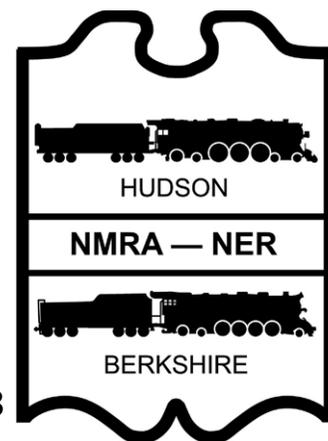


FORM 19

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



Order Number 341

October 2018

Next meeting Friday October 19th at 7:00 - 9:00pm

Kip Grant on Layout Concept and Creation

at The Mill on Round Lake, 2121 Rt 9, Round Lake NY



Kip Grant, the creator of the fabulous Sonnyvale Branch of the D&H Railroad, will reprise his recent (June 2018) presentation to the New England/Northeast Railroad Prototype Modelers. He will discuss his take on such important issues as layout concept and creation, achieving the proto/freelance balance, creating 'the look' of the chosen railroad, personalizing your layout with 'memory scenes', and being able to have realistic operations with your final creation. If you are developing your layout, this is a meeting specifically for you. If you have your layout complete, come anyway.

The farm (above) is on the Sonnyvale Branch. The backstory on this creation is amazing. And note that some deciduous trees have completely changed color while on others only part of the foliage has - like real trees. And another that's another story.

The Railroad Prototype Modelers is a nationwide organization. Some people traveled 700 miles to attend the NERPM meeting at the Holiday Inn in Enfield, CT. Check out NEPRM.org and facebook.com/NERPM.

This month the Division is at a new venue - The Mill on Round Lake at 2121 US-9, Round Lake, New York 12151, near the former D&H Mechanicville-Ballston Spa line overpass. This is a very popular spot for those enjoying good food, music groups on a regular basis, and is a meetings spot for a variety of organizations. The parking lot was pretty full when the Editor drove past on the way to the September Division meeting. We will gather in the upstairs meeting room at 7:00. Food & drink available before and during the meeting. You may arrive at 6:00 for dinner before the meeting. All 'Dutch Treat,' of course.



www.hudson-berkshire.org





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 Paul Hoffman

The first day of Autumn is upon us and with the nip in the air my mind turns to basement projects and the smell of paint and glue. Yes, we want to avoid those smells as they can damage your lungs and have other deleterious effects but they do bring back a flood of memories and the promise of new challenges and discoveries.

I remember my first modeling workshop in the basement of my parent's house when I was 8 or 9. It was tucked up close against the furnace in a little room that was called, appropriately, the furnace room. The basement proper was finished, as was the style in the 60's, with wood paneling, drop ceiling and a bar. My parents would throw all sorts of parties there, it was quite the "happening joint". God knows how I didn't blow myself up using solvent based paints in my little badger airbrush (which I still have by the way, although I didn't save any cans of "Propel") so close to the gas fired furnace and hot water heater. It's also quite the miracle that after years of "sniffing" glue in that space that I didn't develop a serious drug habit!

To make sure I stayed fit, the layout, that my dad had started and I took over, was three floors up, in the attic, which was not finished. There you alternated between freezing and broiling depending on the time of year. Still brings a smile to my face whenever I think about those times and the skills I learned sitting at that bench.

I was also lucky enough to belong to a plastic modeling club that met at Duane's Toy Land in Schenectady. That was my go to shop. Why? It was not a traditional Hobby shop, we had Mohawk Valley in Rotterdam for that, but it had a huge selection of trains, plastic kits and another one of my interests, war games, a sector dominated by Avalon Hill at that time. They held monthly contests with the winner getting the honor of displaying their creation in the display cabinet downstairs at the store. I was lucky enough to win that little contest twice, back in the day; not bad for a pre-teen kid! I still have both of those models in a display case at home.

So, let's start a little "show and tell" of our own. Share with the rest of us your history in the hobby, or how about a picture of your current work space. There is a picture of mine at the end of this article. I think this would be a great little feature and it requires nothing more than a few lines jotted down in an email or letter along with a picture of your work bench. Send them to me at trains@hudson-berkshire.org and we will get them in the newsletter as reminisces.

