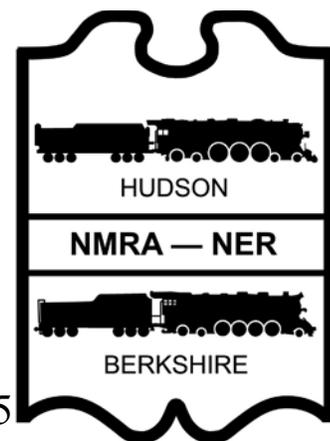


FORM 19

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



Order Number 310.

April 2015

Next Meeting Friday April 17 at 7:00 PM
Layout Visit

Doug Dederick's Great Northern Railroad

From Whitefish to Great Falls, Montana
The Kalispell and Butte Divisions in N Scale



Doug's Award winning Whitefish station

This month we have been invited to visit Doug Dederick and his section of the Great Northern Railroad running between Whitefish and Great Falls, Montana. For those of you who are familiar with the Great Northern or with Montana, you know that this section is at the southern end of Glacier National Park and includes crossing the continental divide through Marias Pass. This area has some of the most beautiful scenery in the country. It also has some rugged railroading. All these add up to why and what Doug is modeling.

Doug's approach to model railroading is thoughtful and inclusive as you will see. He has researched the area and the history of the Great Northern. He has developed a very functional track plan and the building skills he needs to create the structures that he wants for his layout, which are unique. He has already scratch built an N-scale version of the Whitefish Station and kit-bashed the large icing facility that the Great Northern built in Whitefish.. He has also created the world's best clouds on his backdrops.

Doug scratch built that station you see above from plans he got from the firm that did the station refurbishing several years ago. And he had to develop the procedures and techniques to make it. The *Form19* staff all think it is amazing. More importantly the judges at the 2010 NMRA National Convention thought it was good enough to award it second place. You can compare it to the postcard picture of the station on page three. And if you think that is impressive, wait until you see the icing facility. And all this detail is in N-scale. Oh, be sure to look inside the tobacco store when you visit. But we'll let Doug tell you about his interest in model railroading and his layout starting on page three. Directions and map on page 8. See you all at Doug's house on the 17th. See article starting on page 3.

www.hudson-berkshire.org





Form19

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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.

**Hudson Berkshire Division
PO Box 83
Clifton Park, NY 12065-0083
trains@hudson-berkshire.org**

President
Paul Hoffman
128 Woodfield Blvd.
Mechanicville, NY 12118
518 899-7515
trains@hudson-berkshire.org

Vice President
Artie Krass
4 Burton Drive
Ballston Lake, NY 12019
518 229-6080
ajkwings@yahoo.com

Treasurer
Jack Cutler
8 Bluestone Ridge
Clifton Park, NY 12065
518 383-5684
cutlerjm@nycap.rr.com

Form19 Editor
Bert Pflagl
19 Lea Ave
Waterford, NY 12188
(518) 235-8496
gpflagl@nycap.rr.com

GTE Manager
Rich Smith
15 Friar Tuck Way
Saratoga Springs, NY 12866
518 581-0535
rsmith1@nycap.rr.com

The Ready Line

By Paul Hoffman

Welcome to the spring edition of the Ready Line! As I write this we have actually had a couple of days of decent weather with the highs nearing 60, woo-hoo, I can actually go outside without freezing my tuckus off.

On to the article. Last month I put out a request for some pictures and thoughts on the Division so we can build some marketing materials for both our upcoming convention and to help with member recruitment. The response has been...a little slow? A know it takes time to ramp these things up and we all lead busy lives but this is not an onerous assignment. I know you are happy with the division. I hear your compliments at every meeting and I've overheard the comments made at local hobby shops. So I'm pretty confident that the BOD is moving things in the right direction, but what we need is those comments "codified", written down, posted, so we can share them with new or perspective members. So, PLEASE, PLEASE, email us a comment about the HBD, send us a picture of what you and your friends are doing as it relates to trains, model or otherwise. Share this stuff on our Facebook page (Hudson Berkshire Division of the NMRA). Make it a goal to send one comment per month for the rest of the year! Just think, one sentence or sentence fragment telling us what you like about the HBD (or model railroading).

Here's an example (true story by the way) "I remember the time the Karl, Dick, Mike, Vic, Jim and I drove down to the Timonium Train show in Maryland. There's a whole other story related to the drive through the wilds of Pennsylvania. We took a side trip to the B&O museum in Baltimore and had a blast going through the exhibits together. It was such a warm, comfortable feeling that really highlighted the lifelong friendships I've developed since joining the Division. I never would have met any of these wonderful friends if it weren't for the HBD." See accompanying picture on page 10.

