

# FORM 19

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

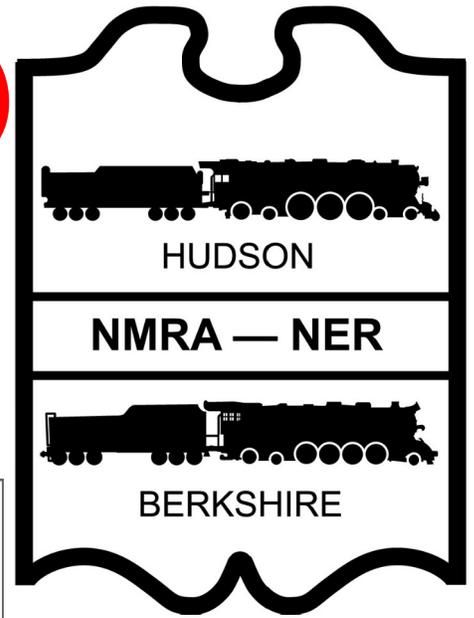
Order Number 286

September 2012

Paul Delasco's O-Scale Albany & Boston

September 21st, 7:00 to 9:00pm

24 Old Town Way, Lenox Dale, Massachusetts



Text by Kevin Surman; Photos by Bert Pflagl

The start of the fall model season and September will bring us to Paul Delasco's Boston & Albany railroad in Lenox Dale Massachusetts. On this O-scale 2 rail layout you can almost feel the ground rumble as the trains pass by you. The track work on this layout is first class and is combined with great structures and impressive rolling stock. Paul has hand laid the track using code 125 rail for the main and code 100 for sidings and branches. The turnouts are scratch built and Paul has cut and installed individual tie plates for the entire mainline track. If scratch building all the track is not impressive enough make sure to notice the super elevated sweeping curves.



Our meeting host, Paul Delasco

Before entering the layout room stop and look to the left at the track in front of the Chester station. Make sure you wait long enough to watch a train round the bend and flow through this super elevated area. This area is reminiscent of many locations on the New York Central Railroad along the Hudson and Mohawk River. Paul is able to run his layout on either DC or DCC by North Coast Engineering. The structures on the layout cover the full spectrum from scratch built to kits. In Chester make sure to take a good look at Scott Wire and Cable and Ricks Auto parts. The coal trestle and ice platform are both very nicely done. One of the bridges across the ravine is completely scratch built from wood, try to guess which one. In Lee make sure to take a good look at the scratch built station and make sure to check out the prototype on the way over or back home. I have wanted to build a model of the Albany Tomato Company as in page 86 of the book 'Trackside in the Albany NY Gateway with Gerrit Bruins' by Len Killian and Jim

Article continues on page 3 - Directions are on page 5

[www.hudson-berkshire.org](http://www.hudson-berkshire.org)





# FORM 19

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

### Contributing to the Form 19

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

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

### The Brass Hats

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

**Vice President**  
Kevin Surman  
5 Sherri Rd.  
Saratoga Springs NY 12866  
518 583-1383  
spacity4@nycap.rr.com

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

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

## The Ready Line

**Paul Hoffman**

Welcome back! I hope your summer was both relaxing and fulfilling. We kick off the 2012-2013 season with a trip to Lenox Dale, Massachusetts and Paul Delasco's marvelous O scale empire on Friday, September 21 from 7:00 till 10:00. Kevin's article gives you some idea of how amazing this layout is. It's been a few years since we visited and I'm looking forward to seeing the layout once again.

Recently I was asked by a member what ever happen with the donation the Division made to the NMRA Diamond Club to help digitize the extensive collection of photos held by the NMRA. I'm happy to report that this project is moving along nicely with over 10,000 images scanned in already. You can access the archives by going to this link <http://archive.nmra.org/> which can also be found on our website.

The Board of Directors is discussing the possibility of hosting another regional convention. We last hosted the "Commodore Vanderbilt" in 2007 and it was a rousing success. I'd like to hear from the members on this issue.

**Do you think we should host another convention?**

**Would you be willing to serve on a committee to help organize and run such an effort?**

Send your responses to me at [trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org) I really want to hear from you folks, hosting a convention is a pretty big endeavor and I want to gauge the Division's support for the event.

Just the standard finishing announcements and requests, look for the new puzzler later in this issue along with the answer the August puzzler. Please consider a donation to our Toys for Tots fund and as always pay close attention to the New Members bullet point. We are only as good as our membership and it's important that we welcome and encourage all new members!

**GTE:** Planning has begun and the first mailing is out. So far we have over 100 tables signed up including several new vendors! Check out the show Facebook page for more info and to sign up for the mailing list. [www.facebook.com](http://www.facebook.com) Keyword: **Great Train Extravaganza**. You can also follow us at [www.gtealbany.org](http://www.gtealbany.org)

**Toys for Tots:** We have received several donations so far for this years fund drive. Please see any Board member to make your donation. We are trying to reach our goal of 120 train sets to be distributed on the Christmas Train.

**New members:** Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.

**Get involved:** We have a lot of great activities coming up this season, but we need everyone's help and input to continue our Division's success.



Odell but it would just not fit my area. Paul has overcome this obstacle by just renaming it the Berkshire Tomato Company.

The rolling stock is very impressive and Paul's kit built cars are far superior to the high end cars that are out of the box. Many of us have remarked that the new high end cars are so good why would anyone build or modify them, take a good look at Paul's cars and maybe you might change your mind. Make sure you take a good look, too, into the passenger train windows and notice the place settings on the dining car tables.

Paul is also interested in operations and uses train orders and switch list for his operating sessions. He uses a reproduced New York Central System Conductors Train List as a switch list that he manually fills out. Paul has let us include one of these forms from a past session in this Form-19 - see page 8.

I was impressed with Paul's scratch built Lee station and wanted to look at the prototype before heading home. I found out that it is a nice restaurant directly next to the tracks and might be a fun place to grab dinner or a drink. I did not eat there so I cannot speak for the food but the atmosphere is great. A possible suggestion would be to grab a few friends and have dinner in the station before heading over to Paul's for the division meeting. On the way to Paul's take a look at the overhead pipe lines along and over the road by the factory just before you get to Lenox Dale. This trestle and the U bent expansion sections just cry out to be modeled.



Scott Wire & Cable -You can see the large roll of wire on the loading dock & Mr. Scott getting some air out front.



Lee Station—a replica of the actual train station in Lee, Massachusetts—which is still standing and is now the home of the Sullivan Station Restaurant..

This same design was used in other places.

Detail inside and out.  
Yes, those ARE tie plates.  
Bring your camera to see the details you missed in the pictures when you get home.



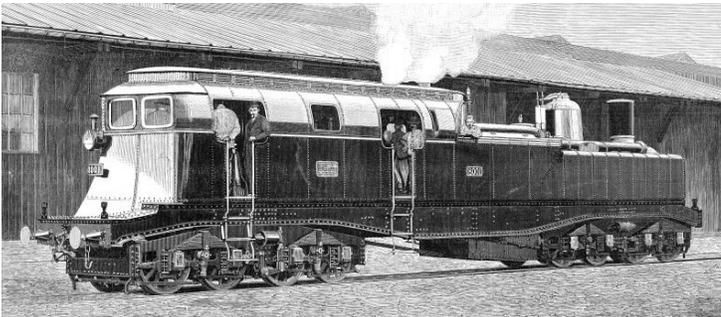


**Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)

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

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

### Last Month's Puzzler



This is a fine line-drawing of the Heilmann steam-electric locomotive. Jeff Brzezinski was the first to correctly identify it. Heilmann was an electrical engineer and had the idea that using electric motors to drive the wheels would eliminate the pounding of the rails caused by steam engines and he built a test engine and two prototypes based on that idea.

They were successful and were used in regular service for some years but they were not adopted as they were deemed too complicated compared to regular steam engines. Half a century later the diesel electrics received the same reviews upon their introduction.

The engines had a six cylinder steam engine driving a generator and demonstrated smooth and powerful operation. The electric motors were built around the axle shaft—no gearing. They were considered by railroad in Europe, Russia, and the U.S. but ultimately there were no sales.

Jeff has won a coveted Hudson-Berkshire Div. cup.

# Puzzler



This month's puzzler is another (perhaps) obscure challenge. (We thought last month's was, too, but many of you rose to that challenge.) So what is in this picture? We are looking for something more than just “a passenger car.” It certainly looks modern but the funky marker lights and the car in front indicates an earlier time. So when was it built, by what company, and for what purpose? What were they all trying to prove?

Do you have operating sessions on your layout and are looking for new engineers and/or conductors? Looking for someone as a regular or someone you can call to fill in for a regular? Or perhaps you have a Special Interest Group you would like others to know about. If so, let the Editor know and your information can be published in the *Form 19*.

John McBride has an operating session once a month on Saturdays from 10:00 to 12:30 on his Crown Point Iron Company Railroad (C.P.I.Co.RR). This is an F-scale railroad based on the real company of the same name that operated in northern New York from 1873 to 1903. The layout has over 550 feet of track and operates with NCE controllers. Contact John via email at [LGBRR1@aol.com](mailto:LGBRR1@aol.com).



### Print this page for take-along directions

Take the appropriate routes to get to the Massachusetts Turnpike.

Take Exit 2.

After toll booth bear right to merge onto US-20 (West Housatonic St) toward Lee/Pittsfield.

After going under the Turnpike, turn right onto Fuller Street.

Go 0.1 mi and take the 1st left onto Greylock Street.

In 1.5 mi Greylock St. becomes Bailey St. Continue ahead.

In 0.3 mi Bradley St becomes Mill Street. Continue ahead

Continue on Mill St for 0.6 mile and turn right onto Crystal Street at 'T' intersection.

Proceed on Crystal Street for 0.3 mile and take the (3rd) left onto Old Town Way.

Number 24 will be on the right

#### Using GPS?

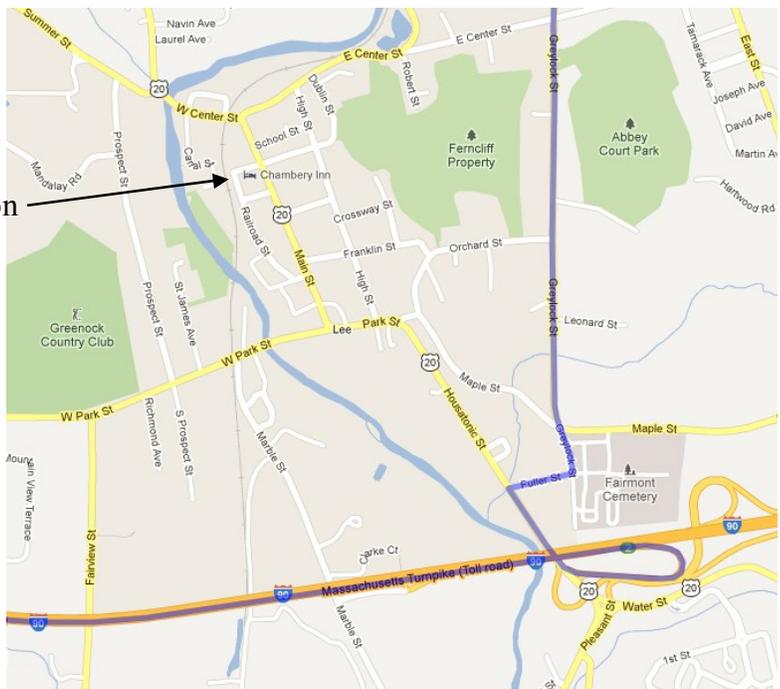
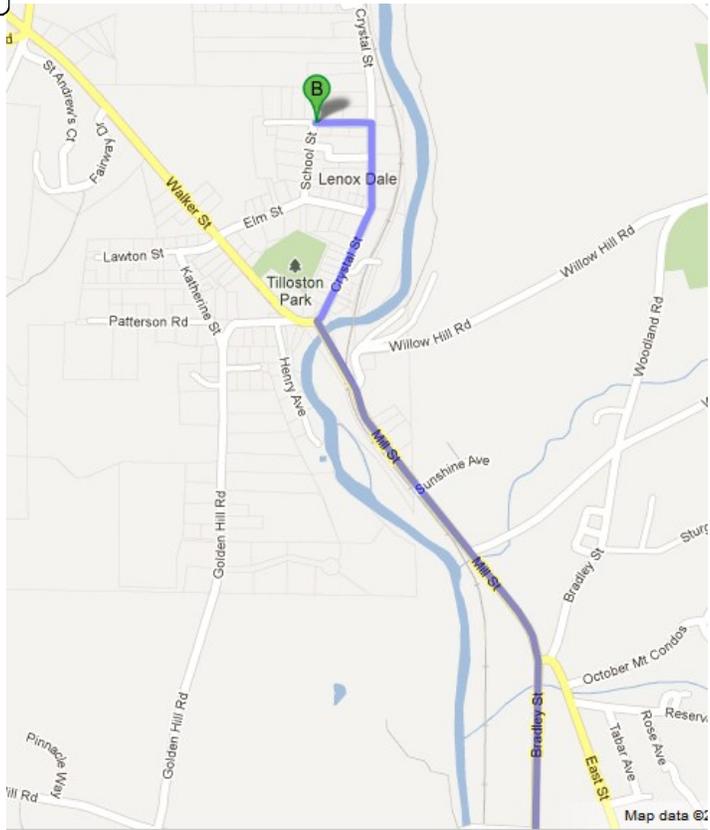
The town is Lenox Dale (2 words)

ZIP Code 01242

Stafford Station Restaurant

The Stafford Station Restaurant is in the former Lee Station of the New York, New Haven & Hartford on the line from Norwalk, CT to Pittsfield, MA via Danbury, CT. The salt-box style was also used at Bostford, CT and other places on the NYNH&H. The track behind the station is still used by the Housatonic Railroad, a scheduled Class III railroad.

You will drive along the railroad on your way to Paul Delasco's.