Irwin's presentation and comparison between Miniatur Wunderland and Gulliver's Gate was outstanding. Irwin's knowledge, as a visitor to both attractions, really helped put them in perspective and got me thinking about how I can get to Hamburg to see Miniatur Wunderland. I will be curious to see how Gulliver's Gate fares going forward, as it seems these types of displays don't have the same successes as their European counterparts.

Continued next page



Next month will find us at a new venue, The Mill on Round Lake on Route 9 in Round Lake. We will have a private room and the food is quite good. You will be able to order a drink and a bite while listening to guest speaker, Kip Grant, extol the virtues of layout planning with an eye on the D&H. For those of you who have not had the privilege of seeing Kip's layout, it is a masterpiece and he will be using it as the background for his talk.

Don't forget our elections in November, keep an eye out for the ballots (page 9).

As President of this organization, the buck stops with me. If you have a problem or an issue, please work with your fellow members and do all that you can to help solve the problem. Feel free to contact me directly and I will do all that I can to help. Our doors and thoughts are always open to a fellow member and we welcome all to become involved. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

Paul



What's on your workbench?



Long view; paint booth on right.



Last month we ran an article about train travel in Norway; in particular Irwin Nathanson's travel on the Flåm Railway (with a small 'o' above the a) while on a business trip. The *Form19* text referred to it as the Fla Railway; obviously incorrect. Irwin's text processor is set for Norwegian and had no problem with the special accent mark. The *Form19's* page composition program did. We finally figured out how to add the mark. Our apologies to Irwin and our readers.

Also please accept our apologies as we are having trouble creating an updated mailing list for the printed copies. The membership dates may be incorrect and some names may be missing. We hope to have this corrected shortly.

Last month we showed you pictures of Karl Butler's construction of Fine Scale Models' 2015 release titled "Westside Auto." He was willing to share some pictures of his creation, as Paul talked about in the 'Ready Line' column above. Karl brought his craftsman structure to the September Division meeting and the *Form19's* photographer took a stab at taking some pictures that would do it justice. Please see page 11 for the photos.



The Day They Changed the Gauge on the Delaware, Lackawanna & Western Railroad

by [Richard Palmer](#)

In the 1870s the Delaware, Lackawanna & Western Railroad, under the capable leadership of its president, Samuel Sloan, was one of the richest and most powerful and influential corporations in America. It consisted of more than 400 miles of trackage stretching from the Atlantic Ocean to the Great Lakes. It owned or controlled thousands of acres in the vicinity of Scranton which, in 1870, produced 2.5 million tons of anthracite coal.

An idea of the extent of the the coal business in the Scranton area is gleaned from the *Scranton Weekly Republican*, Feb. 23, 1876 which states the D.L.& W. mined 1,173,169 tons of anthracite from the Wyoming coal fields the previous year.

The D.L.& W. also served a burgeoning iron and steel industry in New Jersey and Pennsylvania. Its major on-line customers included the Lackawanna Iron & Steel Co. and the Dickson Locomotive Works, both in Scranton. Its vast traffic base also included transporting coal from other producers, transportation of iron rails, lumber, hides and leather. It also had an extensive passenger business.

As time went on it became increasingly apparent that the six foot gauge that originated with the Erie would have to go. Increased traffic and the fact most major railroads in the U.S. were standard gauge expedited this change-over. Interchanging between the two gauges was becoming increasingly cumbersome, time consuming and expensive.

Initially, the problem of interchange was temporarily relieved by laboriously transferring freight from one car to another between railroads of different gauges, which in some instances entailed changing the wheel sets of freight and passenger cars from wide to standard. Even special patented equipment was devised for this process.

The first hint that the D.L. & W. was considering changing the gauge appeared in the *Scranton Weekly Republican* of Wednesday Dec. 22, 1875 noted:

“The proposed change would reduce the present standard of the gauge from 6 ft. to

4 ft. 8 1/2 inches, causing a reduction of 15 1/2 inches.

“Such a change would necessitate some very important alterations in all the rolling stock, make matters busy all along the line, and cause an increased activity at the company’s car shops in this city.

“The passenger coaches, some 100 in number on all the lines, would have to undergo no change save a shortening of axles and taking apart of trucks, they having been constructed in the main so as to ply over a broad or narrow gauge, but the company’s coal cars, 12,000 in number, would have to be taken to pieces.

