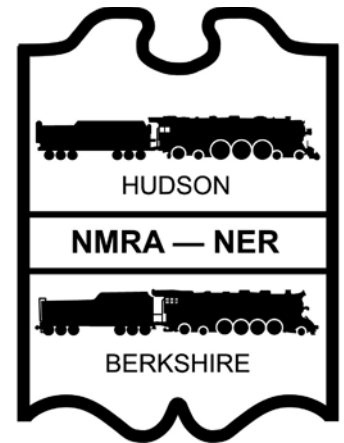


FORM 19

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



Order Number 302

April 2014

Next Division Meeting Friday, April 18, 2014 7:00 P.M.

The New England, Berkshire & Western Railroad

Davidson Hall on the RPI Campus *
Burdett Avenue, Troy, New York

The Hudson-Berkshire Division members will again be able to visit the New England, Berkshire and Western Railroad of the Rennselaer Polytechnic Institute's Model Railroad Society. The Institute's administration is still very much concerned about student security and does not permit any 'open house' type events other than for parents during 'Parents Weekend' each Fall. However, because of the arrangements made for our prior visit two years ago and the strong support and connection to the NEB&W by some of our members, we can visit this very special layout and see the changes that have occurred since our last visit.

And special it is indeed. First, it is a student directed and run operation following plans and ideas set down decades ago and still being followed. This has required considerable research because, even though the layout is not a prototype layout, it is based on the D&H and Rutland Railroads and models various areas of both lines with determined accuracy. Thus the features and structures of the various areas and communities are very good representations of what they looked like at the time chosen for the layout. Secondly, because the layout is in the basement of a dormitory on the campus, it is subject to considerable variations in temperature and humidity. This has required making all structures out of plastic. And these are all scratch built by the students to plans and pictures of the original buildings obtained through research.

This present layout is the fourth since the Society began in 1947. When the Society had to move into the basement of Davidson Hall in 1972, they started over. Only a few structures and bridges of the previous layout were reused. And a layout design and philosophy had to be created to fit into the new space and it had to be done with consideration for the continued work of succeeding classes.

This current layout is set in September 1950 during the steam to diesel transition. The era is the twilight of America's great age of railroading, before interstate highways, jet travel, and the collapse of the Northeast 'smokestack' industrial base. Note, however, that some structures represent ones torn down as early as the 1930 - researched, modeled and installed in lieu of a vacant lot. The NEB&W has been featured in many publications and videos.

* **NOTE** that because of tight security restrictions you **MUST** have your badge to be admitted. There will be security check at the door. If you are a new member or have lost your badge, please contact a Division Officer before the meeting to arrange for entry.

Pictures and more on page 5

Map and directions on page 4

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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 constitutes 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 often start this column with a reflection on the weather and how it relates to modeling. Today, however, I'm just going to say, "I've had enough winter for this year, despite the additional modeling opportunities it offers" There, enough said about this endless season.

John Taibi's presentation on the Adirondack branch was, in a word, outstanding! I'm still amazed that New York Central FA's with up to 150 car trains would wind their way up from Utica to Lake Placid on a regular basis. I know there has been a lot of controversy over this line recently with the trail folks and the rail folks at odds over its future, but speaking strictly for myself, it seems like some sort of a compromise could be reached preserving both the colorful rail history of this route and providing for recreational use too. Far too often we become so polarized that we refuse to see the other side of the argument. Compromise is not about giving in, it's about mutual benefit. Be that as it may, John's presentation was fascinating and I poked around on the internet and came up with some wonderful pictures of the station at Forestport (a personal favorite) and a wiki article talking more about the line's historic and interesting past.

http://localwiki.net/hsl/Adirondack_Railroad_Historic_District



I just love this shot from the Meyer's collection. Although it doesn't show much of the station, look at those vintage clothes and cars. Nice way to dress for a weekend in the Adirondacks!