ALCO Heritage Museum, 1910 Maxon Road Ext, Schenectady, NY 12308.

Open Saturday & Sunday 10 AM to 5PM





This is the menu for the restaurant in the B&A station in Lee, MA and shown on map on page 5.

Welcome to Sullivan Station

It is offered for information only should you want to check out the station before the meeting.

# Sullivan Station



## Restaurant

est. 1981

This is not an endorsement of the restaurant by the Hudson-Berkshire Division nor is it an offer to pay for your meal.

~Soups~

Soup of The Day	Cup.....3.25	~ Bowl.....4.50
Baked French Onion	.....6.25	

~Appetizers~

Chicken and Broccoli	.....9.95
<i>Sautéed chicken chunks and broccoli in a garlic butter sauce topped with crushed red pepper</i>	
Portabello Stackers	.....9.95
<i>Portabello mushrooms baked with cheese, sautéed onions, roasted red peppers and spinach</i>	
Crabcakes	.....9.95
<i>Two homemade cakes served on a field of greens topped with a red pepper coulis</i>	
Little Neck Steamers	.....9.50
<i>Served with drawn butter</i>	
Calamari	.....10.25
<i>Lightly battered &amp; deep fried served with tequila cocktail sauce</i>	
Shrimp Cocktail (6)	.....9.95
Pesto Fried Calamari	.....10.25
<i>Served with a homemade marinara</i>	
Mussels	.....9.50
<i>Served in red or white sauce</i>	
Our Famous Chicken Wings	.....9.95
<i>(8) Hot or mild</i>	
Battered Mozzarella Sticks	.....6.95
<i>(6) With marinara sauce</i>	
Lobster Martini Cocktail	.....13.95
<i>Dill infused vodka vinaigrette served on a bed of arugula</i>	

~Super Salads~

Mixed Greens	.....9.95
<i>with grilled or crispy chicken</i>	
.....12.95	
<i>with shrimp, steak or salmon</i>	
.....15.95	
Caesar Salad	.....8.95
<i>with grilled or crispy chicken</i>	
.....11.95	
<i>with shrimp, steak or salmon</i>	
.....15.95	
Spinach Salad	.....9.95
<i>Fresh baby spinach with mushrooms, red onion, and hard boiled egg served with a warm bacon balsamic dressing</i>	
Greek Salad	.....9.95
<i>Chopped romaine lettuce with cucumbers, red onion, tomato, kalamata olives, feta cheese and pepperoncini</i>	
Chef Salad	.....10.95
<i>Mixed greens, lettuce, tomato, onions, and shredded carrots topped with ham, turkey, roast beef, Swiss cheese and hard boiled eggs</i>	
Arugula Salad	.....9.95
<i>Sundried tomatoes, red onions, Granny Smith apples, crasins and honey vinaigrette.</i>	

Dinner Menu

closed 11:30 P.M. until closing

~Entrées~

Pork Tenderloin	<i>Pork medallions topped with apples, caramelized onions and sage</i>	.....18.95
Grilled Cajun Pork Tenderloin	<i>With honey mustard glaze</i>	.....19.95
Prime Cut Pork Chop	<i>12 oz. Grilled, topped with butter sauce</i>	.....18.95
Prime Rib au Jus	<i>(Friday &amp; Saturday nights only)</i>	.....22.95
Charbroiled NY Strip 12oz.		.....19.95
<i>with peppercorn sauce</i>		.....20.95
<i>with Au Poivre-peppercorn brandy cream sauce</i>		.....21.95
Flat Iron Steak	<i>Balsamic marinade, caramelized onions and mushrooms</i>	.....18.95
Surf and Turf		.....24.95
<i>8 oz. NY Strip served with 2 Jumbo baked shrimp or baked scallops or lobster cake</i>		
Chicken, Veal or Eggplant Parmesan		
<i>Chicken</i>		18.95 ~ Veal 19.95 ~ Eggplant 16.95
<i>Sautéed and breaded, topped with mozzarella cheese and marinara, slowly baked</i>		
Marsala		.....19.95 ~ Veal 20.95
<i>Served in a marsala wine sauce topped with portabello mushrooms</i>		
Oscar		.....21.95 ~ Veal 22.95
<i>Topped with a lobster Newburg sauce, provolone cheese, hollandaise and asparagus</i>		
Roast Duckling	<i>Served over bed of spinach and sauce of the day</i>	.....22.95
Chicken Almondine	<i>Almond encrusted sautéed chicken breast topped with hollandaise</i>	.....19.95
<i>Lobster</i>		.....21.95
Station Favorite		.....18.95 Veal 19.95
<i>Baked with baby spinach, Swiss cheese and topped with homemade raspberry sauce</i>		
Piccata		.....19.95 Veal 20.95

~FISH OF THE DAY~

Baked Scrod	<i>New England traditional crumb topping, lemon, wine and butter</i>	.....18.95
Baked Sea Scallops	<i>Crumb topping, lemon, wine &amp; butter</i>	.....18.95
Scafood Fra Diavolo		.....23.95
<i>Scallops, shrimp, lobster and clams in a spicy red sauce served over linguini</i>		
Clams Sauce	<i>Little Neck clams served in a red or white clam sauce served over linguini</i>	.....19.95
Salmon		.....21.95
<i>Grilled to medium rare perfection topped with lemon dill sauce or cajun style served with a blue cheese sour cream</i>		
Baked Stuffed Shrimp		.....20.95
<i>4 Jumbo shrimp with our house, real crab stuffing, baked in a lemon wine sauce</i>		
Mixed Grill		.....21.95
<i>Caribbean seasoned chicken, shrimp and andouille sausage, served over black bean rice</i>		
Lobster Cakes		.....23.95
<i>Two of our famous home made lobster cakes, pan seared &amp; topped with a light beurre blanc sauce</i>		

All entrees served with choice of soup or salad, rice, pasta, or potato of the day. Vegetable chef's choice. Parties of five or more 20% gratuity added. Separate checks honored with prior notice. Vegan, gluten free, vegetarian upon request. Children's menu available. Menu subject to change.

All Menu Items Available for Take-Out

~Pasta~

Our Homemade Meat Lasagna	<i>Topped with fresh mozzarella and marinara</i>	.....16.95
Wild Mushroom Ravioli	<i>Served in a mushroom white wine sauce</i>	.....16.95
Lobster Ravioli	<i>Served in a tomato basil sauce</i>	.....17.95
Cavatelli ala Broccoli Rapini		.....16.95
<i>Homemade pasta served in a garlic aioli with wild sausage, broccolini &amp; sun dried tomatoes.</i>		
Homemade Gnocchi when available		.....16.95

~Vegetarian or Vegan Dishes~

Pasta Primavera with Tofu		.....16.95
<i>Gluten free pasta served with roasted medley of vegetables and served in a red sauce</i>		
Stuffed Eggplant		.....16.95
<i>Eggplant rolled with baby spinach, onions, garlic and roasted red peppers, topped with marinara sauce and baked to perfection</i>		

Gluten free pasta available upon request. Please note all entrees are made to order. Some may take longer than others.

~Lighter Fare~

Station Burger(8oz.)	<i>Angus Beef</i>	.....9.95	<i>Vegetable</i>	.....7.95
Grilled Chicken or Crispy				.....9.95
Choice of Cheese				.....1.00
<i>American, Swiss, provolone, cheddar, bleu cheese, feta, mozzarella</i>				
Choice of Toppings				......50
<i>Bacon, sautéed onions, peppers, mushrooms, hot sauce, bbq sauce, teriyaki</i>				
Roast Beef or Turkey Club				.....10.95
Kelly's Favorite				.....10.95
<i>Thinly sliced roast beef with sautéed onions and horseradish sauce</i>				
N.Y. Deli Sandwich on Rye				.....10.95
<i>Roast Beef, coleslaw, Swiss &amp; Russian dressing</i>				
Open Steak Sandwich				.....12.95



## Do you know...

This is a continuation of the idea that model railroaders, and NMRA members in particular, are ready and willing to share ideas and information to help others in the hobby.

This is indeed the reason that the Hudson-Berkshire Division sponsored the structures clinic with Jack Ellis last May. And Jack certainly did share a great deal of information about tools and techniques to make a layout look so realistic... or any way you want it to look.

After all, model railroading is the original virtual reality game. It is often called 'the world's greatest hobby' because the idea of an engine pulling cars on track is the same all over this planet.

To this end the Editor of *Form19* is trying to develop this column for members to share information that might be useful to others interested in full size and model railroading.

Now many of the readers already have completed their layouts and are interested in information about operation. Others have layouts that are in various stages of construction... and that layout might be the 3<sup>rd</sup>, 4<sup>th</sup> or more layout they have constructed. Others are at the very start wondering what it will take and will they get it right?

Along this latter thought – starting at the beginning – the Editor (we're the good guys) of Model Railroad Hobbyist Magazine posed an interesting question in the August 2012 issue – What does it take to get started in model railroading? And how much will it cost? Can anyone get started for just \$500?

He said (and I'm quoting): "Let's say a hobby newbie comes to you, tells you they have \$500, and they'd like to get started in model railroading. What would you recommend?"

You can assume (they have) basic tools like a hammer, saw, drill, pliers, screwdrivers, hobby knife, motor tool, and a soldering iron. But not much more.

The \$500 will need to cover benchwork, roadbed, track, wiring, control system, rolling stock, locos, structures, and scenery."

To this end he challenged readers to come up with a complete plan with detailed description in 120 days.

To read more about this or just to read Model Railroad Hobbyist– it's free on the internet, and each issue is downloadable to put on your laptop, pad computer, or e-reader- go to [model-railroad-hobbyist.com](http://model-railroad-hobbyist.com). Back issues are all available, too, and there is an online index for all issues.

Are we the last generation of model railroaders? Next to the last?

Other websites that might be of interest:

[RailServe.com](http://RailServe.com) has information about all railroading, big and small and claims to list over 18,000 resources in over 171 categories.

[Hoseeker.com](http://Hoseeker.com) has information on older HO engines – manuals, sources for parts, etc.

For those in the construction stage- the track thickness is just as important as the rail code. The code specifies the height of the rail but the track thickness will give the height of the top of the rail above the roadbed which needs to be the same when connecting track and switches for smooth operation.

When laying roadbed and track, clear acrylic adhesive caulking provides good adhesion but lets you remove the track and roadbed at a later time. Glues should be considered permanent.

H-B Treasurer Jack Cutler had found a way to make great, really inexpensive, colored ground foam for ground cover and making trees. He uses foam as found in seat cushions, artists' oil paints and an old blender. The results are like 'the high priced stuff' and the color can be tailored to your exact needs. Ask him about it at a meeting.



1800M 6-69 ARB  
(Printed in U. S. A.)

NYCS  
T184

### NEW YORK CENTRAL SYSTEM

#### CONDUCTOR'S TRAIN LIST

Train BX-11 Bound \_\_\_\_\_ Conductor \_\_\_\_\_  
 Departed from \_\_\_\_\_ at \_\_\_\_\_ M. \_\_\_\_\_ 19\_\_\_\_  
 Arrived \_\_\_\_\_ at \_\_\_\_\_ M. \_\_\_\_\_ 19\_\_\_\_  
 Engine B+A/NYC 812 TRK 4 Division Berkshire

### Official Conductors Train List

If you run or participate in operating sessions on a model railroad, you know that the methods of directing train operations vary significantly.

Various methods are used for indicating to the conductor/engineer/operator where and what cars are to be moved – the whole reason for trains.

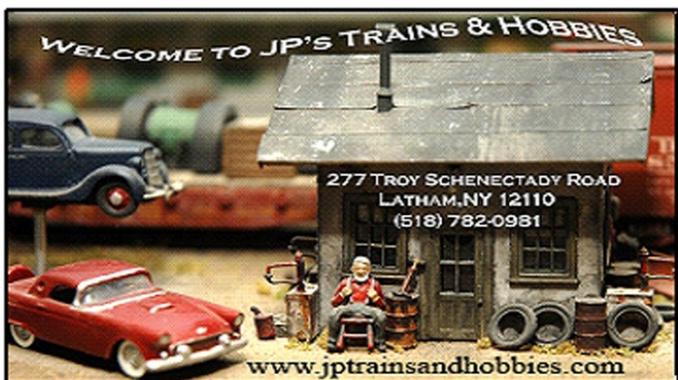
Paul Delasco uses copies of the real New York Central System Form T-184, Conductor's Train List, for his operating sessions. This form is readily readable, easy to fill out by hand (as was done originally – no computers in 1953) or could be easily computer generated.

Columns 5 & 6 clearly state where the cars are to be found and where they are to go.

Each sheet of this official form has only 38 lines for car listings, which certainly seems sufficient for most model railroads.

CONDUCTOR SHALL FILL IN ALL COLUMNS EXCEPT COLUMN 4.

1 INITIAL	2 NUMBER	3 KIND	4 CHALKING OR CARDING	5 BILLED FROM	6 BILLED TO	7 CONTENTS
1	N+W	187302	GDN	DROP OFF	Ptfd TK 4	Scott Wire
2	B+A	38680	BOX			Chatham Shop
3	SOVX	7890	Tnk			State Line
4	BMIC	1956	BOX			"
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6						
7						
8						
9						
10						
11	ARLX	6780	REF	PICK UP	Sergent	TRK 4
12	APRX	1575	REF		"	"
13	M+StL	27037	Con		Scott Wire	"
14	NH	45098	BOX		Chatham Shop	"
15	HV	5477	BOX		State Line	"
16	SOVX	78943	TNK		"	"
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### UPCOMING EVENTS

- 09/21 PAUL DELASCO'S Boston & Albany
- 10/20 Plattsburgh Layout Tours
- 11/10 Make & Take Clinic Malta Comm Ctr
- 12/2 GTE Empire State Plaza

# MODEL TRAINS



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## The Beer Line By Richard J. Smith

### GTE Continuous Improvement

Brisk cool mornings and warm afternoons are a sure sign that model railroading season is here and of course that means we are also getting ready for the Great Train Extravaganza. This year the show will be held at the Empire State Plaza on Sunday December 2<sup>nd</sup> from 10am to 4pm. We as a Division have been getting into a nice groove when it comes to this show. We know the ropes and we know the jobs that need to be done to execute the show without any major problems. That speaks to our collective confidence and growing familiarity. However, familiarity can also lead to complacency and a feeling of “been there, done that”. I understand that volunteering for this show is not all fun and games. It is work and often it is hard work, plain and simple. But it is work that directly benefits our Division and the hobby in general and with that spirit in mind, I am calling once again for your help to make this years’ show a success. So think about jobs you have done in the past and what you might want to do this year. If you haven’t volunteered before, it’s never too late ... you’ll feel good inside when you do! Please give me a call (518-581-0535) if you want to help with the various jobs needed to make this year’s show run smoothly.

