FORM 19

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

Order Number 318 March 2016

Next Division Meeting Friday, March 18, 2016 at 7:00 PM

Doug Dederick's

Great Northern Railroad - Kalispell Division

32 Van Dyke Dr S, Rensselaer, NY

Doug Dederick's *The Great Northern Railroad - Kalispell Division* is a point-to-point N-scale empire set in the late 1950s. It represents the double track main from Whitefish, Montana to Great Falls, Montana via Shelby, Montana. The line passes through Columbia Falls and along the border of Glacier National Park including Belton, Essex, and Summit before reaching Shelby. There is also a branch line from Columbia Falls to the town of Kalispell. Freights leave Whitefish yard bound for Shelby but must stop at Essex for helpers to conquer the 2% grade over the Continental Divide through Marias Pass.

There are three yards on the layout. A large yard is located at Whitefish with engine facilities, a small yard is at Kalispell and a staging yard is at Shelby. There is also extra work in Whitefish yard as this is where the Great Northern located a large icing facility (above) for those through reefers. Doug created a replica of the building after having visited and photographed the area and researched the history of the GN, all of which has resulted in the beautiful scenery, operating practices and scratch built models depicting actual structures.

And one of the structures is the famous station at Whitefish, Montana. Not only did Doug get lots of photos of the famous hotel, but he also got a set of plans for the building. That took a lot of effort and a bit of good fortune. With all of this he was able to build a model of the station and in the process develop some fabrication and decoration techniques that enabled him to make a really good model – so good that it took second place in structures at 2010 NMRA National convention for scratch built structures. Not bad for his first time entering national competition. And that icing facility looks pretty good, too.

And did he really take an art class so that he could paint those really nice clouds on his backdrop?

Map and directions on page 4

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Form19

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

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

Contributing to the Form19

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

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The Division Point

By Artie Krass

First off, I want to thank Joe Kavanagh for his presentation on his Luzerne Valley Railroad at this past February's HBD Meeting at the Malta Community Center. Impressive to say the least, and the LVRR construction is a testament to the skills and craftsmanship of the owner and Superintendent(s).

This month we will be visiting the Great Northern Railroad's Kalispell Division at the home of Doug Dederick. We visited Doug's layout last April and you will be amazed at the progress Doug has made on his N-scale empire since that time. The meeting is scheduled for Friday night, March 18th at 7:00 PM. More information and directions can be found in this edition of the *Form19* and on the Division web site.

The Pacemaker committee has been meeting and planning around the clock this past month , trying to finalize things for the upcoming April edition of The Coupler. The registration form and information will be published in The Coupler and on the Pacemaker web site (www.hbdpacemaker.org) sometime around April 1st. There will be on-line registration available on the NER web site and there will be a link to that page on the Pacemaker and HBD web sites. I know you will find that there will be plenty of activities during the Convention to keep you busy and I urge all Division members to plan to attend.

I would like to undertake a re-canvassing of the HBD membership using the Membership Information Form. Most of the forms we have on file are rather dated and I am sure need updating. For the first phase of the requested updates I would ask you to go the Membership Information Form on the Division web site (www.hudson-berkshire.org) to download, fill out the form and mail it to the Division PO Box.

The information we gain from these forms lets us plan on how to schedule and plan activities, for you, the members. None of the information will be shared unless you so indicate on the form. Depending upon how many responses we receive, we may again reach out to members via email or good old fashioned USPS mail.

Since our newsletter, the *Form19*, is our prime avenue of keeping the members up to date I again urge you to contribute to the *Form19*. Did you recently complete/update a new part of your layout; did you just finish building (kit, kit bash or scratch built) a new piece of rolling stock or structure; did you just finish scenicing part of your layout; or have a tip/technique you would like to share? Just send our editor, Bert Pflegl a short write-up or picture of your efforts for publication.

Lastly, I have written a short second part of my article (A Geographic Challenge) for you to read and ponder. I really would like to hear back from you in regard to these articles – thanks.

Spring is almost upon us – enjoy the weather and your modeling/rail fanning activities.

