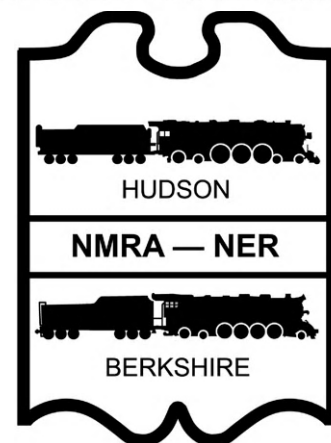


# FORM 19

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



**Order Number 366**

**May 2021**

## **Next Division Meeting**

**Socially Distanced Train Watching**  
**Saturday May 15th 10AM to 2PM**  
Lock 10 Amsterdam NY  
Located off NY route 5S  
( rain date May 22th )

## **From the Editor . . . . By MARK SKLAR**

With the weather getting warmer we now can have our meetings outdoors. Our vice president Doug Dederick has planned for us to meet at Lock 10 for train watching this month and at Thacher Park next month (June). It will be nice to meet and talk face to face with members, virtual meetings are getting old. We provided a mail-in form on page 10 for the June meeting at Thacher Park for those who would like to send in your money early. We hope you will join us at these events.

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

Ken Nelson continues "Tips for Operation" Part 6 on page 9. In this part we learn how to run your freight train. Thank you again Ken.

See you next month.

-Mark

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





## 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

I'm going to ramble a little this month...

I write this from my hotel room in Orlando, Florida. I am here to attend a trade show, my first business trip in over a year.

My wide body connecting flight from Washington, Dulles was full. The terminal at MCO was a real zoo. When I got to the car rental area to pick up my vehicle, the queue at Thrifty was – believe it or not – *five hours* long. (I canceled on-line and have been relying on taxis to get around.)

*Pandemic? What pandemic?*

When I arrived at my hotel reality began to set in.

My Hotel was clearly not full. No room service available, no buffet breakfast. On site restaurant closed.

Every restaurant I went to was largely empty.

The trade show had about 500 stands, down from 900 the last time the event was held, in 2019. The number of delegates was down from 20,000 to 9,000. (To be fair, delegates had an option this year: attend the conference in person or attend remotely via live streaming.)

But...the show *was* back. Not as large and as vibrant as in the past, but back.

A beginning. A step towards normalcy. Which brings us to our Hudson-Berkshire Division...

Starting this month, we are back as well! Outdoors, socially distanced, masks as needed. Still some restrictions. But we are back! It has been a long haul so we can all take a sigh of relief.

We are in person again in June, also outdoors. Then we take a Summer break in July and August. What will September bring? We just do not know. But hopefully, the current positive trajectory will continue and – at a minimum – we can resume in person, outdoor events, or even in person indoors events. We are hopeful, but rest assured we will always follow then-current New York State Department of Health (NY DOH) guidelines.

Many of you may be wondering about our next Great Train Extravaganza.

As of now, the New York Office of General Services (OGS) which runs the Empire State Convention Center where we hold GTE has not yet issued guidelines for Convention Center events. Nor has OGS been able to tell us when they will be issuing these rules.

We recently held a (remote) Leadership Team meeting specifically to discuss GTE.

(Ready Line Continued on page 3.)



(Ready Line Continued)

Our bottom line is that July will be our cut-off date for making a Go/No-Go decision regarding GTE 2021. If OGS has issued guidelines that are too onerous for us, or if they have not issued their guidelines still cannot tell us when to expect them, we will not hold the event again this year.

Yesterday I had a nice visit with our esteemed member, Bob Hamm, who winters here in Florida. We shopped at the local model train store and then had an enjoyable dinner together. We discussed many topics. Of course, this included the NMRA and its future.

Bob informed me that our incoming National President will be Gordon (Gordy) Robinson. What makes Gordy special? Among other things, he lives in Scotland, is a member of our British Division and is our current At Large Worldwide Director!

This got me going on just how *International* our *National* Model Railroad Association has become...

As many of you know, my career has always been in international business. I have travelled literally all over the world. I was a Director of a British Company and lived in England for five years. Even my Navy career included assignments in Europe. My Masters is in International Commerce. So anything "international" is of interest.

- The NMRA has divisions in Australia, the United Kingdom and Europe.
- Many domestic Regions, including our NER, include Divisions in Canada.
- Our standards, such as DCC, are accepted all around the world.
- Our National Conventions routinely draw visitors from other countries.
- I believe that, at least in the past, National has had discussions with model train clubs in Germany and even in China!