We continuously make improvements to the show and this year is no exception. I have taken many of your ideas to heart and I will always thoughtfully consider any more ideas you have to offer. This year, there will be some changes starting with the ticket price of \$7. This will help defray ever increasing costs to run the show and bring us in line with other regional shows. We plan to bring back the food vendor but will discontinue our “theater” set up in the Egg area. I plan to provide all volunteers with a Questions and Answers sheet for commonly asked questions like “where’s the restroom” or “where’s the ATM”. GTE’s ever diligent sign planters never seem to have enough so this year we are buying an additional lawn signs to bring us to over 300 total signs this year! Show helpers make a big difference to our dealers and exhibitors. I plan to provide more helpers on ramps and elevators. This year we have also been asked to provide help running the UTA layout during the show. I used to do this at the Schenectady Museum years ago and believe me, it’s a lot of fun, especially operating the accesso-

ries for the public to watch. So spend an hour helping our friends in the UTA and let me know you want to volunteer for this ‘duty.’. As always, I and the Division leadership wish to express our gratitude for your help with the GTE. We couldn’t do it without you!

A note from the Editor:

Last year some of the workers, at the request of the GTE director, asked attendees how they heard of the ‘train show’ and the overwhelming answer was the lawn signs. Many said that they had been there before and that the signs were a reminder.

I was also one who last year put out lawn signs—and watched them quickly disappear. I checked with my local town offices and found out that town regulations prohibit lawn signs on public property along side the road. The signs I placed were removed by the town highway department personnel.

However, town officials understand that such signs are helpful and are willing to give consideration to non-profit organizations. I was told that I could request consideration by submitting a request to the town in time enough to receive recognition prior to placing any sign. It was made clear that the request should be formal and on organization stationary. If you will be or are considering putting out lawn signs, you may want to check with your local government to see what the policy is.

Should you need it, Hudson-Berkshire Division stationary is available along with suggested wording for requesting posting of lawn signs for a limited period of time. The Hudson-Berkshire Division of the MNRA is chartered as a 501-3(d) non-profit educational organization.

### Welcome New Members

James D'Angelo, Cohoes

Dale Rice, Mechanicville

### Welcome Back

Bill St. John, Rensselaer

**Transportation** to meetings such as at Paul Delasco's or next month's layout tours in the Plattsburgh area is important, too, and carpooling is the way to go. (Isn't that what a train is, a grand form of carpooling?) The Hudson-Berkshire Division does not (as yet) have a way for members to set up ride-sharing but please try to make connections with others who may want to go but hesitate to drive that distance by themselves.

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

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

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

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



## FORM 19

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



A hoist in raw brass sits tucked out of the way until it is needed for the next heavy lift.

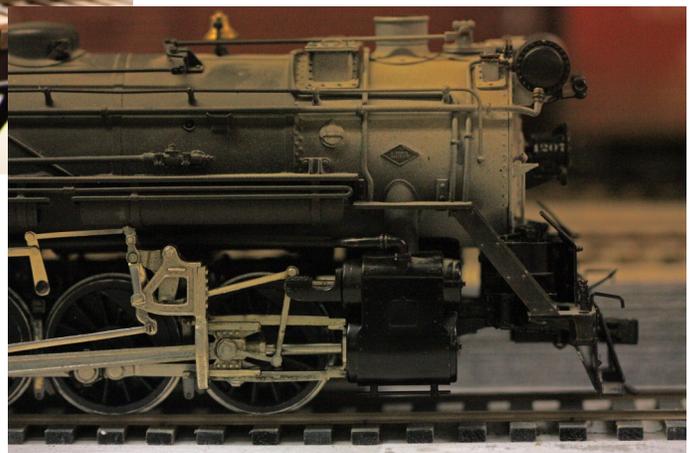
Without the paint, you can clearly see the amount of detail.

The August 2012 issue of Railroad Model Hobbyist has an article about how to use decoders and motors to add animation to crane operation.

And there is detail inside the buildings, as in the Lee Station.



And there is fantastic detail on the locomotives and, yes, all of that valve gearing does move.



The September 2012 issue of Model Railroader has an article on what it takes to develop this level of detail for a steam engine.

Don't you just love diesels?



Action at the passenger station while the men of the MoW group unload something from the speedster.

A B&A 0-6-0 is on the turntable in front of the engine house.

One of the workers has parked his '57 Chevy nearby. Is that a '56 Pontiac wagon?



The diesels have super-detailing, too.

There is super elevation on the turns of the mainline and tie plates under the rails.



At the Division meeting at RPI's Model Railroading Society's New England Berkshire & Western, I overheard part of a conversation in which one H-B Div member was claiming that "... the Canadian Pacific management doesn't know how to run a railroad."

That sounded to me like a pretty bold statement which, it turns out, has proven to be true.

From Canadian and railroad industry news sources we find that-

Published: June 12, 2012

CALGARY, Alberta — Canadian Pacific has announced that David Raisbeck resigned from the railroad's board of directors. He has served on the board since October 2009. Raisbeck cited personal reasons for his resignation. He served on several board committees, including the audit, finance and risk, management resources and compensation, and pension committees.

At this time the board does not intend to fill the vacancy created by Raisbeck's departure.

Raisbeck's resignation marks another shakeup for CP's board of directors, which has seen several changes in the past month. On May 17, CP management lost a proxy fight against Bill Ackman and his Pershing Square Management Partners, CP's largest shareholder. At its annual shareholders meeting, board chairman John Cleghorn and four other directors chose not to seek re-election, and were replaced by Ackman and five nominees recommend by Pershing Square. On June 5 the company announced the election of Paul G. Haggis, one of Ackman's nominees, as chairman of the board.

Published: August 28, 2012

SPRINGFIELD, Mass. – The state of Massachusetts is interested in purchasing outright the Pan Am Railways route north from Springfield to the Vermont border, according to the Massachusetts Republican newspaper. A \$17 million deal is being finalized between the state and railroad to acquire the route for future restoration of passenger service. The route, known as the "Knowledge Corridor" for its high concentration of colleges and universities, follows the Connecticut River north of Springfield through Holyoke, Northampton, and Greenfield.

The state has already invested money into the line under Pan Am ownership. In February the U.S. Department of Transportation awarded \$70 million for final design and construction of the Knowledge Corridor project to reroute Amtrak's Vermonter over the line. Amtrak last served the route in the 1980s when a dispute over track conditions between Amtrak and Guilford Transportation moved the Montrealer to the parallel Central Vermont route.

According to the Massachusetts Department of Transportation, rerouting Vermonter from its current New England Central Railroad will reduce the overall travel time of the train, improve on-time performance, and increase ridership an estimated 24 percent.

"Investing in passenger rail service along the Knowledge Corridor is one example of how government is working to promote economic development in all regions of the state," said Massachusetts Lt. Gov. Timothy Murray.

Published: August 31, 2012

TAMPA, Fla. — This week at the Republican National Convention, the party approved platform reaffirmed presidential hopeful Mitt Romney's vow, made during the Iowa primary in January and again in an interview several weeks ago, to eliminate all Amtrak funding if he is elected in November. During his acceptance speech last night, Romney made no reference to transportation policy.

"The public has to subsidize every ticket nearly \$50," the platform's statement on transportation claimed, continuing, "It is long past time for the federal government to get out of the way and allow private ventures to provide passenger service in the Northeast Corridor. The same holds true with regard to high-speed and intercity rail across the country."

The platform also made it clear that the party was willing to cut financial support for public transportation and other infrastructure investment because "funding the Highway Trust Fund remains a challenge given the debt and deficits and the need to reduce spending. Republicans will make hard choices and set priorities, and infrastructure will be among them."

Since the 1980s, about 20 percent of transportation trust funds has gone for transit projects, and in 1991's

Intermodal Surface Transportation Efficiency Act, money also began to be diverted for multi-modal capital investment such as passenger rail stations and bike paths. But the trust fund became insolvent in 2008 – gas taxes have not been raised since 1993 – and has required infusions of general revenue spending of more than \$40 billion since then. However, the Republican platform firmly rejects any recalculation of the tax from a per-gallon charge to a “vehicle miles traveled” standard because “it would involve monitoring of every car and truck in the nation.” Further, the platform insists that all trust fund money be used for highways. “In some states with elected officials dominated by the Democratic Party, a proportion of highway funds is diverted to other purposes. This must stop.”

At the convention, House Transportation and Infrastructure Chairman John Mica (R-Fla.) told Politico.com’s Kathryn Wolfe, “I’m still on a holy jihad to try to get Amtrak operations under control.” He said that he intends to hold two more hearings when he gets back to Washington, one on how Amtrak competes with private contractors and another one on Amtrak’s money-losing routes that require subsidies.

Published: August 31, 2012

COOPERSTOWN, N.Y. – The Cooperstown & Charlotte Valley Railroad has resumed passenger operations on its route in Upstate New York, reports the Oneonta Daily Star. The railroad had suspended operations in July because of track conditions. Trains are running between Milford and Cooperstown Dreams Park; more track work is required to return trains to Cooperstown proper.

The railroad is operated by the Leatherstocking Chapter of the National Railway Historical Society who purchased the line from Delaware Otsego Corp. in 1996. It was originally owned by the Delaware & Hudson Railway.

NIAGARA FALLS, Ont. – Officials are investigating how an empty rail car rolled undetected from the CSX yard in Niagara Falls, N.Y., to Niagara Falls, Ont., in the wee hours of Aug. 12, the Hamilton Spectator reported.

The car left the CSX yard on American soil and rolled across the Whirlpool Rapids Bridge before halting in the Niagara VIA Rail passenger station, which was closed for the night. CSX didn’t notice. Neither did the U.S. Customs and Border Protection nor the Canada Border Services Agency. The Niagara Falls Bridge Commission, owner of the bridge, didn’t notice. In fact, the car went undetected until VIA employees reported the boxcar to authorities when they arrived at work. “The incident . . . is being treated as an act of vandalism and remains under investigation,”

How would you answer?

Tom applied for a signalman's job on the railroad and met his new boss at the signal tower.

The boss gave Tom a pop quiz.

"What would you do if you realized two trains were heading towards each other on the same track?" he asked Tom.

"I'd switch one to another track," said Tom.

"What if the switch lever broke?", asked his boss.

"I'd run down the track and use the manual lever."

"What if the manual lever had been struck by lightning?" persisted the boss.

"I'd run back up here and use the phone to call the next signal tower," said Tom.

"What if the phone was busy?"

"I'd run down to the station and use the pay phone," replied Tom.

"What if the pay phone had been vandalized?" asked the boss.

Tom, tiring of this silly game, responded, "Well, I guess in that case I'd run into town and get my Uncle Leo."

The boss looked puzzled.

"Why on Earth would you do that?" he asked.

"Because Leo's never seen a train wreck," said Tom.

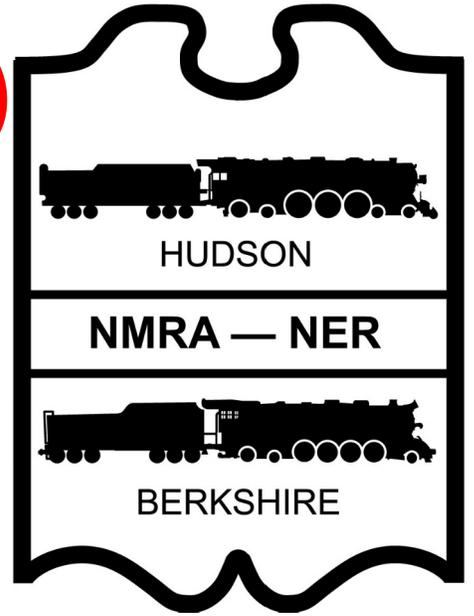
# FORM 19

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

Order Number 287

October 2012

Seven Layouts Open for Tours  
10:00 to 4:00, Saturday, October 20th



## 7 Plattsburgh Area

### Layouts Open for Viewing

On Saturday, October 20<sup>th</sup> seven layouts in the Plattsburgh area will be opened for tours by their owner-creators. George Bissell, Mike Evans, Fred Gemmill, Bill Rooke, and Jim Rothe have invited the members of the Hudson-Berkshire Division to a massive open layout tour. Scales are N, HO, and O. Hours are 10:00am to 4:00pm.

Three layouts are located east off of Exit 37 of I-87, The Northway, in the city of Plattsburgh with another located a bit west of Exit 37, south of the community of Morrisonville. Another is accessed from Exit 40 or by taking Route 9 north from downtown Plattsburgh, while two more are at one location a short distance east of Exit 35. Maps, direction and descriptions are inside this issue.

There may still be some autumn foliage colors remaining to add to the enjoyment of the trip.

[www.hudson-berkshire.org](http://www.hudson-berkshire.org)





# FORM 19

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

### Contributing to the Form 19

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

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

### The Brass Hats

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

**Vice President**  
**Kevin Surman**  
5 Sherri Rd.  
Saratoga Springs NY 12866  
518 583-1383  
spacity4@nycap.rr.com

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

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

## The Ready Line

**Paul Hoffman**

The Great North beckons us once again. Please join us Saturday 10/20 for a tour of some of the outstanding layout work being done by our members in the North Country. In this issue you will find maps and directions the layouts in and around the Plattsburgh, NY area. This is a great opportunity to travel north with some friends for a fun filled Saturday. My wife and I, along with our youngest son Mark, will be enjoying a splendid fall day and I hope to see many of our members.