“The reduction in question would take place from Binghamton to New York, on the Syracuse, Binghamton & New York road, and the Utica division. The Lackawanna & Bloomsburg division is already supplied with narrow-gauge. The aggregate extends along 386 miles of road, distributed as follows: Scranton to New York, 150 miles; Scranton to Binghamton, 62 miles; Binghamton to Syracuse, 84 miles; Binghamton to Utica, 90 miles; total, 386 miles.”

Anticipating the gauge change, the work day at the car shops in Scranton were reduced from eight to six hours per day, namely, from 8 a.m. to 12 noon, and 1 to 3 p.m. It was noted that the railroad company did not wish to turn out any more broad gauge cars.

The subsidiary Lackawanna & Bloomsburg, Morris & Essex and Oswego & Syracuse railroads were originally standard gauge. When they were absorbed by the D.L.& W. a third rail was layed to accommodate broad gauge equipment. The gauge change on these lines would only be a matter of removing the outside third rail.

The gauge change finally became official at a meeting of the Board of Managers in New York on Feb. 25, 1876. The minutes state:

“The president called the attention of the Board of Managers to the question of adopting the narrow gauge, and of altering the rolling stock to conform thereto:—and after full discussion, Mr. Dodge offered the



following resolution, which was seconded by Mr. Taylor:

“Resolved—That the President be authorized to change the gauge of all the railroads owned and leased by this company to four feet, eight and one half inches (4-8 1/2), and to alter the rolling stock to conform thereto;—such changes to begin at once, and finished as soon as practical. And that the President be empowered to do all other acts necessary to carry out the fulfillment of this resolution.”

The resolution was passed unanimously by the directors present, including President Samuel Sloan, William E. Dodge, Moses Taylor, George Buckley, James J. Blair, George Bliss, Percy R. Payne, William G. Hunt, Marcellus Massey and A.L. Dennis.

This came as great news all along the D.L. & W., as the country was in an economic recession. Sloan noted in a telegram to the newspapers:

“We have decided to narrow the gauge immediately. This will give the men work at once in the shops.” The projected cost of this conversion was \$1,250,000. Sloan said:

“We choose this time for several reasons. In the first place, the traffic over the road is light at this season; then many of our shops are idle; and, finally, we give work to many of our old hands who need it sorely. Much of the car and engine altering will be in our own shops, but a part of it will be given to contract.”

After hearing this news excitement ran high along the D.L. & W., especially in Scranton, where hundreds of railroad employees had been laid off due to the lull in business, both at the various shops and at the company-owned mines. They were anxious to get back to work—if only for a few months. As Sloan promised, long-idled machine and car shops were re-opened and contracts made with locomotive and car manufacturers for equipment alterations.

On Feb. 26, the machine shops of the D.L. & W. Scranton, which had been idle since the first of the month, and more than half idle for many a months past, resumed work on a full time basis.

Shortly, work commenced on altering 200 locomotives and 12,500 coal jimmies. An additional 4,000 new coal and freight cars were being built to standard gauge specifications. The intent was to

have enough operational rolling stock ready by the time the actual track narrowing was completed in May. Railroad officials estimated that standard gauge would reduce operating costs by at least 30 percent.

Railroad officials said the complete task of building new cars, altering old ones and renovating locomotives would take at least 18 months, during which time the employees at the various car and machine shops would find plenty to do. The scene in Scranton on Feb. 26 was a busy one, and it looked like old times to pass through the several departments and hear the hum of industry—the song of the shafting, the click of the chisel, the sound of the saw, the stroke of the hammer, and to witness the vigorous rush of labor in every room as it was stimulated into life and activity once again.

Workmen were scurrying to and fro, preparing and piling up wood, tearing old cars to pieces, laying tracks, and shortening axles, all indicating the gigantic preparation for the work of reconstruction. Shortening the axles of the old coal cars was one of the first steps taken, and was rapidly pushed forward. The axles were shortened by 7 and 3/4 inches on each end to suit the new gauge. In and around the coal car shops workmen were busy laying standard gauge tracks, that being the first work of importance for the accommodation of the remodeled cars. The machine shops initially employed near 1,000 men. The master mechanics had received their instructions and quickly implemented them.

