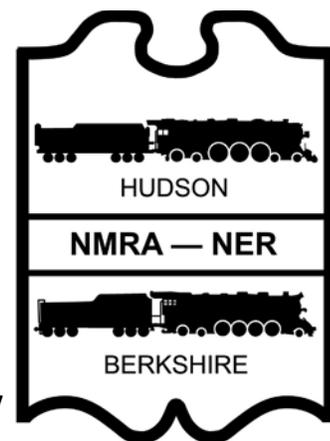


FORM 19

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



Order Number 327

March 2017

Next Division Meeting is Saturday March 25 from 10:00 AM to 12:00 Noon

Vic Roman's New York Central Hudson River Division

1038 Vincent Ave, Schenectady, NY

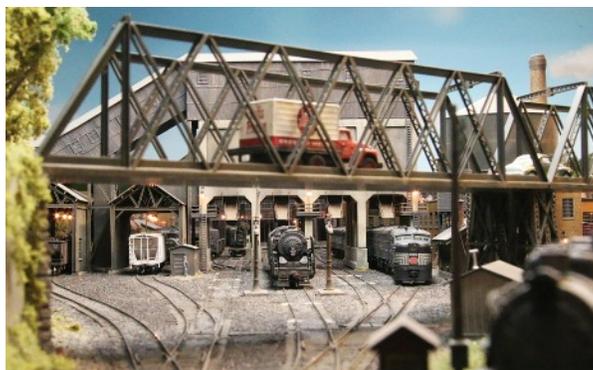


Photo by Bert Pflagl

This is your opportunity and maybe your last chance to see Vic Roman's amazing New York Central System's Hudson River Division. Vic has created a beautiful work of art with trains running through it. But Vic has been part of the Hudson Berkshire Division long enough to know that he wants more. He wants more operation action. He wants a longer mainline. He wants easier access to staging tracks. He wants a larger and bigger layout – so he has done what some of us might dream about – he built a basement addition, with a house addition above. And in a few short weeks, he will be (gasp!) disassembling his current layout.

Vic put an addition on the back of his home, completely restyled the exterior of home and garage, and held off the restructuring of his layout so that he could be a host during the Regional Pacemaker Convention. And now that time has passed and all the other work has been done, he is anxious to get on with the main event. So now you can enjoy seeing this marvelous creation before it morphs into... into... something similar but different. And he - and we - will have to wait a considerable amount of time to see what that is. So take advantage of this opportunity.



Photo by Richard Yaco

Map, directions on page 3

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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 Ready Line

By Paul Hoffman

Hello everyone. It seems that lately whenever I sit down to right one of these a snow storm is unfolding or at least threatening. Ahh the wondrous weather of the Northeast!

Since I've come out of retirement and gone back to the working world, I've found myself having to take several courses to update my skills and to learn new ones. That got me to thinking how do we as modelers update our skill sets? Well in a number of ways, I imagine.

First and foremost there is by doing. The mere act of working on a project helps us to sharpen our skills and to reinforce methods of doing things (sometimes reinforcing the ways that are not so desirous...)

Discussions with fellow modelers. One of my favorites, and something the NMRA and the Division do exceeding well. There is nothing better than talking to a seasoned hand about a technique or method that they have used successfully. Learning what works and what doesn't from someone who has been there, is, in my opinion, one of the best ways to learn "how it's done". We have these opportunities in spades in our Division. I firmly believe that you won't find a greater concentration of world class molders who live within a 100 mile radius of the Capital District in any other section of the country. We are truly blessed, and the best part is, these folks, without reservation, are willing to share their hard earned talents with anyone who asks.

Online repositories. Things like YouTube, The Railroad Lines forums, discussion boards, Train Masters TV, MR Video Plus, Model Railroad Academy, blog posts, etc. The list is endless; the Internet, vast. Much can be learned from these methods of instruction and I recommend that the next time you are wiling away a few hours on the computer, check them out.

Live Clinics, yet another area our Division excels in. This can be as simple as a slide show, showing us some novel or maybe even novice technique, to hands on clinics where you actually build something to take home. Live classroom learning is a time honored tradition in the education world and a wonderful experience from a modeling perspective.

