

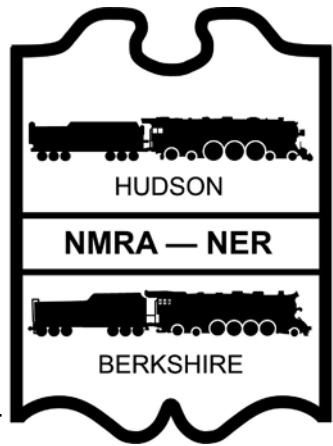
FORM 19

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

Order Number 306

November 2014

Next Meeting Friday November 14 at 7:00 PM



Upstate Model Railroaders

190 Glen Street in downtown Glens Falls, NY

Located in the basement of Aimie's Dinner and Movie



Visitors at one of the many open house events
at the Upstate Model Railroaders

The Upstate Model Railroaders' offices and layouts are located in the basement of Aimie's Dinner and Movie at 190 Glen Street in downtown Glens Falls NY. The organization's mission is to own, operate and maintain several model railroad layouts at their headquarters and to set up displays in the Glens Falls area and surrounding communities in Warren, Washington and Saratoga Counties designed to educate the public at large and their members about the history of railroading in the United States, particularly in the Northeast, and the service and benefits railroads have provided to our economy from the early 1900's to present. The group also strives to teach adults and children how to set up model train layouts and scenic dioramas depicting prototype railroad operations by inviting them to their open house events, by bringing modular railroad layouts to schools, civic events and celebrations, and by setting up train layouts for display at local malls.

Formerly known as the Warren-Washington County Model Railroaders, UMRR has been in this location since 2004. They have adopted the mission of teaching about the building and operation of a model railroad and the rewards of this hobby. They have N, HO, S, O, and G scale layouts and, to interest the younger folk, a Lego layout at their headquarters. Their activities include monthly business meetings, monthly open houses, weekly operating sessions every Wednesday evening from 7-10 PM, an annual railroad show in December, and field trips.

You go to the front door and use the door to the basement on the right as you enter. There will be an "OPEN" sign in the window when they are having an open session, so consider yourself invited for more than this meeting.

Also at this meeting, we will have a voice vote for Paul Hoffman, continuing as President (with some persuasion by the nominating committee) and Dave Hoadley, returning as Board Member. So join us on November 14th for camaraderie and to see what has been added at the Upstate Model Railroaders.

Picture above from UMRR website

Map and directions on page 4

www.hudson-berkshire.org





Form19

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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 emailed to the editor. Please include a note if you would like materials returned. Suggestions also welcome.

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The Ready Line

By Paul Hoffman

November is National Model Railroading Month. This is a good time to share our wonderful Hobby with the rest of the world. Usually around this month and the activities therein, we try and promote NMRA membership. Let's try something different this year, instead of promoting membership in the organization, let's promote good will and enjoyment of the hobby of model railroading. I reason that getting people interested in model trains is a sure way to get people interested in joining our great organization. So open your layout to the neighbors, and the children of the neighbors. Set up a small display at work, I know I have train stuff all over my office and it is a constant source of conversation and questions. People still love trains and we should welcome the opportunity to discuss our passion. Don't worry about being too shy, or "not dealing well with people", everybody loves trains, let the models do your talking for you. Be polite and helpful to that inquisitive kid or his equally interested parent. Stress the cool things; the building part, the learning of new skills, and the sheer joy of making a box of parts into something unique. These are all qualities you just can't get from a video game, no matter how realistic they are. Think of this as an opportunity to plant the seeds of interest in our "thing". The crops we sow today will reap benefits somewhere down the line. This is a no pressure way to share what we love and inspire that sort of joy in others. To paraphrase that now well-known wartime poster, "Keep calm, and couple on"

This month will find us with our friends at the Upstate Model Railroaders Club in Glens Falls. This is an election night, and to date we have had no other members throw their hat into the ring, so the Office of President and one BOD member will be done by voice vote as per our By-Laws. Look for more details elsewhere in this issue.

Convention Planning is proceeding apace (or is that A Pace Maker?) [ooh, bad; Editor] and our meeting at the Desmond was well attended. Please reach out to Kevin Surman or myself if you have interest in serving on one of the convention sub committees. We will be contacting the membership in the near future for help and support with the planned events for 2016.