Further analyzing the gauge change, the *Railroad Gazette* reported on March 3, 1876:

“There are two reasons why the Delaware, Lackawanna & Western should at last make this change. One is the better opportunity of finding a market for its coal at New York and points distant from its line and from New England points not far from tide-water. The latter especially, can get their coal so cheaply by sea that it is not possible to supply them advantageously by an all-rail route without eliminating all unnecessary expenses from the latter, among which must be reckoned the transfer from car to car.

“Another is the approaching completion of the



Rome, Watertown & Ogdensburg's Lake Ontario Shore road. When this has made a connection with the Canada roads west of the Niagara River, it will be able to compete for a share of the through freight between New York City and the Northwest outlet.

"The outlet would not be worth much if it were of exceptional gauge; but the change to standard will complete a line 473 miles long from New York to Lewiston, on which the freight car coming from Canadian roads may pass without obstruction. This line, too, can be easily shortened, making a cut-off past Oswego, so as to be put about 440 miles long, or about the same distance as the New York Central."

Only three major railroads—the D.L. & W., Erie, and its subsidiary, the Atlantic & Great Western—remained six foot gauge. The latter two roads, although wishing they could change over, did not have the financial resources at the time to do it. Procrastinating on their part for several years only made the financial burden worse as in the end it is said the entire change over the Erie cost upwards of \$22 million.

In anticipation that considerable new rail would have to be laid, the D.L. & W. erected a steel mill of its own in Scranton at a cost of \$1.2 million. The first 200 tons of rail produced were laid on the Oswego & Syracuse line from Stiles, just north of Syracuse, to Oswego. This replaced worn-out iron rail that had been in place for years.

The early spring of 1876 was a busy time for mechanics and trackmen. Master Mechanic Walter Dawson drew up specifications for altering the locomotive fleet to standard gauge. Essentially, the work involved replacement of boilers, drivers, cylinders and steam chests.

Dickson Locomotive Works in Scranton estimated the conversion work on 117 locomotives would range from \$3,700 to \$5,500 per unit.

Although Dickson and other locomotive manufacturers did much of the work, some was also done in the company's shops in Scranton, as well as Syracuse, Oswego and Utica. The Ithaca branch would remain standard gauge until 1878 when the Erie laid a third rail between Binghamton and Owego.

By mid March, workmen at the Scranton car shops were converting about 40 cars per day.

An interesting document relating to this work was found in the D.L. & W. corporate records:

Specifications for Work Required to Change Gauge of Locomotives from 6 ft. to 4 ft. 8 1/2 inch track for D.L. & W. R.R. Co., March 1st, 1876

Each Engine to have new cylinders, steam chests, and driving wheels, some to have an entire new boiler, others that have cylinders part good, will require only new back end, and fire box, to be made of shape and dimensions of drawings and according to specifications to be furnished by this Company.

If the main axles are sound, without flaws or cracks and not worn smaller than 6 3/8," the same of the front and back axles if not smaller than 6 1/4." If smaller than above, or unsound, make new axles of best hammered iron.

Crank pins, if of good shape, not worn out of round, and no cracks or flaws, can be used—all new crank pins to be made of steel.

Old driving box brasses may be used if not less than 3/4" thick.

Eccentrics if worn out of round, to be turned and straps bored to fit—unless worn too much sideways, in which case new ones must be put on.

Turn all tires that require it.

Valve gear, all parts to be thoroughly repaired and lost motion taken out, and link pins &c. case hardened in usual manner—Rocker shafts turned and lost motion reduced in boxes.

True up pedestals of frames and wedges if necessary—The domes of the boilers can be made the same diameter as that on the old boiler, so that the cast top with safety valves and dome casings can be used.

Piston rods can be used if after turning they will not be less than 2 13/16" diameter.

Valve spindles can be used if they will not be less 1/4" after turning.



Cabs, in good condition can be used—also such as can be made good by repairs, otherwise furnish new cabs.

Tender tanks and frames can be repaired if necessary, if the timber in frame is rotten and not worth repairing, make a new frame of oak. It is not necessary to change width of tank or frame.

Drawings will be furnished of boiler, cylinder, steam chests, slide valves and driving wheels.