Speaking of splendid opportunities, I'd like to give a shout out to our local hobby shops. Be sure to patronize them! Among my favorites in the Capital district are JP's Trains and hobbies and Mohawk Valley Railroad. Paul at JP's and Bob at Mohawk valley are fine proprietors who truly welcome their customers. What better way to get your modeling "fix" then with some good friends at the local hobby store.

As I was writing this month's column I was going to remark that no one answered last month's puzzler but lo and behold I just received an answer from Jeff Martin with the correct answer. Look for his reply and a new puzzler later in this issue.

Next month will find us at the Malta Community Center for a special Make and Take clinic. Kevin Surman, myself and Vic Roman will be giving a clinic on how to build and paint/weather a small craftsman structure kit that each of the attendees will receive. Yes Virginia, you'll get a kit to work on and take home with you. Details coming in the

next Form 19 along with the list of tools and supplies you'll need to bring. This is a unique opportunity and as such will be happening at a "unique" time. The clinic will start promptly at 9:30 AM, Saturday November 10 and end at 11:45 AM. You read that correctly, 9:30 in the morning till 11:30. We have space for ~ 50 modelers. So be there or be square!

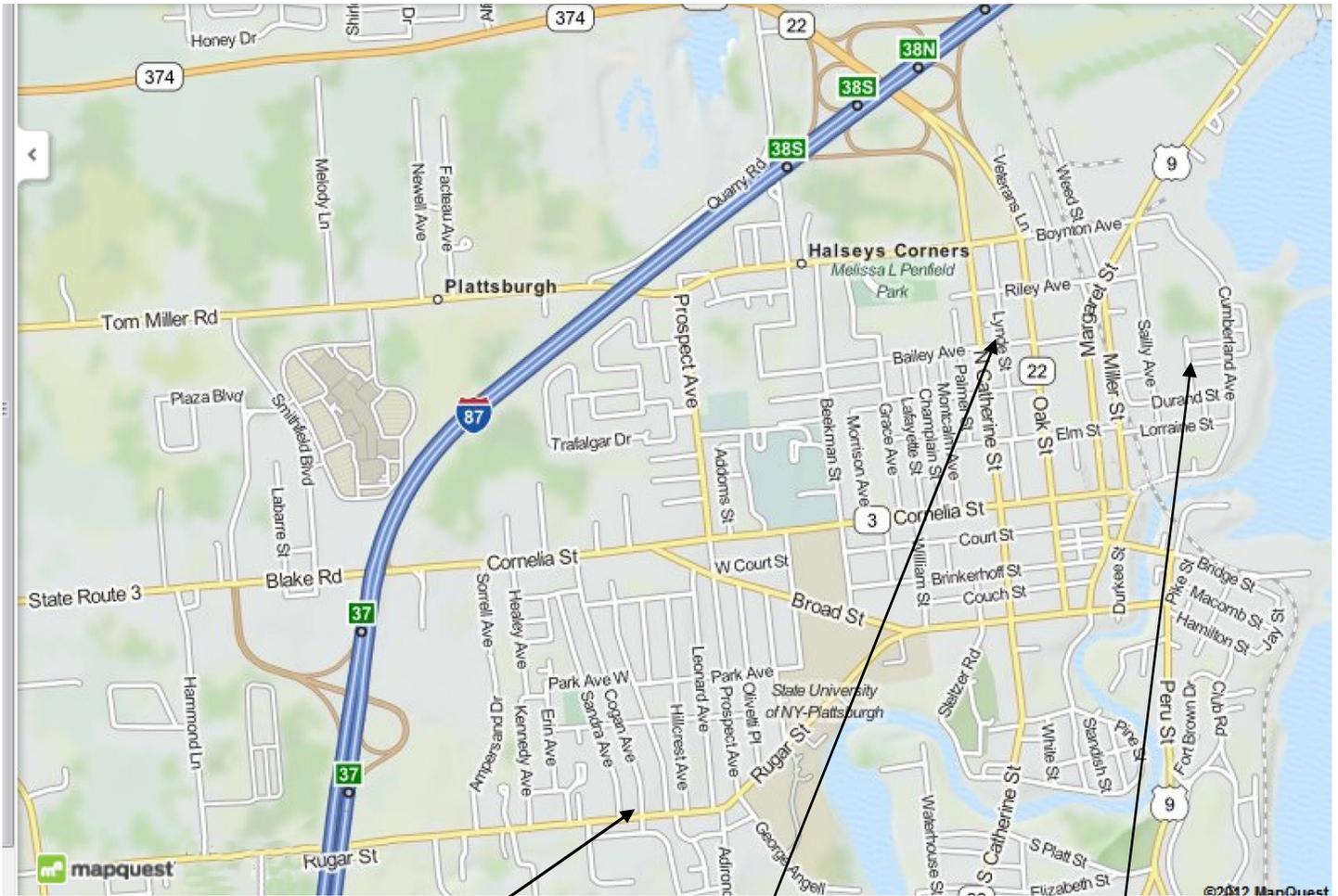
A couple of quick bullet points and then on to the maps, so you can plan your travels.

**GTE:** We are tracking ahead of last year's vendor totals, which is great news. Rich is now soliciting volunteers to man the show please catch up with him at any of our meetings or via email at rsmith1@nycap.rr.com You can also keep up with us on Facebook, www.facebook.com keyword: Great Train Extravaganza

**Toys for Tots:** We have received several donations so far for this year's fund drive. Please see any Board member to make your donation. Thank you to all who have given. Please be as generous as you can, we are still short of our goal.

**New members:** Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.

Continued on Page 8



Bill Rooke, 138 Rugar St, corner of Cogan Ave.

John Tyndall, 28 Tiffany Way, access from Lynde St

Jim Rothe, 13 Nichols Ave

For Bill Rooke’s, take exit 37 off Interstate 87 to Route 3, Plattsburgh. At light at the end of the ramp make a right on Route 3 (Cornelia Street), go 0.9 mi. (third light after the under pass) to Cogan Ave. Turn right onto Cogan continue .7 mi. House is on the right at the corner of Cogan Ave and Rugar St. Park short of the corner as there is no parking on Rugar Street.

Bill’s HO layout is the Fawn Grove and Whitehall, a branch line off the D&H that is modeled from Plattsburgh to Whitehall. This basement layout uses Digitrax radio DCC.

For John Tyndall take exit 38S off Interstate 87, merge into Route 22. Turn left at the stop light (Boynton Ave) and then your next right on Lynde St. Continue past stop sign and Tiffany North (3 story apartments) will be on the right.

Alternatively, take Route 3 (Cornelia St) to North Cathrine and turn left. Take N Catherine to Riley Ave and turn right then right onto Lynde St. Continue past stop sign and Tiffany North (3 story apartments) will be on the right.

Facing from the street the right hand entrance is his, you will go down about seven steps and 28 is on left, right after fire door. Further up will be the drive for Tiffany North and you may park in front of or across from the mailboxes. Handicapped spaces and a ramp are available if you turn right after the mailboxes and use the 2nd entrance.

John’s N scale Moers Junction Railroad is a DCC operated layout based loosely on the (wishful) survival of the junction, at Moers ,NY of the (N/S) Plattsburgh & Montreal Railroad to the (N/S) Lake Saint Louis and Province Line (Canada) and (E/W) with the existing Northern Railroad running from Ogdensburg to Rouses Point. Taking creative license on all the changes since 1852 allows for the feeling of the possible use by several railroads AND the running of their power and rolling stock.

John is running an NCE Power Cab, Mini Panel, hard wired panels, and USB interface to the free JMRI software. JMRI is running MJRR’s Smartphone (WiThrottles), computer throttles and panels. Address is 28 Tiffany Way.



### Directions to Jim Rothe's Layout-

Jim's layout is an HO free lanced short line set in the 1930s.

The address is 13 Nichols Ave. Take exit 38S off Interstate 87, merge into Route 22. At light turn left onto Boynton Ave. Go 0.4 mi. past CPRR tracks and Georgia Pacific (note Trackmobile). At light (intersection with Route 9) continue straight (Boynton Ave changes to Cumberland Ave. at light) and go 0.4mi to Kellog Ct. Turn Right on Kellog Ct. 0.1 mi to Nichols Ave. turn left on Nichols Ave, 13 is on right. Park on street.

Alternatively, take Route 3 (Cornelia Ave) eastward toward the lake and take a right onto Miller at end. Take left onto Cumberland and follow around to Kellog Ct on the left. Turn left on Nichols Ave, 13 is on right.

For Mike Evans the address is 838 Mason Street in Morrisonville, NY. Take Route 3 (Cornelia Ave-Blake Rd) west from Exit 37. Go approximately 1.6 mi. on Route 3 to where Route 22B goes straight and Route 3 bears right. Take Route 22B 1.6 mi. to Morrisonville to just past the bridge over the river. Turn left on Mason Street and go 1.1 mi. to 838. It is a brick farmhouse on left with large addition on back. Parking is by his garage.

Mike is building a double deck HO layout based on the D&H. The layout is in the basement of his addition.

Mike Evans, 838 Mason Street, Morrisonville, NY

### Hudson-Berkshire Division Treasurer's Report for October 2012

	Checking & Savings	Toys for Tots
Balance 2/31/2011	\$ 7,272.92	\$1,467.42
Total Income	\$ 6,982.37	\$ 187.73
Total Expenses	\$ 3,639.41	\$ 0
Balance 9/31/2012	\$10,615.88	\$1,655.15

### UPCOMING EVENTS

- 10/20 Plattsburgh Layout Tours
- 11/10 Make & Take Clinic Malta Comm Ctr
- 12/2 GTE Empire State Plaza



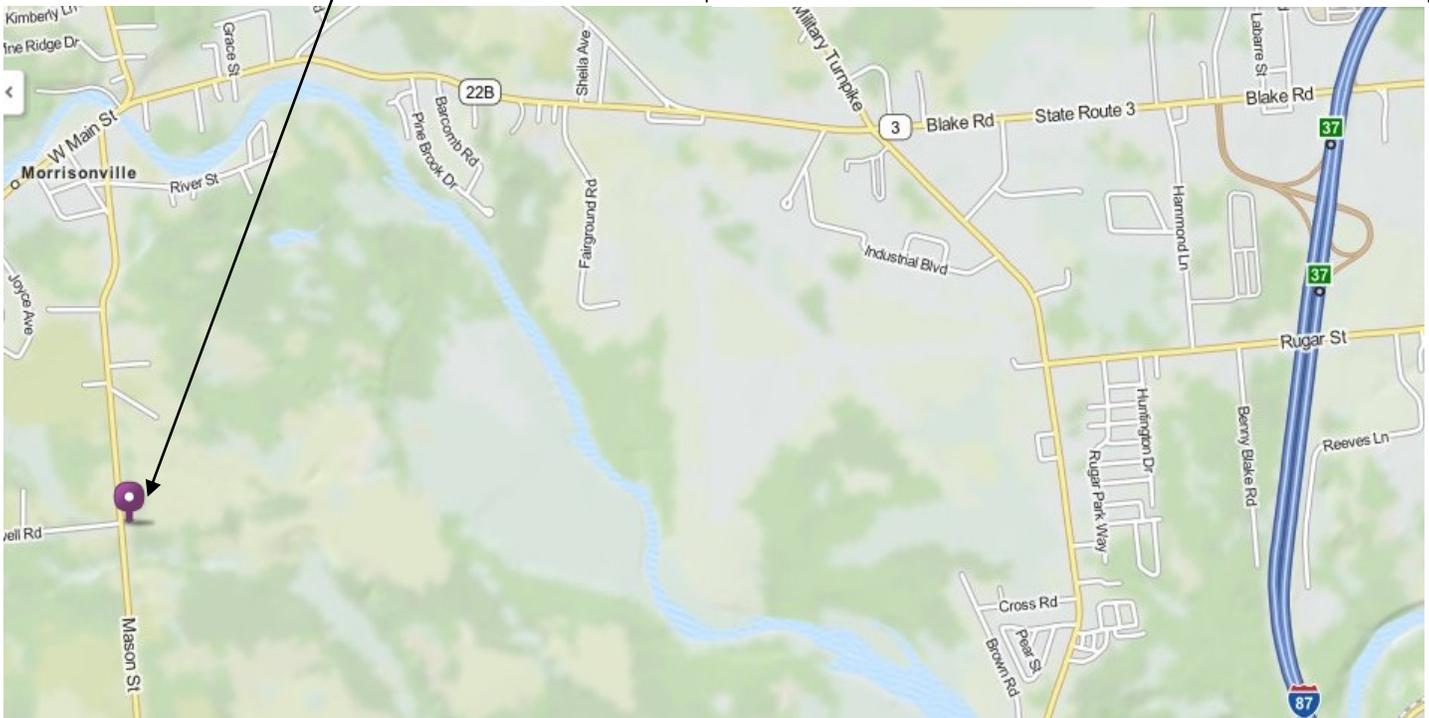
San Bernardino 5th St Tower ATSF in HO Scale