Artie

A Geographic Challenge Part 2

Artie Krass

If you read my article in last month's *Form19,* you realize how diverse a geographic footprint our Division encompasses. One idea I had was to see if we could have a member(s) volunteer to become, what I will call liaisons, for a geographic area of our Division. "Communication or cooperation that facilitates a close working relationship between people or organizations" – that is the definition of a liaison. And that is the concept I had in mind – if we could have somebody be a liaison for say the North Country, Western Massachusetts, the Lake George Region, Central Saratoga County, or whatever geographic area makes sense. Then these liaisons could periodically meet, communicate by email, send a blurb to the *Form19* (or whatever means of communicating makes sense) to share ideas and report on activities of that area's members. Did you recently take a trip together, have an operating session, attend a social event, have a get together at somebody's house to work on a project – these are the kinds of things that might be of interest to the rest of the membership. I am not talking about Division sponsored activities – although I can report on those – but activities that you did with your local friends and informal groups.

I know these types of activities are going on - wouldn't it be nice if we could share some of these – and share ideas. I understand that perhaps some things people do they do not want to be shared – that is understandable and that is why I would seek volunteers and leave it up to the members in each area what they would want to share and report on. I know personally I have gained so much knowledge from those members around me that I get together with. I am sure others feel the same way.

I will also make a concerted effort to report more on what goes on at the monthly Division meetings. We tend to announce what the meeting is about, but tend to just say thanks next month but do not really give any kind of feedback to those who did not attend about what went on. For this I take responsibility and going forward I will make it a goal of mine to let you know what took place.

I have a slight correction to last month's data that appeared in my article. I heard from a member who has a Massachusetts mailing address who actually lives in the state of Vermont. Are there any others of you out there whose mailing address is not indicative of the community, county or state you live in? If so please drop me a line or send me an email.

What are your thoughts? Again please send me any feedback - good, bad or indifferent - about what I have said in both this month's article and the one last month - I would really appreciate hearing from you. Here is my contact information:

Artie Krass
4 Burton Drive
Ballston Lake NY 12019

or

ajkwings@yahoo.com

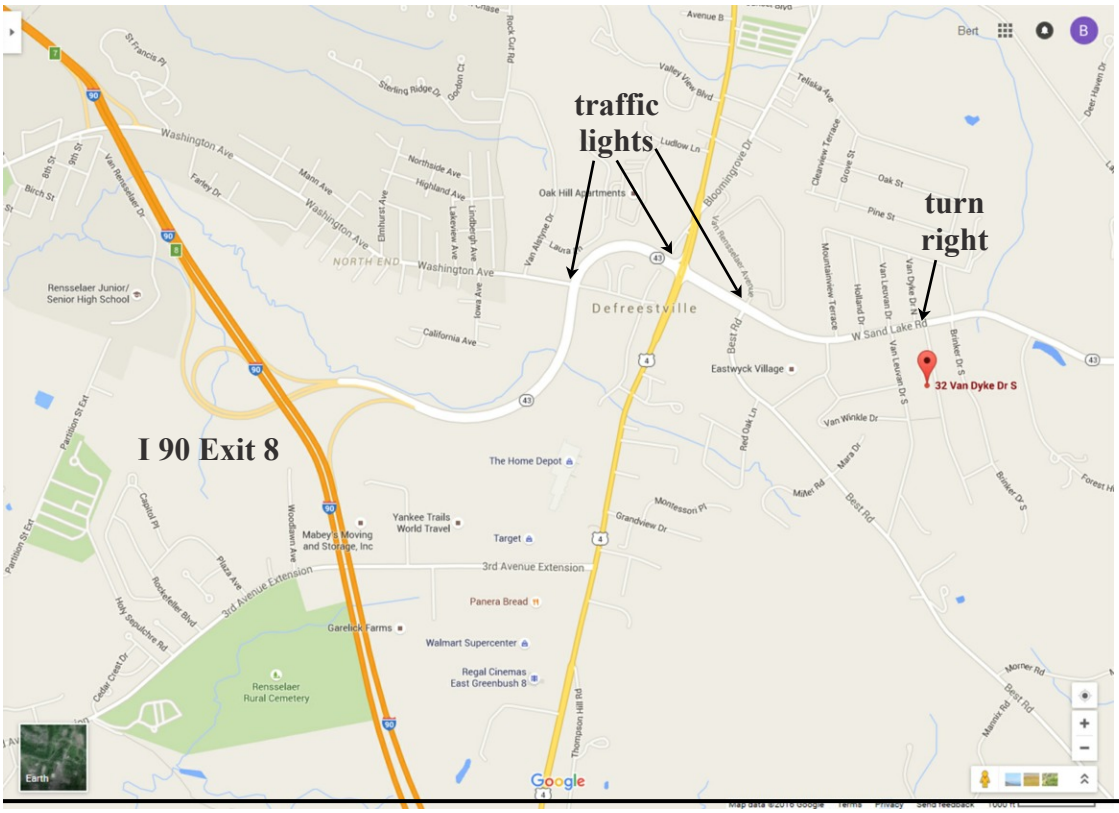
Thanks for any input you may send me – looking forward to hearing from you.

