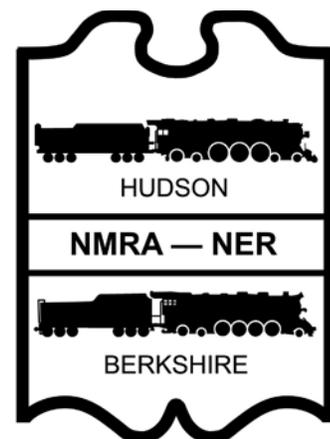


# FORM 19

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



Order Number 331

Sept 2017

## **Operations in the North Country & Division Meeting**

**Saturday, 16 September — 10 AM to 4 PM**  
**By Irwin D. Nathanson, HBD VP**

### **Overview:**

We have morning and afternoon operating sessions (and just layout visits for those who don't want to operate) planned at George Bissell's HO and O scale (2-rail) layouts, and at Fred Gemmill's N scale layout. All major scales in one day! And, in between the morning and afternoon sessions, we're going to the Ground Round for lunch and our first Division Meeting of the season.

### **Where we Are Going:**

An operating session and layout visit to George Bissell's layouts in the basement of an operating radio station! This is near I-87, Exit 35.

An operating session and layout visit to Fred Gemmill's layout in the basement of his home, right on the shores of Lake Champlain, near I-87, Exit 40

And between the two we will have a luncheon Division meeting at The Ground Round in Plattsburgh, right in between George and Fred, at I-87 Exit 37.

### **Basic Plan:**

We're going to divide into two Groups- A and B, that will hopefully be of similar sizes. Group A will start at Fred's from 10 AM to noon and then head to the Ground Round for lunch from noon to 2 PM. After lunch Group A will go to George's from 2 to 4 PM. Group B will start at George's from 10 AM to noon and then head to the Ground Round for lunch and then will go to Fred's from 2 to 4 PM.

More detail, directions, maps, and IMPORTANT requirements all start on page 5.

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## 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

I hope your summer hiatus was enjoyable and rewarding. The sound of that lonesome whistle is coming from the layout room and the workbench. It's time to get back into the modeling swing. We will kick off the year with an operating session in the North Country. 3 layouts will be featured, two of those in one location. Check further in this issue for details. Please remember to RSVP as soon as you can so we can even up the sessions. Operations space is limited, but of course, visiting is for everyone!!

We have a full schedule for this season and I am looking forward to the coming year. You will find a list of upcoming events in this and every issue of the *Form 19*.

Speaking of the *Form 19*, it is with heavy heart that I announce that Bert Pflegl, our long-suffering editor of the *Form 19*, will be stepping down. Bert has help guide the *Form 19* to its current state and along the way he has been recognized in the *NER's Coupler* and the *NMRA Magazine* for his fine work. A huge round of applause and an even bigger debt of gratitude for all that he has accomplished. Rest easy, Bert will continue as Editor Emeritus while we find someone to fill his large shoes. So, is anyone game? We have had many fine editors in our 50-year history, now it's your turn! Please contact me if you are interested.

Notice I snuck that in there? Yes, this the Golden Anniversary of the *Form 19*!! Look for a special edition of celebrating 50 years of fun and model trains. Here is a reprint of that first article, December 1967, The Head End by Dave Messer, our first President.

Continued next page



THE HEAD END

Well, here it is, the first of what I hope will be many issues of Form 19. Its primary function will be to promote the exchange of ideas and inspiration among modellers of the Capital District and surrounding areas, which, in effect is the intent and purpose of the Hudson-Mohawk Division.

Credit should go to George Herbert, Bill St. John, John Hollner and others who have made this publication possible. Its success, however, depends on you. It is, after all, your publication and its content can be no more than what your editor has to work with, so let's hear from you, your ideas, suggestions, news, etc.

I'll close with a quote from a well-known publication in the field, "Model Railroading is Fun", and it can be more fun when you get to know your fellow modellers, particularly in the local area.