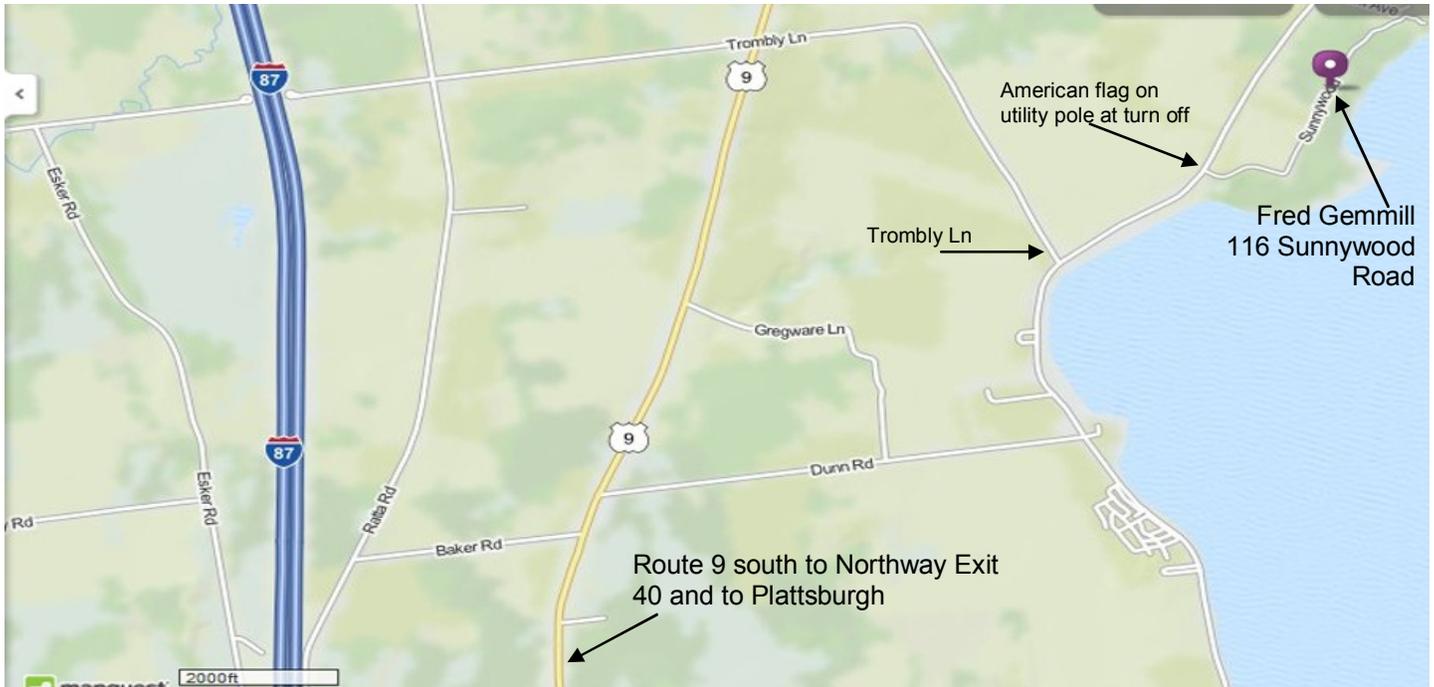


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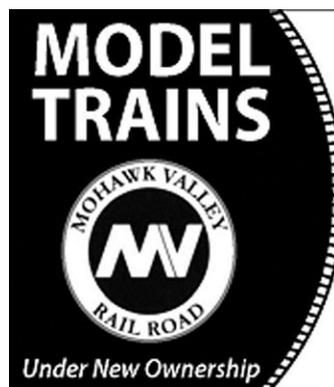
For Fred Gemmill's Layout the address is 116 Sunnywood Road, Chazy, NY.

Take Interstate 87 to Exit 40, State Route 456 (Beekmantown-Point Au Roche). At top of ramp make a right. Go to stop light at "T" (US Route 9) and turn left on US Route 9. Go about 3 miles and turn right on to Dunn Road.

Alternatively, take Route north out of Plattsburgh to Dunn Road and turn right.

Continue to stop sign at "T" by the lake. Turn left and go 1.1 miles along the lake to Sunnywood Road. Sunnywood Road is marked by 7 or 8 mail boxes, the first has "Sunnywood" on it and there is an American Flag on the telephone pole. Turn right on to Sunnywood Road. Follow it up the hill to "T" and make left at "T". Number 116 (Gemmill-Birchwood) is about 0.6 mi and just past the tennis court on the right. Park by the garage.

The P&MVS is an N-scale layout set along the old NP main of the BN between Fargo and Bismarck, ND. It is a fictitious regional railroad headquartered in Jamestown, ND. It does local switching along the BN mainline and has a branch line with a connection to CN. The layout is about 33'x23' with a 4.25 scale mile main line and a 1.5 scale mile branch line and has a 10 track double ended staging yard a scale mile long. Train control is with Digitrax DCC. The layout has ground level access. There is a 50" high duck under.



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Is closed for the season.



Directions to George Bissell's layouts-

Take Exit 35 off The Northway (I-87) and go east towards Lake Champlain (to the left if northbound; right, if southbound) on Route 442. Continue about 2.7 miles to the 'T' intersection at Route 9. Turn right and go about .2 miles to a one-story brick building with a gray 2-story frame structure at the back. There may still be an antenna or two nearby as this had been a radio station. Park in the parking lot.

Enter through the glass door at the front corner then take a right and proceed to the far side of the building. Take a left and proceed down the set of stairs.

In the basement you will find an O-scale layout base on the AT&SF and another layout in HO-scale based somewhat on the D&H. At least one layout uses Digitrax radio throttles.

And after you get home, you can tell people all about the great layouts you saw - and that you were on "Bear Swamp Road." How much more Adirondack can you get!

H-B Division Treasurer Jack Cutler has sent the following report on his recent visit to the restored Pullman Car "Sunbeam" in Manchester, VT.

I just discovered a railroad gem at the Hildene Mansion in nearby Manchester, Vermont.

The Hildene Mansion was the summer home of Robert Todd Lincoln, Abraham Lincoln's only adult surviving son. The mansion was built in 1905 and is located in Manchester Vermont. You can tour the mansion daily (excluding some holidays) from 9:30AM to 4:30PM, and admission is \$16 per person. The web-site is <http://www.hildene.org>.

So why should you visit the mansion? Did you know that Robert Lincoln served as president of the Pullman Palace Car Company from 1897 (upon George Pullman's death) and then also Chairman (1919) until 1924 (2 years before his death). At one point during his tenure, Pullman Palace was the largest manufacturing company in the world.

Because of Lincoln's relationship to Pullman, there is a recently restored 1903 Pullman Palace Car "Sunbeam" on the Hildene grounds. The restoration was performed by Lancaster and Chester Railway in Lancaster, South Carolina, and it took 4 years to complete. The exhibit at Hildene opened in August 2011, and it is not well advertised. "Sunbeam" is claimed to be "... the finest example of a Gilded Age wooden Pullman Palace car".

This is a must see. The exhibit "... tells the story of *Many Voices*, those of the company, society, and of the Pullman porters." And the best part is you can walk through the car and get a feel for the opulence that existed in the gilded age of railroading!



# The Beer Line

By Richard J. Smith

## Great Train Extravaganza 2012

This year, the Great Train Extravaganza ([www.gtealbany.com](http://www.gtealbany.com)) train show will be held at the Empire State Plaza Sunday December 2<sup>nd</sup>, from 10am to 4pm. Just as last year, the Hudson Berkshire Division (HBD) is a 50-50 partner with Upstate Train Associates (UTA) running this train show.

We had 37 volunteers plus an additional 5 helpers (family and/or friends) last year. However, I would still like to see more new faces this year. Come early to help and take advantage of seeing all the vender's wares before the public does. Of course, the show is free for you if you volunteer and the HBD will reimburse you for your parking on Saturday and/or Sunday. By now you realize that you can really "make a day of it" at the show doing one or more of the volunteer jobs so let's have fun!

## GTE Volunteer Jobs

If you wish to help or have any questions, please contact Rich Smith at 581-0535.

**Saturday and Sunday, November 17<sup>th</sup> and 18<sup>th</sup>.** This weekend is two weeks before the show and we will distribute 300+ lawn signs all over the entire capital region. We will meet on Saturday morning and give you the signs. Often people work in teams of two and spend about 4 hours on Saturday or Sunday planting signs. We'll assign you an area (or a travel corridor) to cover and give you written tips on where to plant signs. Remember, those signs accounted for about 25% of the people that heard about our show!

**Saturday, December 1<sup>st</sup> (9:45am 4:00pm).** There is a lot to do at the convention center the day before the show. Come for the day or come for an hour to help. The local club layouts always welcome help setting up. We help the vendors move their merchandise in the elevators and on removable ramps that are set up before the show. We also set up the clinic area, post signs, and generally tackle any issue that comes up.

**Sunday December 2<sup>nd</sup> (7:15am 5:00pm).** On show day there is work to do before, during, and after the show. Come when you can, stay for as long as you want. In the hours before and after the show, the help we need is much like Saturday. After the show the clubs also need help to tear down their layouts. During the show, we need 1 to 2 hour blocks of time for:

- Ticket sellers
- Ticket collectors (at the entrance to the convention center)
- Head table duties

## Additional Volunteer Activities

### **NMRA Tables**

During the show, we also need volunteers to staff the NMRA tables. We promote our Division, in particular, and the hobby, in general, at these tables. We meet and greet the public and tell them about our Division. We love to have members just sit down and build kits and work on projects, and the public loves it too. This year Division Vice President Kevin Surman has again volunteered to run the NMRA tables. If you wish to help, please contact Kevin at 583-1383 or [spacity4@nycap.rr.com](mailto:spacity4@nycap.rr.com).

### **Hudson Berkshire Division White Elephant Tables**

Division member Ed Skowronek has again offered to lead the White Elephant Tables, which the Division purchases for you as a NMRA membership benefit. This has proven very successful and we are purchasing four (4) tables again this year! The rules are simple; bring in some items, clearly mark your price on each item, price your items to sell, and you keep all the money. HBD members staffing this table will not negotiate prices. Ed Skowronek is running this table and will give you a form to fill out so he can track each sale. Forms will also be available on the Hudson Berkshire Division website. This table represents an excellent opportunity for you to reach thousands of potential buyers. Ed needs help to staff these tables and conduct the sales so contact him at 356-3541 or [emskowronek@hotmail.com](mailto:emskowronek@hotmail.com) and put in a few hours.



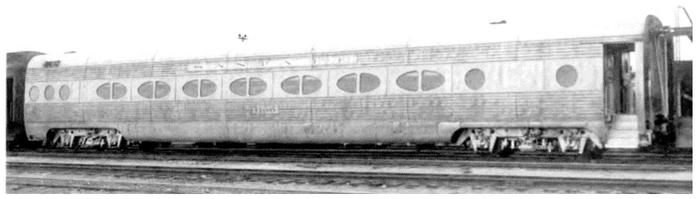
**Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)

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

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

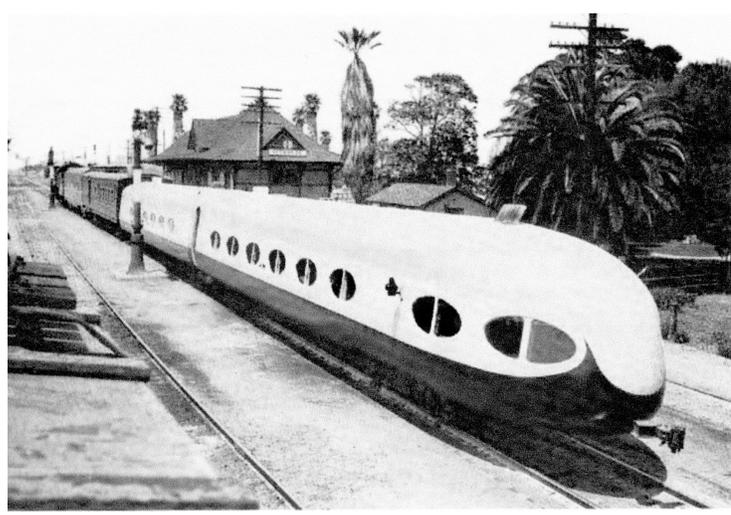
William Van Dorn and Dr. F. C Lindvall. Overall weight was approximately 64000 pound compared to 176000 for a typical heavyweight Santa Fe car. In comparison tests, the car was run over fair track at up to 80mph and good track at 94mph and clearly demonstrated the advantage of the new suspension system.

Because of the success of the tests, the Santa Fe, Great Northern and Burlington ordered one car each for further, in-service testing. These cars were required to be built for unrestricted interchange service and wound up looking much like a then current car.



The Santa Fe labeled their car simply "1100." It served into the late 1960s.

# Puzzler

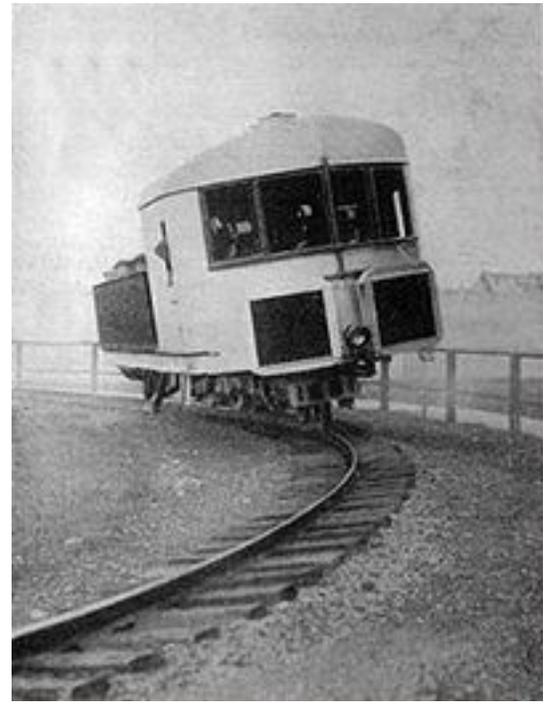


Last month's *PUZZLER* at the Oceanside, California depot some time in 1938.

The *Puzzler* last month was correctly identified by Jeff Martin, of Gansevoort, NY, to be the two-car, articulated, functional plywood mock up of pendulum suspension passenger car first described in *Railway Age* in February, 1938.

The concept and the car were developed by Cortland Hill (grandson of James J. Hill of Great Northern fame and owner of the Pacific Railway Equipment Co.) and Northrup Aircraft Co. engineers

The 'NEW' *Puzzler*– Take a look at this -



What? When? By whom?

