 27th, 7:00—9:30 pm



www.hudson-berkshire.org





FORM 19

Form 19 is published eight times per year, for members of the Hudson Berkshire Division plus for newsletter subscribers (at \$12.00 per year). The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form 19* in no way constitute an endorsement by the Division.

Contributing to the *Form 19*

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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The Ready Line

Paul Hoffman

Short and sweet this month! The weather has been great the last few days and I want to get some more track laid on my layout before the outdoor tasks drag me out of the basement. This is also Bert Pflegl's first issue as our new editor and I love what he's doing with the place!

Jack Smolik's layout looked great and Jack was a most congenial host. Did you get a chance to talk to him about his building techniques? Jack was also most generous in donating several videos that we can use at our Division recruiting table. Thanks Jack!!

Speaking of videos, the Board is kicking around an idea to start a lending library of sorts for the Division. We are still working out the logistics and we'll be looking for some input from you guys on what you'd like to see in it. Please email your thoughts to me at trains@hudson-berkshire.org and press too, most recently in Railroad Model Craftsman, August 2002. If you do a search on www.trains.com in the magazine index section you'll come up

As I write this, on Easter Sunday, no less, we are down to 2 empty seats on the dome car. My guess is that by the time you read this newsletter those spots will have been filled. If you have not sent in your forms, please contact me or

Jack Cutler to check on availability. Kevin and Jack will be contacting those who have reserved seats to confirm your reservations over the next couple of weeks and to give you final boarding instructions.

This month will find us at the NEB&W in Davidson Hall at RPI. Please follow the maps and parking instructions that Bert has laid out in this issue. There is NO on campus parking available since

school is still in session. Please remember to wear your name badge as this visit is restricted to NMRA members only at RPI's request. There will be ushers at the dorm side entrance door to direct you to the layout; look for the railroad crossing sign on the building. This is the first visit that our Division has been able to arrange in over 10 years, so let's give the RPI club a look at the pride and comraderie with which our members comport themselves. This is a student run club that has been keeping a very low profile seen the layout as part of an advance tour to get things organized, and I must say it looks great! Check out some of

the pictures in this issue for an idea. You can also check out the Allen Keller video of sorts for the Division. We are still working out the logistics and we'll be looking for some input from you guys on what you'd like to see in it. Please email your thoughts to me at trains@hudson-berkshire.org and press too, most recently in Railroad Model Craftsman, August 2002. If you do a search on www.trains.com in the magazine index section you'll come up

with 50 plus articles.

This should be a great tour and the Board is proud to be able to offer it to our members.

sent in your forms, please contact me or Jack Cutler to check on availability. Couple of business notes and the puzzler, then I'll see you all at RPI!

Form 19 articles: Please be sure to forward your stories, articles, pictures, random musings, insane ramblings and anything else our readers might find interesting to Bert at gpflegl@nycap.rr.com

Continued on page 7

Puzzler on page 8

Rensselaer Model Railroad Society's New England, Berkshire & Western

We have been invited by club president John Wallace and vice-president Eddie Lau and the Rensselaer Model Railroad Society to visit the New England, Berkshire & Western railroad this month. The Model Railroad Society is an RPI student club run by elected student officers that is funded and allocated space by the Rensselaer Union. The Rensselaer Union itself is unique as it is controlled by a student board. The Society is made up of 22 students and about 41 other members of whom I am one. John Nehrich the Program Administrator provides continuity and guidance over the years from class to class. Model Railroads have had a long history at Rensselaer; in fact the golden spike ceremony for the live steam Rensselaer Central Railroad was in June of 1939. In 1947 the first HO-scale club was formed and the present layout in Davidson Hall was started in 1972.

The HO scale layout although freelanced is based on a combination of Delaware & Hudson and Rutland railroad locations and practices. The time is set in September 1950 and located in Upstate New York and Vermont. The layout occupies an area 123' x 33', about 500' long with over 425' of mainline track.



Our hosts, club president John Wallace and vice-president Eddie Lau, carry on a 40 year tradition.

The entire visible track is hand laid with code 83 on the main, and 70 and 55 in the yards and sidings. Most of the structures on the layout are scratch built or kit bashed and based on real buildings and locations.

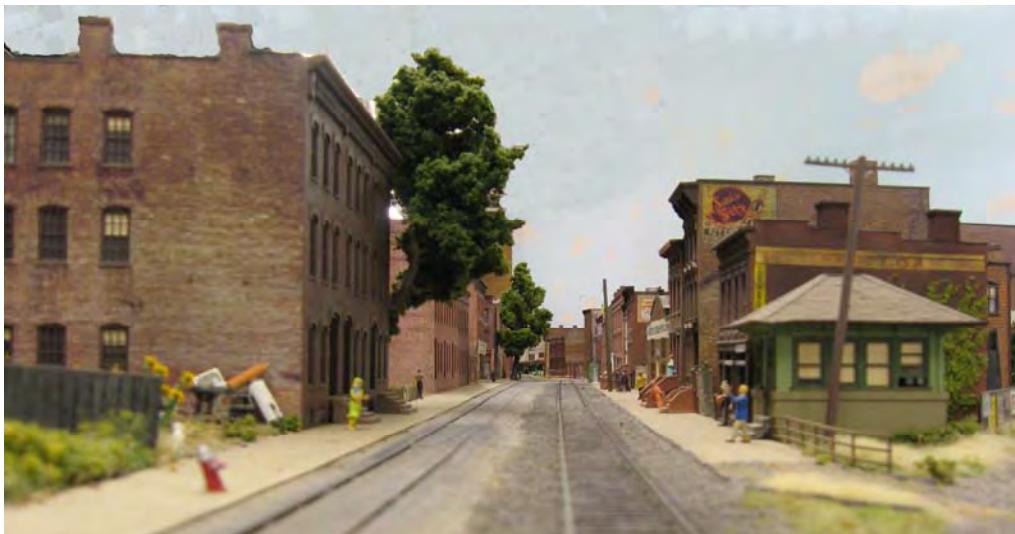
If you ever wondered why the building on Grand and 5th is shaped like a wedge look for it on the Troy section of the layout. The prototype tunnel on 6th avenue between Congress and Ferry was just recently filled in but it still exists on the layout. If you are looking for a modeling challenge try to duplicate the model of

the residual wall of the building between Grand and Ferry.

Left: Two active tracks in this Troy Street in 1950.

Photo above and left on page 6 by Paul Hoffman.

Other photos and information on pages 5 & 6 from NEB&W website.





(Continued from page 3)

Before you meander from the Troy section take a look at the first style of Fire escapes modeled on the buildings on Fulton Street. Now would you be able to climb out a window and along a pipe four stories up to get out? In South Troy take a good look at the coal bunker and conveyors as this is something I have never seen done before in one solid connected model. Eddie Lau was able to start in HO scale and gradually convert over to N-scale; a new frontier in selective compression has just been broke.

When you examine the Lake George area notice the marine track going into the lake and then look at the picture and caption by Jim Shaughnessy on the fascia. After August 28, 2011 Hurricane Irene made the Bartonsville covered bridge only a memory, but the scale model is still standing strong at the RPI club. When you get around to the Port Henry section of the layout take notice of the new scratch built structures on the hill built by John Wallace. My favorite is in the Second Empire style but the Carpenter Gothic is also very neat. Now thanks to John I now know the difference in design, look it up before the meeting and you will see how well done they are. Most of the layout scenes can be found in real life and incredibly realistic.

Train control is DCC by North Coast Engineering and split into three power districts. The club has installed numerous DCC specialties breakers and also

uses these for block occupancy. During operating sessions train crews have to contact the dispatcher through phones located around the layout.

(Many people that know of the RMRRS layout often hear rumors about the organization and something happening to the layout. [Editor])

The rumors and the facts:

Rumor: Davison Hall is scheduled to be torn down and club relocated.

The facts: The building is not in any master plan to be torn down. A new fire alarm system and sprinklers were installed a couple of years ago and the layout is now protected both above and below the layout. A new medium voltage electric service was also installed and connected to the building.

Rumor: The club does not care about young people and introducing the hobby.

The facts: This is a young person's club, by students for students encouraging them in the hobby. Just look at the number of model railroaders that have their start with RMRRS.

I look forward to talking to you at this special division - member-only open house,

Kevin

IMPORTANT INFORMATION FOR THOSE ATTENDING

The NEB&W RR layout is in the basement of Davidson Hall, a residential dormitory on the RPI campus. You MUST have your Hudson-Berkshire Division badge for entry. The administration of the Division has gone to considerable effort and has been very fortunate to have arranged this visit. For security reasons, RPI's administration demands limited and restrictive admittance to members ONLY, to be controlled by the Division.

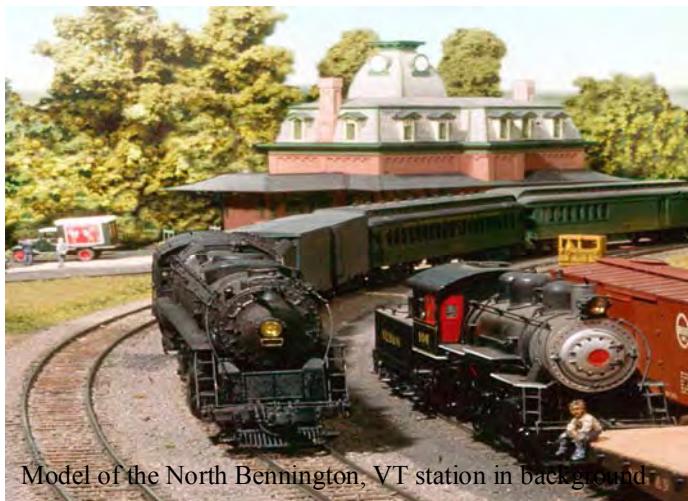
Therefore, bring your badge and wear it while in the building, please!



NEB&W train on the street shown on page 3

Many of you, I assume, have not seen the New England, Berkshire and Western Railroad in recent times as it has been closed to the public since 2004 and was only open sporadically for years before that. So what can you expect to see?

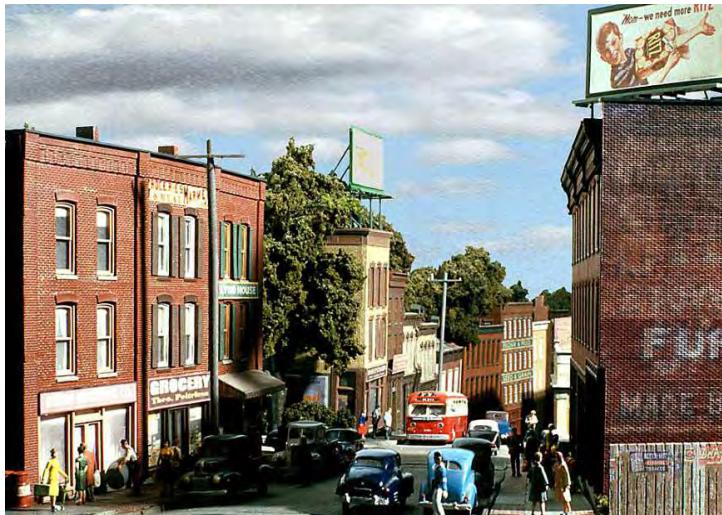
You will see one very large layout that has more than 425 feet of mail line, point-to-point track. No ‘round and round’ here. And the scenes on the track may seem familiar because you think you have been there or seen a scene in a photo or magazine, often not railroad related. This is because sections of the real world here in the Northeast have been very carefully stitched together to create a layout that seems like it is modeling a prototype. That prototype is a unique combina-



Model of the North Bennington, VT station in background

tion of the Delaware & Hudson and the Rutland railroads.

You will also see the way life used to be with active downtowns and villages. There are no suburbs or a network of multi-lane highways. Here life was dependent on rail transportation. And to make it ‘like it was,’ the students have done extensive research to model areas that are historically and architecturally correct. The communities and buildings along the line look exactly like what was, and maybe still is, there. Your memory may convince you of that.



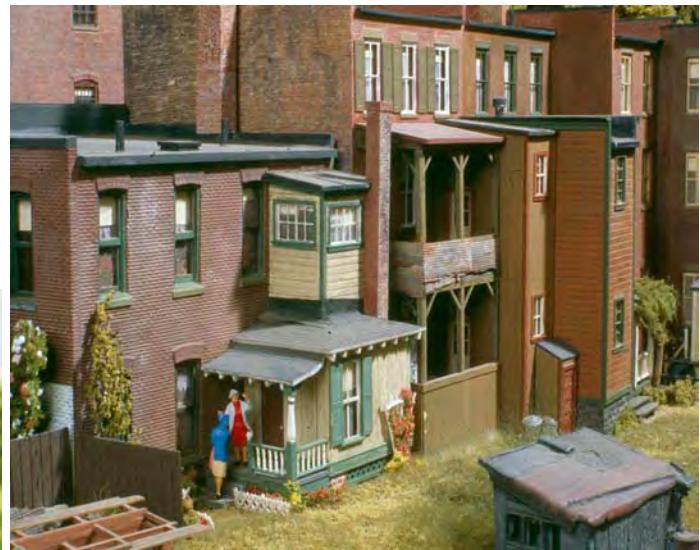
You will see areas of great detail and some areas with little. This is a layout that is still being completed to a plan adopted decades ago. This is a real tribute to the members of the RMRRS. Today’s students were not even born when their predecessors did the research and set down those plans, and yet they continue the high level of work that is the heritage of the layout. All structures are scratch built or possible kit-bashed from styrene. Yes, styrene plastic. There is no wood used here because of often high humidity and sometimes leaky pipes. And you will see pipes, conduits, and gosh knows what, hanging right over the layout because this is the basement of a commercial housing unit.



ALCO Heritage Museum Grand Opening Sunday June 10th, 2012
1910 Maxon Road Ext Schenectady, NY 12308 (518) 374-4628



If you bring your camera you will find that it is difficult to keep the ceiling ‘decorations’ out of anything other than close-up shots. Those close-up shots will later reveal to you incredible details that you just didn’t recognize during the visit. And remember, all of this has been created by students over a forty year period, so please be very careful of the layout.