Gauges will be furnished for lengths of axles, width of engine frames and truck frames.

Engines and tenders to be painted, according to designs furnished by this Company.

All parts of the engines to be put in good order, all materials to be of the best quality and the workmanship done in the best manner.

Walter Dawson, Master Mechanic

By mid-March, section gangs were adzing the ties and driving new inside spikes, preparatory to reducing the gauge. One rail would be moved 15 1/2 inches closer to the other. This work went on day and night. Everything possible was done to be in readiness for the changeover, which was set for Saturday, May 27, 1876. The entire project was to be accomplished in 24 hours. One newspaper editor commented that the changing of the gauge was a “stupendous operation and would severely tax the resources of a company less great than that which has undertaken the work.”

New steel rails were placed inside the tracks. Section hands from neighboring railroads were temporarily employed at \$2.00 a day. One of the first locomotives to roll out of the shops standard gauged was the Syracuse, Binghamton & New York Railroad’s No. 16, the “P. Elmendorf Sloan.” This was a 4-4-0 built in 1871 by Danforth-Cooke (Construction No. 727), 17x24” cylinders, 69” drivers and a total weight of 92,500 pounds.

An excellent description of what was about to transpire was published in the *Syracuse Journal* on April 6, 1876:

“The workmen along the line are already leveling and smoothing the ties where the

rail will be placed when moved, and everything that is possible will be done in advance to facilitate the final operation. Some time before the day fixed for moving the rail, its position will be accurately lined out on the ties, and the spikes on the inner side driven down.

“A day or two before the ‘moving’ as many of the spikes will be driven from their present position on the inner side of the rail to be moved, as can be done with safety. (It will be remembered that the pressure of the wheels is mostly on the outer spikes). On the day fixed for changing the gauge it will only be necessary to drive the remaining spikes on the inner side; move the rail against the spikes already driven in the new position, tighten them, and spike the outer side of the rail.

“As every minute will be valuable, the present outer spikes will be left until a more convenient season. The ‘section hands’ on the road at present number six to the section (of about five or six miles).

“On the day fixed for making the change each of those men will be a ‘boss’ for the occasion, with six men under him. It is thought the gang of seven men will be able to change a mile of track in a day. If all works as well as anticipated, there will be no serious obstacle to completing the job in the prescribed time.”

All went well. Although the “main” conversion was to occur on May 27th, the double-tracked mainline between Binghamton and Washington Junction was standard gauged a bit earlier. *The Syracuse Standard* of May 13, 1876 reported that between Binghamton and Scranton the work of changing the gauge had already begun and “...where one track is abandoned, and trains run only on the other, the time card is being temporarily changed to meet the emergency.”

Lines in New Jersey and Pennsylvania

Conversion of the 78 miles of mainline between Scranton and Washington Junction was accomplished in seven hours and a half, on May 15, 1876. The men reported to work at 6 a.m. at each end of the road, and by 1:30 p.m. the work was completed.

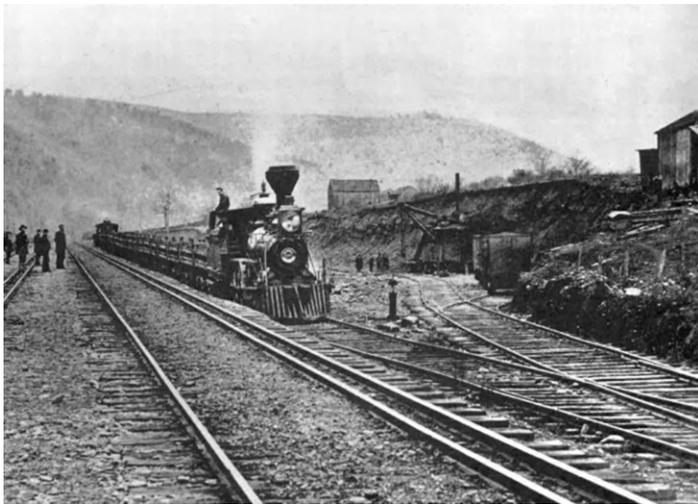


The Morris & Essex Railroad, later a division of the D.L.& W., was originally built to a gauge of four feet, 10 inches. It was standard gauged in July, 1866 for the convenience of interchange with other railroads. But a little more than a year later, a connection was built with the D.L.& W. mainline at Washington. The line was third railed for 66 miles from Washington eastward to Hoboken in 1869 and 1870 after being taken over by the D.L.& W. When the time came for conversion on May 27, 1876, the wide gauge outside track, or third rail, was merely taken up.