Although I was unable to make the presentation last month at the Saratoga Library I have heard nothing but praise for the speaker, Norm Barrett. A tip of the hat to Bob Mohowski and Artie Krass for helping bring Norm to our group.

Enjoy the fall weather and let's get those layouts in shape for visitors celebrating National Model Railroad Month.

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 email and telephone are always open to comments, both pro and con. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

Great Train Extravaganza

2014



Public model train show and sale.

Bigger and Better Than Ever!

Sunday, December 7th
10 am - 4 pm

Adults only \$7
Children 12 and under free

- Operating model railroads
- Sales of model trains, train sets, parts and accessories, building kits, scenery items, books, videos, DVDs, photographs... everything related to model trains and railroadiana
- Free educational seminars
- Roaming Railroad train rides
- Refreshment stand



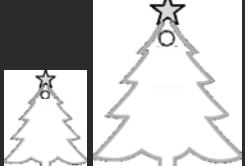
Empire State Convention Center
Albany, NY

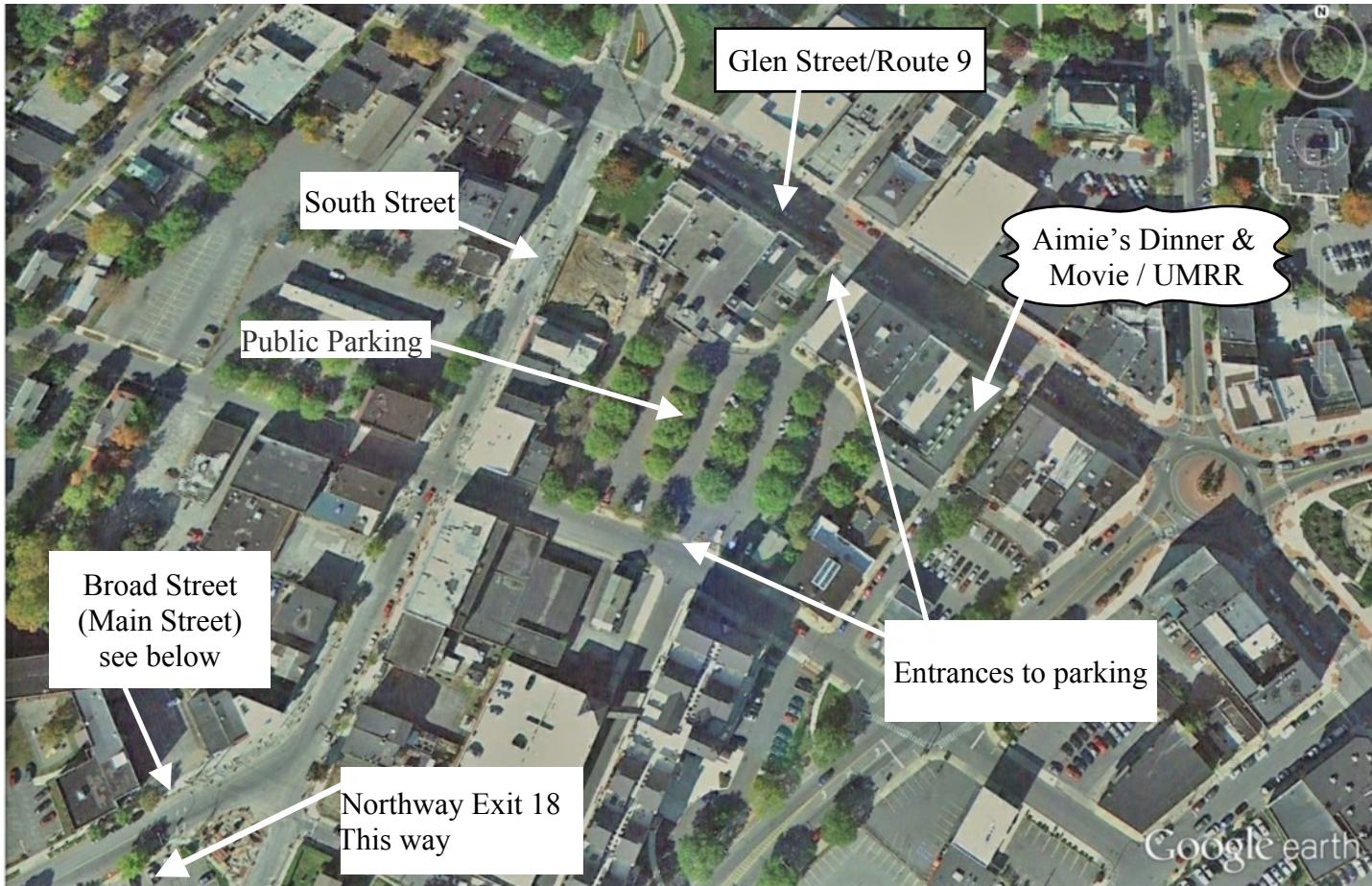
From I-787 heading south, take Exit 3A.
Heading north, take Exit 3. Follow signs to
Empire State Plaza to Visitor Parking.

