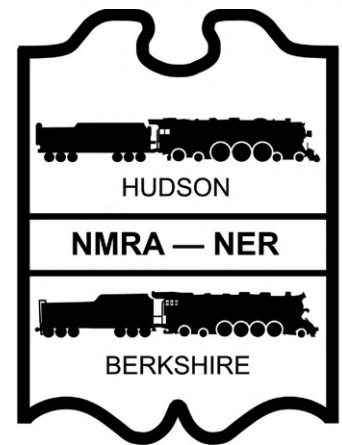


FORM 19

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



Order Number 367

June 2021



Next Division Meeting

Saturday June 12th 10AM to 3PM

**John Boyd Thacher State Park, NY Rte 157, Voorheesville, NY 12186
At the Greenhouse Pavilion**

From the Editor By MARK SKLAR

We had a good turnout and beautiful weather at the May Meeting at Lock #10. There are pictures on page 5 and the one shown above. I hope the weather is as nice at our June meeting. Our vice president Doug Dederick has planned for us to meet at Thacher Park on June 12. There is a \$10 fee using the sign-up form on page 10. A \$6 fee is required for parking and \$4 is for Toys for Tots. A check is required and must be **received by June 11**. See the meeting details on page 4. This will be the last meeting until September. Please join us.

On page 6 Rich Smith finishes Part 2 on the construction of the Milwaukee Road Sparta station. Thank you Rich.

Ken Nelson continues "Tips for Operation" Part 7 on page 9. In this part we learn more on running your freight train. Thank you again Ken.

See you here next month.

-Mark



Form19

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

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

Contributing to the Form19

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

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The Ready Line

By Irwin D. Nathanson

Ah, signs that life is finally returning to normal...

I recently shopped for groceries and shop supplies. Although people were still social distancing at Price Chopper, some were no longer wearing masks. Same at Ace Hardware. And, in both locations, those going maskless didn't seem to be getting annoyed stares from other patrons.

And here at Hudson Berkshire, our May in-person train-watching meeting was well attended, and at a normal, pre-pandemic level. (We even hosted a carload of guests from the Central New York Division.) And in June we are again getting together in person (see Doug's article elsewhere in this issue).

And it looks like our Mill City Northeastern Regional Convention will be held in person in October, albeit with some events being modified at least somewhat. For those of you who have never attended a Regional (or National) Convention: they are highly recommended!!!

And, talking to several of our members, now that people are getting vaccinated, they are being invited to the homes of other members for operating sessions and train running.

And, museums are now beginning to re-open. For a long time, I have wanted to return to the Railroad Museum of Pennsylvania, in Strasburg. I've not been there since my sons were little and we stayed in a motel where the rooms were cabins, actually re-purposed Cabooses. The museum is now open, although only Fridays through Sundays. I will try and get there during August. (See: <https://rrmuseumpa.org/>)

And, speaking of museums, they have been re-opening in Albany. The New York State Museum is open, as is Albany Institute of History and Art where, starting 12 June, there will be a special exhibit: "Romancing the Rails, Train Travel in the 1920s and 1930s." During these decades, railroads such as the New York Central embarked on new advertising campaigns to confront the growing threat from automobiles. Posters, calendars, and magazine advertisements presented images that romanticized train travel, their destinations, and the sleek, new streamlined locomotives that moved passengers. The NYC hired Industrial designer Henry Dreyfuss, who redesigned not only their locomotives and passenger cars but nearly everything passengers might encounter from tableware to matchbooks. The 1930s was also a decade of celebrations that showcased America's railroads. In 1931, the

(Ready Line Continued on page 3.)



(Ready Line Continued)