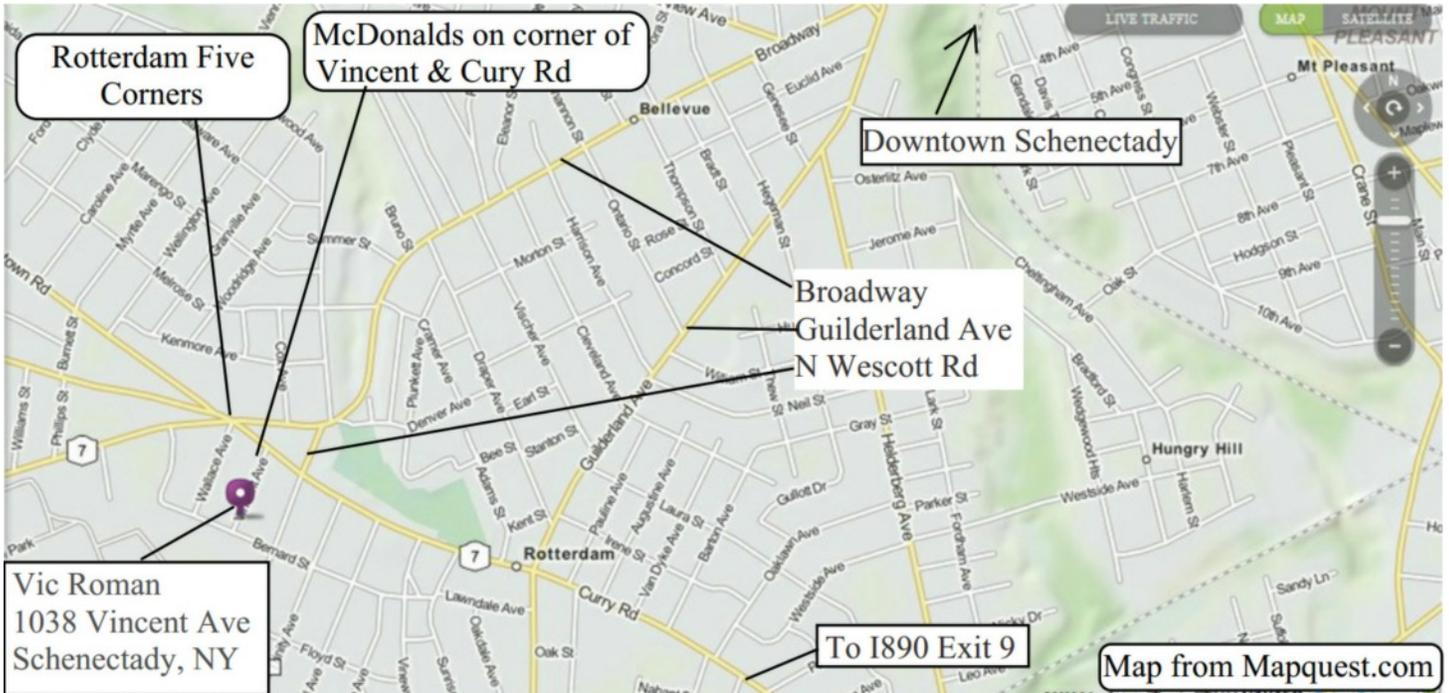
There is also a variant of this theme, paid classroom training, a Modeling University if you will. As I recall, Fran and Miles Hale ran something along those lines.

Regardless of which method you use, reach out, learn something new. The rewards are immeasurable! Think outside of your chosen genre, not just in small ways, Narrow Gauge vs. Standard, but bigger, wider; Ship modeling vs. Model Railroading. Look at overseas sources, look everywhere and judge every idea on its merit, not its source. You might be surprised at what this kind of thinking can do for your modeling. The best ideas usually come from a place that is slightly off your center. Be bold, be creative, and be open minded.

Next time we will talk a little about where the hobby might be going in the coming years.

This month finds us at the last roundup for Vic Roman's Hudson Division in its current form. Big changes are coming and this will be the last time you will get to see this layout in this way. See you at Vic's!!

As a member of this organization, the buck stops with me. If you have a problem or an issue, please work with your fellow members and do all that you can to help solve the problem. Our doors and thoughts are always open to a fellow member and we welcome all to become involved. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.



Your route to Vic's home has so many possibilities, the Form19 staff will not even try directions. If you get yourself to Route 7 going through Schenectady and headed west-bound, you will drive right past Vincent Ave. If you take Broadway through Schenectady, you can indeed make the sharp left turn onto Route 7

headed East and then the next right, just past McDonalds. Turning onto Vincent Ave from Route 7 (Curry Rd), Vic's home is the striking stone fronted, tan house with the separate 2-car garage. Signs will direct your entrance. And remember to keep your head down on the stairs.