Many other family activities
same day/same location.

www.gtealbany.com

Sponsored by the Hudson Berkshire Division
of the National Model Railroad Association
and the Upstate Train Associates





To get to Upstate Model Railroaders at Aimie's Dinner & Movie, take Exit 18 of the Northway (I 87) towards Glens Falls. This is Main Street that will later be labeled Broad Street.

Follow Main Street/Broad Street until it intersects South Street. Bear left at the intersection.

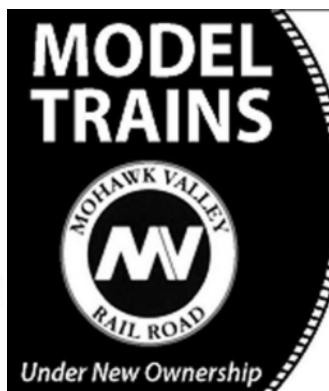
If you take your first right turn off South Street, you can then take the first left into a parking lot.

If you take the second right off of South Street, you will be on Glen Street/Route 9 and Aimie's/UMRR will be on your right before the next intersection.



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Tuesday-Saturday 10am-6pm



Bus Trip to Amherst Railway Society's Railroad Hobby Show Springfield, Massachusetts, January 24, 2015

Please fill out the form below and submit it with your check made out to **Hudson Berkshire Division** in the correct amount to reserve your place on the bus. Please mail your form and check to our Division PO Box as given below. The cost, including entrance ticket for an NMRA member is **\$25**, and for a member invited guest it will be \$37. The bus will make stops in Wilton, Clifton Park, Albany to pick up and drop off riders. We will be making one rest stop on the Mass Pike each way. There will be no stop for a formal dinner on the way home. Food may be purchased during the rest stop. The bus will arrive at the show at 9:00 am and depart at 5:00 pm.

Seats on the bus are first come, first serve starting at the November meeting and we need to have 50 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 make refunds to individuals who sign up and then do not make the trip.

Pickup: 6:00 am at the Wilton Mall north end by Dicks, light pole C2

Pickup: 6:30am at Clifton Park (Exit 9) near The Crossings bus shelter, across the parking lot from Big Lots and the tower. (This is not the park and ride lot on Firehouse Road.)

Pickup: 7:00am at the Cross gates Mall lower level lot near JC Penny's

Arrive at Springfield 9:00 am

Depart: Springfield at 5:00 pm sharp

Rest stop on Massachusetts Turnpike on way home. Refreshments may be purchased at that time.

- Please make checks out to **Hudson Berkshire Division** in the amount of **\$25** for each member and **\$37** for each guest. Price includes transportation and admission to the show. This is a first come, first serve event with a sign up and payment deadline of December 15, 2014.
- Please send payment and sign up form to:

Hudson Berkshire Division

PO Box 83

Clifton Park, NY 12065-7893

Attn: Jack Cutler / Bus Trip

- You will be contacted to confirm your spot on the bus - **be sure your contact information is clear and correct.** If you do not receive confirmation within 10 days of mailing your form, contact Artie (see below).
- Bus will depart on time; we cannot wait for individuals.
- Any questions please contact Artie Krass at 229-6080 or ajkwings@yahoo.com

Bus Trip to Amherst Train Show Springfield, Massachusetts, January 24, 2015

Name: _____

cost \$25 NMRA member

NMRA #_____

\$37 invited guest

Guest: _____

check only (no-cash)

Contact phone number or e-mail _____

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

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



Almost Hidden Treasures

By the Form19 staff

Another (almost) hidden treasure in the Hudson-Berkshire Division is Kevin Surman's HO-scale New York & Long Branch Railroad. Kevin has been very active and supportive in the HB Division, having previously served as vice-president and now as co-chair for the 2016 Pacemaker Northeastern Regional Convention. The NY&LB was written up in the April 2009 Form19 and in the November 2013 issue of Model Railroader Magazine; both referenced for this article. Since Kevin started his layout in 1996, the railroad has grown and space is tight so more than about seven people is a crowd and it is now all but impossible to have many people in at one time. We hope the text and pictures will tell you a bit more of Kevin and his creation.