Now, granted, that was slightly more than a single sentence but it took all of two minutes to write because it was an actual event. Your sentence could be as easy and quick as this: "I like the HBD because our President always makes us laugh" (I wish, LOL) but you get the idea. Send it in an email, post it to Facebook, write me a letter, just get those thoughts to us!!! Think of it as a way to give back to the Division and to share a pleasant thought or memory for the future.

This month will find us at Doug Dederick's wonderful N-scale Great Northern. Doug has been working his tail off in preparation for the Division's visit and his layout is coming along nicely. Which reminds me, I better get cracking on some panels I promised Doug for his fascia! I love the way N-scale really allows you to model terrain that dwarfs the trains and looks, for lack of a better term, "real". Now if only my eyes could see those small locos to work on them!

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



Doug Introduces Himself and His Great Northern Layout

I would like to take this opportunity to introduce myself to those who may not know me. My name is Doug Dederick and I have been a member of the Hudson Berkshire for over 15 years now. During these years I have come to know a great many of you and have become good friends with several. Although I do know most of you there are still some that I have not had the pleasure of meeting and I look forward to that opportunity.

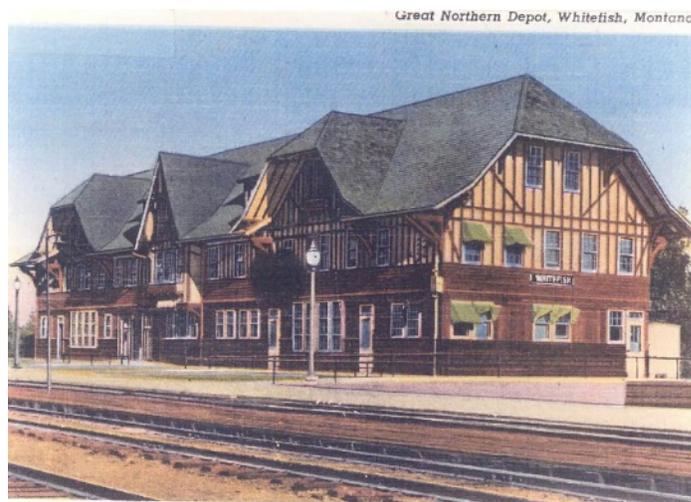
Like most of you I had an interest in trains at an early age. As a young boy we had an American Flyer train set which was only seen at Christmas time and as I recall was only run by my dad. At around the age of 11 I would receive my first "N" scale train set from "Old Saint Nick." Oh the joy! and this was something I could not poke my eye out with! (Sorry I had to throw that in there). Later in my early teens I would be invited to a friend's house to see his father's trains. Little did I know that it was a complete layout with towns, and lights, and hills and trees. This changed everything and I started buying train magazines with dreams of one day building my own model railroad. However as the story goes, I became more interested in other things such as girls. Eventually I fell in love, got married and started a family.

This brings me to the present. After raising a family I am finally building that dream layout. I want to take a moment to tell you a little bit about this dream layout before you actually come to see it. The first thing I had to decide was what to model. I knew I was going to work in "N" scale because that is what I grew up modeling and I liked the possibilities associated with that scale. The question was do I go with freelance or prototype, and what part of the country would I model? The answer to the second part of that question came to me pretty easily. Another hobby of mine is fly fishing and on several occasions I had been to Montana and fell in love with that part of the country. Now what railroads went through Montana? Oh yes, I know, the Great Northern with that orange and green color scheme that I also remembered as a young boy. "BINGO!" Now it was time for some research. The more I dug, the more I knew I had found what I was looking for! The Great Northern ran from Chicago to Seattle with many secondary lines branching off. However I wanted to model Montana and I had found just the perfect spot.

My dream layout is the Great Northern from Whitefish, Montana east to Great Falls, Montana. This is part of the Kalispell and Butte divisions. It includes Columbia Falls and Belton and the route along the southern border of Glacier National Park through Essex, Summit, and East Glacier to Shelby then onto Great Falls. I am also planning on modeling two of the branches off of the main line. One will be the route from Columbia Falls to Kalispell and the other will be the line from Shelby to Sweet Grass.



The year is 1958 and steam has been replaced by diesel. Located at Whitefish is a good size yard with a roundhouse, engine facility, icing facility, stockyard, and home to one of Great Northern's premiere stations.



