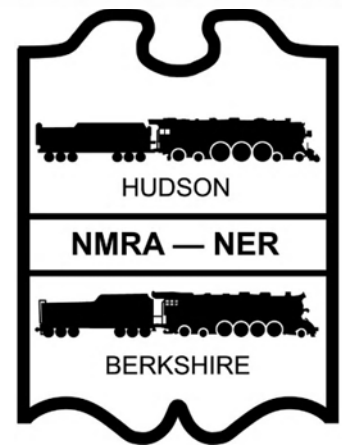


FORM 19

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



Order Number 364

March 2021

Virtual Meeting March 19, 7pm

From the Editor By MARK SKLAR

I have spent a lot of time working on model train projects this winter. Some of the projects used my 3D printer and some were kits, but all were enjoyable. Now I am looking forward to spring and warmer weather and going outside as I'm sure you are too. Also I am hopeful in getting back to normal.

Our February virtual meeting went very well thanks to John Valachovic. For this month I am looking forward to our March virtual meeting, which is presented by Jim Lewis from Model Train Technology. He will be giving a clinic on "Lighting and Animation". We thank our HBD vice president Doug Dederick for arranging this meeting. For more information on the clinic see page 5.

If you don't have a camera or microphone on your computer don't worry. You can just watch and listen. You only need a computer with headphones or speakers and any internet browser. You can also use a tablet or smart phone. Even if you come in late please join in. See the instructions on page 4.

The final part of Bob Mohowski's story "Lake Champlain's Last Railroad Bridge" starts on page 7 (see February Form 19 for part one of the story.) Thank you Bob.

Ken Nelson continues "Tips for Operation" Part 4 on page 8. In this part we learn about hand and whistle signals. Thank you again Ken.

On a sad note we mourn the passing of HBD member Marcel Zucchini. I visited Marcel and his layout many times and I am glad that I got to know him. I will miss him. Bob Hamm has heartfelt memories about Marcel on page 5.

That is all for this month.

-Mark



Form19

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

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

Contributing to the Form19

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

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The Ready Line

By Irwin D. Nathanson

Various topics to cover this month:

Congratulations to Joe Kavanagh

Those of you who get the NMRA "eBulletin" will know that in the entire NMRA, only three members recently met the qualifications to become Master Model Railroaders. One of those members was our own Joe Kavanagh of Lake Luzerne, NY!

Joe has been a noted model railroader – and quite an engineer – for decades. For those of you who have not been to his "layout," Joe has about two *actual* (not scale) miles of track on his property!

Here are the Achievement Awards Joe earned along his path to MMR:

Golden Spike	- 2002
Cars	- 2010
Structures	- 2020
Civil Engineer	- 1996
Electrical Engineer	- 1996
Chief Dispatcher	- 2004
Volunteer	- 1997
Author	- 2021

Congratulations Joe, we are really proud of your accomplishment!

Virtual Meetings

Starting in November 2020 Hudson-Berkshire had to revert to virtual, on-line meetings due to the on-going pandemic. It has been a learning curve – for those of us running the meetings, for the presenters and, of course, for our members. Our VP, Doug Dederick, and I would like to personally thank our members for their attendance and support! Without your support, Hudson-Berkshire would not be the great Division it is today!

I was the first presenter. In November I was the "beta tester," presenting my Miniatur Wunderland clinic. As I recall, we had about 20 members attending.

There was no meeting in December.

Our presenter for January 2021 was Bob Hamm, who gave us an update on all the progress he has been making on his HOn3 Iron Gorge Subdivision. Our attendance figures started to increase!

In February, our presenter was John Valachovic who gave us an update on his N scale Raquette Lake Railway. John included lots of fascinating history regarding the prototype, with lots of old, B&W photos and blueprints. Then attendance went up to 34, quite an increase from November.

Our next virtual meeting is March 19th. As covered elsewhere in this issue, our VP, Doug Dederick, has lined up a fascinating guest speaker. Let us keep trying to break our previous attendance records! If you've never attended a virtual meeting *it's easy*....see James Lauser's How-To introduction on page 4. *Why not give it a try?*

It's My Railroad

Some of us build our layouts with operations in mind. Others just like to see trains run 'round and 'round.

Some folks (like Bob Hamm, Kevin Surman and Doug to name a few) devote a lot of enjoyable effort to researching, planning, and building, recreating as accurately as possible a specific prototype railroad, at a specific point in time, in a specific location.