Lackawanna & Bloomsburg

The 80-mile Lackawanna & Bloomsburg was initially built as a standard gauge line between 1856 and 1860. This, too, was third railed, which was taken up in 1876.

(Sources: Based on *Moody's Railroad Manual*, annual reports of the New York State Engineer & Surveyor and later New York State Railroad Commissioners; contemporary newspaper accounts.)© 2008, [Richard Palmer](#)



Above is a photo of an Erie ballast train, generously provided by Mr. Palmer. You can see the three rail line adjacent as the railroad has made the switch to standard gauge. Note the man sitting on the cab roof as a size comparison. Please see the table on page 12 for a list of railroad gauge conversions.

The picture was taken at Cameron Mills, NY, which is about sixteen mile west of Corning, NY on the New York Southern Tier. This line is still in use as part of Norfolk Southern's Southern Tier Branch. This is the one with the new Portageville Bridge that the *Form19* brought you an article about in the Spring.

Richard F. Palmer

Richard Palmer was editor of [New York Canal Times](#). He is the author of several books including *Brigham Young — The New York Years*, *Old Line Mail — Stagecoach Days in Upstate New York*, *Ithaca-Auburn Shortline*, *Rails in the North Woods*, *Butter & Cheese Express*, *Gone But Not Forgotten* and *Shortline Railroads of Central New York*. He is also a senior editor and contributing editor to *Inland Seas*, quarterly publication of the Great Lakes Historical Society of Vermilion, Ohio. Richard is historian of the Central New York Chapter, National Railway Historical Society. He is a native of Canandaigua and resides in Syracuse.

Dick is a frequent contributor of articles, stories, and news items from early newspapers of upstate New York. His first article for the *Crooked Lake Review*, [Canandaigua: A Stagecoach Town](#), appeared in the September 1992 issue. Since then Dick has contributed [more than 95 articles](#) about regional history and early transportation on lakes, rivers, canals and railroads in New York to the *Crooked Lake Review*. He has written at least 100 railroad history-related articles over the years, and 22 books.

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If you receive the *Form 19* as digital media, please print and complete this page.

**Hudson Berkshire Division Election of Officers
(President & one member of the Board of Directors)
Candidates Statements of Qualification**

If you receive the *Form 19* as digital media, please print and complete this page.

Irwin Nathanson is currently the Division Vice President. He is stepping down from that position to run for President. If so elected, the Constitution requires that he appoint a Vice President to fill the remainder of his term.

Irwin Nathanson, position: President:

I have been active in the NMRA since moving back from England in 2005. I have been division Vice-President for three years. I'm working towards my Master Model Railroader certification, currently with the Golden Spike and two Achievement Awards. If elected, my priorities for the Division will be growing/retaining membership, interesting/informative/fun Division meetings, continuing the annual January bus trip to the Amherst Railroad Society's Railroad Hobby Show in Springfield, MA, and continuing the successful track record of the Great Train Extravaganza now that HBD is the sole show owner/manager.

The *Form 19* received the following from current BOD member Artie Krass; "I have decided not to run again for my position as Director. I have decided to help the new President, when elected, to be his VP (for one year, if no one else desires to be appointed VP). I therefore am putting Paul Hoffman's name as a candidate for the position on the BOD for the upcoming election in November. I have spoken to Paul about this and I believe Paul is in agreement about running for this position on the Board." The *Form 19* has received confirmation from Mr. Hoffman.

Paul Hoffman, position: Board of Directors:

Traditionally, the outgoing President has stayed on in an advisory capacity as the second Board member. I am happy to continue this going forward and humbly submit my name for the Board of Directors.