Members please be sure to meet, greet, and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us! If you are a new member, please introduce yourself.



LEFT: Forestport, NY station as it stands today.

If you lookup Forestport, NY on Maps.google.com or on Mapquest.com you can see that both services display the rail line for the Adirondack Branch complete with sidings and spurs. You can also track it on GoogleEarth.com

See www.townofforestport.org

<http://midyorklib.org/woodgate/woodgate-image-postcard-gallery/> for great pictures

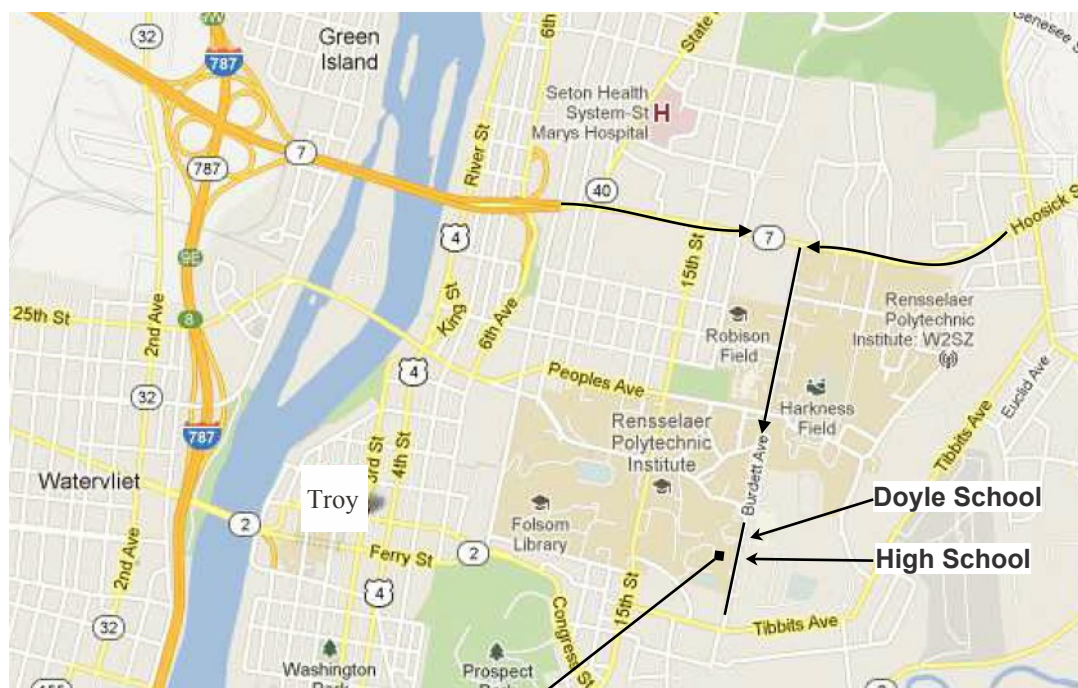
This month we will be visiting the RPI layout. Be sure to wear your name tag. Due to restrictions placed on us by the University (the layout is housed in the basement of an active dormitory) we cannot accommodate non-members for this event, sorry about that. Please contact me if you have any questions on this.

A few announcements, all important!!!!

- **Bus Trip to Steamtown:** Spots are filling fast on the Steamtown trip, as I suspected, don't dally, you may miss out. Sign up forms are on the website here: [http://www.hudson-berkshire.org/?download=Steam town sign-up form.pdf](http://www.hudson-berkshire.org/?download=Steam+town+sign-up+form.pdf)
- **Local rail groups:** Per my request at last month's meeting, I am already starting to receive information on some of our local groups. To recap for those who weren't there. The Division is gathering information on all types of local rail groups, both model and prototype. Our goal is to complete a compendium of information, contact points, locations, addresses, phone numbers, etc. for any and all rail groups in our Division. We intend to help publicize those groups that want publicity by running articles in the Form 19 detailing their activities and stories. Once complete we would like to place this information on our website to help our members locate and get involved with these groups. Ben Maggi is heading up this effort, so please send us any and all information you have or are aware of, for Rail Historical societies, round robin groups, clubs, organizations and anything else you can think of that might be related to railroads or modeling to trains@hudson-berkshire.org
- **Name badges:** Please see me at any meeting to get signed up for a name badge. You'll fill out a short member information form to get the process started and we take care of the rest.
- **Form 19 articles:** Content, content, content!! Be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at gpflgl@nycap.rr.com

