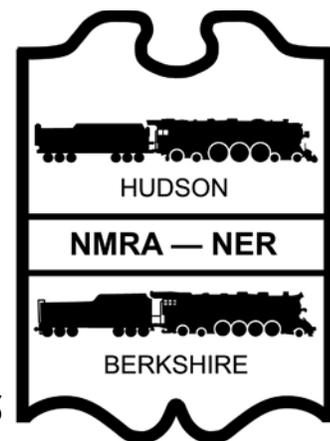


FORM 19

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



Order Number 308

February 2015

Next Meeting Friday February 20 at 7:00 P.M.

Bob Mohowski

Noted author, speaker and railroad historian

'A Life-Long Interest in Railroads'

Malta Community Center, 1 Bayberry Drive, Ballston Spa, NY 12020

Join us as Bob Mohowski, Hudson-Berkshire Division member and modeler as well as noted author and historian, tells us of what drew him to railroading, made it a lifetime interest and shares with us some of the many pictures he has taken and the stories that go with them. From the trips to Virginia and Kentucky to see coal trains of the Louisville & Nashville and the Norfolk & Western to railroading in the plains of Wyoming, Wisconsin and even Canada, Bob has traveled extensively to visit railroads and has taken pictures to record what he saw. These are travels that we all would like to have taken - but didn't. So come and hear Bob tell about it from a fantastic memory that can tell you where each photo was taken, the details of the trains and much more.

Many of us have met Bob and know him as a friend and humorist. But others know him as an author, historian and someone to turn to for expert information. Those H-B members that were on the bus trip to the Amherst Railroad Hobby Show know that the DVD that was played, *Rails to the Catskills*, included interview segments with Bob because the producer of the video, Tobe Carey, sought him out for his knowledge and clear presentation.

Bob is the author of *New York, Ontario & Western Railway and the Dairy Industry in Central New York State: Milk Cans, Mixed Trains, and Motor Cars* (1995, with Carl Ohlson, illustrator), *The New York, Ontario and Western in the Diesel Age* (1996, with Robert Mohowski), and *The New York, Susquehanna & Western Railroad* (2003).

And maybe Bob will tell us how an *almost* freight train ride on his honeymoon is still remembered to this day.

Directions to the Malta Community Center may be found in last month's Form19. When going north on Route 9, Bayberry Drive is the first left past Allerdice Hardware. If coming south on 9, Bayberry is the first right past Cocca's Motel. Please be prompt as we have the use of the meeting room for a limited amount of time.

www.hudson-berkshire.org





Form19

The *Form19* is published eight times per year for members of the Hudson Berkshire Division and for newsletter subscribers (at \$12.00 per year).

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

Snow and cold, snow and cold ♪ (sung to the tune of “Silver and Gold” by Burl Ives). Welcome to winter in the Northeast! The good news is we are a little less than 6 weeks away from the 1st day of spring.

Upfront, an important announcement: Please remember to return your NMRA Ballot no later than March 1st, 2015. EVERY VOTE COUNTS and your participation is the surest way to keep our organization engaged and relevant. Complete instructions are on the ballot everyone received in the February *NMRA Magazine*.

Our bus trip to the Springfield show was a rousing success yet again!! Much thanks to Artie and Kevin for organizing and managing this wonderful trip, huzzah!! I actually managed to escape from Springfield with my check book intact, well almost...

The snow storm that passed through that day and dumped 10+ inches on Massachusetts had nary an effect on the bus patrons, we parked close, received our tickets on the bus and waltzed right in. Trust me, there is no better deal to be had in Model Railroading than the HBD bus trip. We had a suggestion by one of the riders to purchase a sub platter or party sub, some drinks and snacks and have them on the bus to avoid the long lines at the rest stops next year. I think it's a sound idea, deserving of some consideration, what say ye?

The “staff” at the *Form 19* (yes, all two of us) had a couple of interesting occurrences over the last few weeks. As you all know, we are constantly in need of articles and submissions (hint, hint) to make the *Form 19* the fine publication it is. In that sense, we have received some National recognition in the *NMRA Magazine* and on the *NMRA member's* only website. Log in and check it out (<http://www.nmra.org/members>) But back to the story, some of the submissions we receive and even some of the ones we self-generate were/are missing a key ingredient, one that in our litigious and digital age takes on special significance; Attribution of your sources. Please remember to do the following when you submit an article to us, or any publication, for that matter:

1) If you use a picture from the internet, or anywhere, that you did not take yourself (as opposed to a selfie, LOL) please be sure to get permission to use the photo and properly name the photographer and organization. The *Form 19* has been notified a few times over the years for publishing photos without permission or proper acknowledgment. In each case the photographers have been most generous and allowed us to use the photo with a friendly reminder to ask for permission. So as our publication receives ever more exposure, please remember this simple rule. If you use it, get permission from the owner wherever possible.