HUDSON BERKSHIRE DIVISION, NATIONAL MODEL RAILROADERS ASSOCIATION
Fall 2018 Ballot Mark an 'X' in the space after the name or write in a qualified* member's name

President: Irwin Nathanson _____ Other: _____

Director: Paul Hoffman _____ Other: _____

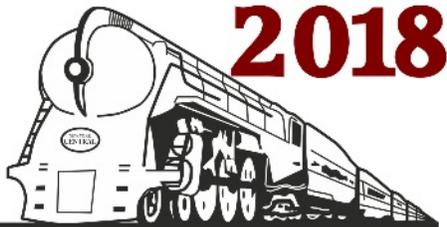
* A qualified member is any current full NMRA member residing within the Division.

In order for your completed ballot to be valid, you must be a full NMRA member and write your name and NMRA membership number on the back of the ballot. If you receive in print form, cut off this section; your name is on other side. 'Rail Pass' membership does not confer voting rights during the trial period.

To vote: 1) Mail the completed ballot in an envelope, marking the envelope "ballot enclosed," to:
Hudson Berkshire Division
P.O. Box 83
Clifton Park, NY 12065-0083

All ballots sent by mail must be received by November 16 to be counted. Or 2) Present a completed ballot in an envelope to a Division officer by the deadline date or 3) Present the ballot at the November 16 meeting at Upstate Model Railroaders in Glens Falls.

Great Train Extravaganza



2018

Upcoming Events

November 1-3

Fine Scale Model Expo, The Albany Hilton Hotel, Albany, NY. 'The only show dedicated to the art of fine scale & structure modeling.' (See page 4)

November 3-4

Great New York State Train Fair, Center of Progress Building, NYS Fairground, Syracuse, NY

November 16th.

Annual layouts visit followed by Election of Division Officers. Upstate Model Railroaders, Glens Falls. See ballot on page 9.

December 2nd

The Great Train Extravaganza, 10AM-4PM at The Egg at The Empire State Plaza, Albany, NY. Setup on Saturday, December 1st. (See flier at left)

January 26, 2019

Division sponsored bus trip to the Amherst Railway Society Railroad Hobby Show event being held at the Eastern States Exposition Center in West Springfield

Public model train show and sale
Bigger and Better Than Ever!

Sunday, December 2nd
10am - 4pm

Adults still only \$7
Children 12 and under free



- Operating model railroads
- Sales of model trains, train parts and accessories, kits, scenery items, videos, DVDs, everything related to trains and railroading
- Roaming railroad rides
- Refreshment stand
- Door prizes
- Giant Lego layout for kids of all ages

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.

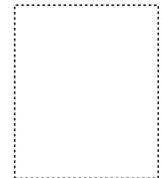
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Clifton Park, NY 12065-0083



First Class Mail



Above is the entire structure showing all of the details that George Sellios is famous for putting into his kits - and expecting the modeler to use. And Karl has - better than in the FSM release photos for this kit. How one can fit all that together and weather and color it is beyond the understanding of anyone on the Form19 staff - and some of them are pretty good.



Above is a closer up picture with details more clearly seen. Karl's rendition shows a business run by men trying to earn a living as best they know how. The place may be delapidated but they are trying to keep it clean. No junk cars or piles of old parts around.

Take the time to expand the pictures and look at them in detail. Of particular interest is Karl's handling of the fence behind the work shed (left). How did he create the texture and color on the fence boards. And note the details in the plants. Notice, too, the nice weeds along the curb out front. Just enough. Congratulations Karl.



Broad Gauge Railroads in New York State

This table is part of Mr. Palmer's article,

"The Day They Changed the Gauge on the Delaware, Lackawanna & Western Railroad"