Dave Messor

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Dave Messor

Above: Dave Nessor's first President's Message from Order Number 1 of the Form19, published Dec 1967. This is a photo of the original, mimeographed page.

Above: President Messor's text repeated for clarity - not only, visual but of the message itself!

These words are just as true now as they were then.

Welcome aboard! Model railroading IS fun!

Let us all renew our commitment to the Division and to the hobby. Let's welcome new members with open arms, they are the lifeblood of our organization. You get back what you give and I, for one, am excited to see what the "new guys and gals" have been working on. 2017-2018 promises to be a great season full of new places to visit and new modelers to learn from and to share with.

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.



## A Message from the Form 19 Editor and Publisher.

As Paul said in his Ready Line column, I would like to turn over the *Form 19* to someone with new enthusiasm and ideas for the task. A considerable amount of burn-out, along with some other issues, has made creating the *Form 19* a struggle for me. It has become a 'job' to fill the 9 ½ pages of the printed newsletter with material beyond the meeting notice and the President's column. A few of you have provided articles and material and ideas for development and inclusion – for which I truly thank you.

I'm repeating Division President Dave Messor's message in the first *Form 19* fifty years ago. It defines the purpose of the publication and the Division:

### THE HEAD END

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*Dave Messor*

Today, we have several good publications about model railroading, including one that is free, that we can read on our computers, tablets, and even cell phones. They provide up to date information and show you other modelers' creations. There are 'how to' videos on YouTube and channels sponsored by magazines and individuals. But they provide information only - no personal connection or someone to talk to about what might be best or fun on your layout. The magazine doesn't show up for an OP session.

The purpose of the Division and the *Form 19*, as stated by Presidents Messor and Hoffman, and many in between, is to provide connection and increased enthusiasm and enjoyment of the hobby among members of the Division. That only comes with some sort of participation.

As I serve as 'Editor Emeritus' I will be making some changes and hopefully connecting with individual members to provide more Division 'flavor' to the *Form 19*. But I'll be looking for someone to step up and become the new leader of a publication that has a remarkable fifty year history. And I'll be looking for your contribution.

## Upcoming Events

Dick Elwell's Hoosac Valley Railroad  
Friday, 27 October — 7 to 9 PM

Upstate Model Railroaders  
Friday, 17 November –7 to 9 PM  
Election Meeting



## Repeating the Basic Plan:

We're going to have to divide into two Groups- A and B (creatively enough), that will hopefully be of similar sizes. Group A will start at Fred's from 10 AM to noon and then head to the Ground Round for lunch from noon to 2 PM. After lunch Group A will go to George's from 2 to 4 PM. Group B will start at George's from 10 AM to noon and then head to the Ground Round for lunch and then will go to Fred's from 2 to 4 PM. *Times are approximate, of course!*

By the way, Fred asks that everyone try to arrive 15 minutes early, if possible, so the operating sessions can start on time. It takes a while to move a 50 car coal train.

In order to make this work with a minimum of confusion and crowding, the two groups should be about the same size. Remember, ops sessions need a certain number of people. So -

### RSVPs Required!

It's very important that you contact Irwin Nathanson in advance with your preference for either Group A or Group B. This is especially important if you plan on carpooling so that everyone in the carpool is in the same group.

Please RSVP to Irwin no later than September 9<sup>th</sup> (one week before the event).

You can contact him at:

Work/Home: (518) 668-9892 (leave message if needed)

E-Mail: [irwindnathanson@fastmail.fm](mailto:irwindnathanson@fastmail.fm)

Snail mail: P.O. Box 356, Diamond Point, NY 12824

*No matter how you contact him, it's important for you to give Irwin your phone number; he might need to get back to you to move you to the other Group in order to keep the numbers more or less balanced. If you don't hear from him, that means you're confirmed for your Group selection.*

Now, how to get where we want to be - **Driving Direction**

**Fred Gemmill's:** 116 Sunnywood, Chazy, NY 12921, Phone: (518) 846-7801

Take I-87 to Exit 40 (Beekmantown-Point Au Roche). Take right turn to Route 9 (see sign). Go to flashing light at Route 9 and turn left.