UPCOMING EVENTS

Friday, April 21, 7 to 9 PM
Layout visit. Mike Hachey
Schenectady.

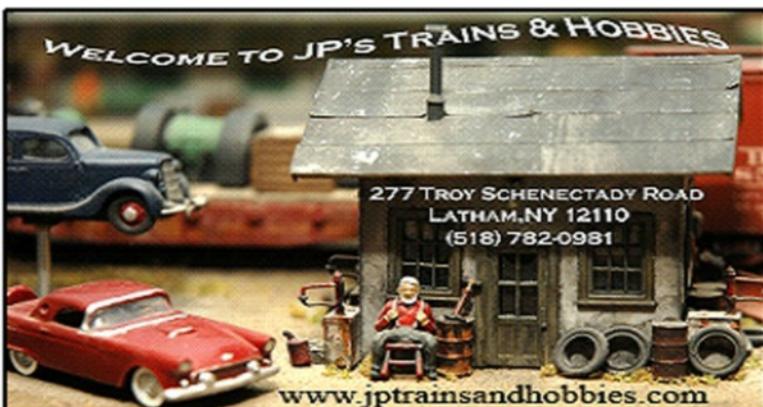
June 17, 10 AM to 4 PM
Visit to Adirondack Live Steamers
Wilton.
With family picnic.

Welcome Aboard New Members

Thank you for joining the NMRA and we hope you enjoy the Hudson Berkshire Division.

Wayne Aiken, Troy NY

New members and old timers please greet others and introduce yourselves to others you may not know at our meetings. Friendships are one of the great benefits of the Division.





An Amtrak Adventure

Part 2

By Bill Doyle

The second part of my bucket list trip was to take ‘The *Canadian*’ through the Canadian Rockies back to Toronto. We’ve all seen the colorful advertising of blue sky, broad vistas and fall colors - that’s what we were looking for. The Amtrak Cascades Talgo train had gotten us to Vancouver BC mid day on a Wednesday. A *Canadian* was scheduled to leave that night, but, neither of us had been to Vancouver before. So we booked on the Friday departure, leaving us 2 ½ days to explore.

The first afternoon we explored the downtown/Waterfront area. There is a tower called Vancouver View (think Space Needle or CN Tower) with a revolving restaurant at the top and an observation deck one level below. The restaurant maitre de didn’t want to let us in just to enjoy the view, so we ordered a bottle of wine. We discovered it takes one revolution of the restaurant to kill off a bottle of wine !! It did give us good views of the Vancouver waterfront including CP’s Port Moody container operation where we watched their engines slowly shunt long strings of single/double stack containers to a nearby yard. We also could observe Sky Train, Vancouver’s automated, driverless light rail that begins at Waterfront Station, moving commuters south and east out of the city.

Day 2 found us on a tour bus to Vancouver Island and the city of Victoria. After an hour long ferry ride, our first stop was Butchart Gardens with its formal and Japanese gardens. The site was developed in an old limestone quarry once owned by a Portland cement mogul whose wife urged him to do reclamation of the site once the limestone was depleted. It’s GORGEOUS! The bus then took us to Victoria where we lunched in an English-style pub - The Bard and Banker - (wonderful amber ale on draft). We waited for the bus to return while checking out the Fairmont Empress Hotel, one of the signature Canadian Pacific hotels. I discovered an HO scaled diorama advertising “Miniature World”, right next door to the hotel. It features 80 highly detailed scenes including a circus, Gulliver’s world, Canadian history and a large layout of the Great Canadian Railway in the 19th century. But we were out of time, the museum was closing in 15 minutes and the bus had arrived - so next time.... The

last day found us riding Vancouver’s ‘trackless trolleys’ to the University of British Columbia’s Museum of Archeology, then back into town for one more look at the skyline from the Vancouver View tower.