Famed Whitefish, Montana Station

Heading east we come to a large wye at Columbia Falls. Within this wye sits the Plum Creek lumber mill which is still in operation today. This is also where the branch to the town of Kalispell heads south. Kalispell is comprised of a small yard that services a number of small industries. Continuing east from Columbia Falls

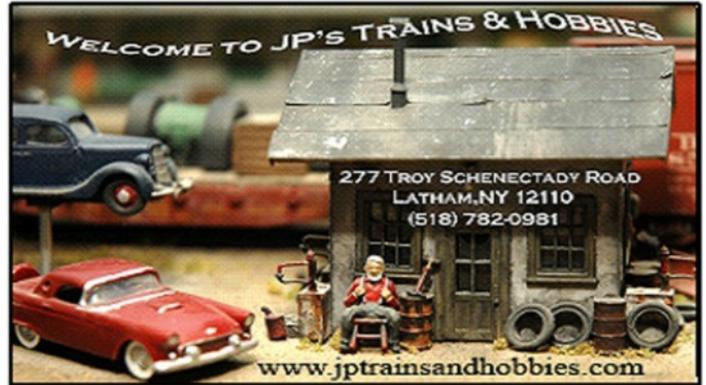


Continued from page 3

is Belton and the west entrance to Glacier National Park. Here is where the famous "Marias Pass" begins and follows the southern border of the park. Essex is located about midway through the pass and is where helper service is provided for trains heading east. From here it is a 2% grade up and over the continental divide to Summit and East Glacier. East Glacier is the east side of the "Rockies" and where the high plains of the Midwest begins. The next stop is Shelby. Shelby holds a midsize yard and will provide some more switching opportunities. This is also where the branch to Sweet Grass heads north to the Canadian border, "EY." Back in Shelby there are two main lines that head out of town. One heads east to Havre and the other heads southeast to Great Falls. I chose to model Great Falls because of it's large yard and full engine facilities, not to mention a number of local industries needing rail service.

locations. The next step will be to concentrate on doing the scenery and completing more of the scenes.

My dream is to run long trains through a lot of scenery with towns along the way that would provide some operation opportunities. I have much more to do but I am finally seeing it all take shape and becoming a reality. I am very much looking forward to sharing this DREAM with all of you on April 17th.



Lumber mill at Columbia Falls, Montana

Here is what I have accomplished up to this point. All the bench work has been completed from Whitefish to East Glacier. I used a combination of 2" foam board and "L" girder construction along the walls with a peninsula containing Summit and East Glacier. The branch to Kalispell has also been completed. Track has been laid and is wired to the main DCC bus work. The track is a combination of Atlas code 100 in Whitefish yard with Peco and Atlas code 55 everywhere else. Some scenery has been done along the way with actual photos of the area being used as backdrops. Some are the finished product with others being paper copy mock ups. The NCE wireless DCC system has been installed and is operational. Whitefish Station has been scratch built with others on the list to be done. Other buildings are a mixture of laser and plastic kits and represent actual

Upcoming Events

May 29th - Layout Visit - Jack Cutler
June 20th - Picnic with ALS

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Almost Hidden Treasure

By the Form19 staff

This month we again return to Plattsburgh, NY, this time to visit Bill Rooke and his layout. Bill's layout is one of those classic layouts that is fitted around the supports and features of a basement, using all available space to make the layout interesting. But what's really interesting is that it contains three separate standard gauge HO railroads. And, oh yes, you can run the trains from your cell phone.

But let's start with a bit about Bill. He says that he can never remember not being interested in railroads. He grew up in Schuylerville, NY about 100 yards east of the B&M yard and would run to the living room window to watch the train each time he heard the whistle, and later the horn. His interest garnered him a collection of American Flyer and Marx trains and later Lionel. So he says he has been into model railroading for more than seven decades.

He started his current layout in 1999. It is approximately 20' by 38', of L-girder construction, and with three layers. The time period is the 50's to the 60's. The area represented is mainly Saratoga Springs north to Plattsburgh and including Schuylerville to the east of Saratoga. The layout is well sceniced with lots of trees and structures. Most of the structures are from kits, but some scratch built. And did we mention it has three railroads? (Some of us have difficulty developing a track plan for one railroad, let alone three.) One of the railroads interchanges with the other two. All of them are operated by a Digitrax system that uses both simplex and duplex. And the system can be controlled from a smart phone, with the appropriate app, through a Raspberry Pi as interface. He has a signal system that also includes lights and working semaphores. He has regular operating sessions, using JMRI for routing cars and for train control. And there are lights all over, with street lights, lighted buildings and including on at least one of the evergreens (how tiny those lights are). You do remember that in the Issue 306 of the *Form19* we told you that Bill had been awarded his Model Railroad Engineer – Electrical certificate under the NMRA Achievement Program. It is very evident that Bill is knowledgeable with the way electrons run around as well as trains.