Good Luck!



The following is the first in a series provided as food for thought for those of us who do not have first hand experience of operating on a real railroad.

## THOUGHTS ON OPERATION Part I

By Ken Nelson

We all like operation, and for many of us, it is the real reason we are model railroaders. For the next several issues, I would like to point out some aspects of operating a model railroad that you may or may not have thought about.

One of the biggest issues I notice as I operate various railroads, concerns the use of cabooses. Of course, this relates only to railroads using cabooses, so if you model the last several years of railroading, you won't need this. But for those who still use cabooses on your railroad, you might think about these items.

Coupling the caboose to the train. I remember learning this the hard way when I worked for the Delaware and Hudson Railroad in New York State back in the late 1960s. If at all possible, try not to back your entire train of freight cars onto the caboose. If you have ever been in a caboose when this happens, you know what I mean. The slack action of ten or more cars can knock anyone standing in a caboose on the floor. If you are the engineer who did it, your conductor will let you know about it very fast. Sure, it takes a bit longer to have your locomotive get behind the caboose and push it onto the train, but isn't this what we as modelers are looking for? Plan ahead. Have your switch engine ready to add the caboose just before leaving town. Pushing an entire train onto a caboose is in many ways a model railroading invention. It's not always possible to avoid it, but try if you can. Indecently, this same principle applies to a coach at the end of a mixed train, or a private car at the end of any train. You don't want to put the president of the line on the floor.

Changing cabooses. Frequently, cabooses were assigned to a crew, and that crew was the only one that used that caboose. So if you reach a large yard on your model railroad, and you are changing crews here, you might consider also changing the caboose.

Caboose tracks. Do you have a caboose track in your yard? Cabooses need servicing at the end of each run. Try not to keep sending out the same one or two cabooses on every train. Give them a chance to be serviced. Having a double-ended caboose track helps. Then your yardmaster won't just keep taking the easiest caboose from the track and over using it.

From the Editor: At one of our meetings I overheard someone telling how he had stopped his train of just a few cars on a down grade awaiting clearance. And then he thought that, since the train was small, he could release the car brakes and hold it with the locomotive brakes. And as the cars rolled forward and bumped into each other taking up the slack in the couplers, he remembered the crew in the caboose as it slammed in to the car ahead.

Thanks go to Paul Delasco for opening his layout up for last months meeting. We got to see some fantastic hand-laid track, great detailing, and that the Boston & Albany ran track cleaning cars, too.

More pictures in the digital edition.



### Do you know:

That formula 560 canopy glue is excellent for craftsman structure assembly as it has excellent tack and dries clear and flexible.

The 1950's Pullman dining car "Epicurus" is used to provide travel and fine dining in the "old style" with four-course dinners served on ornate china at tables set with snowy-white tadel linens and colorful floral arrangements. The dining car travels as part of regular Amtrak service from Rutland, VT to Fort Edward, NY on selected Sundays June to October. Return trip is via conveniently connecting Amtrak train. Last time this year is October 14th. [www.VermontDiningTrain.com](http://www.VermontDiningTrain.com) or 800-292-7245.

The same car is used in a similar manner for travel on selected dates (also June to October) from New York City to Rutland, Saratoga, Lake George and North Creek with overnight accommodations at a bed & breakfast. [Www.HudsonValleyExplorer.com](http://Www.HudsonValleyExplorer.com)



The Hudson-Berkshire Division's program for November 10th is the 'Make & Take' clinic on Saturday morning from 9:30 to 11:30 at the Malta Community Center.

Yes, it is an AM class because that is the time that we could get use of the room.

The make part is that we each get to make a crew bunk house (or line side building) from a kit and 'take' part is that we each will be able to take home something that (may) look like the one on the left, here. There will be experts there to show us how this can be done.

Read 'The Ready Line' for more details. Detailed info in the Nov *Form 19*.

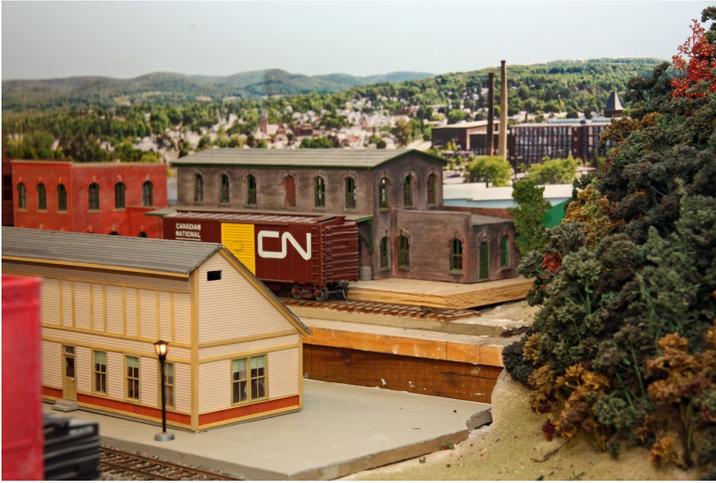
Transportation to the layout tours in the Plattsburgh area is important and carpooling is the way to go. The Hudson-Berkshire Division does not (as yet) have a way for members to set up ride-sharing but please try to make connections with others who may want to go but hesitate to drive that distance by themselves.

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

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## FORM 19

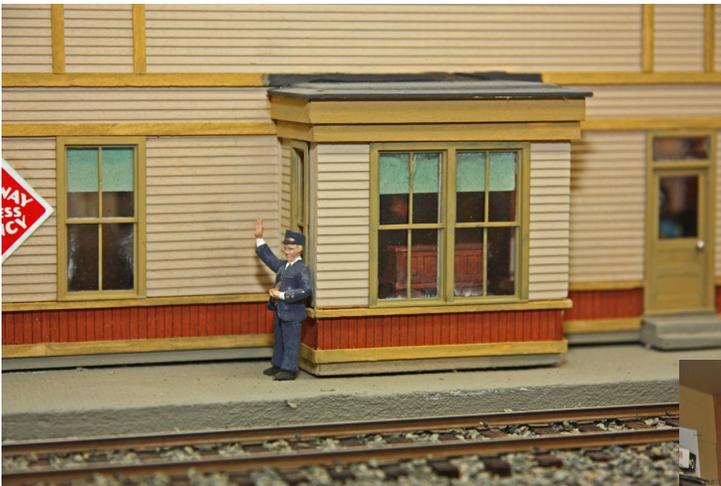
Hudson Berkshire Division  
 PO Box 83  
 Clifton Park, NY 12065-0083



Lee Station, other buildings and background



Details on O Scale Locomotive



Interior detail and real tie plates

Paul Hoffman giving information about the Division while Kevin is answering someone's question.



Ralph and Bob enjoying conversation in Paul's workshop with layout pass-through track on the left



Order Number 287



The back side of the crew bunkhouse. Will mine really look like this?

More information on what is going on at Canadian Pacific:

Chief Operations Officer resigns from Canadian Pacific (October 2, 2012)

Canadian Pacific Railway has announced that Mike Franczak, executive vice president and chief operations officer, has resigned effective Oct. 1. Franczak joined CP in 1987 and advanced through a series of operating positions.

“I wish to congratulate Mike on his distinguished career and thank him for his 25 years of dedication to CP and its customers,” Chief Executive Officer E. Hunter Harrison said. “Mike served the company well in all areas for which he had responsibility. We wish him success in his future endeavors.”

With Harrison, who has a reputation as an aggressive, hands-on manager, at the helm of CP, several changes in personnel were expected as management began working to improve operations and profitability. CP’s operating ratio, a key indicator of performance, has consistently been higher than rival Canadian National Railway. In 2011, CN’s ratio was 63.5, a full 17.8 points better than CP’s 81.3 operating ratio.

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And as Amtrak continues to try to survive in the face of financial and political pressures, we also see

that it is trying to keep things going with some very old equipment:

Published: October 5, 2012

OLD SAYBROOK, Conn. – Amtrak’s drawbridge over the Connecticut River between Old Saybrook and Old Lyme, Conn., is opening again for watercraft. The bridge was stuck in the closed position since Sept. 30. The combination truss and bascule bridge, built in 1907, carries Amtrak Northeast Corridor and Shoreline East commuter trains over the river. Rail traffic was unaffected by the malfunction, caused by a gear box failure.

Repair parts for the bridge had to be specially crafted before they could be installed. The owner of a marina told WFSB-TV in Hartford that the closure limited watercraft to a 19-foot clearance at high tide, stranding boats with masts as high as 47 feet on the Atlantic Ocean (south) side of the bridge. One large boat’s mast was dismantled to get it back to the marina.

The New Haven Railroad placed the Connecticut River bridge in service the same year as another bridge, which Amtrak is currently in the process of replacing, at Niantic, Conn. The Connecticut River bridge is high on the railroad’s list of infrastructure renewal projects once funding becomes available. Although it was structurally rehabilitated in 1976 and had extensive track and electrical work completed in 1997 as part of the route electrification to Boston, the bridge has suffered periodic failures in both the up and down positions for the past 15 years.

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And watch out for rocks on the track. On September 23rd, the engineer of a Pacific Southwest Railway Museum excursion train stopped his train when he spotted what appeared to be a large rock in the middle of the tracks. Instead, the rock turned out to be giant tortoise, about 24 inches long and weighing nearly 100 pounds. It took two of the volunteer museum’s crew members to lift the giant reptile off the track and out of harm’s way. The museum runs weekend excursions on portions of the San Diego & Arizona Railway.

Engineer Dick Pennick reported his encounter to the San Diego Turtle and Tortoise Society, which identified it as a non-native species, that probably had escaped from its owner’s yard.

# FORM 19

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

Order Number 288

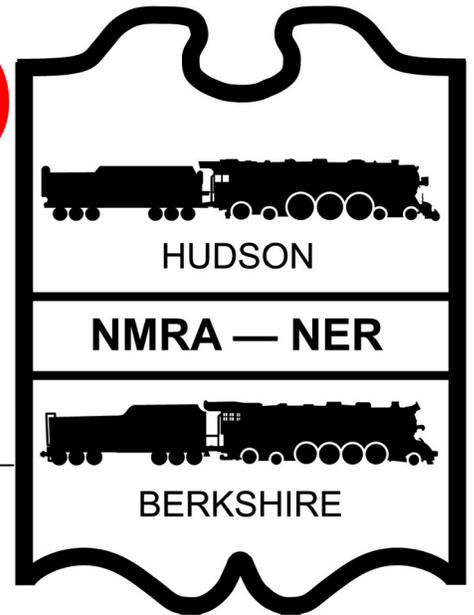
November 2012

Saturday November 10th 9:30 to 11:45

## A 'Make and Take' Clinic

at the Malta Community Center on Bayberry Drive  
off Route 9 in Malta, NY

Learn from hands on experience how to construct and detail a craftsman structure and then take it home. Learn from Hudson-Berkshire Division members who consistently produce winning structures at NMRA competitions. More details inside on Page 4



Hudson-Berkshire Bus Trip  
to Amherst Train Show,  
Springfield, Mass  
January 28, 2013  
See information and form  
on page 6



Andy Clermont produced this model of the very distinctive Rutland Railroad Station in Malone, New York. The model is created from self-made cast panels. More info inside on page 7.

Hudson Berkshire Division was well represented at the model contest at the NER convention in Syracuse. Our division members walked away with three first place, one second, and two third place awards and a total of 6 merit awards. In the Craftsman Class, Andy Clermont impressed the judges and earned 106 merit points (highest points in any class for structures) and first place with his Malone, NY, Rutland Railroad depot. Kevin Surman pulled a trifecta (taking 1st, 2nd & 3rd places) for the second year in structures now in the Masters Class. Ken Nelson entered his station for merit judging and walked away with a winner.

[www.hudson-berkshire.org](http://www.hudson-berkshire.org)





# FORM 19

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

### Contributing to the Form 19

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

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

### The Brass Hats

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

**Vice President**  
**Kevin Surman**  
5 Sherri Rd.  
Saratoga Springs NY 12866  
518 583-1383  
spacity4@nycap.rr.com

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

**Form 19 Editor**  
**Bert Pflegl**  
19 Lea Ave  
Waterford, NY 12188  
(518) 235-8496  
gpflegl@nycap.rr.com

# The Ready Line

**Paul Hoffman**

What a fine day my son and I had driving up to Plattsburgh to see some awesome model railroads! Much thanks to Fred Gemmill for organizing this effort. Check out this issue for pictures; also be sure to check out our Facebook page for even more photos and comments. Feel free to post your thoughts there or for that matter any photos from your last train event. That's the beauty of social media; you now have the ability to share cool things while they are happening!

While I was up north I came across this quote from Allan Keller that was posted on the wall at Mike Evans' D&H layout:

### The Mantra

"I believe realism is more important than prototype fidelity, and the two are not always the same. Modelers often slavishly follow a revered prototype with no thought to the esthetics of the overall scene.

Model railroading is an art form that embellishes reality and deemphasizes the dull. It's important to create plausible scenes that are visually interesting. Creating a dull, but prototypically accurate, scene is a waste of resources. If a scene looks right then it is right."

I happen to believe what Mr. Keller is saying, what do you folks think?? Let me know

This month is our special "make & take" clinic at the Malta Community Center. Be sure to get there early, we will be starting on time at 9:30 am and will finish up promptly at 11:45 am. Each of the attendees will be given a

small Santa Fe Bunkhouse, craftsman style kit to work on. Kevin Surman and I will be presenting a clinic on how to build and paint/weather this kit. Vic Roman, Rich Smith and others will be on hand to help you along and answer questions. You will be exposed to several different techniques and methods that you can use on your own modeling endeavors. In this issue you will find a list of suggest/required tools that you should bring along. Unfortunately we will not be able to provide you with any tools supplies but I'm sure you'll be able to share amongst the group. Seating is limited so while there will be room for everyone who wants to attend, you may not have space to work on your individual kit. We will have working space for ~45 -50 people. We'll be snapping a few photographs of your handiwork for inclusion in a subsequent Form 19 article. Just to emphasize: The clinic will start promptly at **9:30 AM, Saturday November 21 and end at 11:45 AM.**

Check out the puzzler this month and find out the winner and answer to last month's edition.