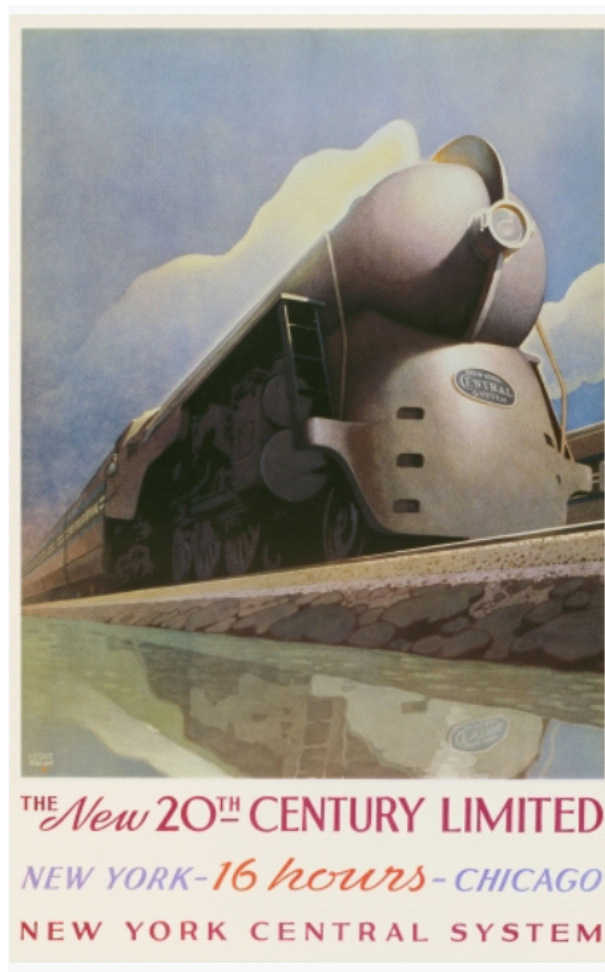
NYC celebrated its centennial and in 1939 and 1940, America's railroads were presented to millions of visitors at the 1939 World's Fair in the form of a musical, *Railroads on Parade*. HBD members might recall that this was the theme of then-member Clark Dunam's model train museum in Pottersville (sadly, now closed). *Romancing the Rails* features objects and library materials from the Institute's railroad collections, including photographs, posters, locomotive models, and objects designed for New York Central's 20th Century Limited that debuted in 1938 and ran from New York City to Chicago in 16 hours. *Thanks for alerting us to this opportunity, Doug!*

See: <https://www.albanyinstitute.org/romancing-the-rails-train-travel-in-the-1920s-and-1930s.html>

Now, that is a lot of "ands," but it sure feels good to write about them!

I will not be able to attend June's HBD meeting at Thatcher Park. It looks like it is going to be another good one. But even model railroading gets trumped by the opportunity to be with my sons and their spouses in California to celebrate my first (and only) grandchild's 1st birthday! See you all in September!

Irwin



www.hudson-berkshire.org





June's Division Meeting

A DAY IN THE PARK

By Doug Dederick

Well, here we are, the flowers are blooming, and the birds are singing their summertime songs. We have stripped off the coats and boots and have replaced them with shorts and sandals. The springtime clean ups are done and now it's time to soak up some sun and have some fun! Where you ask? Our Hudson Berkshire Division has just the place for ALL its members to do just that.

This month we will be spending "A Day In The Park" at John Boyd Thacher State Park. Please Note: This time we will be located at a different pavilion than last time. Our meeting will be located @ the Greenhouse Pavilion from 10AM until 3PM.

There is nothing like spending "A Day In the Park" with friends in the open air talking about things we all enjoy doing. We all had a lot of time on our hands this past year and for most of us we tried to put those hands to good use. Some of the time was spent doing those home projects we all have been putting off or wanting to do but never could find the time to do them. But other times we were doing the things we genuinely enjoy doing such as modeling scenery or scratch building a structure or some other project related to our hobby. Or rediscovering something we forgot we even had.

What we were not able to do was to share those things with others. Well what better way to do that than "A Day In The Park". What I am proposing is for YOU to share what projects you have worked on over the past year or anything else you would like to share with fellow members. Hey, I know let's call it;

"Show and Tell"

What I am saying is everyone is welcome (but not required) to bring something to share with the rest of us. This can be a building you have worked on or some other project or, as in my case, pictures of work you have done on your layout. Bring that piece of memorabilia that you would like to share. It can even be just a story you would like to tell the group (Hobby related of course). We will have some tables set up to display the projects or you could bring your own table.

In fact, you can bring your project that you need evaluated for the *AP program. Mr. Bob Hamm and Mr.

Joe Kavanagh will be there to assist those that would like to have that done. Mr. Hamm will also be there to answer any questions you may have about the AP program or the paperwork that is required. Please see the note below regarding the paperwork.