Effort in details abounds throughout the layout—even in the back yards and hidden areas to create an accurate impression of what life was like in September, 1950.

To the left is town hall—architecturally correct in every detail and made of styrene, as are the buildings in the above photo.

RPI and Troy have had a great influence on the development of railroads in our country and, indeed, on the development of the Nation. Stephen Van Rensselaer, the founder of RPI, was also the first president of the Mohawk and Hudson Railroad. And that railroad provided much of the early developments in railroading including the pilot truck which allowed the large increase in speed of trains.

Ten railroad presidents of the 19th century were RPI alumni, including A. Cassatt of the PRR and two presidents of the Japanese Imperial Railway.

One alumni worked on the Troy & Schenectady RR, the Central Vermont RR, the Rutland RR, the NYNH&H RR and the Erie RR. Then Theodore Judah went on to be the driving force behind the construction of the transcontinental railroad, lobbying Congress and meeting with President Lincoln to get the project government support. He worked with fellow Troy native, Leland Stanford, who became a principle supporter and President of the Central Pacific Railroad. (An excellent book on this subject is *Nothing*

Like It in the World by Stephen E. Ambrose [Simon & Schuster, 2000]).

The transcontinental railroad also depended on Troy in another way. The Burden Iron Works not only developed a machine to make horseshoes but also invented the hook-headed spike and created a machine to make them in the amount needed for this vast railroad expansion. In his book, Stephen Ambrose states clearly that without those spikes and the transcontinental railroad, the west coast and the lands west of the Rockies may have become a separate country.

To power the Iron Works, Burden built a large (62' diameter) suspension water wheel that generated 500 horsepower. It was another RPI graduate that took this idea to create a world changing revolution.

Troy became an industrial and a railroad center in the country. In the 1920s, over one-hundred passenger trains a day went through Troy. There were untold numbers of freight trains and also many milk trains. The passenger trains and milk trains have a strong presence on the NEB&W.



Member Information forms and Directory option:

In an effort to comply with privacy concerns the National has directed us to poll our members as to whether or not they want their names and contact information listed in the Division directory. The Board feels the best way to accomplish this is via our standard member information form. Please fill out the form and let us know if you want to be listed. Of course the form also has a bunch of other great info on it that we can use to help make our Division better. The forms can be found on our website and emailed back to us (in the Forms area of all places) or you can pick up a pa-

per copy from Jack or me at any Division meeting. Please make every effort to let us know your wishes.

Renew your membership: Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my “inbox” and telephone are always open to comments, both pro and con.

From the editor's keyboard:

Hello! How are you doing? I'm the new editor. My name is 'Bert' and my email address is on the list on page 2.

First, let me tell you that I volunteered for this 'job' and I appreciate being accepted for it and the chance to serve the leadership and the members with whatever talents I can bring to it.

Secondly, up front here, I want to thank Tony Bucca for the fine job and precedent that he has set with the *Form 19*. I will try to do at least as well.

I also want to let all of you know that I am truly impressed with the vision, energy, and the amount of effort that the President, Vice President, Treasurer and board members are putting into Hudson-Berkshire Division. I am hoping that I can convey that to you in the *Form 19*.

I want to support the membership (you the reader) and provide material that is useful and interesting to you. Of course the information for the meetings is first and foremost. But I am always looking for interesting material to include in the printed and electronic versions of the *Form 19*. Please email or snail-mail me with articles you have written or point me to something you have read that I can include. I think that *Model Railroader* and *Railroad Model Craftsman* are providing great articles on new technology and techniques as well as new products so I am not going to try to compete at that level. But there is a great deal of information, ideas and just plain enjoyable sites on the internet and material in books. If you have found something you think is interesting, pass that along.

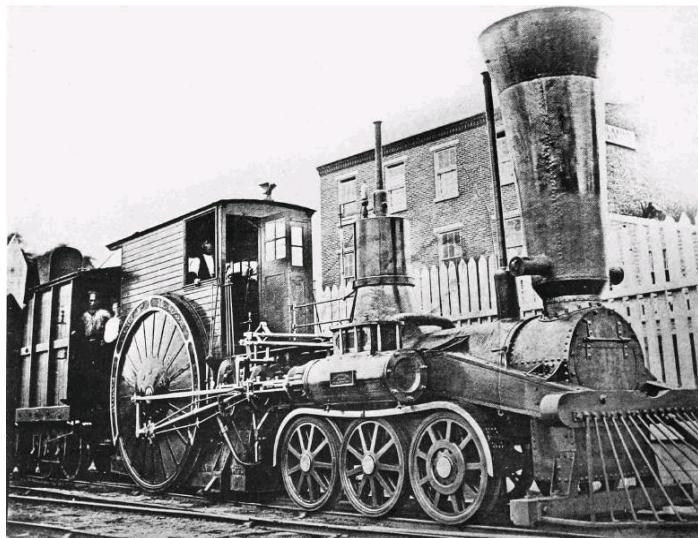
In this issue I have included a first person report from an engineer of his first experience of what one railroad is developing in Positive Train Control. (The track location impressed me – to the .001 mile; that's about 5 feet.) Is this type of material of interest? Should I stick to scale modeling articles? Let me know what you would like.

By the way, there are two versions of the *Form 19*, you know. There is the printed, 10 page, black and white version that is mailed to more than half of the membership. Ten pages is the limit for the basic rate for first class postage. Treasurer and Publisher, Jack Cutler, reports that they cost about \$.86 each to send to you. We are happy to do it as it is a tangible benefit that the Hudson-Berkshire Division can provide to all the members. But we also have an electronic edition in pdf form that is in full color and usually includes extra pages with more pictures and more articles. Please let myself or one of the officers know if you would like receive the benefits of this edition instead of the printed copy.

Finally, I need to tell you that I am pretty much a 'newbie' to model railroading. I set up one as a teenager but didn't do much with scenery or structures. I'm starting to set up a shelf layout that may eventually have a second layer. Now I am look forward to the structures and the scenery. I still am having difficulties with the concepts of operation. Every time I visit a layout that one of you have created, I find myself having to be careful not to drool all over it. I am sucking up ideas and information like a sponge. Thanks. Bert



Puzzler



Welcome Aboard
To Our
New Members

On to the puzzler: Last month member Artie Krass successfully identified our mystery Pennsylvania locomotive as a class 3/8000 battery powered street switcher (later gasoline powered) used at dockside locations in Philadelphia, Jersey City and Baltimore. The rubber tired locos where built in 1912. Here is a link to a little history on the class and several more pictures of various types. <http://prr.railfan.net/RubberTiredSwitchers.html>

Congratulations to Artie for picking out this oddball face in the crowd of PRR locomotives; he was presented with his coveted HBD mug at Jack Smolik's.

To the left is the locomotive to identify this month, 1 hint, US railroad and yes they actually built it.

Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the May Form 19.

Skip Densing, Troy, NY
Frank Russell, Stockbridge, MA
Al Wheeler, Hagaman, NY



Up coming Events!!

- 5/18/12 Jack Ellis Craftsman kits 101 Clinic
- 6/16/12 Family day, Saratoga & North Creek Railroad Dome Car ride
- 9/21/12 Paul Delasco's Boston & Albany

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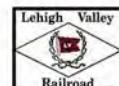
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Reporting from the real world of railroading

Reporting one man's Positive Train Control experience sent to one of our members and passed on to the *Form 19*.

Our member says, "Got this from a UP engineer who works out of Boone (Iowa). The UP is rolling out a new program called 'Leader'".

Yesterday I had my first "LEADER" equipped coal train, with the third GPS computer screen that will eventually replace the conductor and engineer. It shows pretty much everything you need to know, once you program in your location, engines, tonnage and

length. The screen tells you if you are going uphill or down, around a curve or on straight track and to what degree, when to throttle up and down, when to set air and how much (but only in dynamics), locations of crossings and bridges etc.

It gets mad when you power brake and discontinues all prompts until you release the air.

You see exactly where your train is at on the track profile, the forces being exerted, speed, throttle position, SUGGESTED throttle position etc. If you program in your subdivision, it will show all slows, form B's etc in the paper orders. It knows when the train clears the slows and tells you to accelerate.

And for what it is worth, it did want you to maintain the maximum allowed speed, only shutting down a little earlier when topping hills, to save fuel. I'll include a pic of the screen.



On the profile, it also shows what the speed will be in a couple of miles at the current throttle setting (white/red boxes), which is nice for seeing if you are going to make the hill according to the computer or be out of control at the bottom of a hill.

It was within 1 mph of being correct topping Arcadia, and adjusted for it along the way up, depending on how fast we were going at what exact milepost location.

And it shows the exact milepost location, 240.207 in our case when I took the photo, which will be nice for reporting rough or dead track.

The yellow throttle/suggested throttle means I need to change my throttle position to match.

When it is happy, the boxes are green.

Mine were mostly yellow, with a lot of discontinued prompts for power braking too much.

It is definitely a distraction. I found myself watching the screen more than

I was watching the track ahead, and finally covered it up with my wave sheet.

I can only handle so much criticism on my train handling in one trip anyway.

Fun to play with for now but once they hook it up for real, watch out.

All my "failures to comply" will go right to my manager in Boone and Omaha will be saying either comply or get out. Eventually the computer will take over when I don't comply.

I had to be moving over 5mph before the thing would activate, so I suppose they will keep engineers on for starting and stopping purposes, then let the robot run in between. Interesting, but scary.



FORM 19

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

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Order Number 282

10

FORM 19



A picture of the detail in the Troy Union Station on the NEB&W layout.

This is a scratch built, styrene structure.

The article below was taken from the Union Pacific website regarding their intention for Positive Train Control. This article is dated October, 2008. The intention was to have a system working by 2012 and the creators of the system appear to be near or at their goal.

Union Pacific Initiates Aggressive Positive Train Control Implementation Plan for Commuter Lines in the Los Angeles Area By 2012

Omaha, Neb., October 08, 2008 – Union Pacific Corporation (NYSE: UNP) announced today that it has developed an implementation plan that should deliver Positive Train Control (PTC) technology to UP rail lines shared with commuter lines in the LA region in the year 2012.

"UP has begun testing our version of PTC, called VTMS, across 456 miles of track. This testing will allow us to further validate hardware and software technology requirements to implement it across our network," said Dennis Duffy, Union Pacific executive vice president-Operations. "A metropolitan area such as LA presents unique operational and technical requirements such as the high volume of radio spectrum needed and shared lines between freight and passenger trains."

PTC is a predictive collision avoidance technology that can stop a train before an accident occurs. PTC is designed to keep a train within authorized limits on a track and under its maximum speed limit. To accomplish this, sophisticated technology and braking algorithms will automatically bring both passenger and heavy freight trains to a safe stop. This will help prevent train-to-train collisions, over-speed derailments and casualties or injuries to the public and railway workers.

UP's version of PTC, Vital Train Management System (VTMS), will be tested on freight lines in Iowa, Nebraska and Wyoming, and in Washington and Idaho as part of an international test with Canadian Pacific Railway. When necessary, VTMS will override the engineer or operator of the train.

Today, UP also announced the establishment of an interoperability agreement with Norfolk Southern and Burlington Northern Santa Fe. The agreement is symbolic of the dedication of the industry to implementing PTC and providing safer rail operations. Interoperability is one of the key challenges since freight and passenger trains share tracks and must be able to exchange and use information.

Passed October 1, 2008, The Rail Safety Improvement Act of 2008 requires all Class I railroads and passenger railroads to implement a PTC system by December 31, 2015 on all main line track where intercity passenger railroads and commuter railroads operate, as well as on lines carrying hazardous materials. Train signal systems such as Automatic Train Control (ATC) and Automatic Train Stop (ATS) are used across many rail networks today, but these are not PTC systems. ATC and ATS are reactive systems which means that they wait for train engineers to acknowledge alarms and would not prevent collisions under all circumstances. PTC involves robust, predictive technology that detects upcoming conditions and takes control of the train when needed.