Kevin has a great sense of wit and humor and a way of using words, so when the Form19 reporter asked him how he got interested in trains, Kevin's answer was, "My grandfather would come by the house and kidnap me and take me to see the trains." His grandfather had worked on the Pennsylvania Railroad railroad. They would go to see trains at the South Amboy (NJ) Station where he challenged himself to stand just behind the yellow platform line as the passenger trains would go through. The GG1s would bring trains in and motive power would be switched to diesel to take them on to the New Jersey Coast Line (successor to the NY&LB). At other times, he and his grandfather would go see trains on the 4-track Northeast Corridor where there were sometimes two and occasionally three trains passing at the same time; lots of excitement for a young boy.

Kevin says that he had trains as a kid but a visit to the New York Society of Model Engineers (modelengineers.org) really got him hooked. The HO and O-scale layouts were great but the overhead catenary and third rail of the O-scale was most interesting. Kevin was ready for his own layout and started building it shortly after moving his family into their current home in 1996. Again his wit and wisdom showed, in that, when asked how he started his layout, Kevin replied, "I just started nailing down track on a piece of plywood." (That answer was good insight – start; start someplace; don't worry and try to figure everything out- you will change your mind several times during the construction of your railroad and once you start you will build energy to continue.)

Working at RPI, Kevin was familiar with the NEB&W model railroad. He then joined the Catskill, Adirondack & Berkshire modular group and then the NMRA and was introduced to a modeling group in the Saratoga Springs area. There he met people who helped him with his layout, who talked about operations and he got to attend an operating session at Henry Propst' Mohawk Division (NYC) where there were long trains, operating smoothly and like the prototype. The group traveled by train to the Syracuse show and Dick Hosmer pointed out the prototype locations that he had seen on Henry's layout. Shortly thereafter the Division went to Vic Roman's to see his Hudson River Division (NYC) and that was the final motivation. Kevin wanted a layout with fine, detailed scenery and smooth operations like a prototype. So in 2006 he started replacing and rebuilding his original layout – only a 2' x 3' section of that remains. And he started working in the MNRA AP to gain the knowledge and skills to build his new creation.

So now the NY&LB is a 21' x 45' double layer layout that operates at least as smoothly as the namesake. The base portion of Kevin's layout is plywood on a 1x4 frame. Shelf levels are plywood anchored to angle metal at the walls and with wood or metal strip supporting the edge. Cork sheeting and roadbed is used under the track. There are few hills in that part of New Jersey that require elevation but foam sheets are shaped to create things like the banks of the Cheesquake Creek (yes, that's the name of the real creek). Foam board and other areas are painted with tan latex sprinkled with sand and colored ground-up foam. Twelve gauge stranded wire is used for the power bus with drops from the rail spaced three feet or less. If the yard crew doesn't short something, all trains run smoothly.

The layout is based on the real 38 mile long New York & Long Branch Railroad that ran from South Amboy to Bayhead along the Jersey shore (now the North Jersey Coast Line of New Jersey Transit). However, Kevin starts the railroad further north at Newark, New Jersey at a large passenger train station with catenary and city scenery. He used old CNJ and PRR publications to identify all the sidings, stations and industries that were being served in the mid-1940s. Friends in the H-B Division helped along the way with ideas of what to research and where to look for material.