Please take a moment to read the following points regarding the Division and our ongoing activities, they're important, and who knows, there might be a quiz...

- **Toys for Tots:** The train sets have been ordered, 36 this year, 3 for each of the 12 stops. Thank you for your donations and please be aware that we are continuing to collect donations, as we do all year long, for next year's effort.



• **Bus trip to Springfield:** We have chartered a bus again this year for the trip to the Amherst show. As before, seating is on a first come first served basis. Your ticket price includes admission to the show. The price this year is \$25.00 for members and \$47.00 for guests/non-members. We have reserved the same size bus as last year and we expect it to fill quickly. If there is enough demand early enough we may be able to switch to a large bus so get your forms in ASAP. The form is in this issue and available on the website.

• **GTE:** Preparations are proceeding nicely; we are rapidly approaching the 300 table mark (yes, a new record). Rich is still looking for sign planting volunteers and other help. Please contact him at [rsmith1@nycap.rr.com](mailto:rsmith1@nycap.rr.com) or 518-581-0535.

• **White Elephant table:** The fillable forms for your white elephant “offerings” are available on our website. This year the Division has 4 tables setup to allow members to sell their orphan or unwanted items. This is a no cost benefit of membership and the table is manned by volunteers. Contact Ed Skowronek to help out, [eskowron@nycap.rr.com](mailto:eskowron@nycap.rr.com)

• **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.*

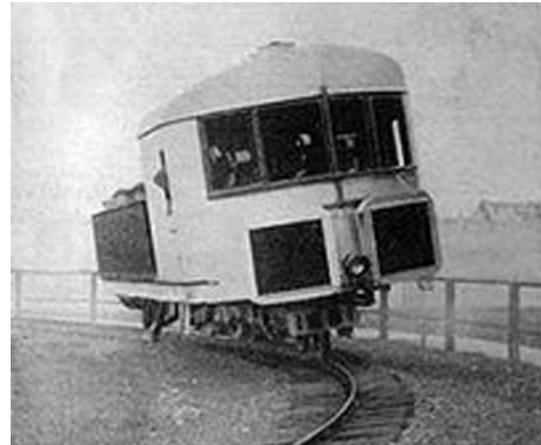
• **Renew your membership:** Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

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

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 tele-

phone are always open to comments, both pro and con.

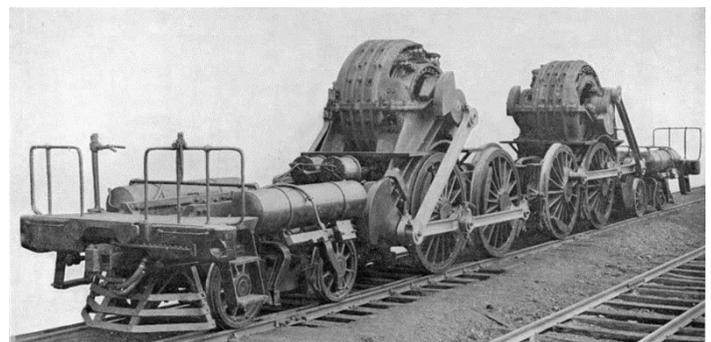
# Puzzler



Last Months PUZZLER was correctly identified by John Bemis of Waterford as the monorail locomotive designed by Louis Brennan, which was kept upright by a gyrostat. The picture is from November 1909 testing. See page 11 of the e-version for more.

To see a working G-Scale model of this concept, go to <http://www.youtube.com/watch?v=83a4vZbyWII&feature=fvwr>

This months PUZZLER is a picture of a unit that needs a bit more work—and will get it. What is this? What railroad was involved and when? What were they trying to do?





## A 'Make and Take' Clinic

**Saturday November 10th  
9:30AM to 11:45AM**

at the Malta Community Center on Bayberry Drive off Route 9 in Malta, NY.

Route 9 is east of Exit 12 of I-87, The Northway (through some roundabouts).

Bayberry Drive is the 1st left past Alderice Hardware when going north on 9 from the roundabout. It is the 1st right past Cocca's Motel if coming south from Saratoga Springs.

Promptness is appreciated as we only have use of the Community Center room for a limited amount of time.

We will be constructing a crew bunkhouse (or it might be used as a trackside office, etc.). But the skills learned will be the same as for most craftsman structures.



## Supplies for Structural Modeling

We look forward to spending some quality modeling time with you in November at the Hudson Berkshire division make and take clinic sponsored by CHR Structures. Although we do not consider ourselves know-it-alls we have some experience with techniques that we feel will work well. I am sure that most of you will be able to share some of your best techniques as well. We would like each of you to bring a tool supply from the list below that you might be able to put together.

### Minimum Supplies for Make & Take Clinic

- X-acto Knife w/ #11 Blades
- Formula 560 Canopy Glue or Elmer's White Glue
- Cutting pad
- Single edge razor blade
- Several toothpicks
- Various grits of sandpaper (100,150 and 320 recommended)
- 3/32 drill bit and hand drill

The following is a list of recommended tools and supplies for use in building structures at home and we request you bring any of these that you can in addition to the items listed above.

- Pencil with sharp point
- Newspaper
- Cutting pad
- Several toothpicks
- Several small paint brushes
- Several medium size paint brushes
- Metal ruler/straight edge
- Weathering Chalks (pigmented are best)
- Acrylic paints – Apple Barrel or whatever brand craft stores have. We suggest a slate color for the roof, and white, antique white and a red or green for walls and trim. Of course you can bring you railroad MOW colors or any other you choose.
- Small bottle brush cleaner-glass cleaner works great.
- An emery board or two
- Various grits of sandpaper (100,150 and 320 recommended)
- Paper towels



India ink and 92% Alcohol Mixture - Mix 2 Teaspoons India ink to 1 pint 92% Alcohol. (Use the highest % you can find, it will contain less water)

- Clothes pin clamps or clothes pin
- 3/32 drill bit and hand drill
- Bottle cap for holding glue
- Solvent Cement (Testors, Ambroid, Tenax 7r, etc.)
- Tweezers
- Flush cutting sprue nippers
- Square
- Scissors
- Fine tooth pounce wheel
- Rail Nippers / wire cutters
- NWSL Chopper (Optional)
- Single edge razor blade
- X-acto Knife w/ #11 Blades
- 1/2" Wide (Soft Bristles) Brush For Dry Brushing
- 1/4" Wide Brush for Pastel Chalks
- Fine Brush For Fine Rust Streaks
- Formula 560 Canopy Glue or Elmer's White Glue
- ACC (super glue, gap filling recommended)
- Various grits of sandpaper (100,150 and 320 recommended)
- Filler putty (squadron brand or similar)
- Masking tape (3M painters tape or similar)

The Hudson-Berkshire Division officers and board of Directors is very pleased to be able to bring this craftsman structures clinic to you as another benefit of your membership and support of the Division. The instructors are highly qualified and it is hoped that this class will enhance your enjoyment of model railroading.

### THOUGHTS ON OPERATION

Second in a series of Articles by Ken Nelson

In our last session on Operation, we discussed the use of the caboose, how it should be coupled to the train, possible times and reasons to change cabooses, and the use of the caboose track in a yard. This month I'd like to spend just a little time on the handling of locomotives in the yard.

Direction of the locomotive. Most, if not all of the switch throws in a yard, should be on the same side. This helps to promote safety for your brakemen (switchmen) so that they don't have to continually

cross tracks to throw switches. Be sure that the locomotive is faced in the proper direction so that the engineer can see the signals of the person throwing the switch. I can remember starting a yard job on the D&H one night, and having to travel a half mile to the wye to turn our locomotive in order to have it facing in the proper direction so that we could see the switchmen. The Yardmaster would not allow us to even begin working with the loco in the other direction.

Stop the locomotive. When coupling a loco or a cut of cars to another cut, STOP the locomotive as the cars couple. There are several reasons for this. One is to allow the brakeman to notice if the "pin has dropped" so that the cars are really coupled and not just pushed together. Another reason is to allow any brake wheels to be released. Frequently when a cut of cars is standing alone, the brakeman will turn a brake wheel to hold the cars and prevent a runaway. If you don't release that handbrake, you will have flat wheels. Other times, the brakeman will purposely allow the standing cut of cars to go into emergency, thus applying all of the brakes in that cut. They won't run away, but running into them is like running into a stone wall. Even if you are backing into a cut of cars and plan to push those cars further back to clear a switch, stop first and be sure that all of the above requirements are met. Crashing into a cut of cars and continuing to move is a model railroad invention.

In connection with number two, when coupling to a cut of cars, try not to move the cut of cars to which you are coupling. A safety stop is required on most railroads when coupling to passenger cars, and recently in America at least, safety stops are required on freights. (A safety stop is a stop a few feet short of the coupling.)

When you have coupled the road engine to the train, and are now ready to depart, don't just "take off." Give the train time to pump up the air. Give your crew time to board the train. Give your conductor and engineer time to check their watches, and get any paperwork from the yardmaster or dispatcher. Give the tower man time to line the turnouts to get out of the yard.

We'll have more in the next issue.



## Hudson-Berkshire Bus Trip to Amherst Train Show

Springfield Massachusetts, January 26, 2013

Please fill out the attached form and make your checks out to Hudson Berkshire Division in the correct amount to reserve your place on the bus. Either hand it to Jack Cutler at the November meeting or mail it to our PO Box. The cost, including entrance ticket for a Hudson Berkshire N.M.R.A. member is \$25, for a member invited guest it will be \$47. Cost for dinner at the Texas Roadhouse is **not included**.

The bus will make stop's in Wilton, Clifton Park, Albany, one rest stop and arrive at the show at 9:00 am. The bus will depart at 5:00 pm and we are planning on stopping for dinner on the way home. Seats on the bus are first come, first serve starting with reservations made at the November meeting.

We need to have 28 seats sold by December 15th or we will have to cancel the trip. If the Division does cancel those signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

Pickup: 6:00 am Wilton Mall north end by Dicks light pole C2. Pickup: 6:30am Clifton Park exit 9 The Crossings bus shelter, across the parking lot from Big Lots and the tower. This is not the park and ride lot. Pickup: 7:00am Albany Crossgates Mall lower level lot near JC Penny's.

Arrive at Springfield 9:00 am

Depart: Springfield at 5:00 pm sharp

Dinner stop at Texas Roadhouse Springfield (cost is not covered in bus

trip/entrance fee)

- Please make checks out to the **Hudson-Berkshire Division** in the amount of \$25.00 for members and \$47.00 for guest which includes admission to the show. This is a 28 person first come first serve event with a signup/payment deadline of December 15, 2011.

- Please send payment and signup form to:

**Hudson Berkshire Division**  
**PO Box 83**  
**Clifton Park N.Y. 12065-0083**  
**Att: Jack Cutler**

- You will be contacted to confirm your spot on the bus.

- Bus will depart on time, we cannot wait for individuals

- If you have any questions please contact Kevin Surman 583-1383 or at [spacity4@nycap.rr.com](mailto:spacity4@nycap.rr.com) or contact Rich Smith at [rsmith1@nycap.rr.com](mailto:rsmith1@nycap.rr.com).

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

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

NMRA # \_\_\_\_\_

Guest: \_\_\_\_\_ cost \$47.00 check only (no-cash)

Contact phone number or e-mail \_\_\_\_\_

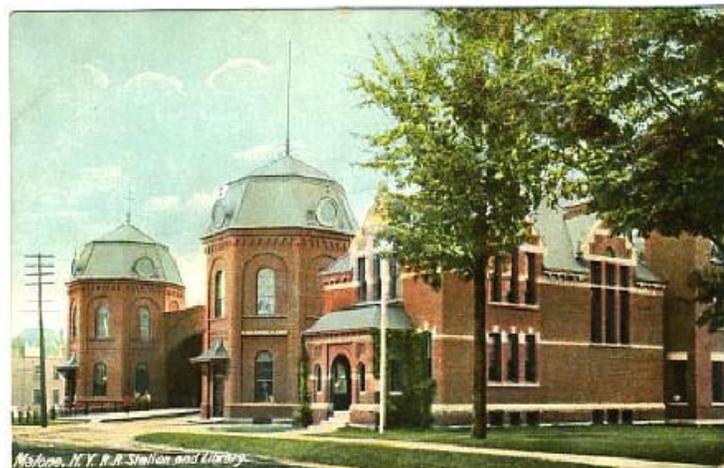
Please check pickup location: Albany , Clifton Park , or Wilton

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

Mail completed form and check to address listed above.



Rutland Railroad Train Station Malone, NY as built by Andy Clermont. This model received 106 of possible 125 points at the NER Convention in Syracuse. This is the highest rating of any structure in the competition.



The Rutland Railroad Station (with the library in the foreground, right) from a postcard with the postmark date of February 15, 1911. (And, yes, they did have color photography and printing in 1911.)

### Rutland Railroad Malone, NY Station circa 1946 by Andy Clermont

The Rutland station in downtown Malone was located near the center of the 120 mile long Ogdensburg and Lake Champlain Sub Division. I am modeling this part of the Rutland so I scratch built the station using some commercial detail parts.

To model the station I began by studying plans and notes from the 1919 ICC Valuation of Malone station along with era photographs, measurements of the actual building (now a bank) and current day photos and used this information to sketch plans and to construct this model. It is built full size but with three variations from the prototype as this model needs to fit an allotted space on my layout. The train shed has been shortened in length, the radius of the track through the station tightened and the distance between the two towers narrowed. The length of the train shed was trimmed off the section beyond the one story sections of the station. The narrowing of the space between the towers is most visible in the arch over the track at the tower end. The tighter radius fits through the train shed because it was shortened. Otherwise this model closely mimics the Rutland's station as it appeared in 1946.