Train and traffic control in 1950



FORM 19

THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF THE
NER-NMRA

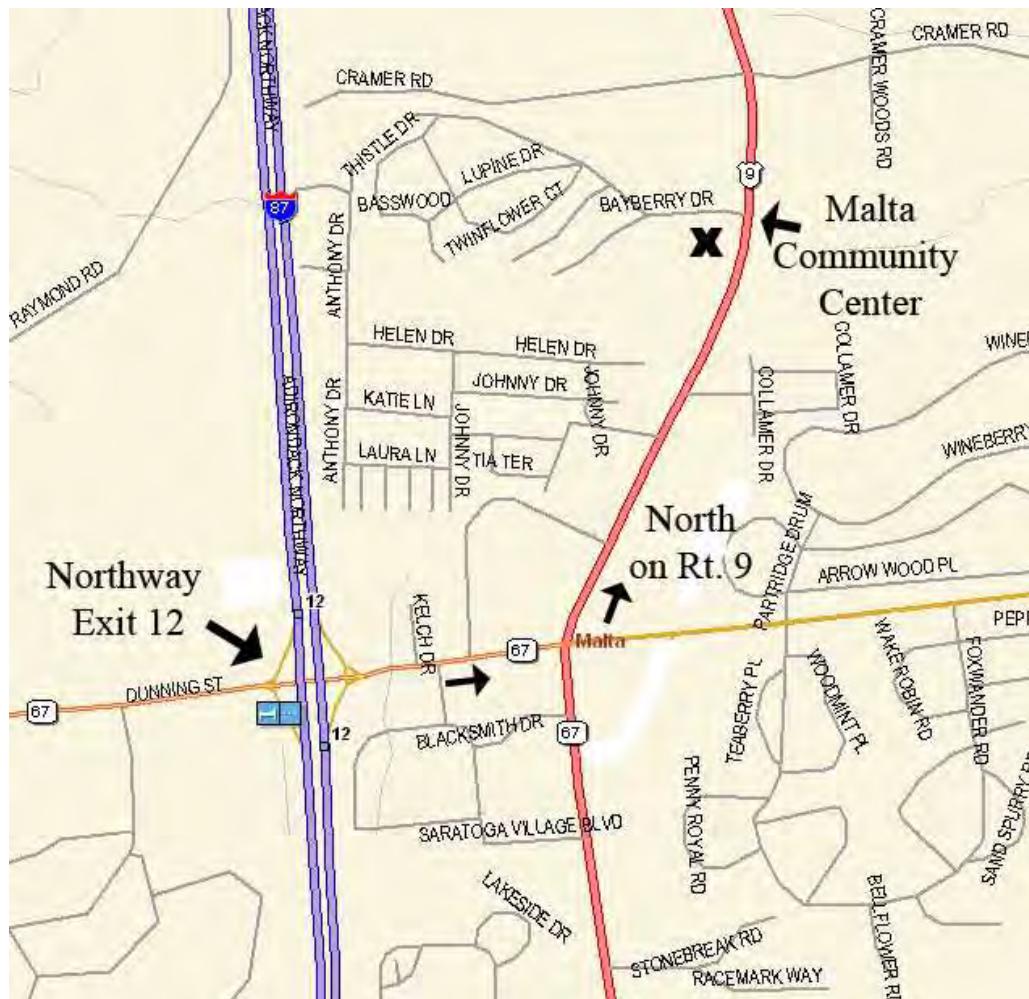
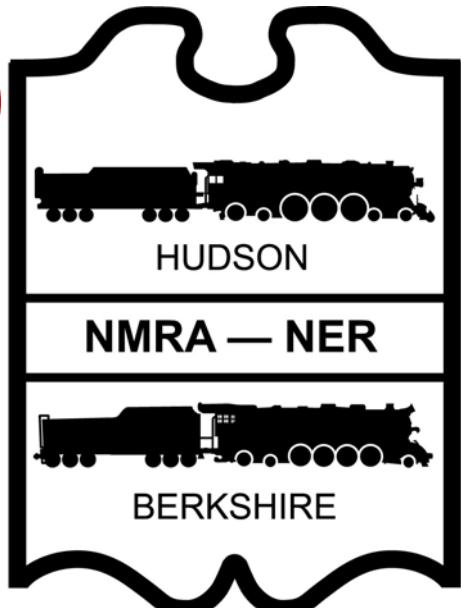
Order Number

May 2012

Laser Kits 101—A Clinic by Jack Ellis

Sponsored by Bar Mills and Art Fahie

Malta Community Center—May 18th 7:00-9:30PM



The Malta Community Center is at 1 Bayberry Drive, Malta, NY

Bayberry Drive is accessed from Route 9 and is north of the intersection with Route 67.

Route 9 is east off of Exit 12 on the Northway

This is the same location as the February, 2011 Division meeting .

There will also be a model showcase display,

www.hudson-berkshire.org





FORM 19

Form 19 is published eight times per year, for members of the Hudson Berkshire Division plus for newsletter subscribers (at \$12.00 per year). The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form 19* in no way constitute an endorsement by the Division.

Contributing to the *Form 19*

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or emailed to the editor. Please include return postage if you would like materials returned.

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The Ready Line

Paul Hoffman

I usually write this column as an informational treatise about the state of our Division and as a bulletin board of upcoming events. And so it was to be again this month, a heartfelt ‘Thank You’ to Kevin Surman and John Nerich for coming together and allowing the Division to visit the Rensselaer Model Railroad Society.

I would then discuss our upcoming clinic night on May 18th at the Malta Community Center, with noted clinician and master craftsman Jack Ellis.

Then I thought...let's talk about something different. Not that the above issues are not interesting and important but Bert gives me a whole page to express my thoughts so why not use it?

During last Friday's post meeting review, something we try to do after every Division event to make sure things went as planned and to critique things we can do better next time, I was involved in a far ranging conversation with members of both the RPI group and our Division. After discussing this, that and the other thing we got on to the topic of: “Are you embarrassed for others to know you are a model railroad enthusiast?” An interesting question don't you agree? This of course got me thinking and stimulated a little impromptu research which in turn leads us to this article. So I'm curious as to how others view our hobby and how we filter our interest in model trains when we deal with the “outside” world.

I, personally, am not “embarrassed” to be a modeler (I use the broader term due to my interest in not just trains but other modeling forms, from Legos to

1/35 scale plastic AFVs and model cars) but I am somewhat circumspect about whom I share this information with. I sometimes wonder if I am taken a little less seriously when someone knows that I “play with trains”. That's how many people see a hobby, any hobby, as play time. Now that's not necessarily incorrect, after all there is some play involved, of course, but there is also research, creativity, construction, imagination and all those attributes that make our hobby so much fun!

Part of the discussion we had that night centered on how “tough” (I can't actually print the words used in a family newsletter) employees of the real railroads are on coworkers who admit to being model railroaders. Now I've never worked for a railroad company so I can't vouch for the comment (I'm sure several of our members who do can shed some light on the topic) but I have worked in some pretty tough environments where any perceived “weakness”, i.e. playing with “kids” toys, will set you up for some merciless ribbing.

Of course we are all aware of the general populations' view towards modeling. How many times have people looked askance at you because you like model trains? My favorite snarky comment and it is usually well meaning, is “My 5 year old loves Thomas the Train” as if to equate what we do with your average 5 year old. How many times has your spouse or girlfriend rolled her eyes when we get on about some interesting segment of the hobby?

(Continued on page 3)

Now of course these are just generalizations and I'm sure your families are very supportive of your hobby endeavors... or not. But the point is still the same, how do people view us when they are aware of our hobby?

I grabbed this quote attributed to humorist Garrison Keillor from a very perceptive blog on this subject:

"I, for example, would dearly love to receive a model train layout similar to the one of my childhood, which rusted and decayed, I remind myself every year not to want it too much, but I do, and I never get it. A man my age can't simply walk into a store and buy a model train set for himself; people would talk, people would chuckle behind his back, and one day he'd come home to find an attorney sitting smiling in the living room, who would explain to him in easy-to-understand terms, using simple declarative sentences, why his financial affairs will hereafter be managed by his nephew Vince."

The blogger, JDL56 (whose real name I don't know, curious, considering the subject matter) sums up the conundrum quite nicely and I'll use his words to close out the topic. Feel free to respond to this article. I'm very interested in seeing what others think about this subject. I can be reached at trains@hudsonberkshire.org

"Again, I'm not embarrassed to be a model railroader. I will talk about it with others, if it's appropriate to do so. But I usually wait to see if something like the topic of hobbies or interests comes up before mentioning it.

What about you: Are you careful who you tell about being a model railroader? Or don't you care who knows you "play with trains"?"

A couple of business notes:

Jack Ellis Clinic: Our next Division meeting will be Friday May 18th from 7:00 to 9:30 at the Malta Community Center, Bayberry Drive, Malta, NY

12020. Jack will be giving his famed "Craftsman Structures 101" clinic. On tap that night will also be a model showcase and a raffle, so bring along a project that you've been working on to show off. We expect this to be a full house so plan accordingly.

Family Day: The Dome car that we have reserved for our June 16 family day is sold out. This promises to be a great day to spend with your family and Division friends. Model Railroader Magazine's Tony Koester and wife will be joining us along with NMRA Northeast region president Scooter Youst.

Form 19 articles: Please be sure to forward your stories, articles, pictures, random musings, insane ramblings and anything else our readers might find interesting to Bert at gpflegl@nycap.rr.com

Renew your membership: Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my "inbox" and telephone are always open to comments, both pro and con.



Photo of Saratoga & North Creek Railroad © John Sesonske from Railpictures.net



Laser Kits 101—A Clinic by Jack Ellis

Kevin Surman

Laser Kits; it seems like new companies spring up every day. Almost any structure you can think of is being built today. We have companies that deal only with prototype structures and others that start with prototypes and add a little artistic license. When you build a structure you want the structure to tell a story; relate to the viewer the time and date of the scene and the purpose of the structure. We will be dealing with structures in this clinic but some of the techniques can be used on other aspects of the hobby. The clinic will address the things you will need to build them, paint them and detail them.

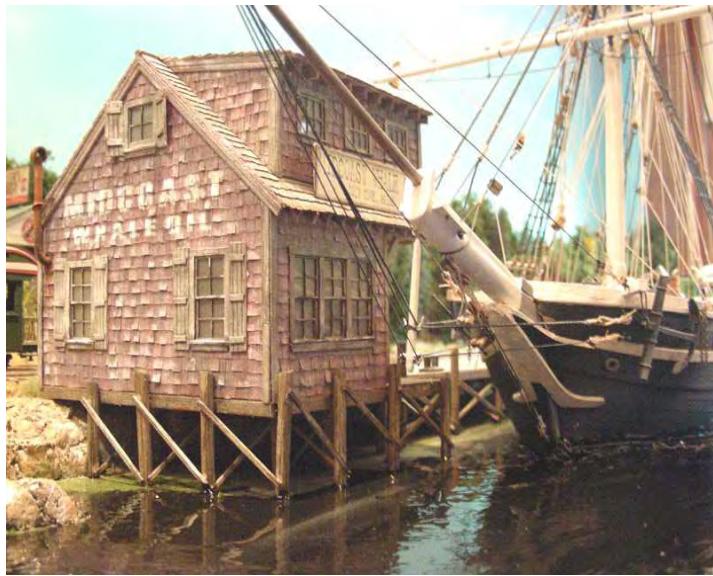
By Jack Ellis

known for his articles and clinics and as a primary model builder and design consultant at Bar Mills Scale Models. In this clinic, he will address how to build a craftsman kit from start to finish. The clinic will cover choosing a kit to build, basic tools, advance tools, paints, adhesives, signs, windows, walls, roofs and detail parts. Jack will also share a new technique for making painted wall signs without the hassle of sanding the back of the paper down, so if you would like to try this for yourself, bring a sample of your favorite signs. No matter what your skill level, you should learn many useful techniques that will improve your modeling.

We are also having a model showcase at this same meeting so please bring something to display. This is a great time to show others your latest modeling accomplishments and projects in the works in a non-contest format.

I hope to see you in May,

Kevin



Jack Ellis model from the Bar Mills web site.

We are (I especially am) excited to bring this clinic to the division membership. Jack is an established modeler and NMRA contest judge who is well known for his attention to detail and expertise in building contest level structures. Jack is also well



From the Bar Mills website



Puzzler

On to the puzzler: Last month we had two winners! Both entries arrived via email at the same time, are you sure you two weren't working together? Congratulations to Ralph Balfoort and Dave Gould who received their coveted HBD mugs at the RPI meeting. They both identified the locomotive pictured as Crampton, built by Robert I. Stevens for the Camden & Amboy. Dave provided a quite detailed history of the locomotive along with references from real live books and not the internet! Dave's full response appears in this issue.

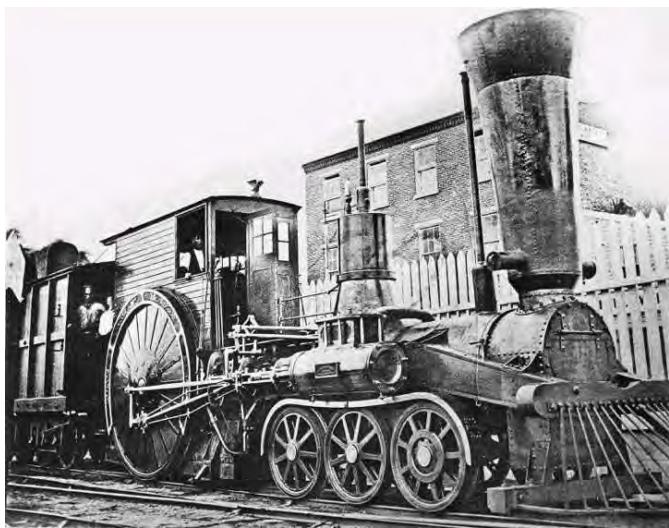
So this month let's see if we can figure out what this is:



The writing on the photo says "Motor Car Roslyn A1, 1910". So yes, we know it's a motor car, tell me more....

Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the June Form 19.

Remember this 'thing'?



Last month's puzzler was this strange (horrible) looking thing that had to be something created for a horror movie, right? Wrong! It was really just an attempt to try something different by someone who had already produced a lot of correct answers, especially for this country and the start of railroading.

As Dave Gould wrote: "The image of the "puzzle engine" is of a Crampton patent engine built by Robert I. Stevens for the Camden & Amboy in the Norris works (Philadelphia) in 1850. A series of these engines, weird by our eyes were built, where two had 84" drivers and five more that had 96" drivers! They had substantial power and great speed, but poor adhesion. Most were rebuilt as 4-4-0's by 1857. But don't laugh, not yet!"

Edward S. and Septimus Norris founded the Schenectady Locomotive Engine Manufactory in 1848. Among other engines, they built a Crampton 4-2-1-0 engine, the "lightning," in 1849 for the Utica & Schenectady-Utica-Syracuse roads, precursors to the NY Central. It had the same problems: fast, but poor adhesion and, worse, it tore up the strap rail track after the early winter thaw of 1850 and caused much damage and at least one death. These single driver machines had a curiously long life, several were built in England, France and elsewhere into the 1890's. They



ALCO Heritage Museum Grand Opening Sunday June 10th, 2012



were fast, but not practical for American rail lines with rough and curvaceous track.

You can see a an artist's vision of this wonderful, and curious engine prepared by Howard Fogg at the opening of the Alco Heritage Museum on June 10, 2012. How's that for a shameless plug? See "American Single Drivered Locomotives" by John H. White, Jr., Smithsonian Press, 1973."

And so the ugly engine is tied through Robert L. Stevens to the Norris Works, which is the famous early builder of locomotives, and the Norris Works connected to the Schenectady company that became ALCO.

And one might end the answer right there and be none the wiser about Robert Stevens or the untruth that this editor repeated in the last issue of the *Form 19*.

In trying to learn a bit more about the Camden & Amboy Railroad and why this locomotive was considered, this editor searched the internet (a wonderful thing) and found considerable references to the railroad, Robert L. Stevens, and his father, John Stevens.