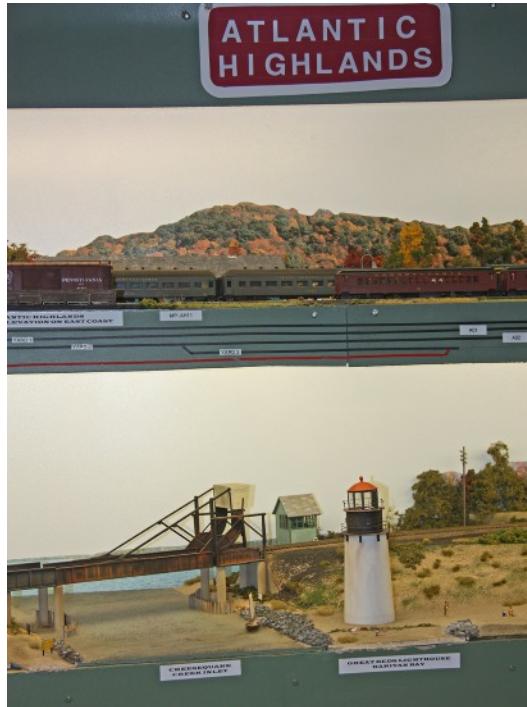
If you are at an operating session, your freight train operations had better be coordinated with the time table so that the through passenger service can be on time.



Continued from previous page

The Prodigy Advanced (MRC) controllers show the fast clock. The active signal system, including the semaphore outside Matawan, shows your permission. Train crews have orders and switch lists to guide them. An operator is kept busy at Newark with the passenger traffic. Nearby, two operators are kept busy making up and breaking down freight trains at Greenville Yard. The 'end of the line' is the station and yard at Red Bank on the upper level that has passenger and freight traffic. Little vignettes throughout the layout add interest and surprises.

Structures are both kit and scratch built. Some follow prototype design while others are freelanced to fit a space or an idea. All the structures demonstrate Kevin's skill in building and detailing and his tremendous drive to learn how to do the best. The many awards of recognition on the wall as one enters the train area show that, too. He has worked through the NMRA Achievement Program and attended lots of clinics at conventions and Division meetings. Kevin received his MMR certificate this past Spring, but he will tell you that it is the application of the knowledge he has gained that is the best reward.



A



Kevin at Matawan; certificates and awards behind & overhead



Kevin in front of Newark, NJ; station to rear left
Greenville yard with engine facility just in front of him



B



On previous Page-

Picture A shows cars in tracks and yard to right of Atlantic Highlands passenger station which is just out of frame to left. Below is drawbridge over Cheesquake Creek. And, yes, that is the real name of the real creek in New Jersey.

Picture B shows the rest of the Atlantic Highlands yard to the right of picture A with industrial background, team track in front, and small trolley approaching bridge to the far right. The trolley & bridge are just there for a bit of detail; the whole scene is about 12" long and hiding behind a support post.



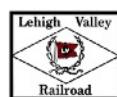
On the second level, over the LVRR interchange, is a short street with this station on the corner. There is a close up in the extra pages of the online version. Through the window you can see the stuff inside a garage office of that time. Note, too, the shelf edge treatment - a Kevin original.



The station at Woodbridge, NJ showing second level above with narrow metal strip from electrical channel used to strengthen edge of plywood & hide LED light strip adhered to its back side.



An industrial siding leads to an industrial plant as a background. Appropriate choices for background leads to increased depth and richness.