Go 3.3 miles to Dunn Road on right and turn right.

Go to stop sign at Lake Shore Road and turn left.

Go 1.1 miles to Sunnywood (American Flag on power pole) and turn right.

Go to "T" at end and turn left.

116 Sunnywood is the first house on right past the tennis court on left. Look for Crossbuck and H-B Division sign. Park where marked, overflow park at tennis court (not on it).

Your GPS unit or cell phone mapping app should have no problem getting you there



**George Bissell's:** 3206 Route 9, Peru, NY 12972

Phone at this location is: (518) 409-7842 (Home number: 518 563-0994)

I-87 to Exit 35 turning onto Rt 442 towards Route 9 (see sign).

Proceed east approximately 3 miles to Route 9 and turn right (south).

Proceed approximately 1/4 mile. Radio Station is building on left after curve.

**Lunch & Division Meeting:**

Lunch will be at the Ground Round in Plattsburgh. We have a private meeting room booked so please look for us when you arrive.

Complete menu will be available, including some vegetarian choices. Ordering and payment will be al la carte, "Dutch Treat." See:

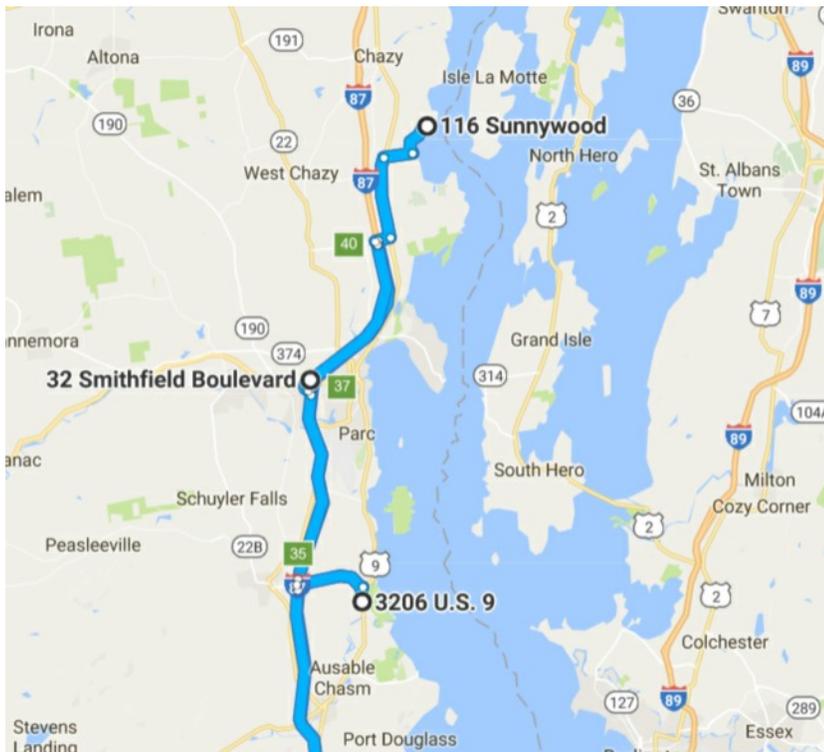
<http://www.groundroundplattsburgh.com/Menu-Items>

You should budget about \$15 for food, tax and tip.

**The Ground Round** is in Plattsburgh, between George and Fred, at I-87 Exit 37:

32 Smithfield Blvd.  
Plattsburgh, NY 12901  
Phone: (518) 561-289

Take I-87 to Exit 37. At end of ramp (Intersection with Route 3), turn right. Go to second light (Smithfield Blvd) and turn left. Ground Round is about 300 yards on right.



The map to the left is for general reference. But it does shows you that the Ground Round is pretty well centered between the two layout visit locations and the general nature of the trip.

Your GPS unit or cell phone mapping app will got you to each of the three locations of interest. If you participated in the September 2016 "Pacemaker" Regional Convention, you'll remember that there were no directions to any of the many layouts – just coordinates. And that worked very well – not one complaint.