2) This same holds true if you present others clinic material or use parts of their printed articles, always seek permission first and properly attribute the source. This is not a “do it and ask for forgiveness later” type of thing. As much as the editor fact checks as best he can, we simply do not have the manpower to check everything submitted, so we rely on you, the submitter, to get what is needed.

Continued next page

Continued from page 2

The good news is that we rarely have this problem, although as I pointed out, it has come up twice in the last few weeks. Both times the owners of the material were gracious and allowed us to either use the material or remove it without repercussion. Bert is doing one heck of a job with the *Form 19* and our little newsletter is working its way on to the national stage so we have to be extra diligent in this area. Our rising national stature is also a wonderful way to get your thoughts and articles out to a much larger audience, so bring us those articles and musings!!!

Lastly, a brief apology to my faithful readers, due to some family issues and poor planning on my part I was unable to produce my column last month, mea culpa. But all is not lost, some progress is being made on the layout in anticipation of the Pacemaker 2016 NER convention!



Jim Kirby and Mike Rein pondering a construction problem on my layout. Proof that it does, indeed, “take a village” to raise a layout! Photo by Paul Hoffman

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 page 2, 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.

In the last issue of *Form 19*, the staff presented a picture of a very futuristic electric rail vehicle and asked the rather rhetorical question ‘Who made this?’ We really didn’t expect to get an answer. We just thought it was an extremely up-to-date example of the streetcar. Well, others seem to agree.

That photo, by the way, was lifted from the *Railway Age* website, who took it from the manufacturer’s website.



Uralvagonzavod (UVZ) photo. Note reflections.

Tank and train maker, Uralvagonzavod, unveiled its next-generation tram on July 9, 2014 at the industrial expo in the Ural city of Yekaterinburg, Russia.

Officially called the ‘Russia One’ (or R1) tram, it quickly got dubbed the “Batmobile.”

Alexei Maslov, of the design firm Atom, part of the tram project said, “The R1 takes the form of a crystal allowing it to reflect the area in which it moves, so the tram will assimilate into any landscape. The three-section R1 can hold 190 to 270 passengers. The advanced truck design will allow it to travel smoothly on Russia’s often less-than-perfect Soviet era rails, he said. The overhanging, negatively sloped front gives the driver a 30 percent wider view, minimizing the risk of striking pedestrians and vehicles.

Mass production could start in 2015. The R1 is intended for Russian cities but the design has taken stock of offerings from France’s Alstom and Canada’s Bombardier and could compete with both companies in Eastern Europe and South America.

From a July 10, 2014 article in the *Moscow Times*.



Russian Decapods

Or Those %\$#&* Bolsheviks!

Robert E. Mohowski

On the eve of World War I, the Imperial Russian Government was equipping its rail system with large numbers of North American built 2-10-0s. Designed by the state railway's mechanical department, the "Russian Decapods" carried 100 tons on their drivers and ranged widely over a vast five-foot gauge network. Some 850 of these soft coal burners were built by Alco, Baldwin and Canadian Locomotive Works and shipped to Russia.

The collapse of the czarist government in 1917 stranded another 200 at Baldwin and Alco plants. They were acquired by the United States Railway Administration, an agency established by congress to oversee domestic railroad operations which had become jammed by the sheer volume of war time business. The engines were converted to American gauge by shrink fitting seven-inch wide tires on the drivers and re gauging pilot and tender wheels and then distributed to 42 roads; mainly in the east and southeastern U.S. (US RA also developed designs for steam engines and freight cars which were generally considered successful.)

Many of the appliances and features specified by the Russians were removed but enough remained for engines crews to derisively brand the 2-10-0s "Bolsheviks", "cabbage cutters", "furriners" and worse. Many railroaders became absolutely xenophobic (see footnote) when assigned to these engines. The long narrow firebox required "good throwing arms" and a variable exhaust nozzle had to be adjusted from the cab. The lubrication systems were crude by U. S. standards and the most despised feature was an inward swinging fire door which resulted in a lot of scorched clothing. A close second hated feature was the wider driver tires which brought more than one engineman to grief when they climbed up and over self-guarding switch frogs! Few people I suspect, would hand these engines a prize for aesthetic appeal, however for sheer variety in application of appliances such as headlights, bells, pumps, ladders, cabs, class lights, running boards, tenders, etc., few engine classes were their equal.