So, are we really a national organization, or have we, in effect, become the *International Model Railroad Association (IMRA)*? Interesting question, good food for thought, eh?

OK, rambling over, all for now!

Take care, everyone. I hope to see a huge turn out on May 15. It will so nice to be together again!

Irwin



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





## Next Division Meeting

Saturday, May 15<sup>th</sup>, 2021 10 AM to 2 PM (Rain Date May 22<sup>nd</sup>)

NYS Lock #10

Route 5S Amsterdam, NY

This month we will be out doing some train watching at New York State Lock # 10, located south of Exit 27 off I-90 of the NYS Thruway on Route 5S near Amsterdam, NY. This is a perfect location for those unobstructed train photos you have been waiting for, so bring your cameras. We look forward to spending the day out in the open talking with friends and watching trains go by.

The entrance road to the lock is located on the opposite side of the road from a rock quarry on Route 5S. Please follow the road down to the river and to the left. There is ample space for parking, and we recommend bringing a lawn chair to relax and enjoy the day. The Division will provide limited refreshments such as water and soda and we recommend you bring your own snacks and / or lunch. We will also have a brief HBD business meeting which will cover what to expect for the coming months.

Due to COVID-19 we ask that you practice social distancing and in general follow the CDC/HBD guidelines (see below).

**NOTE:** There are NO PUBLIC BATHROOMS at this location. The nearest bathroom is located 3.4 miles North on Route 5S at Stewart's.

**NOTE:** This will be held weather permitting. In case of rain, it will be held on the following weekend, the 22<sup>th</sup> at the same location and times. Please check our web site for cancellation notices: [www.hudson-berkshire.org](http://www.hudson-berkshire.org)

### **HBD Event Policy/CDC guidelines**

1. Masks **must be worn at all times** when within close proximity to others. Note this includes covering the nose.
2. When outdoors please maintain 6 feet or more of separation.
3. Respect others' comfort zones.

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

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





# HBD Upcoming Events/Meetings

## May HBD Meeting

**Saturday May 15th 10AM to 2PM**

Train Watching at NYS Lock #10

## June HBD Meeting

**Saturday June 12th 10AM to 3PM**

John Boyd Thatcher State Park, NY Rte 157, Voorheesville, NY 12186

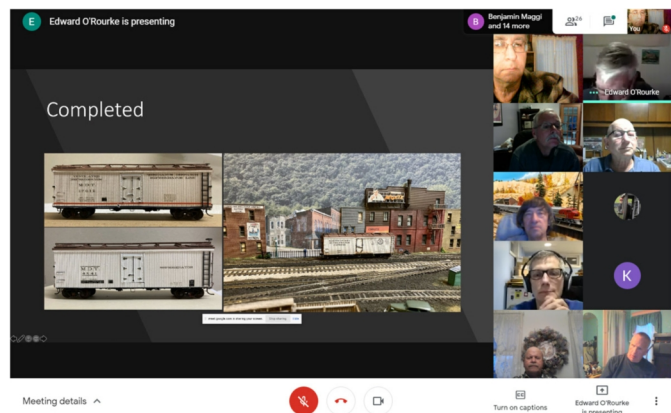
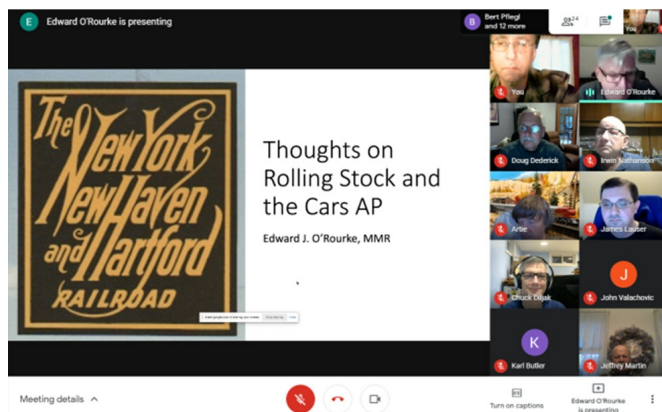
At the **GREEN HOUSE Pavilion**

If you would like to attend this event (HBD members only, no friends or family) please complete the attached form on page 10 and submit it as soon as possible. Please include check made payable to the "Hudson Berkshire Division" or "HBD". More details in the June Form 19 next month.