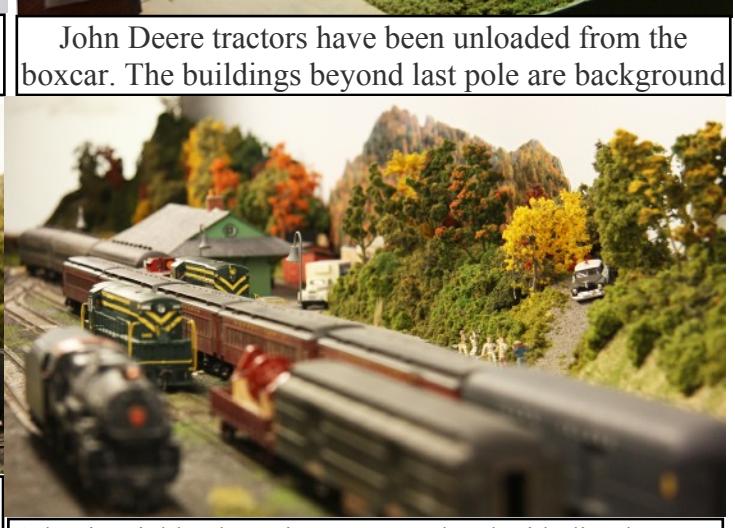
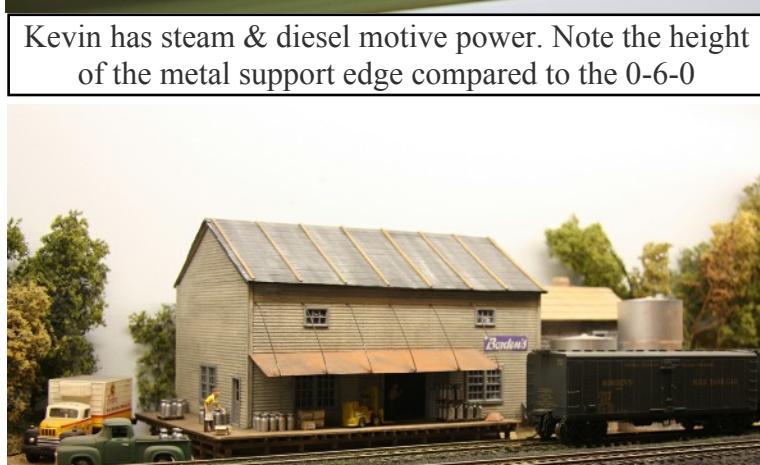


Two pictures (that railing really is in a straight line) give you a bit of flavor of downtown Newark on the NY&LB. At the far left, the structure along side the bus is the Newark train station. Trains leave on tracks below grade - the centenary lines and poles at the bottom of each picture. This area is only about 8" deep. Kline's Department Store has displays in the windows. Left of the entrance is a 2-chair shoeshine booth with one person getting a shine.



Kevin has steam & diesel motive power. Note the height of the metal support edge compared to the 0-6-0

John Deere tractors have been unloaded from the boxcar. The buildings beyond last pole are background



Borden's Creamery on the upper level. Note the 40 quart milk cans and the green Chevy pickup delivering milk to the creamery. Editor used to take similar cans of milk to pick-up point in truck like that one.

Atlantic Highlands station on upper level with diesel power on passenger trains; steam working the yard. Supervised men in striped uniforms working on road behind cars.

This issue contains another Hidden Treasures installment. It is hoped that by featuring different modelers and their layouts you will get to know a bit about some of the other members in the Hudson-Berkshire Division and their layouts. And, perhaps, you will be a bit more inspired with your layout.

As you will read, November is National Model Railroading Month. Invite somebody new to see your layout or work model railroading into one of your conversations to stir recognition of the hobby.

On page 3 is the flier for the Great Train Extravaganza to remind you to come see the show and hoping that you might print out a copy or two and post at the local convenience store, library, etc.

And, PLEASE, if you have any ideas for articles or want something in the Form19, contact the Editor (his info is on page 2).

Welcome Aboard New Members

Ronald Moran, Guilderland, NY

Thomas Ogden, Troy, NY

FORM 19

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

Be sure to greet our new members at our upcoming meetings and events. Do your part to make everyone feel welcome. Please and thank you.

Be sure to check out the online version for extra pictures and text. Hope you enjoy.

A Division member with fine reading skills has pointed out that the recent issue of NMRA Magazine reports that H-B Division member Bill Rooke of Plattsburgh, NY has been awarded his 'Model Railroad Engineer - Electrical' Certificate under the NMRA Achievement Program. Our congratulations go out to Bill.

And Member Fred Gemmill of Chazy, NY (north of Plattsburgh) has earned the 'Golden Spike Award' through the Achievement Program. Congratulations to Fred.

Our Division does not (as yet) receive notification from NMRA national offices of awards granted to members so if you have recently received an award or do so in the future, please inform one of the Form19 staff so that we can publish recognition of your achievement.

As we are approaching Christmas, we would like to remind you that we are always accepting donations for



First Class Mail



Again, the Mobilgas station from a different angle and a little bigger. You can see inside a bit better and here you can see the air hose, inside through the back windows with the shades raised.

The car by the pumps is a Caddy and I think the dark red one is a Mercury.

Note the detail in the building foundation.

Farther down that street is this old store with some sort of supply place adjacent to it.

Inside the windows of the store you can see a couple of bicycles. The store doesn't seem to be operating - no advertising about.