Name	Original Gauge	Changed to Standard	Mileage
Albany & Susquehanna (Delaware & Hudson)	6' Third rail	1876	142
Atlantic & Great Western (Erie)	6'	1880	56
Avon, Genesee & Mt. Morris (Erie)	6'	1880	15
Bath & Hammondsport	3'	1884	12
Blossburg & Corning	6'	1876	13
Buffalo & Erie (Lake Shore & Michigan Southern)	4'10"	1878	88
Buffalo & New York City (Erie)	6'	1880	61
Buffalo, Bradford & Pittsburgh (Pennsylvania)	6'	1880	26
Buffalo, Corning & New York	6'	1880	90
Buffalo, Corry & Pittsburgh (Pennsylvania)	4' 9 1/4"	1876	43
Canandaigua & Niagara Falls (Erie, later New York Central "Peanut" branch)	6'	1858	98
Cayuga & Susquehanna (Standard prior to 1849, later D.L. & W.)	6'	1878	34
Chemung (Northern Central, later Pennsylvania)	6', Third rail	1866	17
Cherry Valley, Sharon Springs & Albany (Delaware & Hudson)	6'	1876	23
Elmira, Jefferson & Canandaigua (Erie controlled, later Northern Central, then Pennsylvania)	6'	1866	46
Erie	6', Third rail	Jersey City - Buffalo, completed on June 22, 1880, Dec. 29, 1878. all lines standard gauged	
Greene	6'	1876	22
Middletown, Unionville & Water Gap (New York, Ontario & Western)	6'	1872	13
Montgomery & Erie (Erie)	6'	1880	10
Oswego & Syracuse		Originally standard, 3rd railed 1867, standard gauged 1878	36
Rochester & Genesee Valley (Erie)	6'	1880	18
Sterling Mountain (Southfield Branch)	6'	1882	7
Syracuse, Binghamton & New York (DL&W)	6'	1876	81
Utica, Chenango & Susquehanna Valley Included Richfield Springs branch, 18 miles.		Originally standard gauge, to wide gauge in 1874, back to standard gauge, 1876 after taken over by DL&W	53
Valley (Binghamton to Hallstead, Pa., D.L. & W.)	6'	1876	11
Walkill Valley (Erie)	6'	1875	20
Warwick Valley (Erie)	6'	1880	10

In August, the U.S. Department of Transportation's Federal Railroad Administration released the 2018 2nd quarter status update on railroads' self-reported progress on implementing positive train control systems.

As of June 30, 15 railroads have installed 100 percent of the PTC system hardware that must be installed for implementation. Twelve other railroads have installed between 95 and 99 percent of the PTC system hardware identified in their PTC implementation plans.

This marks a significant improvement from December 2016, where freight railroads had PTC active on just 16 percent of required tracks, while passenger railroads were at 24 percent.

In addition, 14 railroads have initiated sufficient revenue service demonstration (see below) or met substitute criteria. PTC systems are in demonstration or operation on approximately 37,705 route miles, or 65 percent, of the nearly 58,000 route miles that are subject to the statutory mandate.

At a recent business conference it was announced that BNSF Railway engineers who are prevented by positive train control from passing a stop signal or exceeding a speed limit may face an investigation and discipline similar to if the system had not prevented an incident.

Aaron Ratledge, BNSF's general director of operating practices, explained the practice during a seminar at the Railway Supply Institute conference in September. He said that on an average day the railroad runs about 2,500 train trips with PTC and experiences about 100 penalty brake applications. This number includes penalties caused in error as the technology is tested and refined. BNSF investigates all heavy braking incidents, which includes PTC penalties as well as emergency brake applications initiated by the crew.

When this investigation involves a PTC application, Ratledge said the question naturally arises: what was the crew doing? BNSF's approximately 1,600 inward-facing cameras often hold the answer. Contrary to the sleep or inattention one might assume, the majority of investigations showed the

crew to be awake and engaged doing their jobs. He said that this discovery softened some of the resistance the railroad faced to the cameras.

Even if the crew was paying attention, they may still face repercussions. Discipline is based on the engineer's actions leading up to the penalty application. Ratledge gave a hypothetical situation of a crew approaching a slow order exceeding the speed allowed by the PTC system. If the engineer had applied the brake and was slowing the train, just not quickly enough, the railroad would be more lenient than if no brake application had been made. Consequences may include revoking the engineer if a certain threshold is met.

Ratledge said that Trip Optimizer, a cruise control-like system, helps reduce speeding events. PTC penalty applications are typically service brake applications. The system only applies the emergency brakes if it calculates that a service application won't stop the train within a safe distance. On BNSF, the train must make a complete stop before the brakes can be reset to continue.

A spokesperson for BNSF, says PTC-related investigations offer a "learning opportunity" for everyone involved. "We use all these instances as learning opportunities and try to better understand why the PTC system didn't engage properly," "In instances when the crew's actions contribute to the issue, we take the opportunity to have a discussion on why it occurred so we can all learn from the experience."

Unions however are less than thrilled with the prospects of additional investigations. John Risch, national legislative director for SMART, says railroads are using new technology to punish crews.