## March Virtual Meeting Report

There were 27 members participating in the March virtual meeting. The meeting started with a short business meeting. President Irwin Nathanson said we are cautiously optimistic about the GTE show in December. NY State has not defined the rules as yet. We will decide whether the show goes on based on the rules decided by NY State in July. The board decided that the 2020 budget will be adopted for 2021.

After the business meeting Ed O'Rourke MMR gave a great presentation on "Thoughts on Rolling Stock and the Cars for the Achievement Program". Ed gave advice for the NMRA Achievement Program Master Builder - Cars certificate. Ed gave a lot of useful information using the experience he gained from working on the certificate. He presented many slides giving details of the cars he built for his HO scale railroad.



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://www.nerweb.com).



# Sparta Station Project

## Part 2 Exterior

By Richard J. Smith

The Sparta, WI station project started from a very nice kit by HRM Laser Models that makes numerous Milwaukee Road, C&NW, and Soo Line prototype laser cut structure kits (<https://hrmlasermodels.com>).

I hope to share with you some of my lessons learned building this kit and maybe some tricks and tips you will find useful. Sparta Station is my second HRM kit and only my second laser wood kit ever. I have made plenty of mistakes on this one, but I am still learning!

Since I do not have a current layout for this model, I mounted the model on a wood base made of 1 x 2" pine spray painted black as shown in Figure 1. Clear Plexiglas

scrap painted black from the back makes a nice control panel for two 3-position rotary switches for the train order signal plus a micro toggle switch for station interior lights. A firm base makes transporting the model easy and secure. I modeled the entire platform to be used on my future layout. Some might say why do that now? But if I only model a portion of the platform, the chances I can match colors and style for the remainder of the platform at some later date are slim.



**Figure 1.**

### Basic Construction Techniques

Like I said, I am a newbie to laser cut wood kits. You probably have your own techniques but these are what I used:

1. I sanded all flat wall surfaces with very fine steel wool before painting.
2. I painted (sealed) both sides of all wall surfaces, two coats. The first coat of paint (or primer) really raises the grain of the wood. If that is the effect you want, great! You're done. But for my walls, I wanted smoother, so I sanded again with the fine steel wool and then painted a second coat.
3. I used cheap Walmart light gray primer for exterior walls.
4. Final exterior color is achieved by brush painting cheap craft acrylic paints. Depending on primer color, these may take two or more coats too (more on these later). Be sure and buy flat! These paints work surprisingly well.
5. Doors, windows and trim molding (self-stick for this kit) are also spray primed, then brush painted with craft acrylics before applying to the wall sections (See Figure 2). Notice I use painters tape to hold them down to scrap paper to paint.
6. Wall sections were finished as much as possible before final gluing together (see Figure 3).
7. Wood surfaces are glued with Elmers wood glue. I also use Guerilla Glue CA as it is nice and thick and doesn't set too fast giving you some time to reposition pieces ... but not much time! Use clamps or weights where you can.
8. Roof shingle strips were supplied in the kit and the roof had nice scribed guide lines. I used Elmers white glue for the shingles from a dispenser with a fine tip. The baggage/REA section is a nearly flat tar and gravel roof. I liberally spread Elmers white glue over the roof and deposited sifted sand actually from Sparta, WI. How's that for realism!

*(Continued on page 7.)*



(Continued from page 6.)

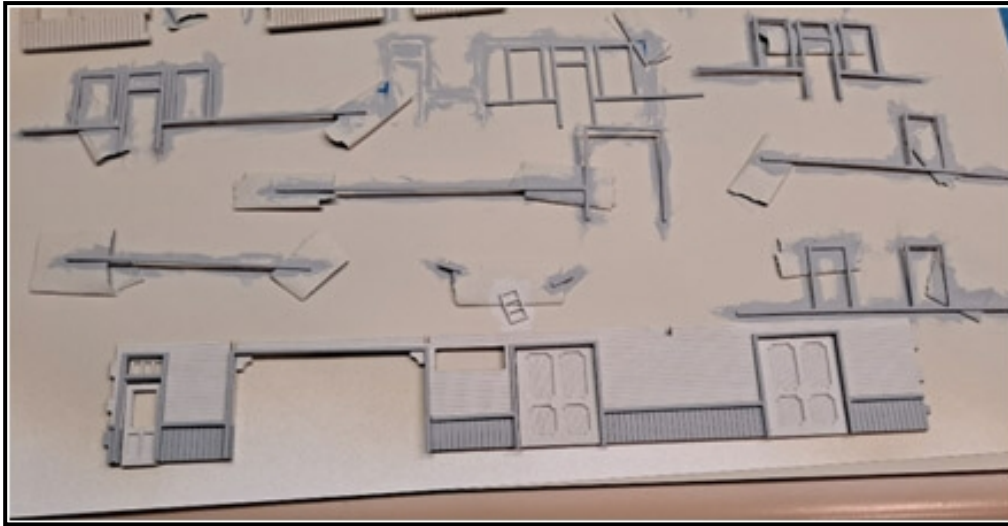


Figure 2.