As years went by the "Decs" lost some of their foreign appearance but their long steam and exhaust delivery pipes, odd steam and sand domes, long, lanky looking boilers over 52-inch drivers (older modelers could easily imagine

a worm and drive gear in the wide space between two) quickly recalled their "ethnicity." According to Railway & Locomotive Historical Society Bulletin 124 (April, 1971) Erie owned the largest number of them with 75. Many were leased to and some were sold to subsidiary NYS&W. The next four largest owners were SAL (37), Sou. (29), SLSF (21) and DT&I (15). Sales and leasing among railroads makes an accurate roster problematic.

Models of these locomotives have been available for several years in O and HO gauges and possibly other gauges. Pacific Fast Mail (PFM) made a Frisco (St. Louis-San Francisco, SLSF) version in brass and later Bachmann produced one in HO in plastic. At least one other brass mfg. produced them. I think the Bachmann model is still available and should be easier to rework into a variety of prototype versions. The Model Railroader Steam Cyclopedia has plans and photos which would be a good aid for any customizing or super-detailing project and it also lists all the roads that owned them.

The late John Systma, past president of the Brotherhood of Locomotive Engineers came from the NYS&W, was an old friend and told me some of his experiences in running these engines. He said he had one up to 50 mph with a late running passenger train and was also one of those enginemen who unintentionally ran over a self guarding frog. If you ever ran your car over a speed bump on a residential street at 40 mph or better you would have a good idea of what he experienced!

Footnote: xenophobic unreasonably fearful of or hating anyone or anything foreign or strange.

Editor's notes: The decapod wheel arrangement was used with some success in the US, primarily on railroads that had mountainous terrain. Decapods were used on the Pennsylvania and the Western Maryland in the east and on the ATSF in the west. The 2-10-0 was a somewhat logical outgrowth of the popular 2-8-0, Consolidation. Putting most of the locomotive weight on the drivers made for hard riding and abuse of the rails, even with early American design and built.

The PRR bought 598 2-10-0s including 123 built at its own shops for use in the Alleghenies. However the PRR design used a four foot longer wheelbase and 62" drivers producing 102,000 lbf tractive effort compared to the 50k lbf of the Russian 'Decs.' The PRR had heavy rail infrastructure while the Russians had light rail at 50 to 60lbs per yard. Either way these machines worked for slow drag freight service, nothing requiring speed.



The Central New York Division of The NMRA Presents:

“Ops” Til You Drop Weekend

Saturday and Sunday, April 11 & 12, 2015

Three Sessions Totaling 10.5 Hours of Railroad Operations

On Six Top Layouts

Utica/Syracuse NY Area

New York and Pennsylvania Central of Roger Beiswenger

The Leadville and Red Cliff of Bill Brown

Ogdensburg and Norwood of Jim Heidt

Canada Spokane and Pacific of Drew James

CSX Northeast of Dave Martini

Mohawk Valley Southern of Bernie Messenger



The Schedule:

Saturday April 11th

12:30pm – Arrive at First Assigned Layout for Orientation

1pm to 4:30pm – First Operations Session

4:30 to 5:15 – Dinner Provided at Your First Layout

6pm – Arrive at Second Assigned Layout for Orientation

6:30 to 10pm – Second Operations Session

10pm – Travel to Your Hotel (Lists Provided Later)

Sunday April 12th

8:30 to 9:30am – Breakfast at Common Site (Details Later)

10:30am – Arrive at Third Assigned Layout for Orientation

11am to 2:30pm – Third Operations Session

Cost - \$10 (By March 28, 2015)

Covers Your Saturday Dinner and Snacks

You Will Be Responsible For Your Hotel Cost and Sunday Breakfast

For Info Contact Bill Brown at LARCProducts@yahoo.com

To Reserve a Spot Send Your Check by 3/28 (made out to CNY Division, NMRA)

To Bill Brown, 6002 Singletree Lane, Jamesville, NY 13078

The page above is the first of a three page flier sent out by the Central New York Division, NMRA advertising their operations weekend. Pages 2 and 3 (the sign-up form) can be found on pages 11 and 12 of online version of the *Form 19*. If you get the printed version only and are interested in more information, contact Bill Brown at the email address above. Or you can call the *Form 19* Editor (phone number on page 2) and he will mail you a complete copy of the flier.