As you can see we have a great "Day In The Park" planned to spend time catching up with old friends and new ones. The Hudson Berkshire Division will provide refreshments, but everyone is welcome to bring their own snacks and/or lunch. We also recommend bringing a comfortable chair to sit in. There are picnic tables and a public bathroom at that location as well. Remember Hudson Berkshire is YOUR division and as officers we try to provide things for you to enjoy. It is up to you to take advantage of those things and it is our members that make the Division what it is. I myself am looking forward to "A DAY IN THE PARK"

Note : Paperwork must be fully completed and brought with you if you would like to be evaluated @ Thacher State Park on June 12th for the AP Program. Forms can be downloaded from the NMRA web site (nmra.org). Top of page in small print click on Achievement Program to open page. Then on right side of page in dark blue box click on forms.



Map of HBD MEETING LOCATION



May HBD Meeting Report

The May meeting took place under beautiful weather with about 30 members attending. There was a business meeting and then AP certificates were presented to Joe Kavanagh, Ben Maggi and Doug Dederick.



Bob Hamm presenting to Doug Dederick.



Bob Hamm presenting to Joe Kavanagh.



Bob Hamm presenting to Ben Maggi.



HBD and CNY members enjoying the view.



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You have probably received an email from the Northeastern Region office announcing that the latest issue of the Coupler is now online. The NER website is - [NER Coupler](http://NER.Coupler).



Sparta Station Project

Part 2 Exterior

By Richard J. Smith

This month Rich finishes part 2 on the exterior details of the Milwaukee Road Sparta Station. (ed.)

Details Details

Next, I will point out some of the exterior details that I think add richness and realism to the model. Figure 6 below clearly shows an interesting gutter and downspout arrangement on both sides of the agent's bay window on the prototype. The HRM kit does not include gutters or downspouts.



Figure 6. Station at Sparta, WI, 16 Oct 1970, by Gifford Heath



I modeled the two downspouts converging from the two roof lines as seen in Figure 7. Downspouts are solid brass rod and where the two join in Figure 7 was soldered. Much trial and error was required to get angles right and I almost gave up. But I'm glad I didn't because the detail is very interesting.

Figure 7.

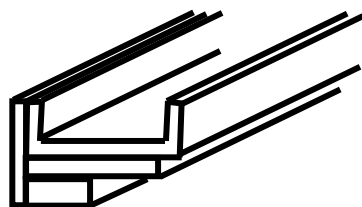


Figure 8.

The gutters were made from layering Evergreen styrene channel and strips and glued with Tenex 7R (hard to find today!) as shown in figure 8.

(Continued on page 7.)



(Continued from page 6.)



Another detail is door knobs and back plates. I modeled these simply by making a small cut of metal tape (left over when I got a new furnace several years ago) for the back plate and a small cut from styrene solid rod for the door handle glued with CA as shown in Figure 9 next:

Figure 9

To make the detail “pop” I first painted the entire assembly black. Once dry, I painted the brass carefully to leave black outlines that accentuate the detail. In a way, this is not unlike the dark to light dry brush technique. This is a technique you can use for numerous details, like buttons on a coat, switches on a control panel, etc.

Also notice in Figures 7 and 9, all windows are double hung just as the prototype in Figure 6. These were part of the HRM kit. However, the kit comes with only one piece of laser cut clear plastic to attach across both upper and lower sashes. While the clear window plastic would correctly butt up with the lower sash, there would be a gap between the mullions and window pane for the upper sash. This is easily solved by simply cutting the window plastic in half and attaching both halves separately!

In Figure 5 (see page 8 of Form19, May 2021,) you will see flashing for the chimneys and roof vent. Again, I cut metal tape to size and installed it as I was laying shingles using standard roofing practice. Since I spray painted the entire roof black before dry brushing, I had to paint the flashing using Humbrol “steel”. Also the stucco portion of the chimney in Figure 5 was constructed from 3 pieces of Plastruct stucco sheet plastic to match the prototype photos in Part 1 of this article. As for that crazy roof vent in Figure 6, that must have been some kind of Milwaukee Road standard article (or they got a good deal on a bunch of them) because it is the same on my New Lisbon Station and others I have seen. I tried to scratch build that crazy, finned contraption, but to no avail. I ended up compromising with a vent from my parts box. I know, I know, you probably would not have even noticed it had I not pointed it out!

(Continued on page 8.)