Artie

Here is a picture of a very friendly group of model railroaders at the February 26th meeting a few minutes before Joe Kavanagh began his picture and video presentation about his very unique layout. Joe is at the back of the table in the center; the screen is to the right of the photographer. Note that everyone is smiling and seem happy to be there. And there are a few empty chairs which filled up quickly before Joe was very far into his talk.

The meeting was held at the Malta Community Center because it is easy to reserve, most are familiar with the location, and it doesn't cost a lot. We could meet at other locations if you could help us find them.

We would be happy to see you at the next meeting.



DIRECTIONS TO DOUG'S

Go to I- 90 and take exit #8 (Defreestville, Rte 43).

Follow exit and at 1st light continue straight.

At 2nd Light continue straight (across Rte 4) and up hill through the next light (this is a total of 3 lights).

Once past 3rd light, Van Dyke Drive South will be 3rd road on right.

Turn right and Doug's house will be the 5th on right - # 32, tan house with brown trim.

UPCOMING EVENTS

April Meeting - How Craftsman Structures are Made

May Meeting - The NMRA Achievement Program presented by the NER AP Chairman, Bill Brown

Thursday, Friday and Saturday - March 31st thru April 2nd - The Fine Scale Model Railroad Expo - Danvers, MA.

Sunday to Sunday - July 3rd thru 10th - NMRA National Convention, Indianapolis, IN

Thursday, Friday, Saturday and Sunday - September 15th thru 18th - The Pacemaker Convention - Desmond Hotel & Conference Center, Albany, NY

The article on the next page, and that following, is the text of a presentation that Hudson Berkshire member Bob Hamm, MMR has give as both and introduction and an overview of today's scale model railroading. The *Form19* thanks him for sharing it with us and presents it in this issue for both reflection (we've come a long way, baby) and as motivation-inspiration for modelers to consider their layouts and what items/technologies available today they can use to extend the enjoyment of their model railroad.

Following the article, and in line with it, is a review of a new line of switch controllers that, as Bob mentioned in his writing, takes advantage of advances in other fields to advance model railroading. The topic is remote control of turnouts – switch machine controllers, servos, short and circuitry protection and, of course, cost. The page on MRServos describes the technology, the hardware, and, at the end, cost. The prices are included so that the reader can see that the advanced engineering put into the circuitry has simplified the hardware and components that are needed and done so at a reduced cost.

As Bob said, "This is not your granddad's Lionel train." No disrespect to Lionel train enthusiasts intended.

Model Railroading in the 21st Century

by Bob Hamm, MMR

What a great time to be in the hobby! This is not your granddad's Lionel train. There are so many new opportunities to build bigger, more realistic, higher quality layouts and actually bring them to completion. These opportunities have evolved out of changes in technology, both in the hobby and other related areas, as well as a globalization of communication and the marketplace. So let's talk about some of these changes and how they have affected model railroading.