Word for word from the August, 1922 issue of Railway and Locomotive Engineering

New and Interesting Mikado Type Locomotive Built at the Lima Locomotive Works for the Michigan Central

Introducing Radical Changes in Details Resulting in a High Standard of Efficiency and Economy

Another interesting and important development in locomotive construction looking towards efficiency and economy has made its appearance in a new-Mikado 2-8-2 type of engine on the Michigan Central. Its construction at the Lima Locomotive Works, Lima, Ohio, was not heralded by any promising announcement, but on the contrary seems to have been carefully concealed until its unique appearance and note-worthy performance stamped it at once the inventive ingenuity of the accomplished engineers of our time. The new Locomotive was planned and constructed under the personal direction of President A. H. Smith of the New York Central Lines, whose long and wide experience in railroad construction and mechanical appliances stamps him as among the leading railroad men in America.



The new locomotive, as shown in our illustrations, in general appearance presents striking departures from the familiar features of the ordinary locomotive, and in numerous details of its design and construction it is just as different from any predecessor as its appearance indicates. The weight of the locomotive, exclusive of tender is 334,000 lbs. The tender which has a capacity of 10,000 gallons of water and 16 tons of coal, weighs 199,700 lbs. The boiler carries 200 lbs. of steam. The main cylinders are 28 inches in diameter, with 30 inches stroke. The diameter of the driving wheels is 63 inches. A tractive effort of 74,500 lbs. is obtainable. Of this amount of force 11,000 lbs. are delivered by the "booster." The remaining 63,500 lbs. are obtained from the forward cylinders.

Among the departures from standard railway practice is the feature of super-heating the steam before it reaches the main throttle, the steam passing through the steam dome into the dry pipe and thence to the superheater units, the dry pipe which is outside of the boiler being connected at the forward end direct to the superheater. For the first time also in the history of American railroading superheated steam is used to operate the air pump, feed-water pump,

"booster" engine and headlight turbo-generator. Instead of the ordinary injector a feed-water pump takes the water from the tender and forces it through a heater, the heat for which being obtained from the exhaust steam, the condensate of which is returned to the tender through a filter, which eliminates any oil which may have been carried over from the cylinders into the exhaust steam.

The feed-water heater is located at the front of the engine, above the head-light and near the top of the tank so as to give the condensate pipe sufficient inclination to return the condensed water to the filter on the rear of the tender. The feed-water pump is mounted immediately back of the left side of the smoke box on the boiler.

It is worthy of note that before the steam leaves the dome it is passed through a separator which collects any water that may be carried in the steam, the water being automatically returned to the boiler, which, together with the taking of steam from the highest possible point of the boiler, insures absolutely dry steam of unusually high temperature. From the superheated steam passages in the header, the superheated steam is conveyed to the throttle, the location of which is in what might be termed a throttle box, which is on the top of the smokebox, and immediately forward of the smoke stack, another unusual departure from existing designs and practice and calculated to get the steam to the cylinders from the throttle in the most direct way possible.

Careful attention has been given to the application of devices to facilitate handling the locomotive by enginemen, the special equipment consisting of power reverse gear, mechanical stoker of the Elvin type, and an automatic grate-shaking device which shortens the time the engine must spend over ash

pits. The interior arrangement of the cab is such that the engineer and fire-man perform the necessary duties in connection with the operation of the engine with a minimum of movement from their positions on either side of the cab, the physical effort of each being of the most easy kind. Even the blowing of the whistle is pneumatically operated, an air valve being located near the side of the cab and immediately in front of the engineer. As is customary on the Michigan Central, the engine is equipped with a water scoop which eliminates



stops and consequent delays when the water tank needs refilling.

Among other improvements is a double refractory brick arch in the fire-box of a new type designed to so aid combustion as to give the very maximum of heat units from the coal. A new type of precision power gear, which after repeated tests is claimed to be absolutely unvarying in its operation, has also been introduced for the first time. Even the bell ringer, like the whistle, is started by touching a button. Even the "booster," already referred to, is of the latest type C-1. This appliance, as is well known, is rapidly coming into favor and as an aid in starting and in grades its merits places it among the leading improvements in locomotive practice.

In the preliminary tests and subsequent regular daily service hauling heavy trains between Detroit and Toledo the locomotive more than met the highest expectations. The initial test comprised the hauling of 100 heavily laden coal cars and later easily negotiated a train of 140 cars containing more than 9,000 tons of coal, indicating a capacity of more than 150 cars, making a load in excess of 12,000 tons.

Designed and built to expedite the movement of heavy fast freight trains, such as refrigerator trains entrusted with perishables, it has at once stamped itself as admirably adapted to the service, and more than meeting the expectations of those who witnessed its performances. Among those who had the opportunity of observing the trials of force and speed, it was the unanimous opinion

that locomotive 8000 is the last word in efficiency and economy in freight service. The official data show that with an increase in weight of less than two per cent as compared with the heaviest Mikados in service on the Michigan Central the new locomotive shows an increase of nearly eight per cent in tractive power, derived from the forward cylinders, and an increase of over twenty-six per cent when the locomotive "booster" is applied.