At Waterfront Station, passengers with sleeping car reservations are provided with a lounge (beverages, light snacks, even music) while waiting to board. The waiting train is in two sections: the front is economy, the back section sleeping cars and ‘prestige’ service. Once the front section was filled, that part of the train ran forward, then backed down to the back half as we were loading. Our sleeping car was Mackenzie Manor - our middle granddaughter is named Mackenzie. On the advice of Ken Nelson, we had booked Room F, which is larger than most and right across the aisle from the shower room. Once again, I got the top bunk, but it had more headroom than the Amtrak bunk. We departed on time at 8:30pm... and it began to rain. Because we left in the evening and were asleep soon after, we missed all the scenery between Vancouver and Kamloops.

The old route of the *Canadian* followed CP tracks from Vancouver through Calgary to Winnipeg; the current route follows CN trackage and loops through Jasper, Edmonton, and Saskatoon on its way to Winnipeg. We awoke in Kamloops, our first stop, to find low clouds and rain. We were following the North Thompson River and could see large burned over areas on the north side of the river where new growth was making a comeback.

Our first meet of the day was a 120 car train of COFC and empty stack cars with 2 CN engines headed west as we sat on a passing track. This would set the tone for the rest of the day, indeed much of the trip - we’d pull into a passing track, wait up to 30 minutes for a west bound manifest, then proceed to the next passing track. Several times, the west-bound freight pulled into the passing siding, then did a saw-by with us due to its extensive length. Many trains had great numbers of covered grain hoppers, but they were not unit trains per se as often lumber cars and other mixed freight were added to the back. CN seemed to put 1 or 2 engines at the head end, one mid train and a helper at the rear if the train was especially long. I spent many hours sitting in the dome car soaking all this up. The *Canadian* domes are great because you can see in all directions and won’t miss anything, while the Amtrak lounge cars offer a much more limited view.



Right: Vancouver, BC station; departure at 8:00 PM, 10/7/16. Back end of front (coach) section on left; end of (rear) premier sleeper service in center. Regional train on right. All photos by Bill Doyle.



Above: Time honored tradition-crew member of freight train in siding performs roll-by inspection of the 'Canadian.'

Right: Pulling into siding (which we did often!!) to allow passage of manifest freight.



Jasper, Alberta station in light snow on 10/8/16. Definitely constructed in an earlier age.



At Valemont, we made a brief stop and soon found ourselves right up in the clouds with the first signs of snow. Alongside Moosehead Lake, we ran along slide detectors and fences, under snowsheds and through a long tunnel... and more wet snow! As the track turned east, we were joined by a third track - the route north and west from Jasper to the port at Prince Rupert. An east bound VIA train with an engine and two cars including a dome overtook us going into Jasper. In Home, just west of Jasper, a herd of elk meandered through a local neighborhood oblivious to the many cars that had stopped to watch and to avoid them. Later during our stop in Jasper, two more elk wandered through the yard. According to the VIA crew, this is a frequent occurrence in this area. We arrived only 30 minutes late on the schedule to a gloomy, snowy and cold station.

Many passengers on tours off loaded to buses that would take them to Banff or Calgary. During this hour long stop, VIA washes the windows on the domes and replenishes the galleys. I took the opportunity to walk to the head end of the train to photograph the 2 VIA F40PH-2D engines, a typical dome, and an unusual café/lounge car which the crew called an entertainment car for those riding in economy. While sleeping car passengers get all their meals as part of the deal, those in economy must get food from the café car or can pay for a meal in a dining car. Adjacent to our train was a fully loaded work train with track maintenance equipment loaded on flat cars, a single CN engine (#2002) idling at one end and an unusual load of piping or cables on large spools on several flat cars.

We awoke the next morning to find snow covered landscapes and frequent snow squalls. Come on, this is too early - it's only early October!! I was usually up by 6, went to the lounge car for coffee, then up into the dome which I usually had to myself - a wonderful experience.. We had slept through a station stop in Edmonton and were now approaching the rolling prairie of Alberta and Saskatchewan. I started seeing numerous black Illinois Central (IC) and Illinois Central Gulf (ICG) covered hoppers and gons which were acquired when CN merged the IC into its system. And at Wainwright, I started to see those big red Potash covered hoppers.. Also adjacent to the yard was a collection (exhibit?) of older CN freight cars and a CN caboose.