Now about those three railroads. The major railroad has a double track mainline representing the Delaware

and Hudson in the late transition era. It is a double folded dog bone with concealed staging yards at each end. The double tracked mainline is 125 feet long providing 250 feet of running. There are four switching districts identified as Plattsburgh, Whitehall, Saratoga and Ballston Spa. Plattsburgh is the main switching yard for the layout. One hidden staging area is labeled Mohawk Yard and the other as Rouses Point. This line has a roundhouse, turntable and engine service area. You will see both steam and diesel engines, including a couple of Baldwin Sharks. Some engines have the blue and gray D&H paint scheme while others are in black with yellow lettering and stripes.

There are mines at the Fawn Grove and Chazy Lake areas on the layout and these are served by the Fawn Grove and Whitehall Railroad, a totally fictitious line which is loosely inspired by the Lake George and Chateaugay branches of the D&H. The FG&W junctions with the D&H at Saratoga and has operating rights to the yard at Plattsburgh. There is a mine head and loadout area on the upper level.

The Saratoga and Schuylerville Railroad is modeled after the prototype that was owned in the '50's by Sam Pinsly. The S&S junctions with the FG&W at Fawn Grove. It serves the two yards, which fairly accurately model the prototype paper mill yard at Northumberland and the Schuylerville yard. One of the pictures that follow will show some of the S&S rolling stock. You can see clearer pictures of Bill's two engines and caboose labeled for the S&S at <http://gino.cdfw.net/SANDS/index.html> which has a nice history of the Saratoga & Schuylerville. Originally chartered in 1833, the Saratoga and Schuylerville was built later in that century by the Fitchburg Railroad, soon after the 1875 completion of the Hoosac Tunnel in Massachusetts. The S&S was envisioned as a link in the scheme to build a line from Boston to Buffalo. The Fitchburg Railroad was eventually absorbed into the Boston & Maine.

During operating sessions, Bill runs eleven labeled trains including milk trains, local freights, through freights, two passenger trains (the Laurentian and the Montreal Limited) and a dedicated coal train for the mine. It is interesting to note that besides his own layout and operating sessions, Bill belongs to the Champlain Valley Modules group (which connects with another article in this issue).



To the left is our almost hidden treasure creator, Bill Rooke, of Plattsburgh, NY. You can see that Bill has pretty much filled his basement with the three railroad layout. The railroads run on three levels with the top-most being the Saratoga and Schuylerville. The middle is the Fawn Grove and Whitehall and the D&H is at the lower level. Diagrams for the three are on page 13.

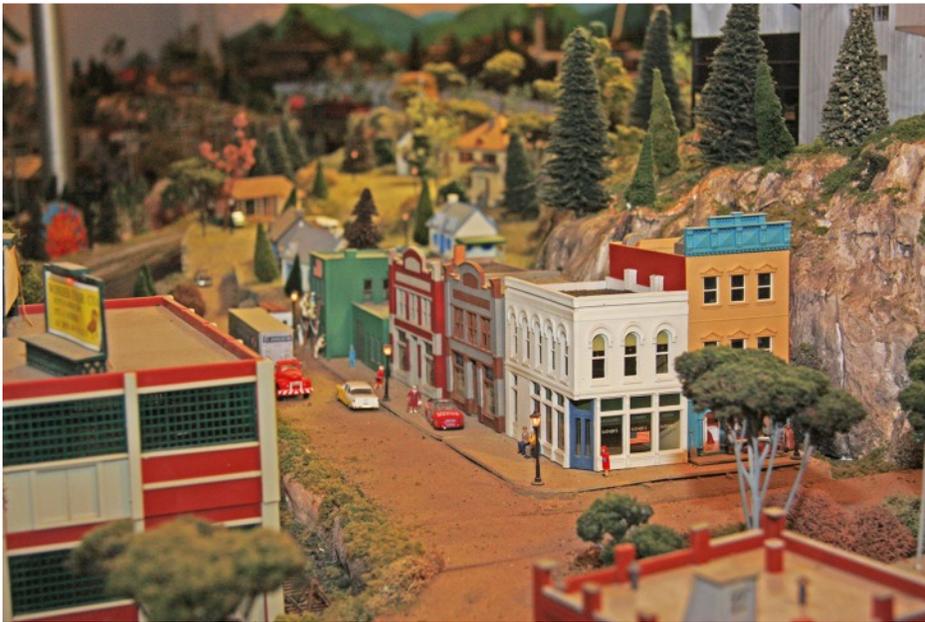
That's the D&H roundhouse at right, with the diesel servicing facility along side as shown below. On the track with the RDC are two Baldwin Sharks, one painted and the other still in brass.