From the Scientific American Supplement (vol 7, 1894) we read that in early in October, 1830, and shortly after the surveys of the Camden and Amboy Railroad (started by his father, John) were completed, Robert L. Stevens (born 1787) sailed for England, with instructions to order a locomotive and rails for that road.

At that time no rolling mill in America was able to take a contract for rolling T rails. (More of the 'T' rail a bit later.)

Robert Stevens advocated the use of an all-iron rail in preference to the wooden rail or stone stringer plated with strap iron, then in use on one or two short American railroads. At his suggestion, at the last meeting held before he sailed, after due discussion, the Board of Directors of the Camden and Amboy Railroad passed a special resolution authorizing him to obtain the rails he advocated.

During the voyage to Liverpool he whiled away the hours on shipboard by whittling thin wood into shapes of imaginary rail cross sections until he finally decided

which one was best suited to the needs of the new road.

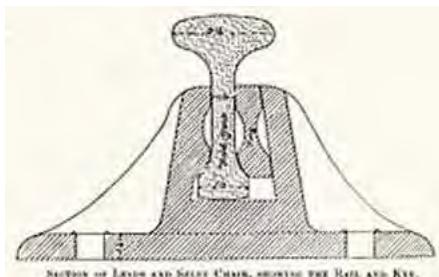
He was familiar with the Birkinshaw 'T' rail, with which the best English roads were then being laid. John Birkinshaw was a 19th Century railway engineer from Bedlington, Northumberland, England noted for his invention of wrought iron rails in 1820. His 1820 patent for rolling wrought-iron rails in 15ft lengths was a vital breakthrough for the infant railway system. Wrought iron was able to withstand the moving load of a locomotive and train unlike cast iron, used for rails until then, which was brittle and fractured all too easily. Birkinshaw's wrought iron rails were taken up by George Stephenson in 1821 for the proposed Stockton and Darlington Railway, the railway that effectively launched the rail era.

But Stevens saw that, as it required an expensive 'chair' to hold it in place, this rail was not adaptable to our country, where metal workers were scarce and iron was dear. He added a base to the 'T' rail, dispensing with the chair. On the trip he also designed the "hook-headed" spike (which is substantially the railroad spike of to-day) and the "iron tongue" to connect pieces of rail, and the rivets (which have been replaced by the bolt and nut) to complete the joint.

And thus the "hooked-headed" rail spike was not invented by Henry Burden as suggested in the March *Form 19*. But Burden did invent the machine to make them in the quantities needed for railroad expansion, especially the transcontinental railroad. So my error is corrected and my conscience (somewhat) relieved.

Now that 'T' rail and the chair used to hold it is shown in this drawing from the Leeds and Selby Railway that opened in 1834 and is still in existence. Note that the wedges used to hold the rail in the seat were originally made of iron, but were later made of compressed and dried oak that would swell when it absorbed moisture from the air and lock the assembly together.

New members' list to be published next month.



Rail chair and key from Leeds and Selby Railway, about 1834 showing 'T' rail, iron (later oak) key and chair.

The Stevens used plates and spikes to hold the rails to stone blocks that 'anchored' the rail. An example of this early type of rail on stone shows that it may have had more drawbacks than cost.



And Stevens did find a company to roll the style of rail that he designed but he had to put up enough of his own money to repair the rolling mill in case it were damaged before the owner would agree to the job.

Initially "the rails came from the rolls twisted and as crooked as snakes," but the mill men soon learned how to straighten the rails as they cooled. 550 of the 18', 36 lbs per yard rails arrived in Philadelphia in May, 1831 and 31 mile of the line were laid by the summer of 1832. The stone blocks were later abandoned in favor of what have become known as 'ties.'

And the rest is history.



Empire Junction '12

September 6-9, 2012 Liverpool, NY

Holiday Inn on Electronics Parkway

We are excited to announce that the Registration Packet and Form for the Northeastern Region Fall 2012 convention is now available on the Empire Junction '12 website.

Visit the convention website and download the pdf form, then use Adobe Reader to open the form and to fill in and complete the form. You can then save and print your completed form and mail it in to the convention registrar with your payment.

Use this web address to visit the Empire Junction '12 Registration website:

<http://empirejunction.org/registration.html>

See you in Syracuse!!

Sincerely,

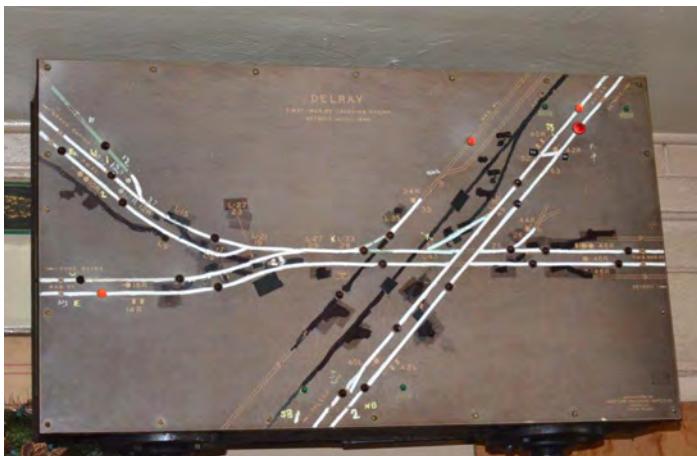
George "Scooter" Youst

Northeastern Region NMRA President



Located underneath the I-75 expressway on the south side of Detroit is one of the oldest parts of the CSXT system. In the town of Delray, MI is Delray Tower, a 24 hour manned operation that controls the crossings of the Pere Marquette (now CSXT), the Wabash (now NS), and the New York Central (now CR Shared Assets). CN and CP also access the junction via trackage rights. The tower, still using ARM-STRONG levers (although pneumatically controlled) sees up to 100 moves through the plant during the average day.

From an email passed along to the editor.



Up coming Events!!

6/16/12 Family day, Saratoga & North Creek Railroad Dome Car ride

9/21/12 Paul Delasco's Boston & Albany

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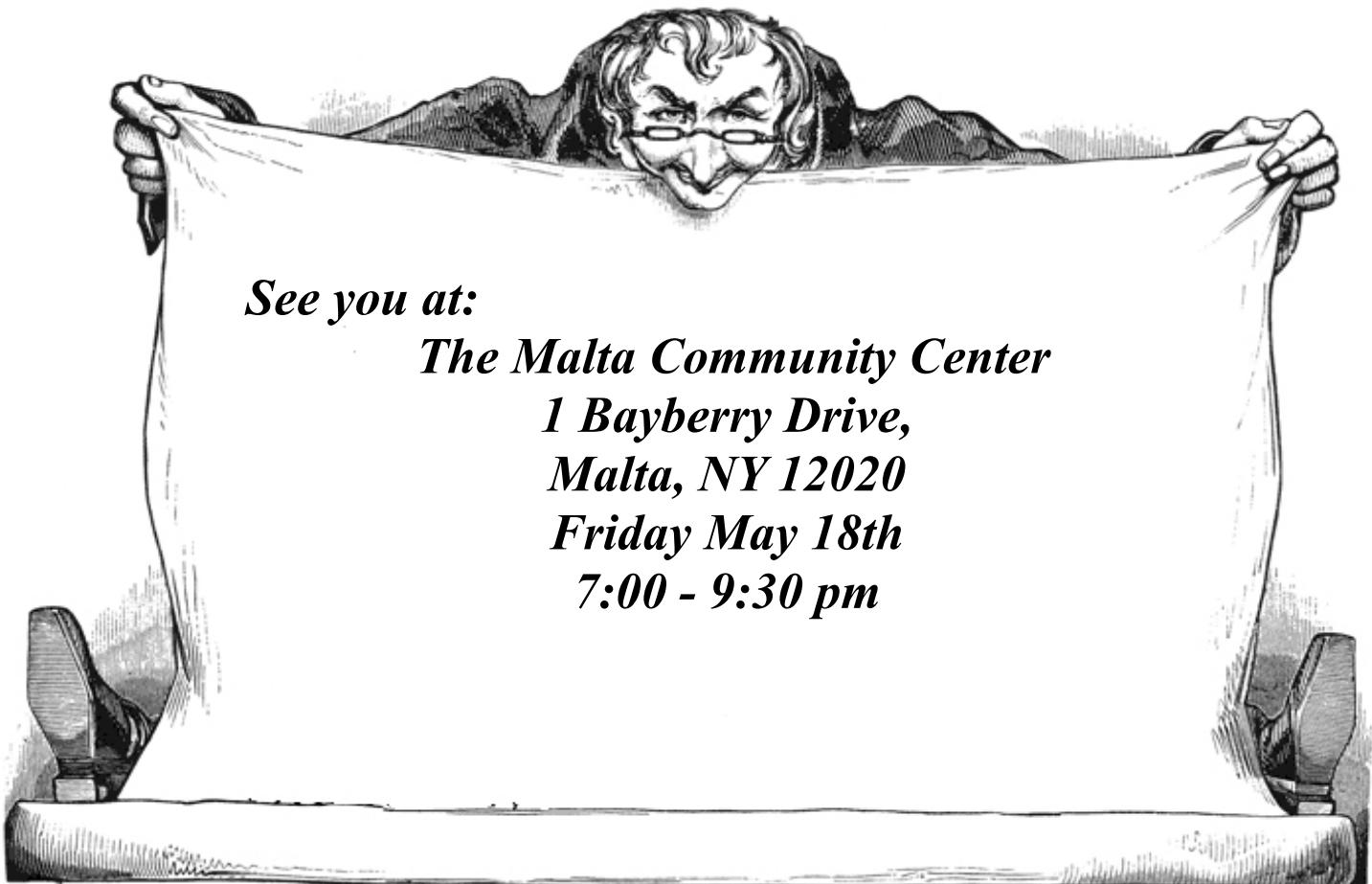


Some pictures of Hudson-Berkshire members enjoying their visit to the New England, Berkshire and Western Railroad at RPI.

Thanks to Garrett Ewald for the photos.

Thanks, too, to John Wallace, President and Eddie Lau, Vice-President of the NEB&W for their help in arranging our visit.

And thanks to the members who volunteered and helped with the meeting.



See you at:

The Malta Community Center

1 Bayberry Drive,

Malta, NY 12020

Friday May 18th

7:00 - 9:30 pm

FORM 19

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

First Class

Order Number 283

FORM 19

THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF THE
NER-NMRA

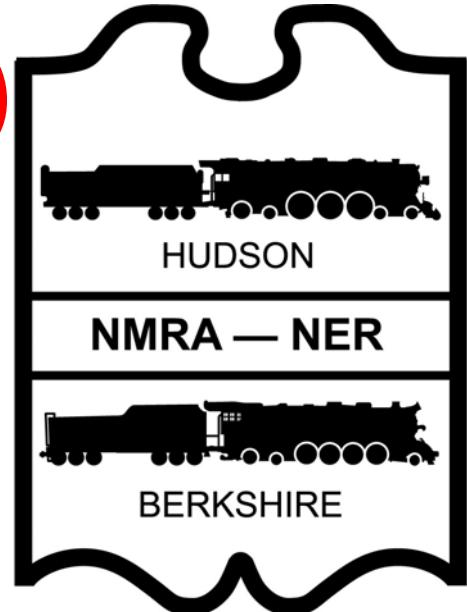
Order Number 284

June 2012

Hudson-Berkshire Division Sponsored

**Ride the Dome Car of the
Saratoga & North Creek Railroad**

Saratoga Springs 57 miles to North Creek



-The Event of the Season-

Saturday, June 16th

10:00 AM; Return 3:15 PM

From the

Saratoga Springs Amtrak Station

Please arrive for boarding

By 9:30 AM

Approximately 50 minute

Layover in North Creek



RailPictures.Net - Image Copyright © John Sesonske

The Division has reserved all the seats of the dome car for this trip and all seats have been filled.

The Saratoga & North Creek Railway is a scheduled railroad offering daily service between Saratoga Springs and North Creek starting Memorial Day weekend until October 31st. Visit SNCRR.COM for more information or pick up a brochure at an activities display rack.

Photos by John Sesonske; used by permission



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www.hudson-berkshire.org





FORM 19

Form 19 is published eight times per year, for members of the Hudson Berkshire Division plus for newsletter subscribers (at \$12.00 per year). The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form 19* in no way constitute an endorsement by the Division.

Contributing to the *Form 19*

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or emailed to the editor. Please include return postage if you would like materials returned.

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The Ready Line

Paul Hoffman

The days of summer rail-fanning are upon us! Despite the storms of the last few days the weekends have been marvelous for getting out to your favorite train watching spots and taking in the sights. During these excursions please remember to be safe and to avoid encroaching on Railroad property. No need to spoil a beautiful day with a run in with the Railroad police.

Our clinic night with Jack Ellis was a rousing success! Jack played to a packed house at the Malta Community Center and enthralled us with his modeling techniques. I am requesting permission from Jack to post his clinic notes on our website for the Division to share. Keep a lookout. The model showcase was also well stocked with several works in progress. Thanks for bringing your handy work to show off to your fellow members. I was quite interested in a car ferry scene that was on display and I keep trying to figure out how to bring one to life in the middle of the Mojave Desert?

Father's day weekend will find us on the Saratoga and North Creek for our Dome car ride. The train will leave the Saratoga Springs Amtrak station at 10:00 am sharp on Saturday, June 16. Please be at the station by 9:30 am to pick up your tickets from Kevin Surman on the platform. We will be raffling 2 cab rides (1 outbound and 1 inbound) at \$1.00 per chance with all proceeds going to our Toys for Tots fund. Adults only on the cab ride. We have reserved the dome car for the Division which includes a lounge on the lower level. Model Railroader author Tony Koester and his wife will be on board along with Northeast Region President Scooter

Youst and Regional AP Chair and New York Director, Bill Brown. There's rumor that Mr. Koester will have a short presentation for us during the trip. Speaking of cab rides I'd like to thank the membership and the Board for your wonderful show of appreciation to me. Garnering a cab ride on a BL2 will be one of the highlights of my long standing love affair with trains and the BL2 especially. I cannot express how unexpected and moving this gift was. I don't do this job for accolades or praise and it is a team effort to run this Division. As Hillary Clinton said, "it takes a village" and I'm just part of that village. Thank you all so much.