The prairie here is endless and there is a lot of single track territory; so again, we would pull into a passing track siding and wait long periods of time for a west bound manifest. These long stops allowed me to strike up a conversation with an older gentleman named George Comstock. He worked at IBM and said that he along with 2 other engineers invented the daisy wheel that was used in IBM Selectric Typewriters. His son Charlie is a model railroader on the west coast and is involved with Model Railroad Hobbyist magazine. We were now almost 7 ½ hours behind schedule. One of our conductors offered that CN was pushing a lot of freight that weekend so as to avoid paying their crews holiday pay the next day - Columbus Day in the US, but Thanksgiving Day in Canada. At Farley, there was an enormous potash processing plant visible to the south with a literal mountain of tailings and numerous red covered hoppers with the large POTASH logo. We also started seeing many grain elevators - the smaller ones abandoned in favor of larger capacity ones - and natural gas loading facilities.

Saskatoon was our next station stop and after passing an enormous yard and container facility, we backed up into the station. Because we were on more level ground now, the passing trains had a different configuration of engines - 4 or 5 all on the head end rather than distributed. And trains were getting longer with 150 to 200 cars (yeah, I counted them !). I also saw an unusual car mid-train on two different freights - bright yellow, boxy but not a box car, with rotating flashing lights on the roof at each end and piping on the roof. Their purpose remains a mystery.

I also slept through the stop in Winnipeg (who says you can't sleep well on a train !) and awoke as we crossed the Canadian Shield - an area of endless lakes, pine, aspen and larch trees, and bogs. In one of those bogs, the noise of the train spooked a moose cow who lumbered through the water long enough for us to catch a glimpse. At a lonely flag stop called Red Lake Road, we stopped to let off a single passenger. It made me realize that out there, the railroad might be the only means for long distance travel available. At Sioux Lookout, a 7 track yard was empty except for a BC Rail engine and a Jordan spreader. We fell asleep watching a thunderstorm to our south with lightning that backlit the storm clouds.



Left & below: 'Canadian' power was VIA Rail F40PH-2Ds 6440 & 6435. Notice the raised area over a side door at the back of the engine. Also note the clear wind deflector attached to the front of the hood on 6440 at the left. Is this a bug deflector? Snow deflector? Certainly not stock from the factory.

The F40PH-2D engines are a result of the VIA Rail \$100M rebuild program of their EMD F40PHs, which had the HEP generator driven by the EMD 654E3. These have a separate small diesel engine and generator and other upgrades including the bug deflector.

Note the cool baggage cart.



Left: Loved riding in these. Flat, large glass on the ends gives great visibility.

Below: the westbound VIA Rail 'Skeena' as it passed at Jasper. VIA Rail includes a dome car on a 2 car train.





The next day found us turning south from Capreol with its huge classification yard toward Toronto and finding more fall colors than we had seen up to this point on our trip. The closer we got to Toronto, the more GO Transit commuter service was in evidence.

We arrived in Toronto about 6 hours behind schedule. The conductor said that CN finally gave us some priority on Thanksgiving day (Canadian; October 10) and we had made up 1 1/2 hours. VIA advises not to make same day connections for other trains and now I see why. We stayed two nights at the Fairmont Royal York, another of the signature CP hotels and right across the street from the train station. This was a treat to my wife for having spent nearly two weeks putting up with the bouncing and swaying beds on both Amtrak and VIA Rail.

We did the CN Tower with vistas that included a GO Transit yard filled with long commuter trains. At Roundhouse Square Park, there are static displays of engines, cabooses, section houses, a coaling tower, etc. that are part of the railroad museum that occupies part of an old roundhouse. The museum unfortunately was closed on weekdays after Labor Day. The adjacent Steam Whistle Brewery uses a railroad water tank as an advertising sign.

We headed back to Albany on the *Maple Leaf*. I was very impressed with the Amtrak crew on that trip - announcements were clear and understandable, and made well in advance of the stops. The café car attendant was busy the entire trip, but was efficient, pleasant and helpful.

So the trip was long and enjoyable - my reasons were different than my wife's !! We were disappointed in not seeing the Canadian Rockies in clear weather or the fall colors we expected. But it was well worth the time. We enjoyed the meals which were always well prepared from a menu that changed each day for each meal. We enjoyed our dinner companions too : one day a guy who had worked for the Great Northern, BN and then BNSF for a total of 49 years!; another day a professional logger who educated me about the logging industry; and of course Mr. Comstock. With the Amtrak Rewards points I earned on this trip, I'm ready for another adventure.