Train Control - The biggest changes are due to the revolution in micro electronics. With the spread of the transistorized circuits in the late 60's (ex. Lynn Westcott's TAT throttles), small circuits in hand held boxes could control large enough currents to run trains. Further developments resulted in circuits that could individually address specific locomotives, first in analog form, and then digitally in the 80s. This spawned DCC or Digital Command Control, a joint effort by throttle manufacturers and the NMRA. This step came up with design criteria that allowed any one manufacturer's control system to address and control any decoder in a locomotive. Voila!! A huge advance, and it spread like wildfire, from modest starts in the late 80s to virtually taking over the hobby by 2013. This includes small, wireless throttles, allowing us to follow the trains around the layout, and individually addressable locomotives, freeing us from complex control panels (and a huge amount of wiring). Not only that but many decoders now include extensive sound effects: whistle, bell, chuffing or diesel engine rumble, boiler blow down, water stop, coupler clack, to name a few, that can either be "played" by pressing keys on the handheld throttles or that will happen automatically, such as chuffing when under load and/or side rod clank when drifting or throttle up or down on diesels all coming from speakers inside the locomotives. Decoders also include neat motion effects such as simulated momentum on long trains and needed braking when stopping. So let's recap: small, wireless throttles, extensive array of sounds from on board speakers and simulated motion effects. Yup, great time to be in the hobby.

Inexpensive Ready-to-Run Locos, Cars and Structures -This is the second largest change in the hobby. Most of these are imported by American companies from the far-east, primarily China. The choices are astounding. They are almost exclusively injection molded plastic, fully assembled, painted and lettered, and the locomotives are usually equipped with DCC decoders, many with sound. Just put them on the rails and start them up. Not only that, but they run great! The cars are done very well with individually installed grab irons, when so equipped, and underbody detail and so on. Structures, too, are high quality and layout ready. Now all of these are more expensive than the corresponding car and structure kits we are used to, but well worth it considering the savings in time. And, comparing the new far-east offerings to brass locomotives and cars, they are quite a bit less expensive. In fact, a corresponding effect has been the steep decline in the market of new brass locos and cars. They can't compete. Now some say this discourages good modeling, but I say it allows me to buy much of what I want, virtually finished, and devote my modeling time to making better progress on my layout.

New Scenery Materials and Processes - There has been a slow but steady evolution over several decades resulting in the development of new materials and techniques, as well as an expansion of the availability and variety of scenery products. Foam scenery using insulation board has become a widely used technique which is fast, easy and relatively clean. Moreover, unlike hard shell scenery, it is easy and fast to plant trees. Applying stand-up grasses using an electrostatic applier and rayon fibers allows great looking fields. Rock molding, installing and painting techniques, using urethane foams as well as plaster products tweaked by numerous modelers, have been published as have various methods for simulating streams and rivers using resin products. All of this has been further fueled by the arts and crafts industry with the availability of acrylic craft paints and media and a variety of special purpose glues and cements. Ready-built trees are available, from middle and back ground trees to incredibly detailed and beautifully made foreground trees. While relatively expensive these free us from work we are either not able to do or may not have the time to pursue.

Laser-cut structure kits. The laser-cutting process based on CAD drawings is both fast and accurate. This in turn reduces time to production and allows small runs of more kits. The kits are typically well done and available in a wide variety of prototype buildings.

Moreover the well fitting parts make for fast, efficient construction by the modeler. Large number of laser cut and etched parts, such as shingle strips and brick, are available as well.

More Realistic Track Components - Like scenery, this has been more of an evolution than revolution. Nevertheless, it has changed dramatically and changed for the better. New, better, more realistic track materials in greater variety abound with a dozen or more manufacturers of track products. Gone are the days of only having code 100 brass rail stapled to fiber ties. Flex track with plastic ties with scale size spikes and several different sizes of nickel silver rail are available. Switches of all sizes: #4 to #10 and beyond are available, many in rails sizes such as codes 70, 83, and 100 and sometimes in the smaller scales codes 55 and 40. Three way switches, crossings, slip switches, dual gauge switches; you name it and it's available from some company large or small. Fast Tracks even sells a variety of great products to help you build and hand lay individual ties and rails using printed circuit board ties. Great switch machines and ground throws of every configuration are also out there to make our job easier. For those who don't care for the intricacies of laying track, there is a variety of sectional track components that include finished roadbed as well as the ties and rail.