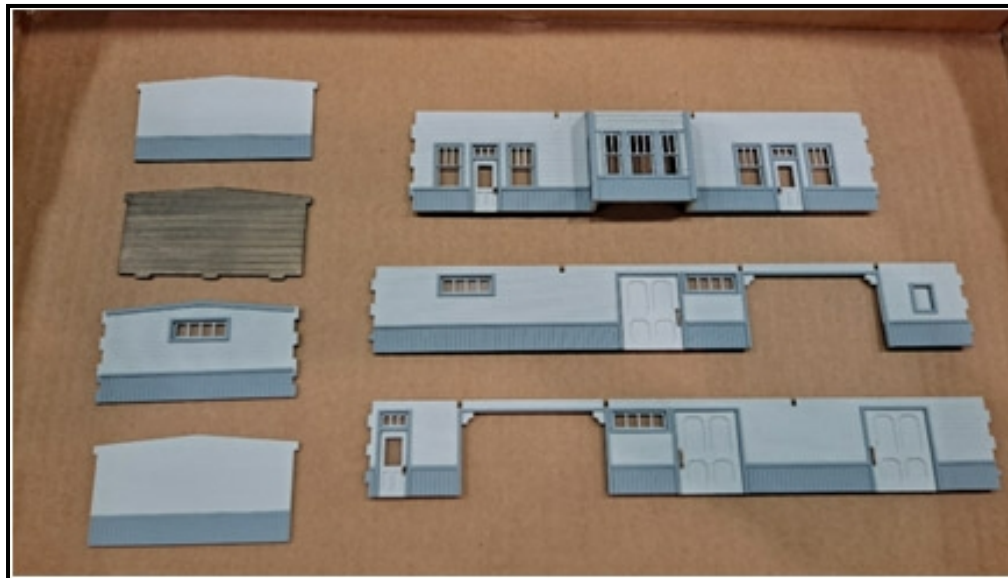


Figure 3

### More on Painting

We all know several familiar model paints have been discontinued (e.g. - Testers Model Master, Pactra and Floquil) so we need to start getting creative! I am pleasantly surprised by the spray paint aisle of Walmart. There are more colors and subtle shades now by Rust-oleum and Krylon than I have ever seen before. Sometimes you can't get dead flat, but Testers Dullcoat solves that problem (hopefully they keep making that!).

Another paint I have used since my military modeling days when I was a teenager is Humbrol from England. I use these for much of my detail parts and figure painting and they have a plethora of colors. They are dead flat and believe it or not, you can order these on-line from ... you guessed it, Walmart. I have some "tins" that are 40+ years old; some I used on Sparta Station details.

Those cheap craft acrylic paints mentioned earlier come in literally hundreds of colors, and

brush paint or drybrush very nicely. Sometimes we are lucky enough to find color photos of our prototypes. Part 1 of this article showed a color picture of Sparta Station from the 1970s. I bought several shades of gray craft acrylic paint and compared colors to the photo (and some other photos I have of other Milw. Rd. stations) by painting swatches.

(Continued on page 8.)





(Continued from page 7.)

You cannot tell what the color is looking at the bottle so you need to paint swatches. It is hard to really know actual colors of things from 50+ years ago. Pictures may not be color true, actual buildings fade, etc. But I found two colors that I like and seem reasonable as shown in Figure 4: Folk Art 424 Light Gray and Americana DA068 Slate Gray.