Track maintenance equipment loaded on a flat car; part of a much larger work train in the Jasper yard



An engine with an identity issue. There's a big CN on the long, blue hood, an IC (Illinois Central) on the cab, and a borrowed part with the traditional CN red/white/black colors



One of numerous meets with manifest freights. Usually we took the siding and waited
Editor: Bill's text explains the reason for the many such meets that resulted in significant delays.

BOOK REVIEW

While most of you were roaming about the show at West Springfield looking for bargains, I was just enjoying the day and actually found two books I had been looking for since seeing them mentioned in the rail fan press. Both books brought back fond memories of the week Bill Mischler and I spent observing and riding a unique North American railroad and learning a bit about the territory and people living near the railroad.

The books **Rails Across the Rock** and **Rails Around the Rock** by Kenneth G. Pieroway are pictorial memories of the main line and branches respectively of ***Canadian National's*** railroad on the island of Newfoundland. Both are subtitled "A Then & Now Celebration of the Newfoundland Railway." Most photographs of active trains are of ***Canadian National*** trains but there are some with ***Terra Transport*** markings. ***Terra Transport*** is the subsidiary operating CN's operations in Newfoundland and operated CN's railroad on the island prior to its abandonment.

The author takes us along the lines of the railroad through photographs of the railroad at each town along the line both when the railroad was in service and now almost thirty years after the railroad was abandoned. The author has attempted to take his present day photographs from the same location and orientation as the ones showing the active railroad.

The books also provide capsule histories of the ***Newfoundland Railway*** and other railways operating on the island. Unfortunately by the time Bill and I visited here the ***Grand Falls Central Railway***, nee ***Botwood Railway***, the ***Buchans Railroad*** and The ***Millertown Railway*** had all ceased operation. We did, however get to see a bit of the Newfoundland Hardwoods rail operation in Clarendville. The industrial rail operations at the Bowaters Pulp and Paper mill in Corner Brook had also been abandoned. The author states that Bowaters engine No. 4 now operates at the ***Huntsville and Lake of Bays Railway*** Society tourist train at Huntsville, Ont. as their engine # 3.

Not the books for everybody but if you have visited Newfoundland and want to remember the Railway or just want a record of a modern North American narrow gauge operation, these volumes may be for you.

I bought mine from Ron's books at the Springfield show. They may also still be available at **Exporail** in Delson/St. Constant Que. There is a typical Newfoundland branch line mixed train on display at **Exporail**.

Dave Hoadley

Editor: Dave introduced his book reports with three questions and provided the answers following the report. Space limitations dictated that they be moved to the first extra page of the online edition. Dave's writing prompted online reseach into the Newfoundland Railway. Good reading.



FORM 19

Hudson Berkshire Division
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First Class Mail



Dave Hoadley started his 'book reports' this way:

Let's start with a few rail fan trivia questions:

1. Where is/was the only place in North America where a rail line passed over itself in the open? i.e. not inside a mountain or over a tunnel
2. Where is CN 6060 now on display?
3. What Railway station was shown on the Amherst Railway show Flyer for two years in the recent past?

At the end of his writing, he supplied some answers:

Do you get the trivia answers?

1. The "Trinity Loop" near Trinity, Newfoundland on the former Bonavista subdivision of **Canadian National's** Newfoundland Division.
2. **Terra Transport**, nee **Canadian National** caboose No. 6060 is on display at Bonavista, Newfoundland.
3. The **Canadian National** depot at St. John's, Newfoundland.

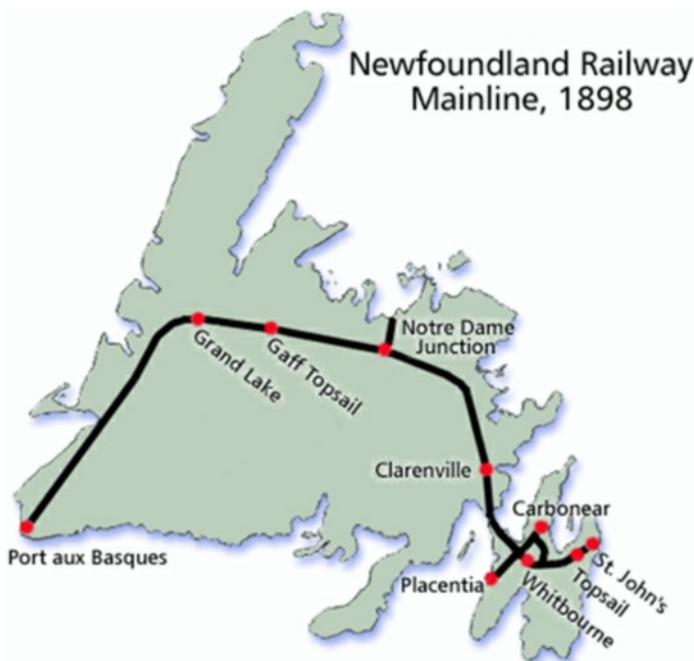
Bill Mischler and I rode around the Trinity loop on a mixed train.