(Continued on next page)



(Ready Line Continued)

Others, like me, try to obtain the “look and feel” of something real. On my layouts, I’ve tried to recreate what England, Germany and the U.S. (Glens Falls) look like to me -- *roughly* during the transition era.

On Kevin’s layout, I like to respectfully joke that he has recreated Hoboken, NJ at exactly 8:13 AM on June 25th, 1952. On my German layout, to my mind it “kinda” looks like Germany the first time I went there in the mid-1960s.

Continuing with my German example, my buildings, cars, trucks, people, and most of my rolling stock are appropriate for the transition era. But occasionally I like to “cheat” and run my beautiful models of the modern, double deck passenger trains I take when I visit Germany. Or to run my modern, hi-tech, multifunction MOW stock. (I do not think Kevin would ever do this!)

As our Editor, Mark Sklar, pointed out to me: “Don’t apologize! It’s your railroad, do what you want!”

We have a new member, Randy Decker of Northville, NY. He is building a large, prototype layout. Nothing unusual there. But his prototype is *not* an actual railroad, rather it is a *model railroad*: Randy is recreating, as accurately as possible, John Allen’s famous Gorre and Daphetid model railroad!

For those who might not know of John, here is an excerpt from Wikipedia:

John Whitby Allen (July 2, 1913 – (January 6, 1973) was an American model railroader who created the HO scale Gorre & Daphetid model railroad in Monterey, California, and wrote numerous magazine articles on model railroading starting in the 1940s. Allen was renowned for his skill at scratch building and creating scenery. He also pioneered the technique of weathering his models for a more realistic appearance. In addition to his super-detailing of locomotives, rolling stock, structures, and scenery, Allen was known for populating his model world with scale figures in humorous scenes. Other techniques Allen promoted were realistic train operation and the use of forced perspective to create the illusion of a model railroad layout larger than it really was.

As noted in this excerpt, John was a pioneer in many now common aspects of our hobby.

As a child, Randy was taken by John’s work. Recently retired, he spent many years as a professional model-builder for museums. Randy’s using those skills to immortalize John by recreating the G & D in a purpose-built building on his property.

For Randy, “It’s his railroad, and he’s going to build it his way” which to me is a totally unique approach to our hobby!

Sometime in the future, Randy will be writing a feature article for the *Form 19*. After COVID travel restrictions are lifted, Doug may organize a Division visit to see Randy’s work up-close and personal. So, stand by!

Sad News

While writing this month’s column, I heard the news of the passing of one of our most notable members: Marcel Zucchini of Saratoga Springs. Marcel was an active, long-standing NMRA member, a great modeler, a genuinely nice person, and a fine gentleman. He was also a founder and active member of the Wednesday Nite Round Robin Group as well as the Adirondack Live Steamers. Look for his Obituary on page 5 in this issue.

Marcel, we are really going to miss you!



Closing

As you will note elsewhere in this issue, Doug has, as always, put together remarkably interesting (virtual) meetings for this month and next. Weather and COVID-19 permitting, we *may* start having outdoor, socially distanced, mask-wearing, in-person events again starting later in the Spring.

I hope “to see” as many of you as possible on the 19th!

Take care, everyone!
Irwin



HBD Upcoming Events/Meetings

HBD Vice President Doug Dederick has planned virtual meetings for March and April. Mark these dates on your calendar.

March Virtual Meeting Friday the 19th 7PM

This month we will have Jim Lewis from Model Train Technology give a clinic on “Lighting and Animation“. This should be a great clinic on some of the products they offer and the different ways they can be used. They offer products in both HO and N scale and some in O scale. I am hoping that you will all join us again this month for what should be a great Power Point. If you were unable to join us last month, I am hoping you make it this month. See page 5 for more information on this clinic.

April Virtual Meeting Friday the 16th 7PM

The April Virtual meeting Guest speaker, Ed O'Rourke from the Central Division, will be presenting a Clinic: “Thoughts on Rolling Stock and the Cars for the AP program “

Next NERx Virtual Convention - Saturday April 10th and Sunday April 11th
- visit nerx.org for more details

March Virtual Meeting Introduction

By James Lauser

Hi everyone! Since it still isn't wise for us to meet indoors, and it's too cold for us to meet outside, your Hudson-Berkshire Leadership Team is continuing virtual meetings. I will be hosting the meeting on Google Meet, which is a service similar to Zoom or Webex. You'll be able to join the meeting from any computer, tablet, or smartphone with an Internet connection, and there is **no fee or signup** required. There's also no software to install; the meeting will run right in your web browser.