I also used craft acrylic paints to dry brush the Sparta Station platform and roof. The technique is a dark to light simultaneous painting/weathering method to actually paint the entire surface, not just highlight or weather. The technique works from dark to light shades of the desired color (red for platform, green for roof). I started by painting the platform and roof my Rust-oleum version of grimy black ("Charcoal" - Ultra matte "chalked"). It's good to use enamel as a base paint since the acrylics we are dry brushing will never react with that base coat. Then you dry brush (and I mean dry) from darker shades of red/green to lighter shades. Yes that means you have to mix your colors (red or green

in my case) with black and light gray as you go. I don't use white for lighter shades, gray is more subtle. I also add a bit of orange to the red. Go to the Hudson Berkshire website for the Drybrush for Success clinic ([Dry Brush for success.pdf \(hudson-berkshire.org\)](http://DryBrushforSuccess.pdf(hudson-berkshire.org)) for more on the technique. The results can be seen next in Figure 5:



**Figure 4**



**Figure 5**

*The baggage/REA section flat roof was spray painted several coats of Rust-oleum charcoal black. When dry, the standard dry brush technique picked up highlights with light gray acrylic paint as also seen in Figure 5. Finally, I applied a very light touch of weathering of wall sections and roof with dark gray and soot Bragdon weathering chalks.*

Next month will conclude Part 2 – Exterior.





## TIPS FOR OPERATION

### Part 6

By: Ken Nelson

There are many types of freight trains, but one of the most interesting to run is the way freight, also known as the local, peddler, road switcher, or other such name. These are the freights that handle the business of picking up and setting out the cars that came into your yard from Chicago, Pittsburgh, and other such cities around the country. It's important to take care of your local dealer, because without him, you may go out of business. Let us assume that the train you were running in the last session was a local freight. Tip number 6, which will run over the next three sessions, shows us some things to look out for.

#### WORKING THE LOCAL FREIGHT

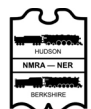
The way freight is inferior to just about every other train on the railroad, so you can expect to stop frequently and wait to meet passenger trains, through freights, and anything superior to you. Remember to PLAN AHEAD and stop gradually. Remember tip number 5.

Your train is a turn job, which means that it will travel part way down the main and return to the yard from which you started. You have work at the first town you come to, but where exactly do you stop? This depends on what you are going to do there. The turnout at this town is a trailing point switch and the first two cars in your train (called drops) will be spotted at the industry. There are three cars to pick up. Many modelers do not put uncoupling ramps on the main line, but even if there is one, you will probably want to ignore it. If the yardmaster was kind to you, he would have blocked the cars for each town together. Let us assume that the cars for your first town are in the front of the train. If you are working in a crew of two, the conductor makes all of the decisions. All you have to do is run the engine, following his hand signals. (See tip number 4.) The ground man (conductor, brakeman, switch man) will

uncouple behind the second car by closing the angle cock on the car to hold its air, and leaving open the angle cock on the third car so that there is a whoosh as you move away and the air escapes. (There is a button for this "whoosh" on your control if you are using DCC.) This will keep the brakes on in the rear cars so that they do not roll away. Move ahead slowly to clear the switch into the industry. Allow time for the ground man to throw the switch. Back up and couple to the cars you are picking up. One or more of them might have a hand brake set, which must be released before moving the car. Give the ground man time to climb the ladder and turn the wheel. Now pull forward again to clear the switch with your two drops and three pick-ups, and then back onto your train without moving the rear cars. Remember that you left the back of your train with the brakes on, so you cannot move those cars without taking the time to release the brakes. Running into them is like running into a stone wall. Is there room for all three cars to clear the switch into the industry? If you thought ahead, you left room for the three pickups. This is why we ignored the uncoupling ramp. Now you can pull the two drops ahead to clear the switch, and then spot the cars at the industry. When your train is all together, you will have to pump up the brakes to include the cars you picked up, just as you did in the yard in Part 5.

If there is more than one industry siding in the town, you may have more work to do here, but I tried to keep it simple for your first stop. In our next session we will travel to our next town where we will find a few more obstacles.

Continued in Part 7.



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

Name: \_\_\_\_\_

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

Contact phone # or email: \_\_\_\_\_

Car Pooling With: Name and Contact Info.:

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

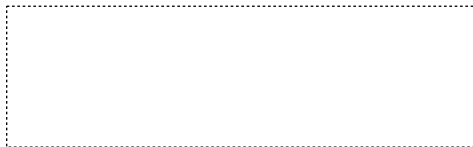
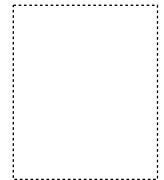
If the Division cancels the meeting those who purchased a ticket will get a full refund, although we cannot refund individuals who purchased tickets and are unable to attend.

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

Include check made payable to the "Hudson Berkshire Division"

**FORM 19**

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