When Bill and I rode the Mainline mixed from Grand Falls to Corner Brook, the 6060 was the caboose on our train.

Well, his writing about the Newfoundland Railway stirred interest in some of the Form19 staff and they were off into the internet to find out more.

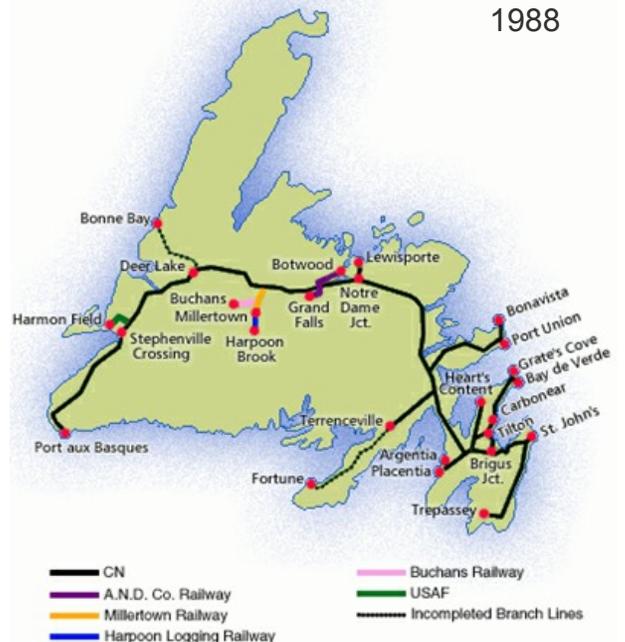
First, Newfoundland (originally New Founde Lande) is an island of 42,030 sq mi off the easter coast of Canada. It was originally 'discovered' by an Italian exporer sailing for the English King in 1497. Trinity, Newfoundland was named by a Portugese fisherman and crew when they put in there on Trinity Sunday in 1500 or 1501. Within a few years there were 34 families living there year round.

As population grew, the people wanted a way to travel about the island and to get to the inland resources of wood. In 1880, a committee of the Newfoundland Legislature recommended that a narrow gauge railway be built from the colonial capital in St. John's to Halls Bay, 340 mi to the west. Construction was started on the Avalon Peninsula in August 1881 by the Blackman Syndicate. By 1884, the Newfoundland Railway Company had built 57 mi west to Whitbourne. At the time it ceased operation in 1988, With a total track length of 906 miles, it was the longest 3 ft 6 in narrow gauge railway system in North America.



Newfoundland Railway Mainline and Branch Lines

1988





Above: The Trinity Newfoundland loop about 1900. This may not have been the only open loop in North America, but it certainly was the first and represented innovative engineering