However somebody lives above the store as there is a trash can set out.

And that looks like a new '55 Chevy parked there.

Details really make the scene.



The little trolley vignette at the end of the Atlantic Highlands yard.

A lot of effort for something that is mostly hidden behind a column - but it adds detail and interest.

In his research for the NY&LB, Kevin found that there had been a rail line started in the area but that it had not been completed. Instead it became a trolley line - and included in the layout - if only for 15" in length.



Over at Marshall Scrap Metal near Perth Amboy, NJ a couple of old 0-4-0s have seen their last service and are soon to be 'recycled.'

The old crane used to load the gondolas has seen its last days, too, now.

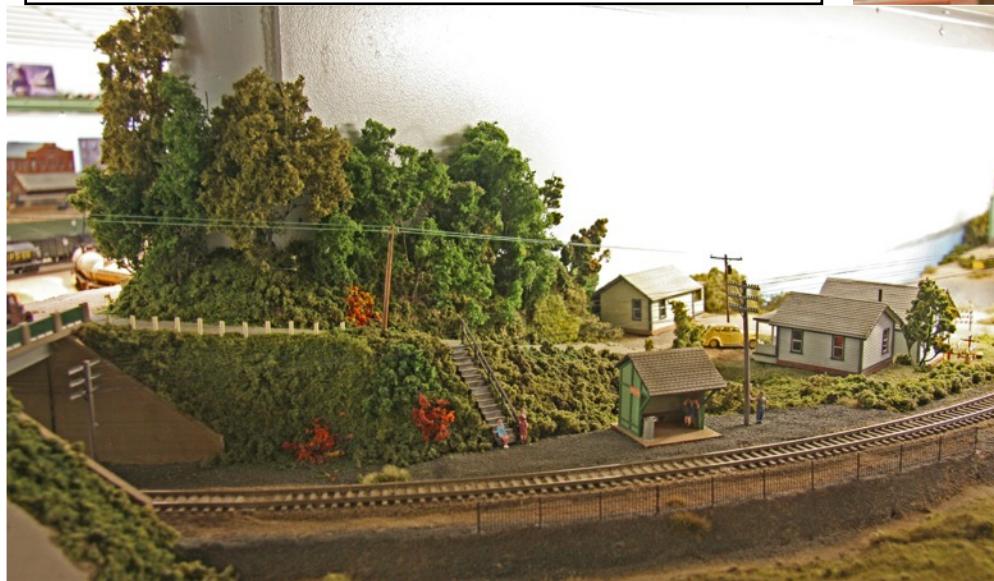
It is no longer on the layout as it was right at the edge on the main level and took an elbow once too often, so it has been relegated to model storage.

Note the Pennsylvania Railroad style signals in the background. Lights show a clear signal. And operators MUST pay attention to the signals.

In a little back corner behind R.L. Watkins is the tank at the right. The tank has detail and the land in front of it, too. Scenes such as this add interest and limit what needs to be done for background.

On the corner opposite Greenville yard is a small station with stairs leading to it from the road above. There is a woman seated in the station, a man leaning against the utility pole, and two women at the bottom of the stairs - all waiting for the train. The light is on in the rear room of the tiny house that has the yellow car out front.

The fence on this side of the track is of a design particular to the CNJ; used to discourage people from walking across tracks.





At the end of the street with the Mobilgas and store (you can see the gray supply place) there is a wooden bridge over the track. It has three motorcyclists on it.

The bridge helps to hide that the track is coming through the wall from the room with Kevin's workbench and the helix. More trees will be added on the banks on this side of the bridge.

While working on lighting overhead, a ceiling tile dropped and crush the bridge. Kevin has since rebuilt it - except for the still missing street lamp.



To the left you see the working semaphore outside of Matawan heading toward Cliffwood, NJ.

At the left of the picture, the blurry part is a tall power line tower.

Behind the tower are the piles that remain from the old trestle that used to span the swampy area and Matawan Creek. In his research, Kevin found that it burned and was replaced by the embankment and the causeway for the creek.

The trees are part of the background; the water is not.

Tucked away at the end of a spur, up against a retaining wall protecting a large building, are a couple of old cars now used by the MoW department.

The man is putting his hat back on after wiping his brow with the sleeve of his work shirt.

It adds interest; requires time and, most of all, thought.