But you know what? There are even a lot of advancement in products, processes and materials outside the hobby that increase our efficiency and enjoyment in the hobby of model railroading.

New Planning tools - Computer aided design programs proliferated in the 80s in the engineering business as PCs came into wide spread use, and, as a former mechanical engineer of over forty years, I learned AutoCAD in the mid 1980s. It not only sped up my engineering drawing when I did such work, but not surprisingly, the utility made its way into my basement and into my layout planning. It didn't take too many years before smart young programmers in the hobby came up with similar codes for model railroad planning and there are several companies offering selections, some even for free. These allow you to plan your space and drop in both tangent and curved track and switches of various sizes etc. They allow you to simulate scenery including trees and bushes and, I think, the best part is that the programs can show you virtual creations in three dimensions and from any angle. Another aspect of this movement has been virtual model railroading where you can build actual layouts and operate them totally on your PC. Neat huh?

New general purpose tools - Such things as cordless drills and saws speed layout construction, as well as new, more efficient fasteners like drill driven screws. Seems like a small thing, but I remember building a layout starting in the mid-1970s and having to pre-drill, then pre-counter sink and then hand drive what seemed like a gazillion 1 1/4"long no. 8 wood screws. Today I use decks screws; put each one on the square drive bit in my cordless driver and zip it's in, no muss, no fuss. And there are many other tools and hardware products that help us

Social Media - Lastly, but certainly not one of the smaller changes, is the virtual explosion of new social media including chat groups, email and websites for societies and clubs as well as individual modelers. These allow us to share ideas, ask questions and in a heartbeat contact hundreds, if not thousands, of like-minded modelers across country and much of the world. Also nation-wide electronic hobby shops allowing selection and purchase by the click of a mouse and competitive selling sites such as Ebay. This allows us to access and purchase the products we want at great prices as well as access those products or hard-to-find items. But let me say the following: Such on-line sources are not a good excuse to abandon your local dealer and hobby shop. They usually have exactly the product you need; it's right there to look at and put your hands on; the guys will tell you how to use it, and no shipping charges to boot, so try to do as much of your hobby shopping there as you can. Besides they support our hobby by making donations to clubs, Division, and special programs.

So let me close this little preamble to our series of clinics with what I started with. What a great time to be in the hobby. This is not your granddad's Lionel train!

Welcome Aboard New Members

Geoffrey Kelley, Ballston Lake NY

Alan Redeker, Queensbury NY

Be sure to say 'Hello' at next meeting

This is NOT a product endorsement by the Hudson Berkshire Division nor the *Form19*. It is written for your education and entertainment.

MRServo Slow Motion Turnout Control


MRServo-1


MRServo-2


MRServo-3

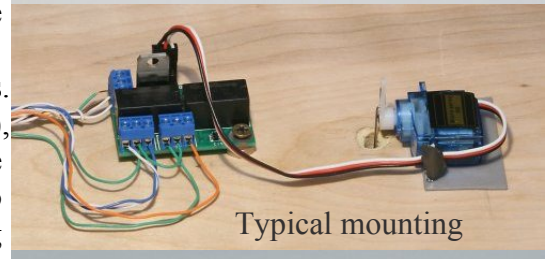
MRServo is a low-cost, low-profile, slow motion model railroad switch machine using small and inexpensive RC servos to control the turnouts on your layout. Three options are available to suit almost any situation. The first, MRServo-1, is the simplest and least expensive. It does its job of controlling the turnout, and does it well, without any bells or whistles. MRServo-2 and MRServo-3 provide extra features in the form of accessory contacts. With two sets of accessory contacts (DPDT form), the MRServo-2 is well suited for simple power routing and integration with signal systems and control panel indicators. MRServo-3 provides a single set of accessory contacts in addition to a set of PowerFrog contacts which intelligently route power to solid frog turnouts. PowerFrog eliminates the need for special current limiting circuitry or frog "juicers" in these situations.