Here are a few pictures of Fred Gemmill's large and amazing N-scale layout. The pictures and captions were provided by Fred. Not in the pictures are the long straightaway where you get a sense of long a 50-car coal train really is nor the great car storage units that he has. Note the ingenious switch throws on the fascia.



Above: East Jamestown Yard



Above: John's Ceramics in Johnsonville.

Why does the *Form 19* have pictures of a layout that we will be visiting in a few days? To entice you of course. And to give some vial impressions to those who can't get to the layout.



Above: Dakota Grain, Prairie Petroleum, and Acme Box in Johnsville.



Left: Curtis Lumber and Acme Box in Johnsonville. Pembina in the background.



While some of us are 'challenged' to create a single scale layout, George Bissell is one of just a few Division members to have created separate layouts in two scales. George has both HO and O scale layouts in one location and they are both detailed and funtional. Impressive.



Here are some enticing pictures of George Bissell's HO scale layout. Photos by George Bissell. It is a large U-shaped layout with a city, a railyard, industries, scenery and a large, hidden staging yard.

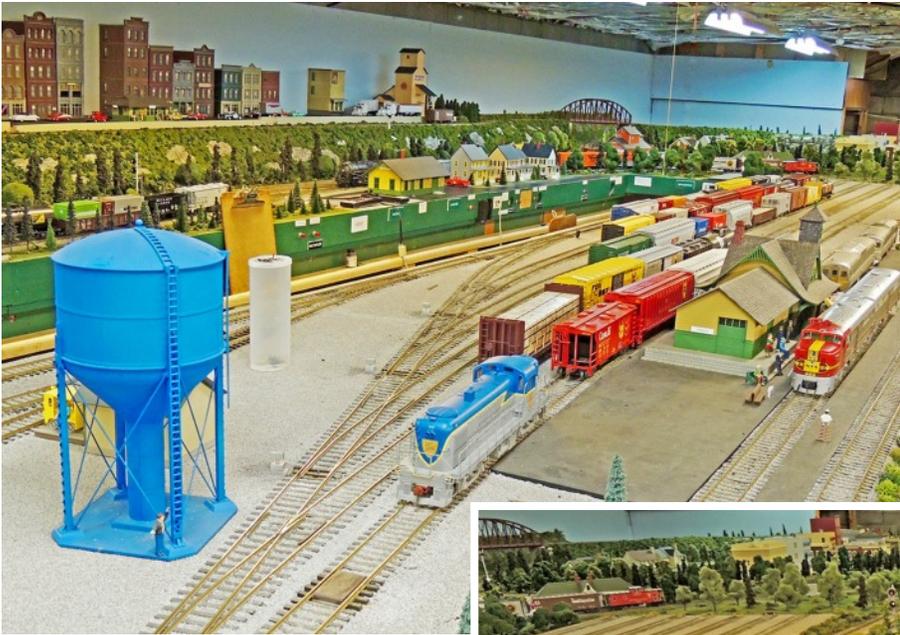
Sharp eyes will see the D&H PA unit in the picture above and the D&H freight unit towards the rear in picture on the right, behind the Santa FE power. Both exist together on George's HO railroad. A really good eye might spot the very unique D&H freight car forward and to the left of that engine.



That is an Archer Daniels Midland facility in the center of the picture to the left. ADM is a world wide (270 plants) food processing and agricultural commodities company with revenue of over \$62B in 2016.

Headquartered near Chicago, it also has its own trucking subsidiary but depends heavily on rail transportation.