The large building in the center is the Schuyler Farm Dairy. This part of the state still has large dairy farms that need to get their milk to the cities - the major consumers. There really was a Schuyler Farms Dairy and they had an ice cream store and restaurant across the street from Bill's boyhood home in Schuylerville. The building is a Walthers kit and not like the original. But the name is.

That is a Saratoga & Schuylerville work train crossing the bridge with a crane. The 70 ton switcher is painted and decaled just the way the real S&S switcher was painted. It has been interesting to do this article on Bill's layout as it prompted internet research on the S&S, a railroad previously unknown to the *Form19* staff. They were pleased to find quite a few websites with information on it. The S&S engine house still stands in Saratoga. The S&S (B&M) station in Schuylerville still stood a few years ago.

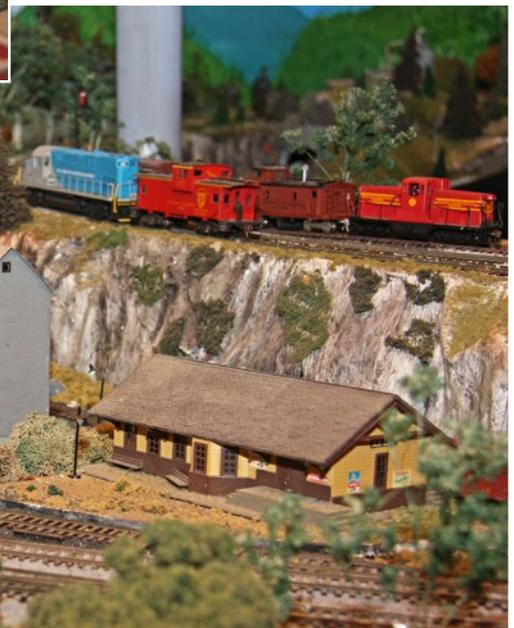




That village street to the left is neatly tucked in against the rock ledge. There is a lot of activity with a delivery being made by a St. Johnsbury Trucking semi, men working on the building face at the far end, and shoppers going in and out.

Bill's layout has a lot of scenery and buildings - both homes and industry.

Below, on the upper level is the S&S GE 70 ton locomotive connected to the uniquely styled S&S caboose.



That is the Cooley Coal Company to the right with the freight and passenger station along side.

Bill has a lot of industrial sidings and passenger and freight stations giving lots of reasons to run trains.

And everything is planned to fit in and around the support columns found in most basements. And that has to be done for three railroads.

Diagrams of the railroads and a map of the real S&S are on page 13.



That's Bills scratch built Chazy Lake station and milk platform to the left.

Many communities had similar tiny stations and many had the milk platforms.

If you have seen the Amsterdam, NY Amtrak station, you know these little stations still exist.



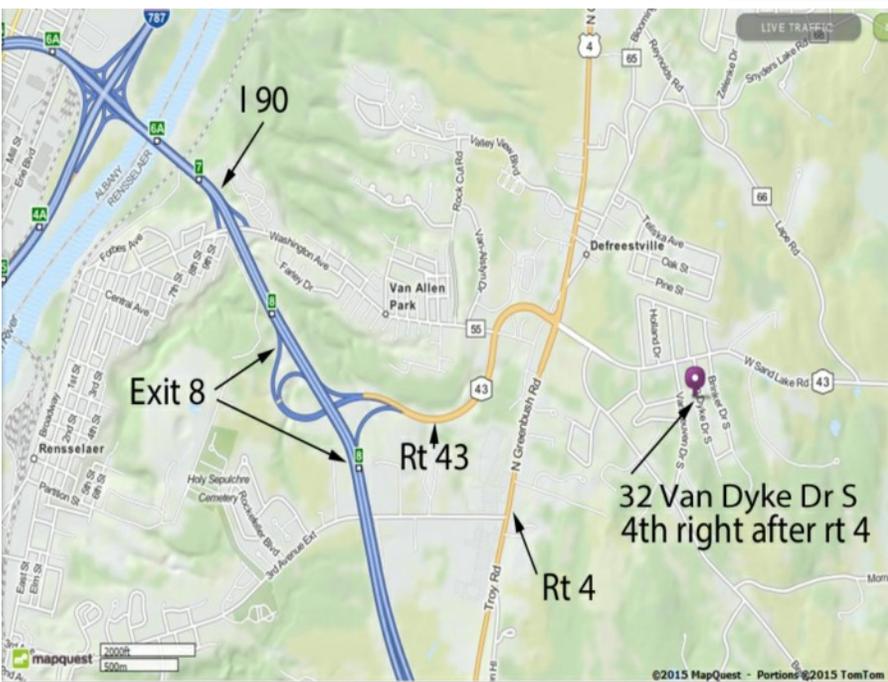
To the left and at the upper right below is one of the mines served by the Fawn Grove & Whitehall. A Coal mine might not be typical in this area but then the FG&W is a fictitious railroad and can have whatever industries it wants to serve. After all, the main purpose of a model railroad is to have fun.