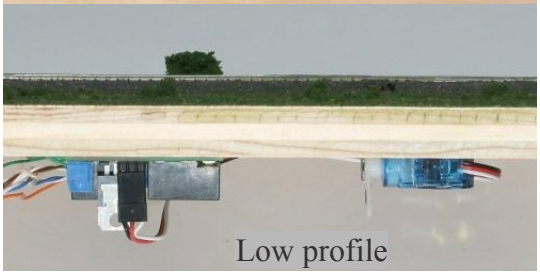
Each kit comes complete with the control board, servo, hardware, throw wires, and a piece of heavy-duty mounting tape. Instructions are also provided in each kit and an installation tutorial can be found at the Iowa Scaled Engineering website www.iascaled.com.

Any of the toggling Touch Toggles (as opposed to the momentary versions) are just perfect for controlling MRServo. They operate on +5V DC and provide a logic level output – exactly what we need as an input. The problem is how to easily wire them in, without cutting the end off and soldering them to various places on the board.

POWER FROG TECHNOLOGY


Complete MRServo-2 kit


Typical mounting


Low profile

Available exclusively on the MRServo-3, PowerFrog technology provides a reliable, short-proof way to route power to solid frog turnouts. (Examples: handlaid, Peco Electrofrog™, Shinohara™, and Walthers™ models.) These turnouts will create a short if the points make contact with the opposing rail before the contacts driving the frog switch polarity. Traditionally, the solutions have included additional gaps in the point rails to isolate the frog, various current limiting devices, or active frog "juicers". With PowerFrog, this is no longer necessary. When MRServo starts to throw the points, it momentarily isolates the frog. Once the servo completes throwing the points, it sets the direction relay to the correct polarity and, after a small delay, re-energizes the frog.

Putting this intelligence in the switch machine has many benefits. First of all, it works with any control system: DCC (any make), pre-DCC command control, traditional DC, 3-rail, etc. Secondly, since the switch machine already knows the position of the turnout, you no longer have to create an intentional short-circuit to signal the frog "juicer" to change the polarity. Third, the overall cost can be significantly less.

Price includes servo, MRServo board, linkage wire, control arms, and mounting pad. One servo can control both switches on a crossover.
Price ranges from $12 for MRServo-1 (1@) to $ 8 (12@).
Price ranges from $18 for MRServo-2 (1@) to $14 (12@).
Price ranges from $20 for MRServo-3 (1@) to $16 (12@).

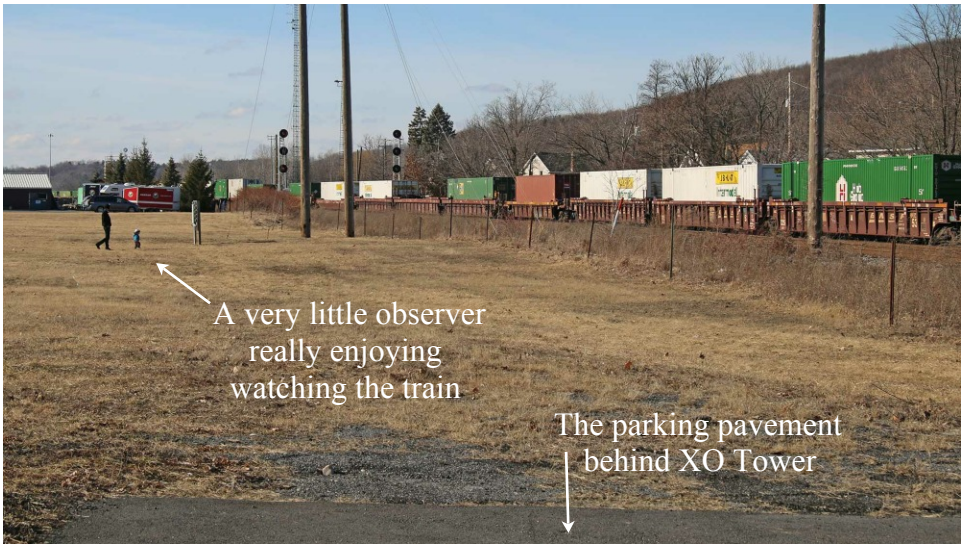
For those in the Capital District of New York and for D&H fans, Pete Bardunias, President/CEO at The Chamber (of Commerce) of Southern Saratoga County, has posted on Facebook that the CSSC's latest community development project, the completion of the XO Tower in Mechanicville in conjunction with the Mechanicville - Stillwater Area Chamber of Commerce, has begun. Electrical work is being done courtesy of Nick Sestito and T and J Electrical Associates LLC of Clifton Park. On Saturday, 3/12, a volunteer crew led by himself, Mechanicville Chamber President Anthony Accetta, and CSSC member Pete Champagne will be there doing much of the interior finish work.