Please visit the
Hudson Berkshire Division Website:
<http://www.hudson-berkshire.org/>

And Facebook Pages:
<https://www.facebook.com/HudsonBerkshireNMRA/>



(Continued from page 7.)

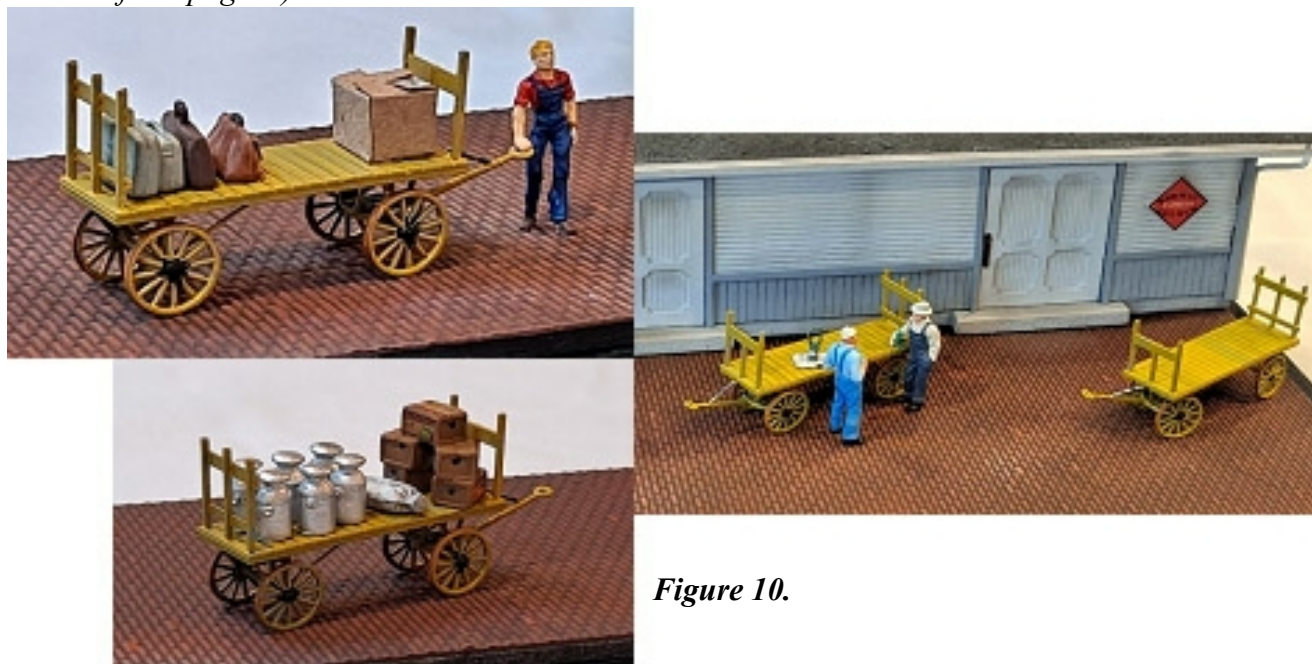


Figure 10.

As many of you know, Jordan Products are no longer in business and they made a very nice baggage wagon. Now Tichy has filled that void with an equally nice kit and that is what you see in Figure 10. The sloppy black in the wheel hubs represents grease that has been applied in equally a sloppy manner on the prototype. Note, I created that Railway Express Agency sign in Figure 10 in Power Point because I could not get “crisp” enough image off the Internet.

Seal the dang wood!

My biggest lesson learned is the reason I decided to model the platform now. I have learned the hard way to seal both sides of all wood surfaces! I only painted the “concrete” color on the base of the baggage/REA side and only around the edges of the station portion. I did not paint the underside of the wood base at all. When I glued the scribed wood floor for the station section to the base the warping began (even after letting glue dry with weights on top). I managed to flatten the base using numerous techniques (wetting, clamps, weights, etc.) but the warp remained. I finally decided to mount the base on a “platform” to flatten the last bit of warpage.

The platform is one solid piece of 1/8” thick Sintra® lightweight foam PVC plastic product. This

stuff is easy to cut and is very nice for many model building applications. The Sintra® is covered with Plastruct HO scale “rough” brick, cut to size and glued using 3M Super 77 spray adhesive. Spray both surfaces and get it right the first time when you press them together! I then glued the wood base on the kit to the brick platform also using the spray adhesive. I sandwiched the platform and station base between two very flat and true surfaces with weights on top (my basement workout dumbbells!). That did the trick.