There are more pictures and maps in the extra pages of E-edition of the *Form19*.

There are tracks down in front to the right. And that is indeed an ice cream truck, center left, with a couple of youngsters getting ice cream.

Will it ever get warm enough this summer to want to get ice cream.

And about those tracks, Bill has a smooth running layout if you obey the signals.



Directions to Doug's layout

Take I-90 to Exit 8 and then onto Route 43.

Cross Route 4 and go up the hill.

Van Dyke Rd S is the fourth right turn after crossing Route 4.

Van Dyke Rd s is near the top of the hill.

Once you pass Van Leuvan Dr, take the next right.



The Traveling Railroad

by Geoffrey Zahn Kelley, President, The CA&B

For some people, their love of trains started with a Lionel set, handed down to them from their fathers or received as a Christmas present. Others worked on the railroad, while some just merely watched them pass by. I honestly don't know how I got the railroad bug but it all started in 1985 in a little town in Florida.

The nearest railroad track was at least 30 minutes away by car or a few hours by bike. Something said I wanted a train. I pleaded with my dad and he built me a little 4x4-plywood base for a Tyco GI Joe train set. It wasn't much, just a simple circle, four little cars, a printed battlefield mat, plastic tanks and colored army figures (blue for the bad guys, green for the good guys). Nevertheless, it was a joy to play with. I dreamt of ways to make this simple circle bigger, but to a 12-year old kid, it was a dream. Little did I realize it would launch my love of model trains.

We left Florida and moved back to New York, bringing that base. After high school I went to SUNY Potsdam, not known for much but hockey, music, sandstone and cows. But the town had a railroad. It wasn't off in the distance, it was right there. You could hear the whistle in the morning and at night when it blew for the four or five crossings as it headed to Syracuse or Massena. And there was a model train show on the college campus during the first weekend in October.

That model train show is the main fund-raising effort of the Norwood Model Railroad Club (NMRC) (www.facebook.com/pages/Norwood-Model-Railroad-Club). The NMRC had been displaying a portable layout since the mid 1980's. They developed their modules based off standards from a club in Watertown, N.Y. This was before the NMRA standards of 5" and 7" track centers. They didn't hold to a modeling era or have any real constraint on the locale. A train might go through a large city and then through a winter wonderland.

This was the first model train show I had ever visited. I didn't know of anyone with a layout at home, so this was brand new for me. I walked around the show and looked at the three displayed layouts. Now that little circle that I once had could be bigger, with real scenery and real scale trains. And that someone other than me was doing it was just as amazing. I asked

about their layout and their club. They invited me to their club meetings, so I had the chance to meet the rest of the group and learn more about them.

Going to the meetings was one of the best decisions I made for my model railroading experience. It helped me elevate my knowledge of model railroading as well as develop new skills. It provided an environment with no pressure or expectations. The thought of being able to run trains and imagine the real thing in my mind was exciting. I found the thrill and the interest in model railroading is actually doing it, not just leafing through magazines and dreaming. I signed up.

I attended as many meetings and weekly work-sessions as I could that first year. The only expectation the club had was a willingness to help and a love of trains. It was a great learning experience for me. I found that setting up a layout and tearing it down takes teamwork. It is actually a simple job but the more people the easier it gets. I also learned that running a train on a layout was actually a lot of fun, as much fun as I had when I was 12 years old.