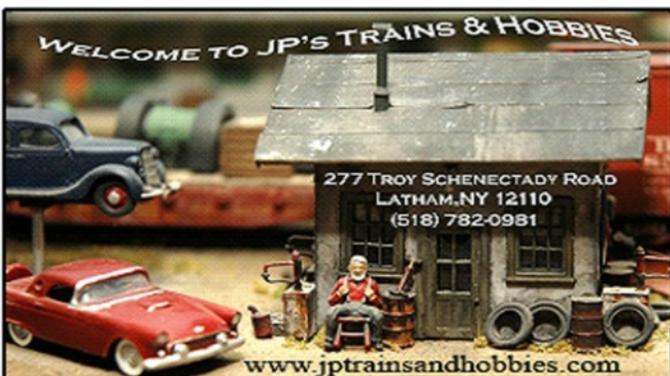
Briefly the principal merit marks claimed embrace the statement that for its weight, it will deliver more power than any locomotive in the world. That it will exert more tractive effort per ton of coal consumed than any locomotive ever built. That it will prove a locomotive easier to operate and repair than its predecessors, thus making for quick turn-arounds and safety.

These may seem bold claims, but the constructors and railway officials are assured of their proofs, and it is expected that an opportunity will be afforded at an early date to make dynamometer tests and results minutely determined. Meanwhile the originality, the apparent reasonableness of the advantages involved, the boldness of the departures from general practice, together with the results of the tests so far recorded, make the introduction of this locomotive a notable event in railroad engineering. We are already convinced that the engine possesses more merit than many other innovations that have appeared in our time and are now little heard of, and hope to publish detailed report of its actual performance in an early issue of Railway and Locomotive Engineering.

The text of this article and the picture have been taken from pages 1 to 3 of Volume XXXV, Issue 8 of the R&LE magazine, August, 1922. In looking for new material, one of the staff found the entire volume online and while 'leafing through it' found this article. Paragraphs 2 & 3, which discussed the government regulations of railroads during the war, have been removed to enable it to fit the space available.

Note that President Smith of the NYCL has been given considerable credit for his knowledge and insight of steam engines.

No pictures of the 8000 have been found online or elsewhere. Specs and an addition picture is on page 13.



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From the Desk of the Vice-President

I am looking for some help! The first monthly meeting of 2015 was a clinic (on Decoder Pro3) and the second monthly meeting (upcoming on February 20th) will be a presentation by our esteemed author, historian, model railroader and humorist, Bob Mohowski. Come June (Saturday the 20th) we will be having our 'traditional' family outing - this year hosted courtesy of ALS at their fine railroad facility.

Given that, I am looking for volunteers to host a monthly meeting for the month of March or April or May (or even in September or October after our summer break). I know it can be a lot of work but with the change in the weather by then, that at least eliminates the potential of having wet, snow covered shoes & boots tracking up your home. Whether or not you have an operating layout, one under construction or one just a figment of your imagination it is enjoyable to share your accomplishments, ideas and ventures with your fellow Division members.

I know a number of people who are reading this already have graciously hosted over the past years - to those members I say a big thank you! And to those who are wondering - "Hey Artie you haven't hosted yet!" - my layout (The RTK) is under construction but the navigation to my basement railroad is best accomplished by entering through the doors in my walk-out basement so I potentially will be hosting in May when the weather is better and the ground is somewhat dry (but I can also host in the Fall if somebody is willing to host in May!)

Having said that, I still would like to solicit your help in volunteering to host a meeting sometime this year. I tried, unsuccessfully, late last summer to organize a 'Making Tracks to...' the southern geographic region of our Division (similar to past efforts to Plattsburgh, Saratoga and Schenectady) - but will try again for the Fall to organize a 'Making Tracks' event.

I still am going to schedule a clinic or two for some meetings this year as I find them to be both enjoyable and beneficial to our members, it is just that we like to have a variety of meeting types to keep you, our members, entertained.

Thanks in advance for any consideration you may give my request - and just think if you do volunteer I (or a future Vice-President) won't be bugging you to host in the near future (except of course for The Pacemaker Convention in September of 2016!).

Artie

On a separate note I want to thank the BOD again for letting us arrange the bus trip to the Springfield/Amherst Train show! This time the weather was a little dicey on the drive out but Jared ,our bus driver (second year in a row) , did another fine job in delivering us to the front door. And save the date - next year's show is scheduled for January 30th and 31st and I will again be soliciting the Board's approval for a bus trip on Saturday January 30th. And I would be remiss in not thanking again Jack Cutler for all of the behind the scenes work he does in keeping track of the sign up forms and monies and the list - then all I have to do is count to 44!