As a side note, John Taibi and many of our other presenters and activities don't spring fully formed from thin air! They are suggested by you, the members of this organization. Artie and the rest of the BOD may put the finishing touches on these ideas but they come from you. My point? Stay involved and keep suggesting things! We may not do everything that everyone suggests but your input is incredibly valuable. Remember you get out what you put in and our group is only as good as its members.

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 "inbox" 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.



Directions

Best approach is from NY Route 7 (Hoosick Street) tuning south onto Burdett Avenue

Proceed to area of Doyle Middle School and Troy High School.

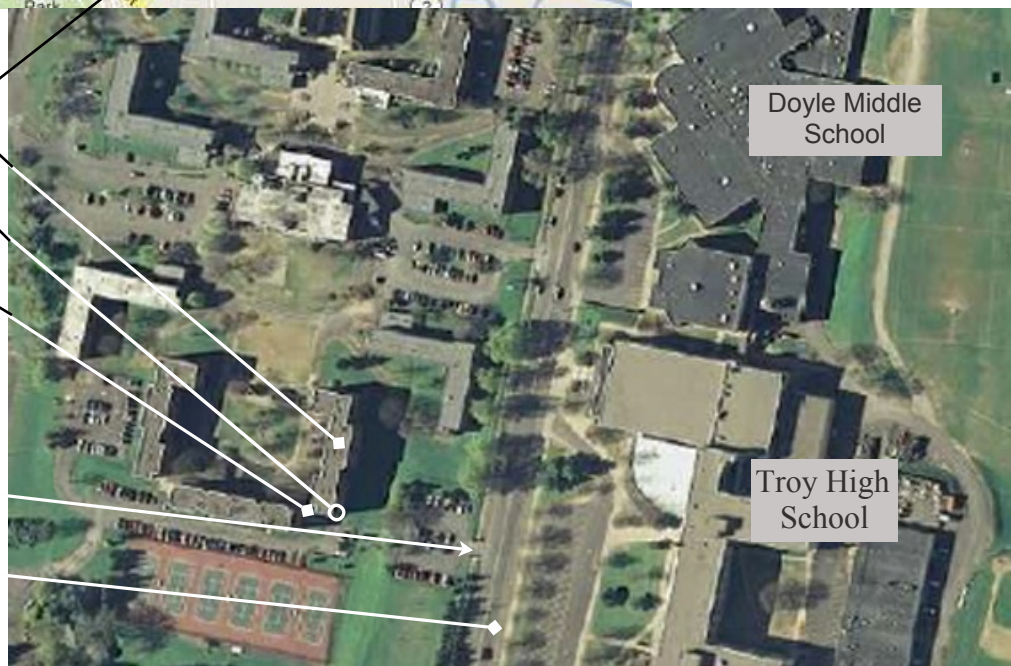
Parking is on Burdett Avenue

There is NO on campus parking

Davidson Hall
Round yellow railroad Crossing sign at front corner
Entrance at rear of building

Access through driveway opening in wall. Walk thru parking area and down stairs to get to door

Burdett Avenue



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Here is a sample of what you will see (or maybe saw in the last visit) on the NEB&W.

This particular structure really is the town hall in Port Henry, New York.

Some students planned the layout to include this community. Others got the plans & maps of it. Others got photos and details of the building. And someone else built it (oh so magnificently) out of plastic.