The Mechanicville Rail Yards (D&H, B&M) were once the 3rd largest in the nation, considered so important that the US un-drafted military conscripts during WorldWarII so long as they remained employed by the railroad. The XO Tower is a part of our heritage. ... and our future.

The upper floor will become an observation area open to the public. The bottom floor is Chamber of Commerce offices.

Right behind the XO Tower there is now a small, paved parking lot. When parked there you are just a few feet from the PanAm-Southern tracks (Patriot Corridor) that leads over through the Hoosac Tunnel to Ayers, MA. Since Norfolk Southern now owns the the trackage into Mohawk yard and has the intermodal transfer facility just west of XO Tower, one can see power such as this Savanah & Atlantic SD70ACe Heritage unit.

The rails in front of the NS engine are those of CP's line to Kenwood Yard south of Albany. So two railroads at one location.



The S&A unit was leading an SD60M and a D40-9CW pulling a loooong intermodal stacked just one high due to the low clearance on the tunnel. All the cars looked pretty much alike. And the three units together made less noise than most Harleys.

The little (and I do mean tiny) observer in the picture (with his Dad) was really excited and animated watching the train. But most people just see 'same thing after same thing.' It's no wonder that few people get excited about railroading today.

OK, I've told you about my train watching site so you send info about yours to the *Form19* Editor. OK?

An Update on PTC & Other Stuff

By the *Form19* "Staff"

The last issue of the Form19 had an update on PTC and other stuff. Well, here is a bit more.

On February 18th, Wabtec Corporation reported record results for 2015, with sales of $3.3 billion with income from operations of $608 million or 18.4% of sales. Wabtec is successor to Westinghouse Air Brake. One of its most well known products today for railroads is the Interoperable-Electronic Train Management System for railroads to use to meet U.S. positive train control requirements (which we told you about in an earlier *Form19*).

The Southeastern Pennsylvania Transportation Authority (SEPTA) says it is close to the final phases of testing and implementing of its positive train control. The agency says it has to have FRA testing and approval of the SEPTA PTC system, and also a software revision upload on 110 Regional Rail cars that will be used for the demonstration. Hopefully they will not have the problems that LA's Metrolink reported, where bugs in the software caused trains to stop without reason and restarting each train's digital components took up to twenty minutes.

Philadelphia has maintained their streetcars from their inception, while more and more cities are installing streetcars. In Kansas City, MO, the two-mile, $102 million KC Streetcar will begin revenue service May 6, 2016. Streetcars last ran in KC in 1957. It will operate through the heart of downtown, connecting the city's River Market; Central Business District; Crossroads Arts District, Union Station and Crown Center neighborhoods.

Some streets in Cincinnati were closed for approximately two hours the afternoon of February 4th for the delivery of streetcar vehicle No. 1178 at the Maintenance and Operations Facility in Over-the-Rhine (a district in the city). This is the third vehicle of five to be delivered to Cincinnati (by truck) from the assembly plant in Elmira, NY. The first two streetcars were delivered last fall. All the cars must log 300 hours of safe travel before passengers are allowed on board. On-track testing continues along the full 3.6-mile streetcar route through various parts of Downtown Cincinnati for the other vehicles as well.

The Cincinnati Streetcar is a modern streetcar rail transit system intended to stimulate development, expand transportation options, and enhance livability by connecting key communities in and around the center city. The system, which is scheduled to begin passenger service in September, consists of a 3.6-mile loop extending from The Banks to Findlay Market through Downtown and Over-the-Rhine.