A few hours before the meeting starts, a link for the meeting will be sent out via Constant Contact, and the link will also be posted on the main page of hudson-berkshire.org. Simply follow the link and you'll be brought to the meeting. If you're already signed in to a Google or Gmail account, you'll be brought into the meeting immediately. If not, you'll

be prompted to enter your name. You may also get a notification asking for permission to use your camera or microphone.

Simply follow the prompts and you'll be brought into the meeting. You might need to wait a minute to be accepted, but once you are, you're all set. I'll start allowing people into the room around 15 minutes before the meeting starts.

During the meeting, I'm going to have everyone but the presenter muted by default to cut down on background noise so that everyone can hear clearly. If you have a question during the meeting that you'd like to ask, please type it into the chat, and I'll read them all at the end of the meeting. To access the chat, click the bubble icon in the top right corner of the screen, and then type your message in the box that appears.

That's all there is to it. Please join us!



Model Train Technology Clinic

By: Jim Lewis

While only in business for a few years Model Train Technology has been revolutionizing the way we think about plug and play lighting and animation. His products make it easy to add lots of animation to the layout and his caboose and in car lighting make installation a snap. Their Fiber Optic lighting system, also sold through their dealer Dwarvin Enterprise, is the first truly plug and play animation system that can control individual lighting fibers.

In March the company introduced Track Detection, a new Sound module and Block Signal lighting (both LED and Fiber Optic). We (you) will be getting a first-hand and earliest look at how to add Sound, Detection and Block Signal lighting to your layout.

Here is a link to a 5 minute company intro that was made for the Amherst Show in January.
<https://www.youtube.com/watch?v=nctnWRjEZts>

Marcel Zucchini

We lost a dear friend and model railroader several days ago. Marcel was my first friend when I came to Saratoga Springs in 1975. There was a little hobby shop over by St Peter's church on South Broadway, Tommy Totten's as I recall. He mentioned Marcel was a very active modeler in town, and as soon as I called Marcel, he invited me over to view his wonderful layout. We soon became very good friends, and it wasn't long before a group was formed to meet on Wednesday nights, the first of many which continue to this day.

It wasn't all that long before the group also got busy on a project at the Pyramid Mall which was at the site of today's Home Depot out in Wilton. The Mall publicity manager asked if we could put on a "display" for Christmas of 1976. They would pay for the supplies with much of them coming from the toy store in the mall. We decided to build a layout (of course!) The 4' x 6' railroad was a winter scene, of course, and had two connected loops which crossed each other, kind of a folded figure 8. What great

fun we had. Let's see there was Marcel, Tom Rhodes, Glenn Fogle, Hank Buesing and Don when he was able to come north from New Jersey, Andy Richardson, myself, and a few others. We spent three or four weekends building it and drinking Orange Julius from a little nearby store. Then we took turns stopping by the mall to clean the track and put the train back on. I think Marcel did more of that than the rest of us because he had his business in town. We did that for four or five years before the mall didn't want it anymore. After a while it wound up in the little museum in North Creek.

Marcel and his lovely wife Margie were very kind and took me to Bellow's Falls and Steam Town once on an excursion weekend. As a young engineer I didn't have the money, so Marcel drove and paid for me. What a great time we had. I remember another trip years later when we went down to Cass, W.V. I paid my own way this time, and we had another super time.

As the group grew our friendships grew to encompass all the new guys. Marcel and his layout continued to be

favorite stop on our Wednesday night round robin. We helped each other with this problem or that. In the 1990s we started using a car card operation system that Glenn, Marcel, Tom, Geoff and I put together and had lots of fun. When the Adirondack Live Steamers was formed, Marcel was right there with a great little steamer taking passengers for rides.

Where did the years go? We just keep meeting and running trains and being friends until one day, maybe just today, I stopped and looked, and we had gotten older. I remember last fall Kevin came over to my house with Ben Maggi to judge some of Ben's models, and I reflected on the three generations present: me in my 70s, Kevin in his 50s, Ben in his 30s, and Marcel was in his 90s. I stopped by Marcel's for the last time in May, from a distance, wearing my mask. I wish I could have hugged him. Where have the years gone?

We love you and miss you Marcel.
 Bob Hamm



Looking for Styrene?