These two photos captured the attention of the Form19 photographer and Editor as they are such realistic images showing the level of modeling that the students have done.

That is an open hopper car parked in the shadows on the tracks behind the town hall.

Photos by Form19 Photographer.



To the left is a picture of a lumber yard in a small community. The store has various wooden handled tools on display out front and there are items displayed inside the windows, too.

It is a part of the community it serves, sitting there along the tracks. And there is a rail diamond near by - exquisitely done, too.

Again, just a little part of the much larger layout but something that shows the level of planning, research and craftsmanship that makes this and outstanding creation.

More pictures in online Form19

Be sure to look for these and other great scenes during your visit.

Remember, you must have your badge (or make arrangements in lieu of badge) to gain entry.



More items from the NEB&W
Building at right is against the
wall but still has great detail.
Home at left has garden and
flowers on tables inside windows.



Signs on board fence for
Clabber Girl baking powder,
Marfax lube, others.

Tower and Freight bldgs
have detail on the insides that
show up when photos are
brightened.



Scenes from Forestport on the Adirondack Division
To the left is station in winter; people with snowshoes;
all dressed 'fashionably'; snow & icicles



Picture at right has caption "A BUSY DAY IN
FORESTPORT TESTING NEW PAVEMENT"

Those really look like trolleys with track going to right
at end of street. Anyone have information on it?



Puzzler

Form19 staff have asked members of the Hudson-Berkshire Division if the 'PUZZLER' feature should be dropped from the Form19 as the office has not received 'an abundance of answers' to some of the items. The response has usually been, 'Keep it! I like reading the answers.' So we shall. And we will try to provide a bit of interesting background with the answers.

Last month's Puzzler was correctly identified: "The train was built by Pullman to their lightweight *Train-X* design, and was powered by a Baldwin RP-210 Diesel-hydraulic locomotive." The picture last month was, of course, modified by the Form19 art department using the new 'paint remover tool' in our Photoshop software to eliminate the tell-tale '*The Xplorer*' label on the nose of the locomotive. Here is another picture of the New York Central 'Xplorer,' a light weight 'train of the future' designed to bring passengers back to train travel by providing them with modern, up-to-date service.



And one might leave it there but the 'back story' is interesting. And it began in 1944. At that time World War II was going on but it looked like the end might be in sight and many railroads were looking to replace their worn out equipment. The New York Central management was looking ahead to the end of purchase restriction so in March 1944 placed a tentative order with the Budd company for 127 cars for passenger service. In May the company placed orders for another 153 cars with 64 coaches coming from Pullman and 20 aluminum coaches from American Car & Foundry.

In December 1945, with the war over and expectations that things would go back to normal but even better, the New York Central ordered an ADDITIONAL 420 passenger cars (Pullman, 200; Budd, 112; ACF, 108). The railroad anticipated operating its premier named trains with all-new matched train sets from the different vendors. The total cost for the 720 cars was \$58.9 million and deliveries would continue into 1950 as material became available. But riders did not materialize and, as cars and roads and planes developed, NYC ridership dropped 32% from 1948 to 1951. By the time the later deliveries arrived the plans had completely changed – passenger service was creating a \$55 million a year deficit. Regulatory agencies would not permit the railroad to eliminate or reduce train service.

Enter Robert R. Young, a very vocal proponent of rail passenger service and, in 1946, Chairman of the Board of the C&O Railroad and a stockholder in the NYC through the C&O's parent corporation. In 1946 young had directed the C&O to place orders to replace all of its passenger cars. By 1948, the C&O had become acutely aware of the 'new reality' of less ridership and canceled most of its orders. But Young still believed that the loss of ridership was mainly the railroads fault for not providing modern services in rail travel. So he worked on the idea of a light-weight, fast train.

He also worked on the idea of getting control of the New York Central and turning its finances around through 'proper management.' And so, after several years of very public criticism and letters to the stockholders, Robert Young 'won victory' at the May 1954 stockholder's meeting, defeating NYC's President William White and the Board of Directors. Young took over as Chairman of the NYC on June 14, 1954. On June 15th he was shown the papers to place the Central into bankruptcy. The railroad was insolvent.