On another note please be sure to lend your support the Grand Opening of the ALCO Historical Museum on Sunday, June 10 from 1:00 pm to 5:00 pm. The museum is located at 1910 Maxon Road Ext, Schenectady, NY 12308. They are in the old Dimension Steel building at the end of Eire Blvd where Freeman's bridge crosses the Mohawk River. In addition to the various displays of ALCO heritage, including the Black Beast, the last surviving ALCO race car built in 1909 and an M47 Patton tank: the Canadian Pacific will have a locomotive parked on the museum's rail siding. Check out their website at www.ahs.org

My column last month sparked some lively comments! With several members chiming in with their thoughts, we have reprinted many of the emails on the pages of this issue. The consensus seemed to be: "Be proud of your modeling hobby!" A thought I couldn't agree with more! Some of the stories did reflect the reality of sharing that pride, with the

mention of “foamers” and “funny bunnies” and the inability of some folks to accept our pastime but all the comments were positive and I thank you all for sharing them. Please continue to send me your thoughts on the subject: “Are you embarrassed for others to know you are a model railroader?”

A couple of business notes and the puzzler:

- **Facebook page:** I'd like to encourage those of you on Facebook to visit and “like” our Facebook page: just look for Hudson Berkshire Division. It's a great place to share rail fan shots, photos from our meets and other neat stuff. Despite the tanking of FB stock, our site is a pretty cool place to meet in the “virtual world”.
- **New members:** Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.
- **Get involved:** We have a lot of great activities coming up next season, but we need everyone's help and input to continue our Division's success.
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at gpflegl@nycap.rr.com
- **Renew your membership:** Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

On to the puzzler: John Carpenter was 1st across the finish line with his correct identification of the McKeen Motor Car Company “Roslyn”. John received his coveted HBD mug at the Jack Ellis Clinic. Our resident historian Dave Gould contributed another interesting explanation that I have included here.

This puzzler is too easy! It is a McKeen motor car from about 1904-08, gasoline powered self-propelled. Edward Green Budd was involved with its production (later the Budd Co.) William E. McKeen was Supt. of motive power for the U.P. He developed this knife-prowed"chain drive car as a cost cutting service for light traffic branch lines. Dig the port hole windows, an attempt at pre-streamlining well ahead of the future. He built his own plant and built about 150 of the cars. They saw service on about four dozen roads. But they were not a success and most roads gave them up after a few years due to mechanical un-reliability. One has been saved, and restored to operation by the Nevada State RR Museum in Carson City, a V & T car of course!

A note on the use of wood cross ties: John B. Jervis is generally credited with the introduction of wood crossties. When building the Schenectady & Saratoga, he was well aware of the damage caused by frost heaves forcing the track out of gauge, to the granite stone blocks used on the Mohawk and Hudson. The blocks cut by prison labor at Sing Sing were still expensive and very slowly delivered. As an expedient, he substituted wooden cross ties with a wooden stringer and strap rail and found that this system was more flexible and cheaper than stone blocks. All of the 1830's roads had the same experience (i.e. B&O U&S, etc.) and switched to wood, even though untreated, it was cheaper and more reliable. The T-rail that you rightly credit Stevens was the next big breakthrough. The Schenectady & Troy was the first RR in NY State to be built with T- rail, completed, Nov. 1841. The crude wobbly tracks of early US roads was the reason that rigid 4 wheel English engines, like the John Bull, or the incredible Crampons were unsuitable for American conditions. The Jervis four wheeled swivel truck was the solution, first with 4-2-0, and later by 1850, the American'4-4-0.



Puzzler

Now normally I don't include a puzzler over the summer hiatus but I will give you a photo to contemplate as you wile away those summer days.



When did this run, what was it called and where did it go?

Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the September *Form 19*.

Have a great summer and I'll see you on the train.

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my "inbox" and telephone are always open to comments, both pro and con.

WELCOME ABOARD TO NEW MEMBERS

Sarah Maggi, Clifton Park

Jon Passero, Amsterdam

The following are some of the responses received in response to the question "Are you embarrassed for others to know that you are a model railroader?"

From Herb Insley-

I got around to re-looking at the "Form 19" and I have been a railfan from my youth after getting a cab ride from a friendly engine-man and then working at various jobs on the railroad. I remember keeping secret your interest in trains for fear of getting ribbed. We were sort of keeping in the closet. It was obvious that many employees were fans but we didn't advertise it because we then would be referred to as "funny bunnies". Bruce Sterzing could get away with it, but not the basic worker.

From Dave Gould-

As to being uncertain about letting others know of your hobby interests, I am amazed. In England "train spotters" and rail enthusiasts are not only accepted, they are the backbone of rail preservation, working branch line museums and model rail clubs! Why we here in the States cringe to tell some Yahoo or utterly ignorant politician that rail history, rail trails, working rail museums and model railway clubs are important cultural and social activities that healthfully support communities and local tourism is astounding. As a former teacher, at the high school and college level, a museum professional and a retired railroader, I also happen to like and build scale models. And your problem is? For young and old alike this is the opportunity to educate, entertain and bring the "great unwashed" into the, dare I say it, the World's Greatest Hobby! It is in fact the one leisure interest that appears in every country in the world, even ones without railroads! I spent last Sat. with good friends, among them a 7 year old boy, at Conn Antique Machinery Assoc. (CAMA) in Kent. I go every year to ride on the tender of a 3 ft. gauge 2-4-2 steam engine, we had a grand time. So did about 1,000 others, all ages, all known sexes.. If people don't understand the diversity of the hobby, whose fault is that? I tolerate professional sports and other really stupid things. The world can do the same for us! Nuff Said!



From Bill Brown-

Another excellent newsletter! I can relate to your discussion of people's reactions to hearing that you are a model railroader. The way I look at it model railroading makes me a complete person. I am beyond worrying about what people think. I travel, I play sports, I read, I attend Broadway shows, I have an appreciation for music...and I am an artist in miniature!

From Ben Maggi-

In regards to your comments in the Form 19, I usually tell people I am a modeler and model all sorts of things: trains, cars, planes, etc. I also consider my layouts to be more 3D works of art than train layouts, though when I show people my American Flyer train under the tree all pretenses go out the window as we run the trains round and round.

From Bert Pflegl-

Am I embarrassed to tell anyone that I am a railroad enthusiast or that I enjoy model trains? Certainly not! Most people have not heard of the great changes brought to society and to our country by railroads. The peoples of the world and their goods from Julius Caesar to Thomas Jefferson could travel no faster than a horse. The railroads changed that and have been a great force in making the societies of the world (and our country, especially) what they are today. People need to be reminded of that.

As model railroaders we often bemoan the lack of younger people becoming involved in the world's greatest hobby due to their involvement in the virtual realities of video games. And yet, model railroaders were the first to create virtual reality worlds and be able to share them with others (excepting books and movies, perhaps). Model railroaders create societies where, if you ask them, they can tell and show you how the people of their creation live and move about. Each railroad often has a 'good story' behind it. In developing the story and the model railroad, we develop ourselves. Embarrassed? No way?



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September 6-9, 2012 Liverpool, NY

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<http://empirejunction.org/registration.html>

See you in Syracuse!!

Sincerely,

George "Scooter" Youst

Northeastern Region NMRA President



ALCO Heritage Museum Grand Opening Sunday June 10th, 2012



The following is a submission by one of our members about his recent experience and what it takes to bringing railroading and model railroading to a large group of young people. The Edaville Railroad is in Carver, MA

Railroading with the Boy Scouts

by Ralph V. Balfoort

Back on December 16, 2011, Mr. Warren Riccitelli posted a message on the VRSandRutland Yahoo group announcing that the Narragansett Council of the Boy Scouts of America would be holding a Railroading Camporee at the Edaville Railroad over the weekend of May 18-20, 2012; the camporee would be sponsored by the Northeast Region of the NMRA. The program would be essentially what the NMRA has helped present at the BSA's National Jamboree. At the time, this presented a dilemma for me as those were the planned dates for the Fort Orange District (Albany County) Camporee. Since I'm a registered counselor for the Railroading Merit Badge *and* a member of the NMRA, I responded to Warren that I would be interested in being an instructor.

Over the next few months there would be continued correspondence regarding courses to be taught, overnight accommodations (tent or off-site hotel), shirt size, and other administrative details. One of the most important items would be to make sure everyone was current with BSA Youth Protection Training – you must've taken the course within the past two years or you can't participate in the activity. I knew I was current, but it would come down to a last-minute printout by our council registrar to prove it. The district camporee had earlier been cancelled when the facility (Stratton ANGB) became unavailable; instead, it would be Ordeal and Service Weekend for my chapter of the Order of the Arrow, Scouting's honor society. Oh, well!

A few days prior to the camporee, I went on-line to check the weather forecast for the weekend. I couldn't believe it! Highs in the mid-70s, partly cloudy skies, and a near-zero percent chance of rain. Boy Scouts always say, "It ain't raining, I ain't camping." With such beautiful weather in the offing, I decided to

take my old canvas tent for the weekend; it's the one I can stand up in.

Friday dawned clear and bright in Albany, and, after my usual three cups of coffee and going through my e-mail, I started to get my gear ready to go. Although high temps would be pleasant, lows in the 40s would mean packing a fleece vest and a flannel-lined wind-breaker. I planned to leave home just after noon, but it would be more like 1:00 when I finally pulled out of the driveway. One of the final details to take care of was letting the dog out in the yard; he could then easily wait until my wife got home from work about 5 o'clock.

Edaville is not exactly on a main road, but a couple of Interstate Highways would get me to within five miles and keep my driving time down to about 3-1/2 hours. Across the river and out US 9 & 20 to Schockack to get on I-90 east to I-495 in eastern Massachusetts. The Mass Pike is actually a very pretty ride, at least as far as I was going on it. Surprisingly, traffic actually moved steadily at or near the 65 mph speed limit. I pulled into the parking lot at Edaville at almost exactly 4:30.

After finding Warren, and meeting a couple of other staff members, our first task was to put together over 500 plastic bags for handout to the boys; each bag would contain a past issue of *Scale Rails/NMRA Magazine*, an issue of *Railroad Model Craftsman*, an application to join the NMRA, and one other brochure. About that time the five Scouters from Iowa arrived with eight 'Timesaver' layouts (these gents had worked with Warren at the National Jamboree and a Railroading Camporee in Boone, IA). Then I had to set up my tent, followed immediately by supper at the Choo Choo Barbeque (it wasn't that fancy). Next was a staff meeting to decide who would be covering which 'station' the next day; I volunteered to teach "The Railroad Industry." With everything pretty much set for the next day, I managed to head for bed about 10 o'clock. Reveille for the campout was to be 6 a.m., but I set my alarm clock for 6:30.

Saturday dawned bright, but a bit chilly, with a mist rising off the pond by the train station. I put my uniform on and headed off to breakfast and that first cup of coffee of the day. Although I knew what I'd be



teaching, I now had to find out where, and that turned out to be in the cafeteria next to the station/candy shop. With 535 youth registered and 10 stations to be visited, that meant each group would be about 50-55 boys, with four classes in the morning and six in the afternoon. At 11 o'clock they'd be split into two groups, one going to lunch while the other went for a train ride (twice around the loop); at noon the groups would change, and classes resumed at 1 o'clock.

Most people who know me know that I can talk, but what was surprising was that I could talk – coherently – for ten half-hour sessions, and get across the information that the boys needed. Before I left on Sunday morning, a couple of adults actually complimented me on what I'd said.

Saturday's staff dinner turned out to be a real chicken barbecue, complete with salad, beans, and potato salad. After a friendship circle, the Iowa Scouters packed up their van and headed out; they planned to be home by Sunday afternoon. There were some Scouting activities planned for the evening, but I simply stayed at the headquarters tent chatting with some fellow Scouters; bedtime was just before 11.

Sunday morning was a repeat of Saturday, except a few degrees warmer. After a light breakfast – and a cup of coffee – it was back to headquarters to help Warren pack things up after what had been a very successful weekend of Scouting and railroading. Then I stuffed the sleeping bag into its sack, took my cot and table apart, folded up the chair, took the tent down, threw everything in the car, and headed home – satisfied. Camporee tent city shown below.



Narragansett Railway & Navigation Company's
On30 layout set up for the Scouts

Below: The Edaville Railway narrow gauge diesel-electric built by GE.



The Edaville Railroad was originally built by Ellis D. Atwood to haul cranberries from the bogs to the processing plant. The tourist railroad and the amusement park were later developments.

More photos in the electronic edition
on the Division's website



'Didn't you know?'

How many times do we find out information about something in model railroading and say to ourselves 'Why couldn't somebody have told me that before? Before I tried this other way of doing it with less than satisfactory results. Or before I spent money on something that didn't measure up to the manufacturers claims.'

As a member of the Hudson-Berkshire Division but still a bit of a 'Newbie' in model railroading, I sure appreciate all the information everyone has been willing to so freely share.

And that started me thinking that perhaps we might all benefit from an ongoing column where Division members could submit their comments on products, techniques, sources of information, etc. that might be of interest to the readers.

Of course there will be readers who will say 'Everyone knows that, don't they?' But at the risk of boring them, I think such a column might be worth it.

What do you think? Let me know, please. Email address is on page 2. Some examples to the right.

-In a Letter to the Editor, Dave Hoadley shared-

In the December, 2011 electronic edition of "FORM 19" and in the April-June, 2012 issue of "The Coupler" H-B Division member Irwin Nathanson had articles describing *Exporail*, the Canadian Railway Museum, in Delson/St-Constant, Quebec. I have visited this museum a number of times and agree with Irwin that this facility is well worth a visit. An ideal time for model railroaders to visit is the annual "Passion for Small Trains" weekend in August when numerous portable and modular model railroads are present. When I have attended this weekend in past years the model displays were of excellent quality. Of course all the other museum displays are also available for visitation.