By: Ben Maggi Your Helpful Treasurer

If you are like me and enjoy scratch building with styrene then you probably go through a lot of it. Several local hobby shops have a good selection of it in stock and I always recommend you check them out first. However, they don't have everything and sometimes you need larger sizes than what they have. Recently, I needed a piece 56" long and 16" wide for a backdrop and didn't want to cobble together lots of smaller sheets. So what did I do? I turned to Piedmont Plastics, 4 Access Rd, Albany, NY 12205; [\(518\) 724-0563](tel:5187240563).

They are a local plastics distributor and sell many different thicknesses of styrene in lots of different colors. Before Covid, when I was allowed into their warehouse, I saw a rainbow of colors and other neat things but always stuck with white styrene. As an example of their prices, a 4'x8' sheet of 0.040" thick white styrene cost me \$18, a 0.060" thick sheet cost me \$26 and a 0.080" thick sheet cost me \$30. You must order it in 4'x8' sheets, which they will gladly roll up for you to fit into your car or you can bring a knife with you and cut

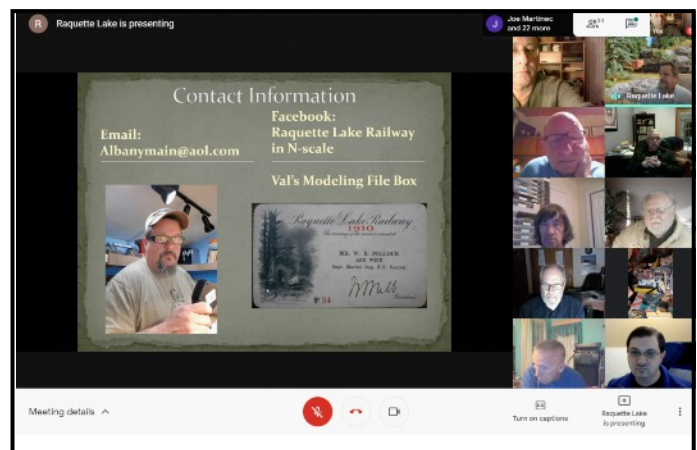
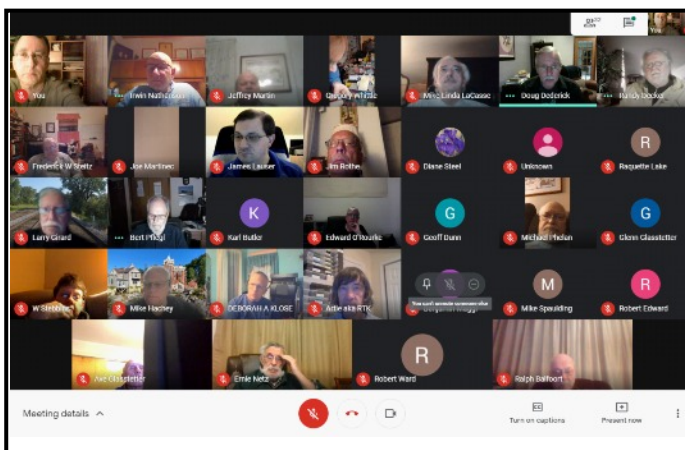
it up in the parking lot. The styrene may come a little dusty but it washes clean in the shower.

They used to do cash sales but now it is all check or credit card. If they don't have it in stock, shipping times to get it in can be several weeks. They have always been extremely friendly and the woman there that I have worked with is named Sarah. They are only open Monday through Friday, and are located right off of Central Avenue right behind the Kohls Plaza. If you want to place an order but aren't comfortable dealing with them directly, or can't make it during those hours, let me know. I live pretty close and have ordered from them several times, so I can swing by and pick it up. Then we can work out later how to meet up to exchange styrene and money.

As I said before, your friendly local hobby shops should always be the first place you check and support but when you need a lot of styrene this is a great resource close by.

February Virtual Meeting

As mentioned in Irwin's "Ready Line" our February virtual meeting was very well presented and had good attendance. Here are a couple of screen shots from the meeting. We hope you will join us in March.