Final Thoughts for Part 2

I hope you have enjoying reading this article as much as I have writing it, and I really hope Part 2 has given you some ideas to try for yourself. For me, there are no secrets in model railroading, just sharing of ideas and the commensurate comradery and fellowship. These articles are no substitute for being in person with you, but that time will come soon! But for now, stay tuned for Part 3 – Interior!





TIPS FOR OPERATION

Part 7

By: Ken Nelson

In Part 7, we continue to run the local freight which we began in the last session.

Your next town is a busy junction with a grade crossing, double track main, a branch line, along with several industries and a small interchange yard. One of the industries is a trailing point switch in the direction in which we are traveling, while the other is a facing point. The dispatcher operates a double crossover at the far end of this town. He knows you are here, but does not know what work you have, so you will have to keep in contact with him.

Again your first decision is where to stop. You may not block the grade crossing for more than five minutes, less if possible. So you stop just clear of the turnout that we came through as we entered the town, which gives us room to work without blocking the crossing. The conductor will let you know on the radio when the caboose has cleared. The first industry we will work is the one with the trailing point turnout. This is a farm equipment dealer with two spots. The first is a platform where they store equipment, and where we would spot box cars and flat cars with merchandise.

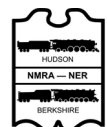
On the same track, but down a bit farther is where we leave tank cars carrying anhydrous ammonia, which is used for fertilizer. At the platform is a box car which is still being unloaded, while farther down the track is a tank car to be picked up. You will hang on to the three cars you picked up in the previous town, and after uncoupling from your train as we did before, you will back slowly down the siding, but do not couple to the box car until your ground man has checked to see that there is no one working on or near the car. Since it has been partly unloaded, we will have to treat it very carefully. After your ground man has checked for a brake wheel, you couple to the car, then continue back to couple to the tank car. The waybill tells us that this is a hazardous car which may not be coupled to the caboose, locomotive, or next to any car with a shifting load, such as a flat car loaded

with lumber or pipe. Carefully you pull the cars out of the siding to clear the switch, then back the tank and the three pickups onto your train. Don't worry about the brakes in these four cars; the rest of the train will keep them from rolling away. Next you put the box car back at the platform.

Your next move will be to work the industry with the facing point turnout. To do this you will need to run around your train to get to the caboose. You call the dispatcher and get permission to occupy both main lines, then ask to have control of the double crossover. He gives you permission for ten minutes, so your ground man throws the switches necessary to cross you over to track 1.

After clearing, you back down track 1 to the east end of town and again your ground man throws the switch to lead you to your caboose. After coupling to your train, you must wait until your ground man opens the angle cocks he closed, you pump up your brakes, and he walks to the road crossing to flag it. You push your entire train clear of the facing point switch.

After stopping, you reverse back to the switch and go into the siding with just your power to pick up a covered hopper which is destined for the Erie Lackawanna. They will pick this car up tonight from the yard. You cross both mains and spot this car in the yard, after which you return to your train. You put the caboose on the rear, make sure that the tank car is not next to it or your engines, and talk to the dispatcher. You let him know that you have cleared track 1, and would like to return to the yard where you came from. You are now going eastbound so will change to sit in the other engine. This way you will be able to see where you are going.



**Hudson Berkshire Division Saturday, June 12, 2021 Meeting 10am
John Boyd Thacher State Park, Rt.157, Voorheesville, NY 12186
Greenhouse Pavilion**

Name: _____

NMRA # _____

Contact phone # or email: _____

Car Pooling With: Name and Contact Info.:

Cost \$10 per/person- checks only no cash: _____

If the Division cancels the meeting those who purchased a ticket will get a full refund, although we cannot refund individuals who purchased tickets and are unable to attend.

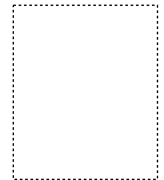
Tickets MUST BE RECEIVED before Friday June 11th.

MAIL TO: Hudson Berkshire Division PO Box 83 Clifton Park NY 12065-0083

Include check made payable to the "Hudson Berkshire Division"

FORM 19

Hudson Berkshire Division
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