The towers were built by constructing a master side panel, eight of which make up each of the two towers. I used styrene sheets and N-scale Architect HO scale brick sheets in layers to build up the master, first for what I called a blank side, and making a mold. After casting an appropriate number of blank sides the master was modified to match the sides with just an up stair window and a new mold was made and sides cast. Then on to window up stair and door down, etc. This process continued until all 16 sides of the towers were finished. All these side panels were cast with non beveled edges. They were then machined to the correct angle for assembly. The two roof sections for the towers are made of 32 castings plus details added. The round window sections are cast using a two part mold. These roof sections were also cast with non beveled edges and the compound mitered to fit. The roof scroll and weather vane/flag pole are a combination of commercial detail parts and scratch built using



brass wire and brass sheet. The roof hatch is Detail Associate refer ice hatch.

The train shed and one and two story sections of the station added on to the towers are constructed using N-scale Architect HO scale brick sheets over 40mil styrene using commercial doors and windows and porch details. The roof on the north buildings are flat seamed tin roofing made by scribing 40 mil styrene. The south roof is asphalt ready roof per the ICC notes. The train shed roof is scribes siding with individual exposed rafters on the bottom side, the top is covered with N- scale Architect HO scale slate sheets. Micro Engineering gutters are used on the lower buildings. The inside of the structure is modestly detailed and has lighting installed.

Detail: All eight panels making the sides of the station towers match the prototype for placement of windows and doors, window size, minions and panes and shades, arches in side walls, brick work at eaves and between stories. Doors match for number of panels, size and glass where appropriate. Porch posts and roof, and loading dock match the prototype as well. Signs all around the tower match the prototype and are a mix of computer aided and commercial REA. Tower roof detail between sections match the prototype. Roof trim, weather vane and flag pole along with access hatch. One and two story additions to the station match for window, pane and door size and arrangement, porch and loading dock, gutters. The train shed has individual board trusses on the inside, the arched end is dressed out similar to the prototype, the other end finished with a wood covering as was the prototype in the mid 40's. There are two capped towers at this end and the shed is covered in a slate roof. The flat roof sections are solder seamed in the correct direction and have drains as needed. Ready roof on the south roof is painted tissue. The inside of all buildings are detailed using a combination of some commercial parts and scratch walls, window dressing floors and ceilings.

Appearance: The prototype station was built around 1870 and is about 70 years old by my era. The brick is pained with Floquil Southern Freight car Red and motor rubbed in using Poly-S aged concrete. Windows, doors and other wood surfaces are painted with Floquil matching the prototype colors as are the roof

sections. I made station signs on my computer for the "Rutland Railroad" and "Malone" and used commercial Railway Express signs. The model is weathered using an airbrush, brushed washes and dry chalk.

Scratch Built: The model is scratch built with the exception of some doors, windows and detail parts.



Rutland Railroad passenger trains stopped at the Malone Station. The station is still in existence on Elm Street and in use by a bank. The Train shed has been shortened.

### “All Aboard” to Our New Members

Evelyn Schulze, Queensbury

Janice Bemis, Waterford

Please note that, because of the differences in publication dates of the *Form 19* and receipt of information from the NMRA office, names are often delayed by two month after joining.



On the left is the ‘Corner Gas Station’ created by Kevin Surman for the Master Class competition at the NER Convention in Syracuse. The station garnered 103 points which put it in a tie for first place for structures. It was given the First Place Award.

There are oil stains and tire tracks on the interior floor.

A ‘Scooter’ Youst photo

On the right is ‘The Bicycle Shop,’ also submitted by Kevin Surman and which also got 103 points and a tie for first place. It was given the Second Place Award.

Note the push button for interior lights which show the interior detail.

A ‘Scooter’ Youst photo



Receiving 91 points and third place in the Master Class structure competition was ‘The Freight Station’ on the left, again also submitted by Kevin.

A ‘Scooter’ Youst photo



There is a pictures of Ken Nelson’s ‘Klingertown Station’ which received a Merit Award on page 11 of the electronic version along with pictures of convention layouts.

### Upcoming Events

- 11/10 Make & Take Clinic Malta Comm Center
- 12/02 GTE at Empire State Plaza
- 01/18 John McBride's Crown Point & Hammondville
- 01/28 Bus Trip Amherst Train Show Springfield



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Have you signed up to receive the electronic version of the Form\_19 instead of the paper copy? You get earlier delivery, more pages and color graphics with the electronic version. You can still print out pages for reference. Contact one of the officers at the next meeting or send an e-mail to the editor.

## FORM 19

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

Last month's PUZZLER was the Brennan monorail 22 ton prototype vehicle developed by Louis Philip Brennan

His first demonstration model was just a 2 ft 6in by 12 inch (762 mm by 300 mm) box containing the balancing system. However, this was sufficient for the British Army Council to recommend a sum of £10,000 for the development of a full size vehicle. This was vetoed by their Financial Department. However, the Army found £2000 from various sources to fund Brennan's work. It was thought that this would be a rapidly deployable transport system.

Brennan produced a larger model kept in balance by two 5 inch diameter gyroscope rotors. This model is still in existence in the London Science Museum. The track for the vehicle was laid in the grounds of Brennan's house in Gillingham, Kent. It consisted of ordinary gas piping laid on wooden sleepers, with a fifty foot wire rope bridge, sharp corners and slopes up to one in five.

Brennan's reduced scale railway largely vindicated the War Department's initial enthusiasm. The India Office voted an advance of £6000 in 1907 to develop the monorail for the North West Frontier region, and a further £5000 was advanced by the Durbar of Kashmir in 1908.

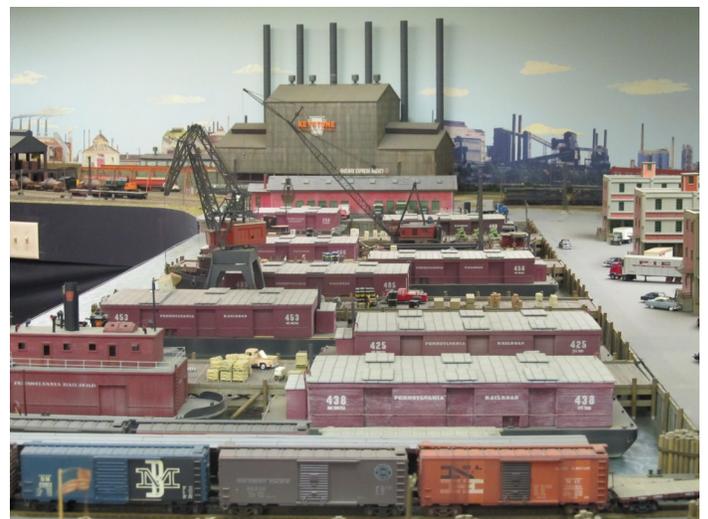
On 15 October 1909, the railcar ran under its own power for the first time, carrying 32 people around the factory. The vehicle was 40 ft long and 10 ft wide, and with a 20 hp petrol engine, had a speed of 22 mph. The transmission was electric, with the petrol engine driving a generator, and electric motors located on both bogies. This generator also supplied power to the gyro motors and the air compressor. The balancing system used a pneumatic servo, rather than the friction wheels used in the earlier model. The gyros were located in the cab.

The real public debut for Brennan's monorail was in London in 1910. The monorail car carried 50 passengers at a time around a circular track at 20 mph. Passengers included Winston Churchill, who showed considerable enthusiasm. Although a viable means of transport, the monorail failed to attract further investment. Of the two vehicles built, one was sold as scrap, and the other was used as a park shelter until 1930.

Below: Ken Nelson submitted 'The Klingertown Station' from his Pocovalley Railroad for the Merit Judging and received a first place award.



From the NER Convention Layout tours we have just a few of the many fine photos taken by Jack Cutler and presented here to show the fine work that other modelers in other areas are doing.





These three photos (above and right) show a complete Pennsylvania Railroad famous Horseshoe Curve—complete with tall, tree covered hills.

On the previous page are pictures of a dock area with many ships, barges, and tugs. Impressive.

These 5 photos from Mike Shanahan's HO Scale Brunswick & Tuscan RR.

Below, a produce distributor's shed shows great detail in the advertising, in the displays of produce, and in the stacked crates. From Tom Staton's On3 Freelanced NorthEastern RR .



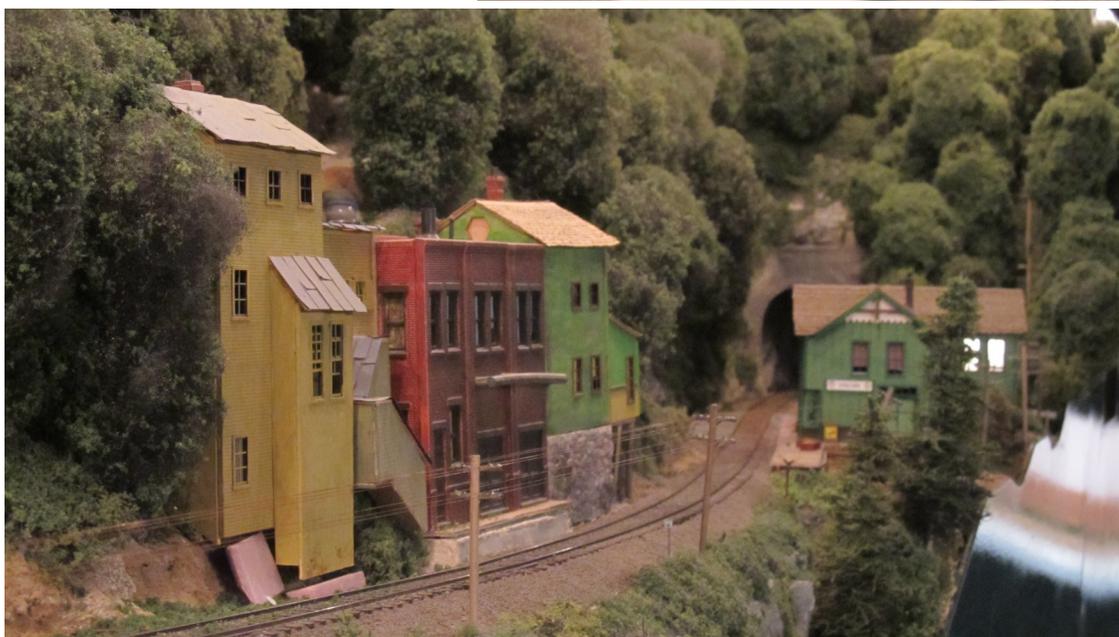


The sign under the top two windows says 'The Hartford Workshop.' A detailed structure on a hillside along a small stream. There is a road passing across in front of the building.

Martin Collard's HO Scale Borodino & Southern RR.

And an excellent photo capturing the detail of the surroundings.

To the right is the unique Lake Pleasant Station serving the travel needs of the nearby community. From Jim Heidt's HO Scale Ogdensburg & Norwood RR.



Buildings tucked in as best the citizens could be in a community in a steep mountain valley. From Jim Heidt's HO Scale Ogdensburg & Norwood RR.



A long bridge over a dry creek bed showing close detail blending into the backdrop on Jim Heidt's HO Scale Ogdensburg & Norwood RR.



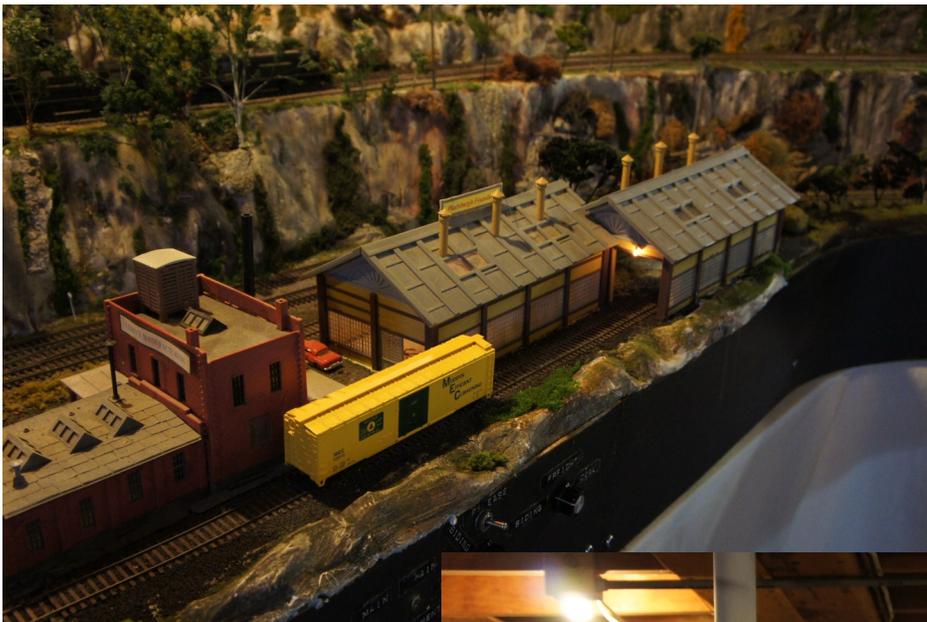
Following are a few, randomly selected pictures from the recent open layouts tour in Plattsburgh follow on this and the next two pages.

The Editor apologizes for not having complete information for appropriate captions so there are no captions—just nice pictures (sort of goes along with the Allan Keller quote in the Ready Line segment on page 2).

A corrected Treasurer's Report for the first three quarters of 2012. The report printed in the October Form\_19 incorrectly lists the opening balance with a date of 2/31/11. It should be 12/31/11.

	Checking & Savings	Toys for Tots
Balance 12/31/2011	\$ 7,272.92	\$1,467.42
Total Income	\$ 6,982.37	\$ 187.73
Total Expenses	\$ 3,639.41	\$ 0
Balance 9/31/2012	\$10,615.88	\$1,655.15





We want to thank all of those model railroaders in the Plattsburgh area who opened up their layouts for this series of visits.

And we want to thank those who worked to make all the arrangements.

The Division thanks you all.