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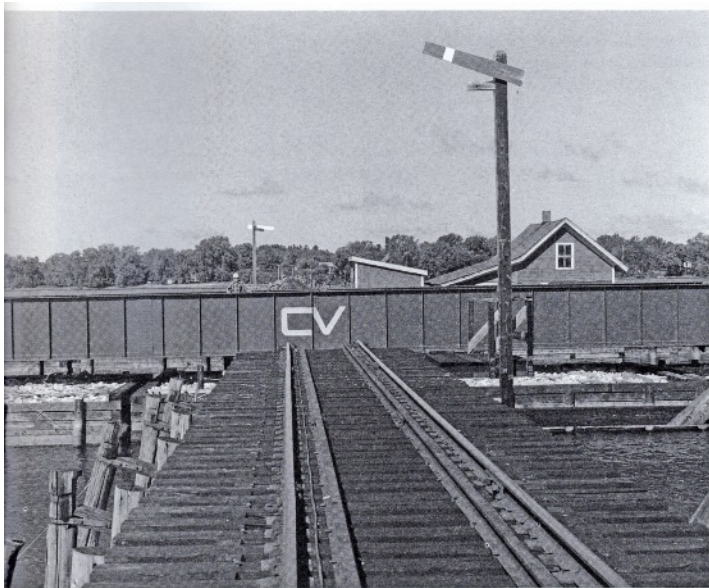


Lake Champlain's Last Railroad Drawbridge

BY ROBERT E. MOHOWSKI
PHOTOS BY THE AUTHOR EXCEPT WHERE NOTED

Part Two

ed: This article is reprinted by permission by R. Mohowski and *Locomotive and Railway Preservation* (July.-Aug. 1990)



The draw tender gets a right-angle view of the east end of his trestle. Note the manual semaphores, set at "Stop". Stone-filled cribbing lines both sides of the boat channel



The channel through the bridge requires boaters to maintain careful control of their craft. Ostiguy can anticipate problems by noting water and wind conditions and watching the behavior of boats as they approach the channel. Large waves and carelessness have created situations that might have resulted in tragedy if the draw tender hadn't been nearby. By dropping a line 15 feet from the deck of the trestle Ostiguy has managed to rescue or aid a number of people. Once he helped someone who literally dropped in on him—a weekend captain lost control of his boat in the channel, hit a piling, and threw one of his passengers onto a bridge pier.

It's seldom that Ostiguy, crowned with a yellow hard-hat, is not seen in the vicinity of the swing span. His bilingual heritage, friendly personality, and knowledge of the area have made him an international information desk. The U.S. Border Patrol, Customs, Coast Guard, and officials of Vermont's Division of Fish and Game consider him a useful source of local information, and fishers constantly ply him with questions. At the very least, passing boatmen can expect a wave and a greeting.

Draw tenders operate the trestle from 9:00 a.m. to 5:00 p.m. during the week and from 7:00 a.m. to 11:00 p.m. on weekends, July Fourth, and Labor Day. (A second person handles the 3:00 p.m. to 11:00 p.m. shift.) Two hours' advance notice to the railroad is required for the bridge to be opened at other times. These hours are in effect from June 15 to September 15; during the rest of the year, 24 hours' advance notice is necessary. This information is posted on two large signs at the channel entrances.

At times, even a draw tender's best efforts aren't enough to get the bridge open—as when a stiff 40-mile-per-hour wind from the south exerts pressure on the girders of the draw span. A hot summer day can also cause problems; the heat expands the running and guard rails enough to keep the swing span wedged solidly between both sides of the trestle. The fire hose was once used to cool the rail for several hundred feet on each side of the draw span to open it for the Coast Guard. It was quickly closed before the steel had a chance to expand again.

At present, four trains a day cross over the East Alburg trestle. The first is generally freight No. 444, the through CN train from Montreal, which arrives between 5:00 and 7:00 a.m. No. 444 must reach St. Albans before Amtrak's No. 60, the northbound Montrealer, arrives. This train is due at

(Continued on page 8.)



*The **Ambassador** ran daily between Washington and Montreal; its names suggests the long tradition of healthy relations between the U.S. and Canada. Here, the train heads north during the last month of operations, August 1966. ROGER COOK*

St. Albans at 7:35 a.m. and crosses the trestle some 25 to 30 minutes later. The crew and power from No. 444 pick up Montreal-bound freight No. 447 later in the morning and usually get to the trestle before noon. The southbound *Montrealer*, No. 61, due at St. Albans at 7:10 p.m., reaches the trestle around 6:30 p.m.

The Vermont & Canada was the name of the first railroad to cross the lake here between West Swanton and East Alburg; the first trestle was built in 1850. At the west end of the trestle a siding heads off toward the southwest; these few hundred feet of track are the remnants of the CV's Alburg subdivision, which led to a connection with the Rutland Railroad at Alburg, where the CV used the Rutland's bridge over Richelieu Bay to reach Rouses Point, New York. (The bridge was abandoned when the Rutland quit in 1961, but the New York end of the structure exists as part of a marina and fishing pier.)