Upcoming Events

June – End of year picnic with ALS
 Note that there is nothing else listed!
 Read the above message from Artie!

Washington, DC; Feb 3, 2015: The Association of American Railroads reports U.S. freight railroads plan to spend an estimated \$29 billion in capital expenditures, and project to hire about 15,000 people in 2015.

All Aboard

Welcome to new members
 Frederic Doeing, Loudonville NY
 Wendy Stebbins, Pittsfield MA

Special Issue – Steam Power after the War

In this issue are two articles about steam engines that appeared on US rails after WWI (yes, just one I). The engines are the Russian designed 'Decapod' and the Lima designed 8000, the start of the 'Super Power' era that featured this greatly improved 'Mikado' and, later, the logical extension into the 'Berkshire.'

The Almost Hidden Treasure series will return next issue. As noted in the February issue of the NMRA Magazine, this *Form19* feature and the entire *Form19* article on Kevin Surman's layout has been picked up by NMRA National and included on the National website. Congratulations to the *Form19* writer and photographer for creating the fine article.

On page 9 you will find a very important message from H-B Division VP, Artie Krass. Be sure to read it.

Also be sure to vote in the NMRA elections. See the February issue of the NMRA Magazine for ballot and voting information.

The Staff of the *Form19* again reminds you that we are always looking for articles and ideas to put in to this publication in order to bring interesting material to you the readers. See any *Form19* staff member to make a suggestion for new material. Thanks.



- Hands-On Clinics
- Layout Visits
- Operating Sessions
- Prototype Tours
- Fan Trips
- Banquet
- On-Site Modular Layouts
- Raffle in support of Toys for Tots
- Spouse Activities
- AP Contest
- Models Showcase
- More...

SAVE THE DATES!

The Pacemaker
2016 North East Regional Convention
Desmond Hotel and Convention Center
Albany, New York

September 15 – 18 2016

A Taste of the Division
A Toast to the Region

Sponsored by the Hudson-Berkshire Division

FORM 19

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

First Class Mail

Roger Beiswenger - New York Pennsylvania Central – New Hartford, NY

The NYPAC Adirondack Division is a free-lanced 1950's-1960's road running from Utica to Tupper Lake, running mostly 1950's New York Central equipment. The plan incorporates the Raquette Timber RR branch out of Tupper Lake. North Coast Engineering radio control is used with several locos equipped with sound. Roger's track plan is 100% developed with 70% of the scenery completed.



Bill Brown - Leadville & Red Cliff – Jamesville, NY

The LARC fills 75% of a 2400 sq foot basement, and was featured in The July 2013 issue of *The Narrow Gauge and Short Line Gazette*, and will appear in a Model Railroader feature in early 2014. The HO scale lower level depicts the Rio Grande Tennessee Pass line through central Colorado as it would appear in today if it had not closed in the 1990s. The Hon3 upper level includes The Rio Grande Southern Railroad in 1949, parts of The D&RGW in 1949 with two branches out of Silverton in 1910. The LARC is controlled by Digitrax Command Control with 30 to 40 locos...most with sound with CTC control and full signaling. One special attraction is the computer day/night sequence in which the lights dim, the sun sets behind the mountains, and hundreds of building lights go on and off individually during the night!

Jim Heidt - Ogdensburg & Norwood – Clockville, NY

The prototype was my family's business during 1967-72, and the model O&N is backdated to 1948, serving as a bridge line connecting Canada via car ferry with southern New England. The layout is double-decked with 400+ feet of main line, powered by Alco RSs and mid-sized steam with sound. The O&N uses Digitrax DCC radio control, signaling, and timetable/train order rules with the stations reporting trains "OS" to the dispatcher. Turnouts are controlled by "brakemen" using custom-made turnout motor controls. Computerized "theater-style" layout lighting with fast-clock synchronization allows for automatic layout lighting with time of day for more realistic 24-hour operation. The point-to-point mainline takes 20-real minutes to run to a custom designed "elevator" staging yard controlled by micro-processor. For more, visit the O&N online at <http://sites.google.com/site/ogdensburgandnorwoodrwy>.



Drew James - Canada Spokane and Pacific – Baldwinsville, NY

The Canada Spokane and Pacific is an HO model of a fictional bridge line connecting Spokane, WA with Calgary, Alberta through the Pacific Northwest and is set in the late 70s/early 80s. The CS&P is jointly owned by the Canadian Pacific and Burlington Northern and the majority of the equipment on the line is owned by the parent railroads. The CS&P features wireless DCC, an operating signaling system, 100% sound equipped motive power, and a dispatcher's panel located in an adjacent room. The layout's design includes a single track mainline connecting a double ended staging yard. There are four towns and a classification yard.