Under the category of 'wouldn't we all,' the police in Victorville, CA (26 miles SW of Barstow) say they've nabbed a woman playing engineer in the freight yard. A security guard from a nearby bus station said that she saw an "orange, short" locomotive sounding its horn and moving back and forth through the freight yard about 2 a.m. Feb. 21. Sheriff's deputies said that a 44-year-old woman wanted to go for a ride and was operating a locomotive until a deputy climbed aboard the train and entered the cab through an unlocked door. Deputies charged her with illegally moving a locomotive.

And did you ever want your own engine air horn – like a K3HA or a K5LA? Now you can build your own for less than $40. Build it with PVC components from the home center and it looks and sound (K3LA = D# F# B and 125db) like the real thing. Search for "train locomotive PVC air horn" on the Internet; even find videos with sound.

A Kansas City Streetcar on track after being delivered by truck. See pictures of an entire 3-section streetcar on the special delivery truck in the extra pages of the *Form19* online edition. From KCStreetcar website.

If you are interested in trains and model railroading, you know that a lot of changes are going on in each of these fields. Technology (the ingenuity of many talented and hardworking people) is bringing about improvements in many ways. The article by Bob Hamm, MMR on page five catches some of the change. And a product review is an example of a very recent item that has great promise for model railroading.

Many Hudson Berkshire Division members are working hard to bring about a great NER convention in September. Most have found that creating a convention requires more than they ever expected – more meetings, more emails, more writing and phone calls and oh so many more details.

In the midst of all of this, Division President Artie Krass has taken time to write his 'Division Point' column to to express his desires for the direction of the Division and how the leadership can set that direction basedabout the feedback of the membership. He also has the second part of his message on the demographics of the Division and how he would like each of you to be able to get more benefit. There is even a meeting picture to show that we really are a friendly bunch - all interested in trains.

So, come join us. Answer Artie's request for input. Update your membership information. It doesn't take much time but it is so helpful for us – and for you.

FORM 19

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

First Class Mail

The picture at left is of a Cincinnati Streetcar on its way from the CAFUSA factory in Elmira, NY. The fully assembled, 78,000 lb streetcars are transported by road on a special trailer. These cars are like the cars that CAF has been making for the Kansas City Streetcar system. Those are also being transported by truck.

In the picture on page 9 you can see how low these cars are to the street for easy bording and exit.

CAF is an international company. The factory in Elmira is providing streetcars to eight cities in the US.

Once on the rails, the streetcars are towed around the entire system by a heavy duty tow truck to see that each one meets requirements before they are even powered up.

To the right you can see that the truck trailer is a low rider that separates at the front just behind the tractor and that end is lowered to the ground. Tapered rail extensions then allow the streetcar to be rolled off the trailer onto the city rails. The gentleman next to the pole at lower left is taking a selfie with the streetcar in the background.

To the right you can see that the specially built trailer is articulated to match the streetcar. One would imagine that the car propulsion system and its weight is under the center section of the car and therefore over the many wheels at the back section of the main trailer.

So the people at CAF had to design and build the cars and in that process consider how the cars were to be delivered.

Once operating under power, each unit has to be driven 200 miles before it is used for revenue service.

More from the Amherst Train Show

The layout to the left & below is the same. At the left those are engines in the yard in center of photo. There were at lest 25, all detailed and painted for that layout.

Below, there are 21 U-HAUL trucks there.

That is the Springfield, MA Union Station depicted to the left.

It looks very impressive.

But check out the postcard picture of the real station on the next page

To the right is a postcard picture of the Union Station just before it opened circa 1926. Impressive!

Above is a representative of Woodland Scenics speaking with a woman and her two daughters.

With the white beard and kindly face, he might have been Santa Clause. With the halo around his head, he might have been a saint.

To the right are some of the Woodland Scenics buildings with their new lighting system. Absolutely yummy. Building lighting really does add to the character of the layout.

One of the classes taught by Model Railroad University sponsored by Woodland Scenics.

It didn't seem to matter whether you were young or old, experienced or a newbie, male of female, if you followed the instructions approximately you got a nice piece of scenery to take home and you learned how much fun it could be.