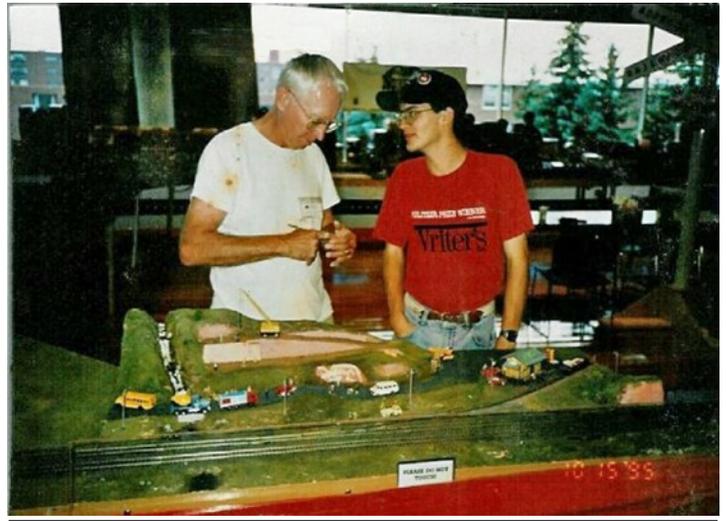
Though I had no trains, other members were always gracious to let me run their trains. I did buy my own train eventually. On a college budget, the idea of Kato or Atlas trains was a dream, and even Athearn's blue box kits were pricey, so for about \$20 I purchased a Bachmann engine and Life-Like rolling stock, complete with horn-hook couplers. That little train brought back so many memories and fueled my desire for the better stuff. I knew it was a 'toy' train, but I still treated it as if it was something special. I was careful to pack the pieces away when I was done running them and made sure they ran properly. I even tried my first attempt at weathering a car.

That first year with the club was what I needed; sharing something that I loved with like-minded people. And I made friendships that have lasted to this day, some 20+ years later. I suggest that if you are looking to expand your model railroad experience, join a local club like the Catskill, Adirondack and Berkshire Railroad (www.cab-rr.org) today. Visit them on the web, talk to a member to learn more about them or come to one of their meetings on second Tuesday of each month at 6:30pm at the Orchard Tavern in Albany, N.Y on April 14 or May 12. We are in the train room.

This is the first in a series of articles by Geoff about the experience of modular railroading.



Hudson-Berkshire friends Karl, Dick, Jim, Mike and Vic at the B&O Railroad Museum in Baltimore, MD. Find out why this photo is here on page 3.



Professor Bob instructing an attentive young Geoff Kelley about model railroading with modules. See article on page 9 to learn why this was significant.



Lest you forget, a lot of H-B members are working towards the September 2016 Pacemaker Convention for the NER.

Check the H_B website and Facebook pages for updates and interesting viewing.

Sunday April 12, 2105 is Rails Along the Mohawk, the First Annual Model Train Show at the Riverfront Center in Amsterdam, NY sponsored by the ALCO Historical & Technical Society. Admission is just \$5 for adults. Children under 12 free.

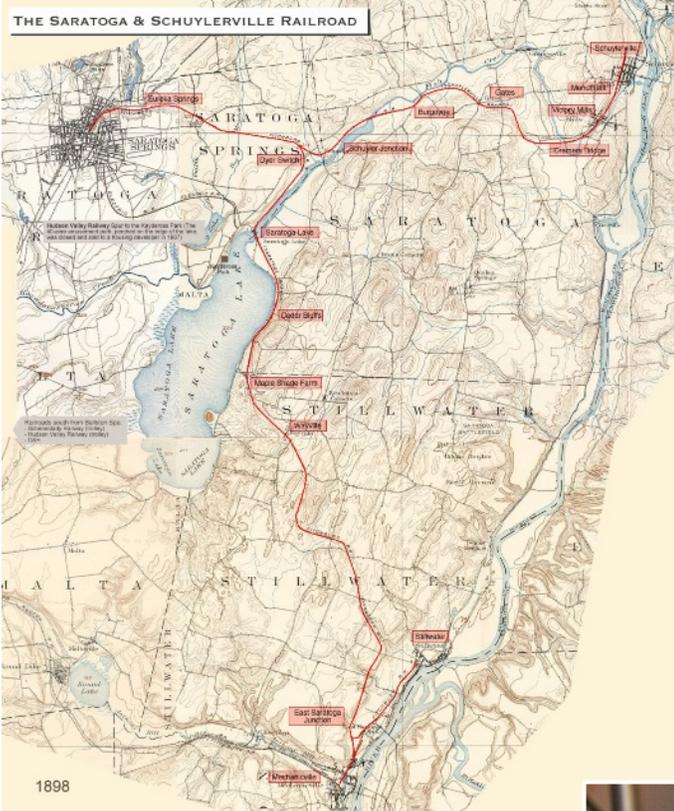
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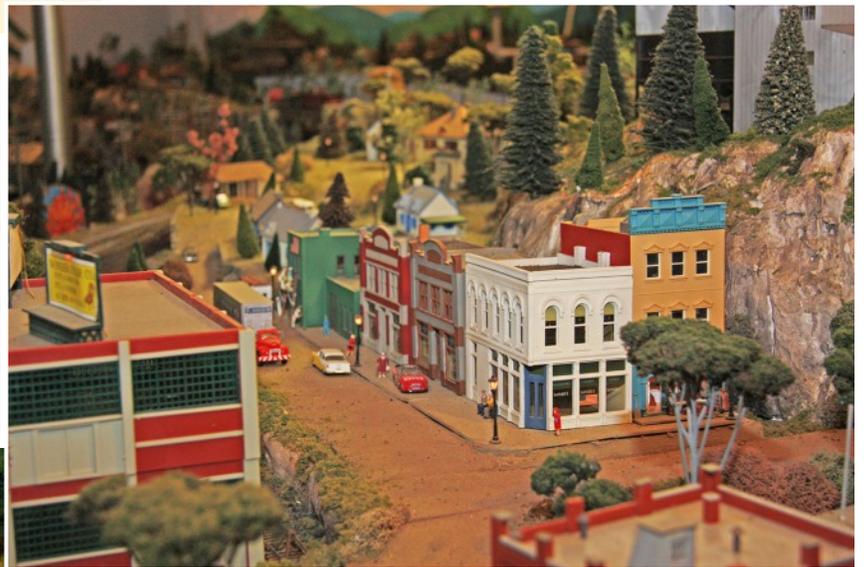