Exporail is within a day's journey from the Capital District and near the City of Montreal so one could easily turn a museum visit into a weekend with a bit of foreign culture. The model railroad weekend this year is scheduled for August 18 and 19 so there is still time to obtain a passport or enhanced NYS drivers license for the border crossing. The *Exporail* web site is : <http://exporail.org/en/>

(Continued on page 9)



Up coming Events!!

9/21/12 Paul Delasco's Boston & Albany

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-An interesting website is hoseekers.net. This site has HO scale model railroad manufacturer catalogs and other reference information, invaluable if you're trying to repair, identify or collect HO scale model trains. Click on "Literature" to view hundreds of catalogs, brochures, and assembly diagrams with part numbers for HO engines and rolling stock.

-Gino's Rail Blog (ginosrailblog.blogspot.com) currently has an article (with pictures) on the Troy & Schenectady Railroad, its track across the Northway, and its closing. Also other interesting historical articles.

-Bob Chase writes about MICRO-MARK Liquid Pressure Sensitive Adhesive that has the specific purpose of gluing clear acetate into window frames. 'It is the consistency of 2% milk and best applied with a tooth pick or disposable applicator. It does not wipe off of tools very well and must be scraped with a razor once dry. It tacks fairly quickly with a high tack rate. Repositionable without reapplication, it stays extremely tacky for several days. It has little tensile strength and doesn't work as an adhesive in any other way. At \$15.75 (+shipping) it seems expensive.' He will be 'sticking' to Pacer 560 Canopy Glue.'

More About the Saratoga & North Creek Railroad

The Saratoga and North Creek Railroad is a heritage railway that began operation in July, 2011 in the upper Hudson River region of the Adirondack Mountains.

The S&NC operates over former Adirondack Railway trackage built by Thomas C. Durant in 1871. The Delaware and Hudson Railway acquired the line in 1889 and ran through this region until September 1989 when the titanium mine at Tahawus closed.

In 1998, the line was purchased by Warren County with plans to operate an excursion train to improve tourism and economic development in the area. In 1999, the Upper Hudson River Railroad began operating excursion trains south from North Creek to Riverside Station in Riparius. The UHRR lost their contract with Warren County on December 31, 2010.

On April 8, 2011, county administrators announced that Iowa Pacific Holdings (IPH) would take over op-

eration of the route effective July 1st. IPH began operating trains on July 14th as the Saratoga and North Creek Railroad and now operates over the entire 57-miles between Saratoga Springs and North Creek. On December 30, 2011, a snow train left Saratoga Springs for North Creek and the ski resorts for the first time since 1942.

IPH has received permission from the Surface Transportation Board to restore freight service on the derelict north end of the line as far as Newcomb, NY. The company is planning a track upgrade later this year that will reduce travel time from two hours to 90 minutes. Iowa Pacific is pursuing plans to resume freight service on the rail line and is still considering the possibility of light rail commuter service between the Spa City and Schenectady.

"It has turned into what our vision and dream was for the operation," railway General Manager Steve Torrico said during a recent press conference. In its first year, the railway had more than 60,000 riders, which is expected to increase considerably with more trains per day and an earlier starting date.

In Saratoga the line connects with Amtrak, giving passengers direct service between Penn Station, in Manhattan, and the Adirondacks. Torrico said the SNCRR hopes to take part in a new Amtrak "e-ticketing" service this year making the travel easier.

There are seven stops along the scenic train route, giving small hamlets and communities a significant financial boost. "Last year when trains began rolling, the results surpassed our wildest hopes," Johnsburg, NY Supervisor Ron Vanselow said. "It saved businesses and provided an economic boon to our area. I can't overstate the importance of the economic benefits all along the line."

Other upcoming promotions are free rides for dads on Father's Day weekend; patriotic festivities for July 4th; character-themed rides for kids; and trips to outdoor activities at Gore Mountain.

This fall, there will be special "Pumpkin Patch" trips, followed by the popular Polar Express during the Christmas season.

Edited from articles in Wikipedia and the Saratogian newspaper



See you at:

***The Saratoga & North Creek Railroad
Amtrak Station
26 Station Lane
Saratoga Springs, NY
Saturday June 16th
9:30 am for boarding***

FORM 19

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

First Class

Order Number 284

10

FORM 19

Two more pictures from the Boy Scout Railroad Camporee experience

The setup below is labeled “10 Timesaver Layouts” and appears to be a setup of modules that the Scouts have created according to a standard they have established.



To the right is a switch stand and portion of track from the original narrow gauge railway set up to move cranberries from the bogs to the processing plant.

The Edaville website is focused on the amusement park and gives very little information about the railroad history.

This appears to be a great program for bringing information about railroads to the youth. And it must be good to have people come all the way from Iowa to participate.

Ralph deserves credit for his participation and giving that many lectures over the two day time frame. (I know my voice wouldn't last that long. Editor)

The service facility houses what appears to be a narrow gauge steam locomotive and, behind that, a “Thomas the Tank Engine” replica. The Edaville website does have pictures of a narrow gauge train being pulled by a “Thomas the Tank Engine” look alike.

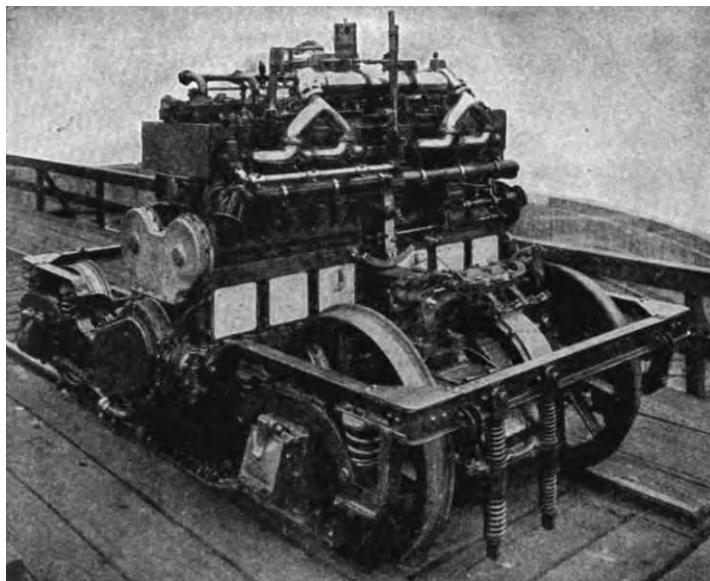


A bit more on the McKeen Motor Car-

The picture in the May Form 19 shows a railcar with a pointed prow (bow) similar to a ship and with round windows, similar to a ship. And the naval engineering didn't end there.

The engine drove just one axle of the front truck and reference is to a chain drive from the motor. The motor was also built by McKeen after the first four units and it was of a 'naval design' in that the engine had to be stopped and then run in reverse in order to run the car in reverse. This design complexity reduced the reliability of the McKeen self-propelled railcar.

Originally, McKeen cars used engines from the Standard Motor Works of Jersey City, New Jersey, but switched to an engine of their own design from the eighth car produced, M8 on the Union Pacific. All engines were straight-6 in configuration, of power ratings between 100 horsepower on the first car and a maximum of 300 horsepower on the most powerful later cars. The cylinders were vertical and the engine mounted transversely across the car in all McKeen cars and locomotives produced.



All engines were equipped to be run in either direction, as is not uncommon with marine engines; there was no reverse gear. To run in reverse, the engine had to be stopped, the camshaft shifted by the motorman to the reverse cam set, and the engine restarted in reverse. Starting was by compressed air.

Technology that worked onboard ship with a fairly stable platform was much less successful when mount-

ed in the rail truck and subject to high levels of vibration.

There must have been considerable interest in the service that the car could provide as 150 of them were sold. Seven of those were made specifically for Australia railway in Victoria (two 5' 3" gauge in 1912) and Queensland (five 3' 6" gauge in 1913) states.

The idea of a self propelled rail passenger car was most successful with the Budd RDCs.

In 1988 Tom Rader started a company, that later became Colorado Railcar. Colorado Railcar had designed two prototypes, one being a bilevel rail car, the other single level. The self propelled vehicles can pull two other coaches with their two 600 horsepower Detroit Diesel engines. The single level vehicles could carry up to 92 passengers, 188 for the bilevels. Colorado Railcar had offered non-powered single and bilevel commuter coaches that had a high level of parts commonality with the DMU offerings.

The Colorado Railcar DMU was targeted towards starter commuter rail operators with smaller passenger volumes desiring to operate shorter trains, often comparable to light rail, and with less extensive maintenance facilities. A DMU car could also pull two unpowered coach cars in addition to itself. The DMU also complied with crashworthiness regulations, which virtually all of the DMU's competitors could not meet.



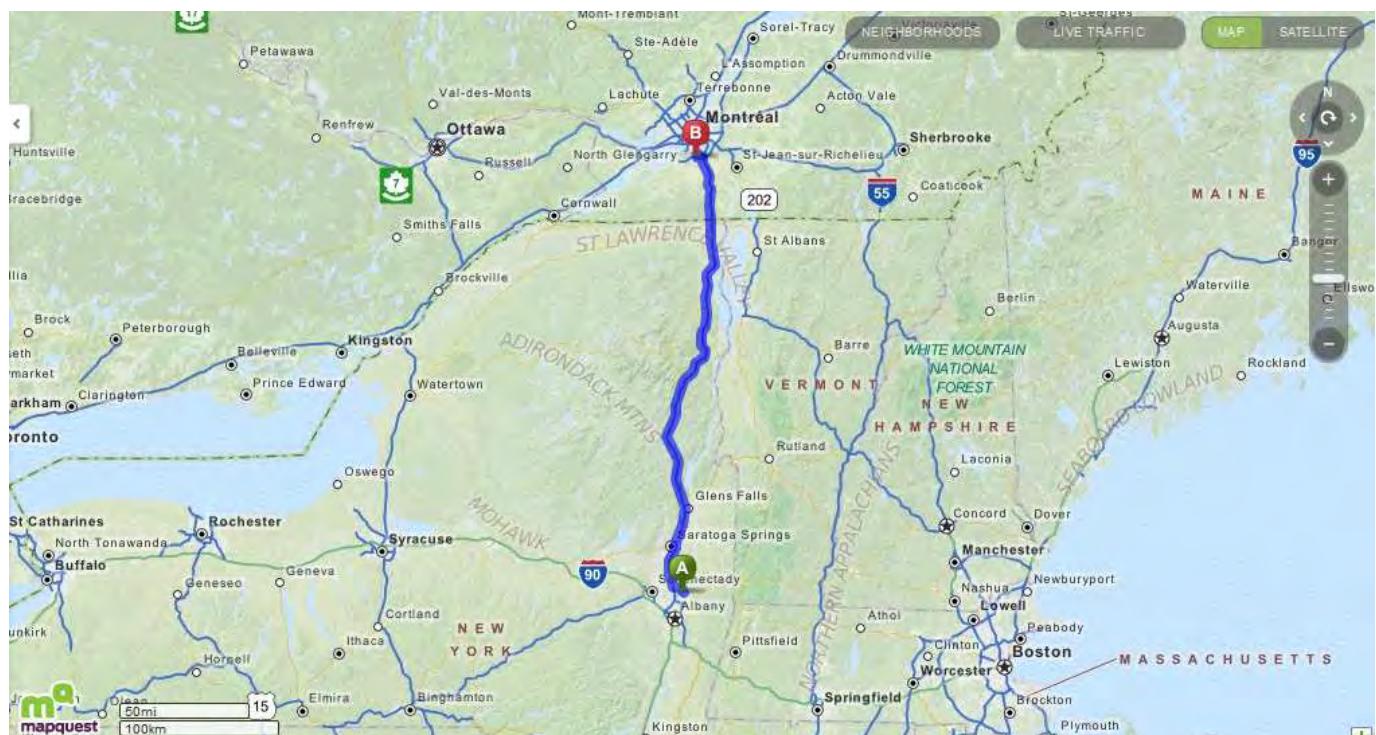
Several units were built and sold but the company collapsed when the State of Vermont demanded that its contract with CR state that it could return the cars purchased for full refund within three years if the intended service proved unsuccessful.

Colorado Railcar also made coaches for use by railroads and quite a few were sold, including to the Alaskan Railroad. But they did not get enough contracts to keep the company financially afloat and the collapsed deal on the DMU vehicles resulted in bankruptcy. The assets of Colorado Railcar were purchased and now make up the basis for USA Railcar. A financial analyst's comment seems quite appropriate here; he said that it seemed very strange that \$100Ms were spent on passenger rail car contracts prior to the bankruptcy and that the contracting process required the cars to be built in this country, but most went to Siemens or Bombardier. Almost nothing for Colorado Railcar.



Exporail trolley stop

For those readers that would consider a visit to *Exporail* at 110 Rue Saint-Pierre, Saint-Constant, Quebec Canada, the driving couldn't be easier. The map (from Mapquest.com) below shows that from Waterford, NY to the museum is nearly a straight line. Take the Northway into Canada where it continues as super-highway AUT-15. Take Exit 42 onto RTE-132 and in 3 miles turn on to RTE-209 and go .9 miles to *Exporail*. There are several video clips on YouTube about Exporail, including its trolley ride.



Exporail is just 200 miles from Waterford and about 3 1/2 hours of driving. There is the border crossing just north of Champlain, NY. As Dave Hoadley noted, you will need either a passport or an enhanced New York State driver's license to be allowed through.

FORM 19

THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF THE
NER-NMRA

Order Number 285

August 2012

Train Ride in the Saratoga and North Creek Railroad Dome Car

On Saturday June 16th members of the Hudson-Berkshire Division and their guests gathered at the Saratoga Springs Amtrak Station in anticipation of the much publicized (at least in the *Form 19*) round trip ride to North Creek in the dome car of the regularly scheduled Saratoga & North Creek Railroad. The crowd of fifty-two was conversing and awaiting permission to board when Paul Hoffman, Division President, announced that two cab rides had been arranged by the

division and raffle tickets for the honors were being sold for \$1 each. Greg Whittle was once again doing the ticket sales with all money going to the Toys-for-Tots program. When ticket sales were concluded, the winning ticket for the northbound ride was drawn with the matching number held by Rich Smith. People started climbing on board as a smiling Mr. Smith headed towards the BL2.