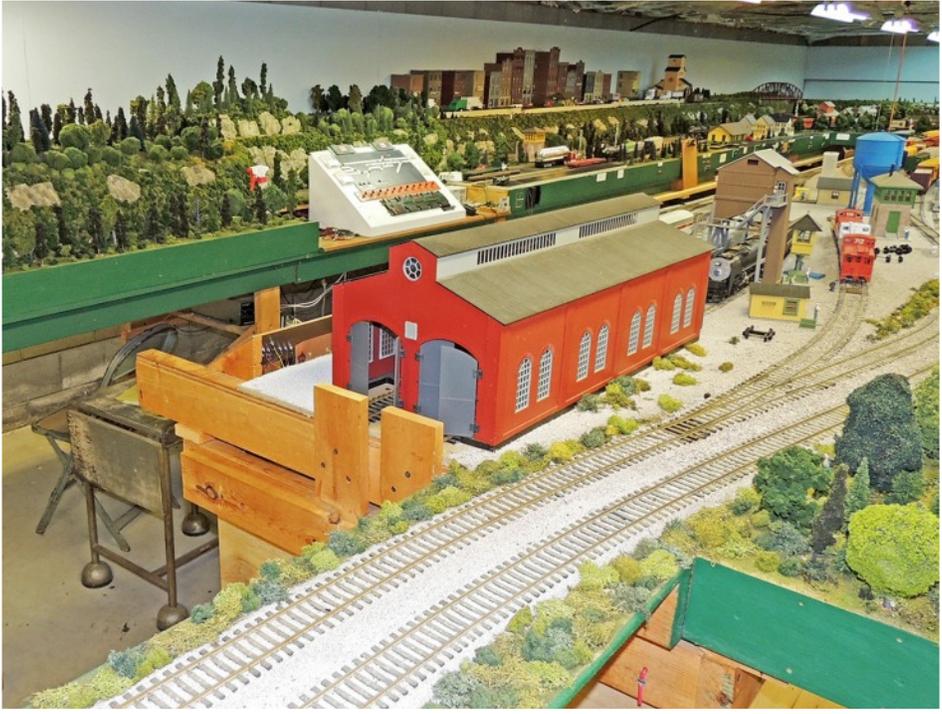
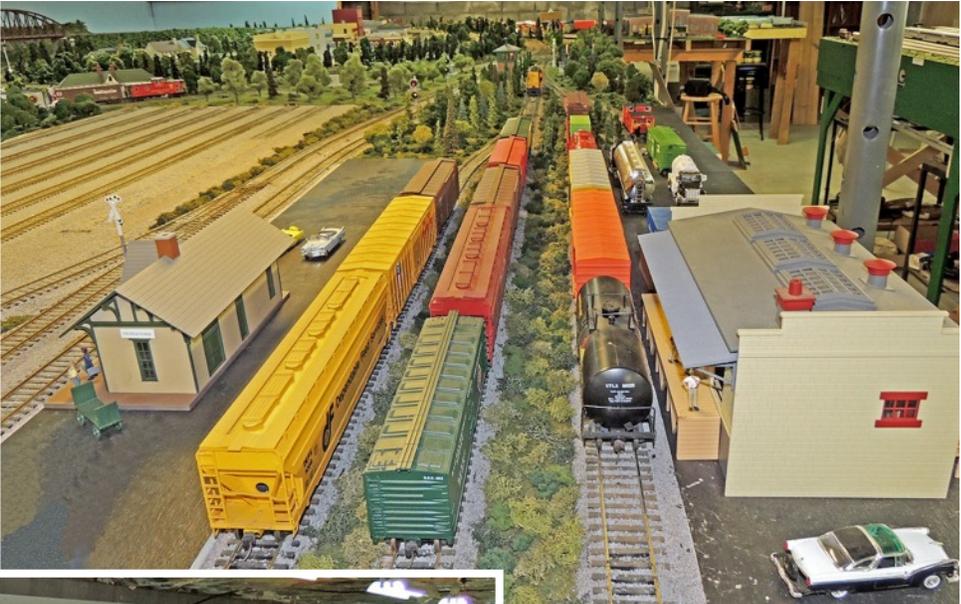
See more pictures in the 'extra pages.'



Here (and in the 'extra pages' of the online version of the Form 19) are pictures of George Bissell's O-scale layout. As you can see from the picture on the left, it is also a U-shaped layout with communities, a rail yard, industries, and both D&H and Santa Fe power. There is plenty of details and scenery throughout. Again, pictures by George Bissell - Thank you, George.