Dave Martini - CSX Northeast – Liverpool, NY

The CSX Northeast is a 24'x40' prototypical, freelanced CSX/Conrail merger prior to the breakup of Conrail. The layout features a single track mainline from Cleveland OH to Buffalo NY both represented by staging. Overhead freights pass through Euclid OH, Erie PA, Fairport Harbor and Dunkirk NY. There are several industrial switching areas and a helix to a 2nd deck and the fictional S&N Railroad. Unit trains of coal and cement are generated that travel east, while sweeper trains handle online switching duties. The West end features the shortline Central Ohio Railroad that interchanges with CSX at Euclid OH. Mainline trains are dispatched by a master schedule while locals and yard jobs work from switch lists. The layout is DCC (Digitrax) with operating signal on the West end of the Division.



Bernie Messenger - Mohawk Valley Southern – Sauquoit, NY

This layout is designed for operation. The Mohawk Valley Southern is an imaginary extension of the NS here in Central New York. It has three staging yards as well as a sorting yard. It starts at Buffalo, NY and terminates in Massachusetts. The layout uses Digitrax DCC, radio equipped and has a fully functional signaling system. It is setup for either ABS or CTC control. The era is the present.

YES!

Reserve Me a Spot For "OPS" Til You Drop

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**Select 3 layouts numbered 1, 2, 3 with your preferences
(Layout assignments will be made approximately 2 weeks prior to sessions.
There are no guarantees we can honor your preferences but we will try)**

____ New York and Pennsylvania Central of Roger Beiswenger (Utica Area)

____ The Leadville and Red Cliff of Bill Brown (Syracuse Area)

____ Ogdensburg and Norwood of Jim Heidt (Between Utica and Syracuse)

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____ CSX Northeast of Dave Martini (Syracuse Area)

____ Mohawk Valley Southern of Bernie Messenger (Utica Area)

BY MARCH 28

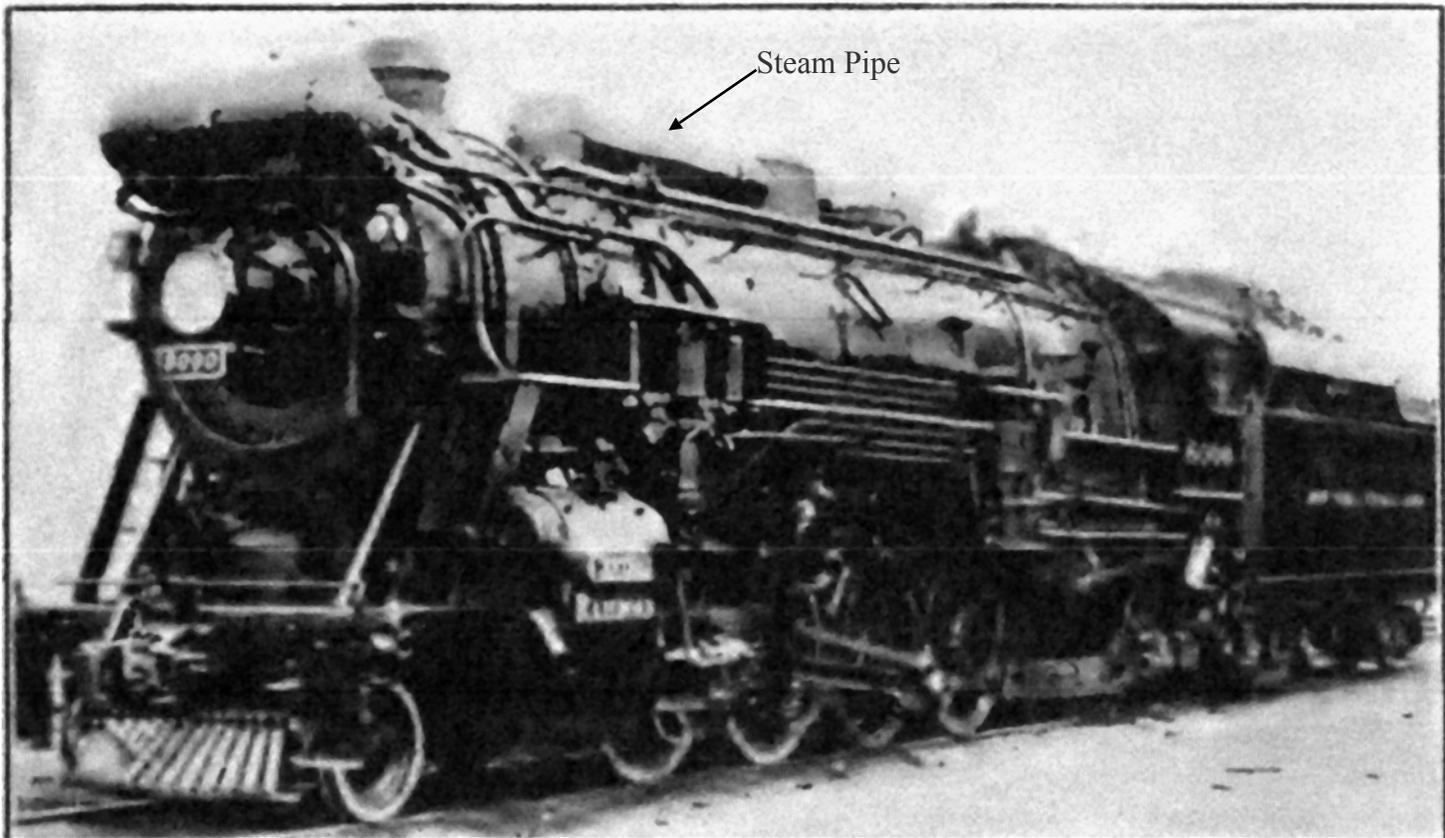
Send \$10 Check Made Out To *CNY Division, NMRA*