When the trestle was constructed, the lake was used by many commercial vessels that legally had first rights of access, so there was an immediate need for a movable draw span. The present steel swing span was built in 1912,

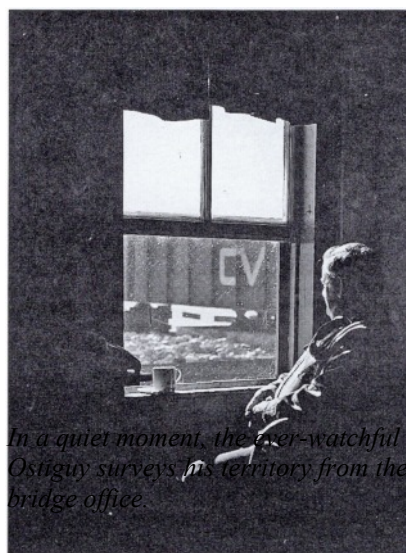
while the wooden parts of the trestle have received continual upgrading and maintenance. Timbers are replaced regularly by the CV's engineering and bridge and building Departments.

Winter on the lake used to cause the East Alburg trestle to undergo its yearly trial by ice. Long before Ostiguy was the draw tender here, he was foreman of a crew of ice cutters whose job was to cut five-foot-wide channels in the ice parallel to the trestle, to eliminate the lateral pressure that would otherwise push the trestle out of alignment and shorten the life of the timbers. The trickiest part of the job, he recalls, was

to push the cut blocks under the ice sheet; sometimes a worker would slip, fall into the lake, and have to be quickly taken to the draw tender's home for warming. Ice saws and pikes are still kept on the bridge, but only for emergency use. A compressed air bubbler system now keeps the water in motion during the north country's long, bitter winter. The system has proved its worth, so it's no longer necessary for anyone to risk a mid-winter dunking in Champlain's numbing cold.

Before winter sets in, CV crews connect the draw span to the trestle by replacing the running rails on each side of the gap between the span and the trestle with solid rails; this adds the rigidity and strength needed to withstand the harsh forces of the season. Except for making occasional trips to open the trestle during the off season, Gerald Ostiguy occupies himself with hunting, fishing, gardening, and house chores at his home in St. Albans after the bridge season closes. Three fourths of a year must pass before railroaders hear his pleasant "Good morning No. 444 on the Swanton subdivision..."

The end.



In a quiet moment, the ever-watchful Ostiguy surveys his territory from the bridge office.



TIPS FOR OPERATION

Part 4

By: Ken Nelson

If you are working as part of a two man crew, you will need to know how to give and understand the hand signals you give or take from your partner. If your engine has sound, you will need to know when to use your bell, and how to use the horn or whistle. So before we leave the yard, let's look at the standard hand and whistle signals used on the railroad. We'll combine these two in tip number 5.

HAND AND WHISTLE SIGNALS

The most important Hand Signals: (If working in the dark, use a flashlight)

Move your hand up and down

Move Forward

NOTE: Both the person giving the signal as well as the engineer must know which end of the locomotive is the front. There should always be a small F on both sides of the front corner of the engine which indicates this. Hand signals are always given in relation to the locomotive, no matter how many cars are coupled ahead or behind it.

Move your hand in a counterclockwise circle

Move in reverse

NOTE: This signal must be given 90 degrees to the track. Otherwise the engineer may not be able to read it.

Hold your hand still in the air.

Slow down and prepare to stop.

Move your hand back and forth across the track

Stop

The most important Whistle or Horn Signals:

____ = Long O = Short

____ _

Move Forward

O O O

Reverse

____ _ O ____ _

Grade crossing

Succession of short sounds

Warning to people or animals on the track

Use of the Bell:

You should ring your bell when your engine is about to move in any direction, when running through tunnels, when approaching and passing road crossings, when passing a train on an adjacent track, or in an emergency. Forward and reverse whistle signals, as well as the use of the bell, are generally used after the locomotive has been sitting. You do not have to announce every change of direction while switching.

See you in the next session where we will leave the yard and become a road engineer.



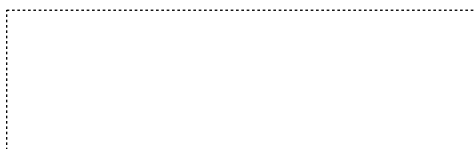
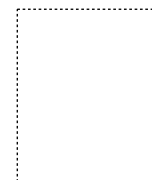
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FORM 19

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