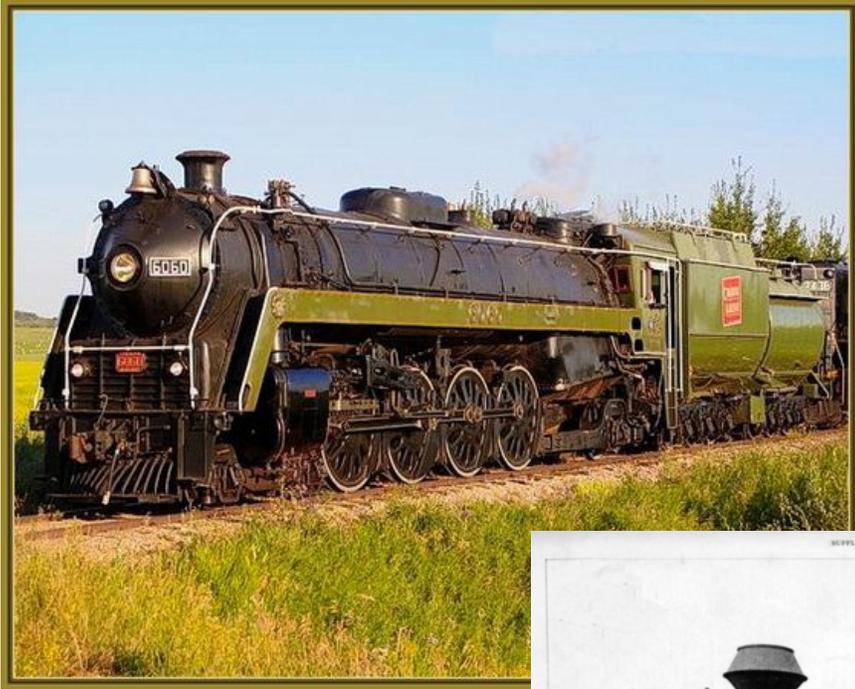


Right: A CN train passing under the bridge. This is after CN took over operations in 1949 when Newfoundland became a province of Canada. Note the narrow and standard gauge track.



Left: A mixed train circling the pond in the center of the loop. As with most early railroads, people travel was a primary motivation - and that stayed with the railroad throughout its life.

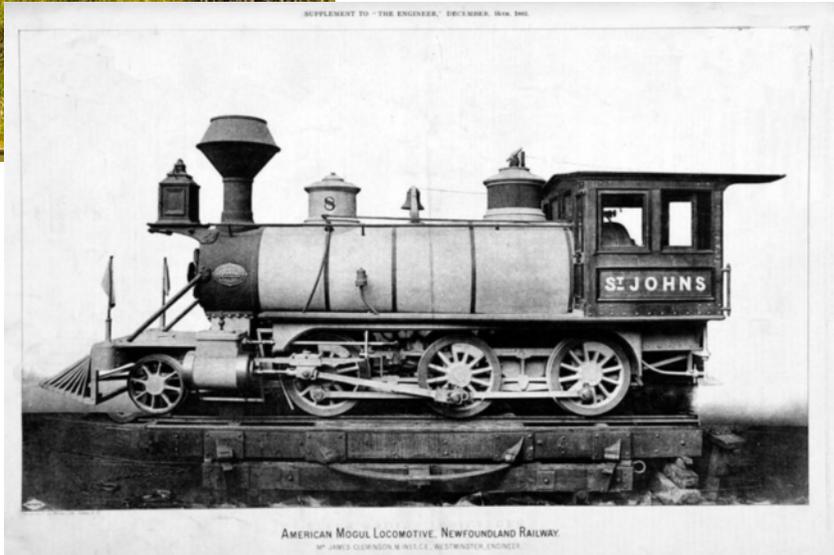
Perhaps that's the train Bill Mischler and Dave rode around the Trinity loop. We can't be sure that the 6060 was the caboose on this train.



You might have missed identifying CN 6060 as a caboose on the Newfoundland Railway as this beauty to the left is the more famous CN 6060.

We couldn't find a picture of the caboose, but it is on display with some other rolling stock at the station museum on Depot Street in Trinity.

Below is the 1882 Mogul that was used to start the Newfoundland Railway.



Below is the Newfoundland Railway station in St. John's, Newfoundland. You can see that this was a major railroad and important to the people.

It is now a railway museum on Water Street in St John's.





A CN crane with its tender car. One wonders how often these see service and how much work has to be done just to get it running again.

There is a bright spot towards the center of the crane boom which is a bit of reflection from taking the picture through the Canadian car window .

A flatcar with 7 large reels of cable, perhaps they certainly are big.

This is in the Jasper, Alberta yard.



BC Rail number 4609 is a GE C40-8M that is working for CN hauling freight across western Canada, still in its BC Rail paint.

BC Rail, which traces its roots back to 1912 was purchased by CN for \$1B (C) in 2005.

C40-8Ms were built 1990 to 1994 and only for Canadian railroads. They ride on trucks common to other Canadian locomotives.



This Canadian National Railway grain car would be a real weathering challenge for the next NER convention.

Anyone interested?

The small grain elevator is one of many scattered across the Saskatchewan prairie. As truck transportation from farm to elevators became easier and faster, larger regional elevators became the norm.





A fine mist that creates a haze that makes watching the surroundings pass and photography difficult. It makes driving unpleasant but in a nice warm dome car with gently rocking motion, it's not too bad. Thanks again to Bill Doyle for sharing his adventure.