With This Form To:

Bill Brown

6002 Singletree Lane

Jamesville, NY 13078



The Lima 8000 2-8-2 built by Lima at their expense with the agreement that, if it did produce significantly improved performance and economy, the New York Central Lines would buy it - and (hopefully) place orders for more. Note the steam pipe in this view. See article for details.

The small engine in the picture on page 7 is No. 8977, a 2-4-0, that had provided 40 years of service.

Specifications listed for Lima 8000

Engine wheel base 37 feet.
 Driving wheel base 16 feet 6 inches.
 Engine and tender 71 feet 6 1/2 inches.
 Total length 82 feet coupler to coupler.
 Engine height 15 feet 4 1/2 inches from top of rail.
 Engine width 10 feet 4 inches at cylinders.
 Cylinder 28" x 30".
 Steam pressure 200 lbs. per sq. in.
 Diameter of drivers 63 ins.
 Main driving journals 11 1/2" x 14".
 1-2-4 driving journals 11" x 13".
 Engine truck wheel journal 6 1/2" x 12".
 Trailer truck wheel journal 9" x 14".
 Driving wheel centers diameter 56".
 Engine truck wheel centers diameter 33".
 Weight of engine 334,000 lbs.
 Maximum tractive effort with "booster" 74,500 lbs.
 The tender weighs 199,700 lbs., and has a capacity of 16 tons of fuel and 10,000 gallons of water.

"The originality, the apparent reasonableness of the advantages involved, the boldness of the departures from general practice, together with the results of the tests so far recorded, make the introduction of this locomotive a notable event in railroad engineering."

The above sentence at the very end of the *Railway and Locomotive Engineering* article seems to be a continuation of the superlatives used throughout the article, so much so that today one might think of it as a paid add.

But this was the style of writing at that time and, indeed, the innovative elements of this one locomotive were incorporated into 100s more super power Mikados, into the Berkshires, Hudsons and even the Big Boy.

It would be 17 more years before the FT arrived on the scene to usher in the diesel age. And that would really have to wait until the end of the next world war to take hold - a quarter of a century from when this was written.

I think the writer of this article knew what he was writing.



Louisiana & Arkansas was a 750-mile long affiliate of the Kansas City Southern. Engine 101 is on the road at Jewella, La. in the late 1930s. A. E. Brown photo.



Missouri Pacific had a 9,700-mile system through 11 states. Decapod 943, an oil burner, was caught at Anchorage, La. on the southeastern reach of the system in 1936. It did not have the taller domes that were typical of most Russian decapods and also had a “modern” cross compound air pump. It was the most “Americanized” looking of the engines shown here. A. E. Brown photo



Minneapolis, Northfield & Southern decapod #504 sits at Minneapolis, MN in 1936. It has a rather bare looking boiler with an unusual looking reverse linkage. Below the cab and extending forward is what appears to be a mechanism for shaking the firebox grates to dump ashes into a pan between the rear drivers. Behind the coal bunker is a shelter or “doghouse” for the head brakeman and a rerailing frog hangs above the front truck of the tender. MN&S is now part of a larger system, possibly BNSF. H. F. Van Horn photo.