Continued on Page 3



www.hudson-berkshire.org





The Ready Line

Paul Hoffman

FORM 19

Form 19 is published eight times per year, for members of the Hudson Berkshire Division plus for newsletter subscribers (at \$12.00 per year). The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form 19* in no way constitute an endorsement by the Division.

Contributing to the *Form 19*

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or emailed to the editor. Please include return postage if you would like materials returned.

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This is the first of what we hope will be an annual summer time edition of the *Form 19*. Just a little something to keep you in the railroading mindset as you while away the long summer days at the beach. Our goal is no heavy lifting, just a preview of what's coming up in the fall and maybe a tip or two to help with your modeling. Oh yes, and of course a puzzler to keep you guessing.

So in that vein here's a product that I was just introduced to that might have some merit; Pan Pastel weathering chalks/powders. Bill Brown, MMR, spoke to me about these during our train ride in June and Tony Koester seconded his praise of the products. They come in an enormous variety of individual colors in addition to several sets directed specifically at the model railroader. I was able to pick up the 3 model railroading sets from a hobby distributor but I'm sure any of our local hobby shops can procure this stuff for you. (Hint, Hint) The MSRP is 39.95 per set.

Rust & Earth Weathering Kit: Grey, Grime & Soot Weathering Kit: Scenery Kit

All three sets come with 7 colors and the various tools for applying them.



Having just received these in the last week I haven't had a chance to try them out but they look promising. I found this link on the web that gives them a quick review. In addition check out the railroad line forums (www.railroad-line.com) and search for Pan Pastels for some more opinions.

<http://www.bobsworkbench.com/Bobs-Workbench/rolling-stock/pan-pastels>



Enjoy your summer and I'll see you all in September

Empire Junction: Don't forget the NER convention in Syracuse September 6-9

GTE: Planning has begun and the first mailing is out. So far we have 42 tables signed up.

Toys for Tots: All the money from the sale of raffle tickets at our events goes to brighten a child's life.

Form 19 articles: Please be sure to forward stories, articles, pictures, comments, internet links and anything else our readers might find interesting to Bert at gpflegl@nycap.rr.com

Facebook page: I'd like to encourage those of you on Facebook to visit and "like" our Facebook page: just look for Hudson Berkshire Division. It's a great place to share rail fan shots, photos from our meets and other neat stuff.

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my "inbox" and telephone are always open to comments, both pro and con.



E8 on head end as train arrives

The train arrived southbound and the crew had to uncouple and move the motive power around the cars and re-couple. We were all surprised to see Hudson-Berkshire Division member Brad Peterson exit the E8 in overalls, the work clothes of a crew member. Indeed, Brad, who had been a locomotive engineer with Canadian Pacific, has been hired as an S&NC engineer and was doing some more check rides for passenger service.

After all had boarded and were seated, Paul announced that there were two special invited guests with us- Tony Koester, an NMRA Board Member and Bill Brown of the Central New York Division and the North East Region Achievement Program Chairman. Shortly the engineer gave the required signal and travel began on the two hour ride. And what a pleasant ride it was.

The S&NC travels over the Canadian Pacific & Amtrak main line for approximately one mile before switching off to the west to the former D&H line to North Creek. The ride all the way to North Creek was smooth and comfortable indicating that the track and roadbed has had appropriate attention.



One soon notices that being in the top level of the dome car sets the rider considerably up in the air and gives a different perspective than on a lower level or in an automobile traveling on an adjacent road. The large windows of the dome car provide for a great view but the sometimes glare and a bit of dirt on the outside reduced the clarity and made it difficult to take good photos. Anyone on board could easily tell that everyone was enjoying themselves as there were at least half the people talking at any one time. The mood was jovial and lively.

On the upper level, most seating is at tables as food service is available during the trip and everyone was looking forward to 'having a meal on the train.' Coffee was readily available, menus were passed out and the cook was kept busy.

Continued on Page 4



Puzzler



Your challenge, should you choose to accept it is to identify this amazing locomotive and tell us something about it. The following information may help you on your quest.

Although it is numbered 8001, it is the first production model made after successful trials of a prototype. A second would soon follow and both would be used in regular service. But no more would be ordered because they were so much different (obviously) than conventional locomotives.

The inventor/designer was an engineer – but not a train driver or mechanical engineer. He used existing technologies along with his own ideas to eliminate a problem with steam engines—and got a performance improvement and a 15% fuel savings, too.

It is obviously European, but it was granted a US patent. Because of its success, it was considered by US railroads as well as those in Europe and Russia. But none were purchased because it was so different. Fifty years later the basis of those differences would revolutionize railroading.



Hadley lenticular truss bridge with cup reflection

Most of the travel was among the trees with the occasional grade crossing and a few overpasses. Only occasionally were there buildings and roads near the single track. Just north of Greenfield, those on the west side of the train could see the old Kings Station and the adjacent caboose on display. Further on, the train went through the South Corinth and Corinth area (with a 'station' stop west of the community) before crossing the bridge over the Sacandaga just south of Hadley. Those on the east side of the train could see the historic 'bow bridge' for vehicular traffic.

There were 'station' stops at Hadley and at 1000 Acres Ranch. Then there was the 1000 Acres golf course on the east side and as the train approached Thurman there was the D&H branch line over the Hudson to Warrensburg. On the mountain slope to the East, one could see the cleared area of the Hickory Ski Center. A bit further the tracks pass through the Glen-Hudson Campground with some camping sites on the east between the track and the Hudson River. Travel continued to North Creek with stops at The Glen and Riparius. This latter community was originally called 'Riverside' but the townspeople chose 'Riparius' (Latin for riverside) when the state demanded a name change to reduce confusion with other places named 'Riverside.' The station at Riparius is on the National Register of Historic Places. The train arrive at North Creek at 12:10 – right on time.

Continued on Page 5

Last month's Puzzler really was—no one identified the 'Train of Tomorrow,' the Disneyland Viewliner that whisked visitors between Fantasy Land and Tomorrow Land in the original Southern California entertainment extravaganza.

The picture at left shows Walt Disney at the controls. Walt and Ward Kimball, Disney's famous animator, were both rail enthusiasts. Walt Disney had his own 7 1/4" gauge steam railroad.



Rich Smith & Brad Peterson exiting nose of BL2

At North Creek the train stops and the engines must be moved around the cars and reconnected so there is a fifty minute layover, giving passengers the chance to get out, walk around and view the station with its displays and tourist information. The business area with stores and restaurant is not too far to walk, but with just fifty minutes there is little time for even window shopping. After the train had stopped, the crew exited the front door of the BL2 and descended the steps. Rich, of course, was smiling broadly and was soon in conversation with Art Krass, who had won the drawing for the return cab ride aboard the Iowa Holdings Corp (ex-Chicago & Northwestern, ex-Metra) E8 (A). There is a rumor that the S&NC will see an additional BL2 and a second E8(A) in the future.



Hudson-Berkshire Officers (left to right)

Paul Hoffman (President), Jack Cutler (Secretary), Greg Whittle (Board), Tony Koester, Rich Smith (Board), Erik Denny (Board), Bill Brown, Kevin Surman (Vice President)



Riverside Station from North Creek model

There are more pictures of the trip and some pictures from Jack Ellis' May talk on building craftsman structures in the extra pages of the electronic edition of the *Form19*.

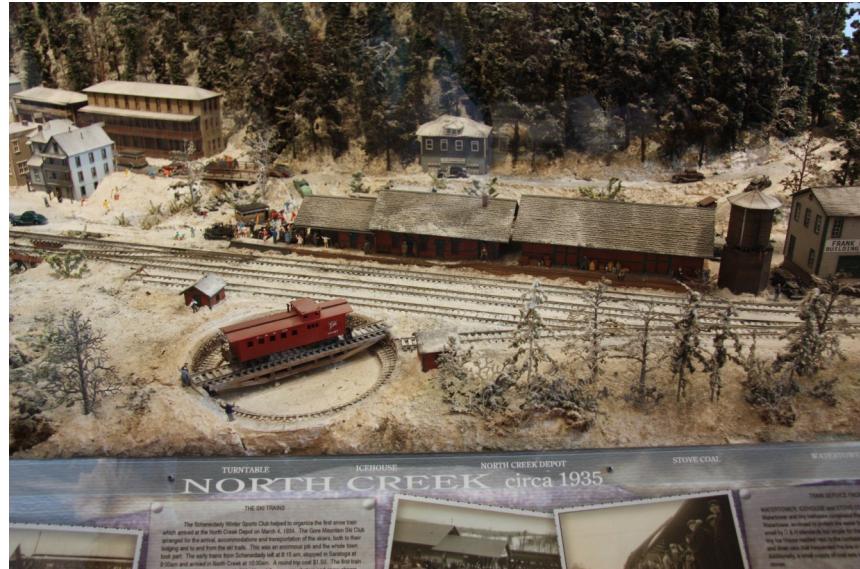
If you currently receive the paper copy of the *Form19* you get only the first 10 pages (5 sheets) that can be mailed with a First Class stamp. If you elect the e-edition instead, you will get an email with a link to open it. It is at least another month before it is posted on the Division website and open to the public.



Empire Junction NER Regional Convention September 6-9 Syracuse, NY



In the historic station there is a passenger lobby with racks of information for tourists and some information about North Creek and the adjacent area. There are skis and snowshoes on display to make clear that this is also a winter recreation area. For the donation of a few dollars, a visitor can enter a further, large room with an elaborate HO scale layout showing North Creek and adjacent communities as they existed in the 1920s to 1940s. This model was created by Clark Dunham and the Dunham studio staff. It certainly shows how important rail service was to this area in that time period. The front fascia has descriptive information to add to the visual understanding. This is a fairly recent model and replaced an older one that had been in the station when the railroad had been operated as the Upper Hudson River Railroad, a tourist line. From 1999 to 2007 the UHRR operated an excursion over the 8.5 miles from North Creek to Riparius. In 2007 the line was opened to Hadley creating a 40 mile total distance.



Bob Hamm was in the group and asked what had become of the previous layout. One of the attendants said that he had been moved to his garage when the new one had been brought in because it would otherwise have been destroyed and he didn't want to see that happen. Bob informed the attendant that he had been a co-creator of that model and that lead to a long conversation between the two men.

Outside the station the engines had been moved around the passenger cars. People were enjoying the sunshine and looking over the engines and other rolling stock in the immediate area, including some double-decked cars in the S&NC livery that had previously been on the Long Island Railroad. Does anyone know what the letters 'NFL' over the bearing of the locomotive truck means?

Continued on Page 7



Winter activity at North Creek Station

About 1935-40



D&H Camelback Number 118 at North Creek circa 1935



The train is scheduled to leave on the return trip at 1:00 and that it did. Again there was conversation enhanced by food and beverage service. A short distance down the track Paul Hoffman again opened the PA system, greeted everyone and then handed the microphone to Tony Koester. Tony talked a bit about the structure and programs of the NMRA, talked a bit about his own history with the model railroading industry, and related two particular experiences (one funny and one absolutely amazing) of the people he has met in his many years in the hobby.



NMRA Board Member Tony Koester & his wife enjoying the return trip

On arrival back at the Saratoga Station, all gathered together for group photos and even more conversation before heading off in their various directions, having enjoyed a truly unique experience. The end.

From H-B member Bill Doyle – Of interest to the Hudson Berkshire members are two upcoming shows in Vermont. Sept 8 in White River Jct., “Glory Days of Railroading” – a display of railroad equipment (NECR, Vermont, Amtrak), a train show, train rides (\$10) for a \$3 admission. And in Rutland on Sept 22, 9:30 to 5, at the Howe Center next to the Vermont main from Bellows Falls and the Rutland yard. For further details see vermontrail.org.

If you have found a railroad or model-railroad website that you think might be of interest to Hudson -Berkshire Division members, please pass the information along to the *Form19* Editor.

The following article is submitted by Hudson-Berkshire Division VP Kevin Surman and relates his experience getting into the NMRA Achievement Program and a recent experience in Regional completion.

—*—

Well it all started out innocently enough. I have been close friends with Marcel Zucchini for some time now, and for those of you who don't know him he is a master at the art of stringing me along (insert other term). Marcel has a Golden Spike Award in his layout room, and many times after working or running his trains he would remark that if I worked hard enough then possibly, some day, maybe, but most likely not, I could also earn this certificate. Okay, my first thought was to print something up but getting the certificate would be better. I thought that I would just earn the certificate and then enlarge it a little bit bigger than Marcel's. Well along the way I started looking at the requirements, which weren't all that difficult. I had to work at it, but the layout did look better afterwards, and the verification was a positive experience. It also showed me some areas in which I could improve if I wanted to go after some of the more advanced achievement awards. I got the Golden spike certificate at a division meeting and forgot all about teasing Marcel back, that is ... until now. (Note to self go to Staples and make 11 X 14 copy)

Now I have to admit that I am not a master modeler and that many of my techniques are borrowed from others. One of the lessons I have learned is that many of the great modelers use certain techniques, patience and tools to help them create incredible models. We have some great modelers in our local area, the greater Northeast Region, and I am amazed by how openly they share techniques. I attended a clinic by Jack Ellis at the Burlington convention last year, and he shared every step he takes in building an award winning structure. This was a turning point for me as he let out all the secrets, and even better yet he put it all on a CD to take home.