From the pictures above and right, you can see plenty of freight handling facilities and those big, big O-scale cars. And plenty of trees!

How are the operations of an O-scale train different than an HO scale one? That weight **MUST** make a difference.



That is a 'traditional' engine house there on the left. And, yes indeed, that is a steam engine under the cooling tower behind the engine house. And that is a string of cabooses on the track between the cooling facility and the switch tower. Everything neat and clean and fully operational waiting for you on September 16th.

Some time ago the *Form 19* published an article by Bill Doyle detailing a small siding off the CP track in Saratoga Springs across from the Amtrak station used to load crushed stone into open hopper cars. Not much space but interesting detail on a layout.

Here is another 'interesting detail.' In the picture below are two tank cars set up for permanent storage adjacent to a siding. It's farm country south of Center, CO, so it's most likely connected with liquid fertilizer.

The tank cars are not on rail but are on trucks and everything is complete, including couplers. Everything's been painted white. Perhaps a similar arrangement could be used to store propane. Or maybe a car to store and dispense grain at a small feed mill or other processor. What else?



Active through track. Don't know the branch or the railroad.

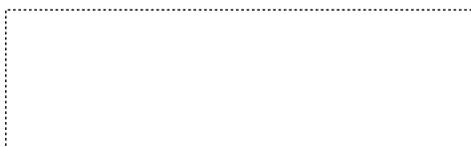
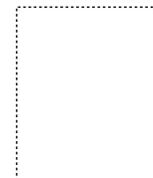
Siding connected to main track at both ends.



See a larger view in extra pages.

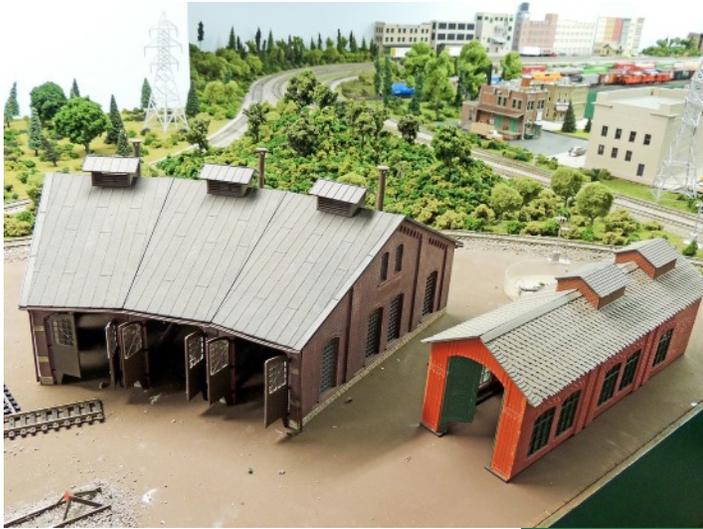
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Additional pictures from George Bissell's HO-scale layout.

In the picture at left you can see that the layout extends far beyond the engine house that was at the back of the yard in the middle picture on page 8. Here there is evidence of another community with rail service and lush, green foliage on lots of trees.



In the center of the picture above is the Farmers Cooperative grain silo, once a common site in the grain growing regions of the US and Canada. With 'modern' trucks and highways, farmers can deliver their grain to larger silos, usually at greater distance than the cooperative's.

Across from the silo there are several engines in D&H livery.

Near the silo are two D&H 'I Love NY' box cars. The 50 boxcars like this that the D&H operated were funded in part by New York State to promote its famous slogan. The paint scheme was chosen to catch the public's eye. To the left is are the loooong tracks of the hidden yard.



Two more pictures of George Bissell's O-scale layout showing some small businesses (left) and the roundhouse and turntable (below) along with the presence of an Amtrak train with a domed observation car. Again, D&H and Santa Fe power side by side. This is one of the delights of model railroading – you can create your layout as you want it.