A large well scenced, three railroad layout tucked into a basement with lots of other railroad memorabilia.
 In the far background (top, center) is the coal mine served by the Fawn Grove & Whitehall.

Above is a topographical map showing the path of the Saratoga and Schuylerville Railroad.

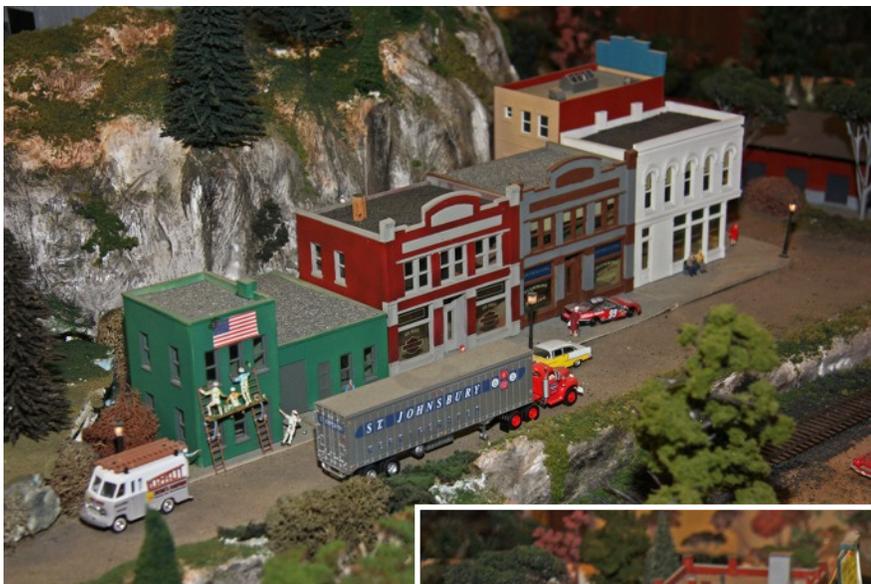
The S&S was one of the many railroads that were built covering only a short distance but serving the passenger and freight needs of a much earlier society.

The S&S literally disappeared in 1957 when most of the rails were removed and scrapped.



Above and left one sees that the area served by the three railroads has a lot of structures indicating that there are a lot of people living and working in it.

There is a lot of visual interest and a lot of track and sidings that need service during operating sessions.



Left is a busy street with several stores and a St Johnsburly truck making a delivery.
 You don't see those trucks around any more.
 Note the street lights.
 Where does one find HO scale painting figures and the plank scaffold supported on the two ladders?
 And a van for the painters with a ladder on the side?

Right are two factories or a factory and a warehouse.
 Both require a siding and service.

Montgomery County, NY is now trying to create an industrial development park and were very pleased to announce that CSX will provide rail service. This, it is said, will increase value substantially.



A black and yellow D&H switcher moves a box car painted as a billboard for Old Dutch Cleanser.
 Remember when a lot of cars advertised specific products?
 And there is another station.
 And some sort of a tank with car servicing structure. Be careful of spills by the water.