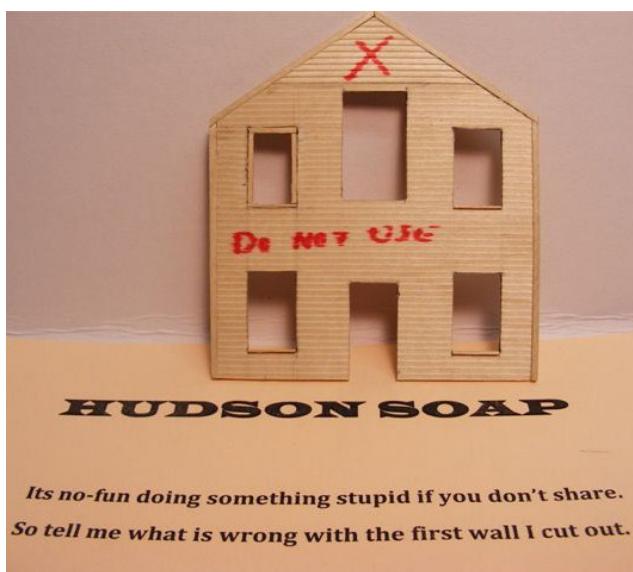
My latest project was to enter a scratch built structure at the Northeast Region's N.M.R.A. convention in Rhode Island. My big hurdle was scratch-building the doors and windows. I cut out a small wall section and worked on it from time to time until I was happy



with it. One of the big benefits of this division is that we have a Master Model Railroader among us and better yet he is also the contest chair. So off I go to visit him with my little wall section in hand to have him give it a once over. He told me that it was good and that I was on the right track for an aged structure but I should try to add door knobs. Some of you might remember the cartoon with the poor guy with an angel on one shoulder and the devil on the other. Well I am that guy and the little person on my shoulder; let's just give them a random, out of the air name, like Bob. What are you kidding me; it's bad enough that I have to build windows and doors with the great Grant line and Tichy products but door knobs? On the way home I remembered why I got involved in this, the desire to become a better modeler. You don't get a degree by just walking into a school, you have to work at it, and it takes time.

The structure in question, Hudson's Soap started with an article from March 1978 Model Railroad Craftsman magazine. I made three copies of the plans to work from and cut the walls out from clapboard

siding. The first wall was coming along great when my darling wife called me upstairs. As I put the wall down I realized that I had the clapboards upside down on part of the end wall. It is no fun doing something stupid if you don't laugh and share it, so take a look at the picture.



Up coming Events!!

- 9/6 to 9/12 NER convention Syracuse
- 9/21/12 Paul Delasco's Boston & Albany
- 10/20/12 Plattsburg layout tours
- 11/10/12 M&T clinic at Malta community center

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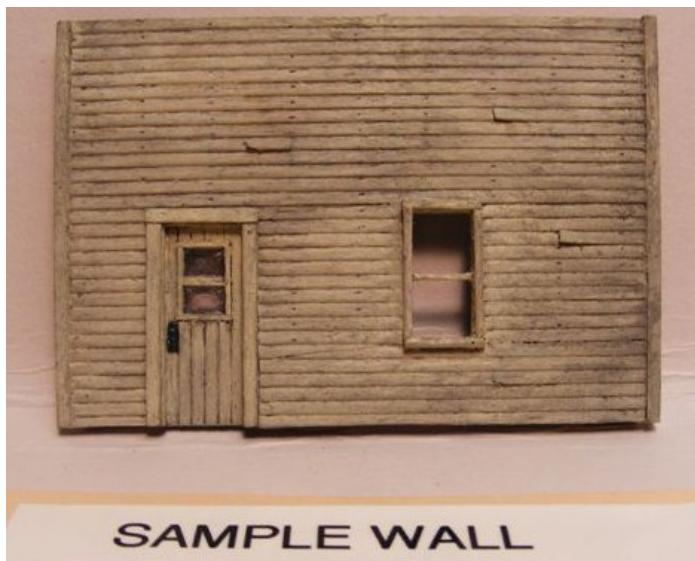
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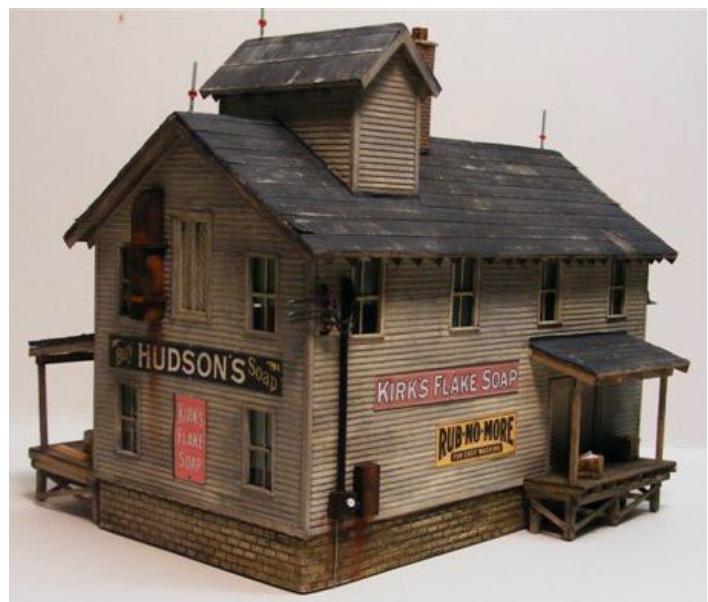
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The rest of the walls turned out well, and now it was time to weather and paint. I finished the walls with the Rich Smith, Jack Ellis, George Sellios maybe now Kevin Surman method. I first stain both sides of the wall with an India ink/ 91% Alcohol stain and let dry. I lightly paint almost dry brushing the walls with Apple Barrel antique white and then go back and stain the walls again with the India ink wash. After this dries I go back with Q-tip and clean alcohol and wipe away some of the stain. The signs and details are then added and weathering is done with powders. The roofing material is artist charcoal paper cut into strips and glued down. I stain this with the alcohol/India ink and after it dries I paint it with Woodland Scenic's slate grey. The next step is to sand away most of the paint with an emery board leaving a well weathered roof. After the building was mostly complete I brought it over to have Bob look at it and asked if I could use a couple of commercial parts to finish it off. Now you can decide on what shoulder he was sitting on at this point, but he suggested that I was so close to a complete scratch built structure that I should try to build everything myself. The parts I wanted to use were a modified chimney, lampshade, and a hook. So off I went to scratch build the darn things. The chimney and hook went well, but I got stuck on the lamp shade. I spent an evening trying to turn down styrene and ended up with plastic everywhere. The solution ended up being sheet copper material formed to shape using a electrical banana-plug then drywall screw and then punched out with a hole punch.



SAMPLE WALL



In the end the structure won a merit award with 98 points, and I learned a lot along the way. I found out I could build a nice structure for a fraction of the cost of a kit. I like my lamp shades and crates better than anything on the market. I built a better structure than I thought I could, with Bob pushing me along the way. Also the person on my shoulder is actually a very nice person... but still door knobs? Maybe next time.

The Albany Pine Bush Preserve Commission, which operates the Pine Bush Discovery Center in Albany, is looking for a volunteer with model railroad layout design and construction experience to help them assess the construction of a diorama featuring an operating model of the Dewitt Clinton train. At the Discovery Center, the organization presents the ecology, natural and cultural history of the Albany Pine Bush through which the Dewitt Clinton once ran. They would like to inform people about the history of trains in our region and feel that an operating scale model of the Dewitt Clinton would be something that would capture people's interest. Anyone willing to help them develop a design and determine the requirements should contact the Division President to be put in contact with the appropriate individual.

If you would like to receive the Form19 in electronic format that you can view on your computer or e-reader, please contact the Division Secretary or any officer listed on page 2.

Do you have a technique, product, website or other information that you think others might appreciate knowing about? Please submit your information to the Form19 editor.

Do you know about The Model Railroad Hobbyist magazine. It is a full-feature, monthly publication available FREE on line to read and download at <http://model-railroad-hobbyist.com>.

The Great Train Extravaganza (GTE) 2012 will be taking place at the Empire State Plaza on December 2nd. It is not too early for you to contact Rich Smith to volunteer to help set up, operate, and/or take down the show. Some H-B division members have already helped by preparing and sending out the initial mailing to vendors and participants. Please volunteer.



FORM 19

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

First Class

Left to right

VP Kevin and Sandy Surman,
Pres. Paul, Mark and Eva Hoffman.



Artie Krass in Engineer's seat of the E8 before the engineer climbed on board for the return trip.

These cab rides were arranged especially for the Hudson-Berkshire Division by the division officers. (Thank You!)

Some tourist/excursion railroads do sell cab rides.

The S&NC train leaving the Canadian Pacific mainline and entering the station track at CP 36.

You can see how high the seating is in the dome car.

Photo by
John Sesonske.



Photos from the May presentation by Jack Ellis on making craftsman structures. Pictures by Bob Chase



Jack Ellis (with Kevin in the background) waving one of the models that he had on display.

Jack is noted for his modeling expertise and works with Bar Mills Structures.

He quite openly share many or most of his techniques for creating award winning structures.

The same structure. →

(Do you think I would wave it around or even let anyone touch it if I had built something that nice.)

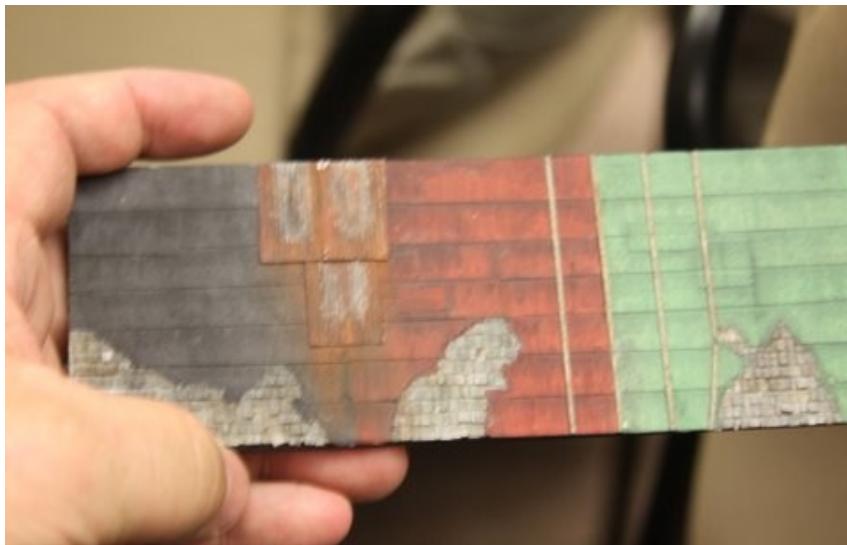
Jack explained the list of different materials and tools that he uses and then went on to describe the techniques that make the structures so realistic.

It seems so easy when an expert shows you how.



The steps Jack uses to make rusted corrugated metal roofing.



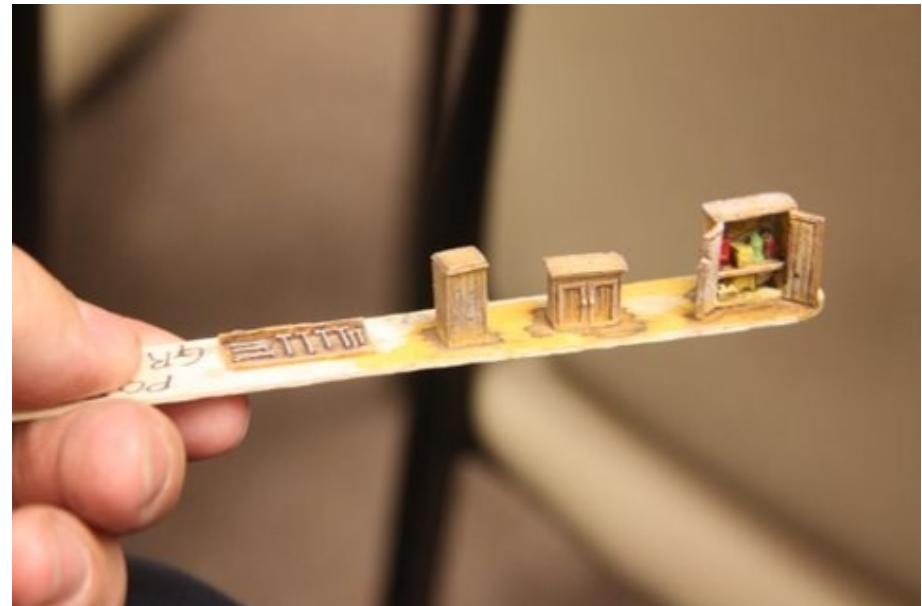


Other styles of roofing complete with aging and neglect.

(Check with Master Model Railroader Bob Hamm to find out how he creates layered roofing without layering any material. Fascinating!)

Details can be created on materials, such as this tongue depressor, in order to make them easier to handle during construction. A piece of card stock can be adhered to the stick to make separation easy.

Tips like this, that Jack shared, can readily be used to raise the level of modeling and make it more satisfying.



Create details for the interior if the structure has windows and people visiting your layout can see inside.

And, of course, make sure you light the interior to show it off.

(If I did something that neat, I'd want everyone to notice.)



Structures do not have to be large and super detailed, they can be small and super detailed.

Many of the structures that Jack passed around were made of card stock reinforced with wood strips—as this one probably is.

He was able to pass them around as they are extremely ridged—and because he checked to see that he got them all back

Many thanks to Bob Chase for sharing his great photos.



Genesee & Wyoming, Inc. and RailAmerica jointly announced today (July 23rd) that they have entered into an agreement under which GWI will acquire RailAmerica for a cash purchase price of \$27.50 per share. GWI's acquisition of RailAmerica will combine the two largest short line and regional rail operators in North America. The acquisition is subject to Surface Transportation Board approval of GWI's control of the RailAmericar railroads.

Once the transaction is complete, GWI will control 111 railroads (108 in North America), 15,100 miles of track (12,900 in North America), 1.8 million carloads annually (1.6 million in North America), 1,000 locomotives (900 in North America) and 4,300 employees (3,900 in North America). The transaction will increase Genesee & Wyoming total revenues by nearly two-thirds to approximately \$1.4 billion and doubles North American revenue to approximately \$1.1 billion.