But with some drastic and immediate changes the NYC averted filing the paper. Young installed Alfred Perlman as President of the NYC and together they worked to change the financial picture. When it started to look better, Young was able to return his focus to the design of a new passenger train – Train X. Working with Baldwin (primary contractor) and Pullman the train materialized as 'The Xplorer' in late Spring 1956. The train had low center of gravity cars, single axle suspension for each car, and the low, sleek RP-210 Baldwin-Lima-Hamilton engine (the last locomotive that Baldwin would build).



Continued next page

The train cars were designed by aircraft engineers who had been hired after the war and were used to light weight (and high maintenance) design (of airplanes). The engine was low with a diesel mechanical-hydraulic propulsion. Note that long looking front truck. It was the sole power truck with a wheel base of 15 feet, 24 feet total length, and weighed 48,000 lbs. It had an 11,000 pound Maybach (German) 12-cylinder, 1,000 hp diesel rigidly mounted to it that was coupled to a 4,000 lb 4-speed Maybach mechanical-hydraulic transmission driving the two axles. It was designed for speeds to 120 mph. It also had an 8-cylinder Maybach diesel on board the chassis to drive a generator for head-end power.

In late Spring 1956 the train was put into daily Cleveland-Columbus-Cincinnati service in addition to the normal trains. The single axle per car suspension, designed without computer simulation and analysis by engineers not used to rail joints every 39 feet, made the ride harsh, violent and unacceptable to passengers who often got motion sickness (as did the crew on occasion). And those joint impacts had worse effects on the engine and transmission. Problems were so frequent that the train usually ran with an on board mechanic. Compounding the problem was that the Maybach engine and transmission were built with metric fasteners.

The Xplorer was taken out of service in Fall 1957. It was then used in commuter service in the Chicago area for about two years and sold in 1960 to Jones Tours of South Carolina (James Jones, owner of the Pickens Railroad). It was never put into service and was later scrapped. And Robert Young? He committed suicide while on vacation in Florida in January 1958.

Form19 staff writers used text and information from: "New York Central's lightweight Passenger Cars, Trains and Travel" by Geoffrey H. Doughty (TLC Publishing, 1997) [great book; highly recommended for its pictures inside the great trains]; article on the Baldwin RP-210 in Wikipedia; first person article about riding the Xplorer by Alex Campbell at www.columbusrailroads.com [really

Puzzler

If you have been following the Hudson-Berkshire Division

Facebook page you may have seen the video clip "Gandy Dancers 1973." It is a short (14 minute) 1973 16mm film by Jack Schrader and Tom Burton that features field recordings of work chants of Gandy dancers including songs and chants while aligning and taking slack out of the rail.

Why were these men that worked the track called "Gandy dancers?"

Send your answers to the *Form19* Editor at gpfflegl@nycap.rr.com

From the Editor's Keyboard.

Last month the Division hosted John Taibi as a speaker, telling what it was like to run a freight train over the New York Central's Adirondack Division (Utica to Malone) in about 1954. Members and non-members were treated to an exceptional presentation which featured photos taken by Bob Morgan, a New York Central engineer who worked out of Utica and northward on the Adirondack Division. Mr. Morgan's slides were left to the Utica & Mohawk Valley Chapter of the National Railway Historical Society and John Taibi used them and his own research to relate what the trip was like in such a way that one might have thought that he (John) had done the run the previous week. But it was 60 years ago. The meeting had fifty-four people in attendance with individuals from as far away as Kingston and the Lake George area. A special thanks to Mr. Taibi and to the HB members who worked to make the meeting possible.

No mention has been made of what it was like to operate on the Adirondack Division in Winter. Forestport, NY, mentioned by President Hoffman in his Ready Line column, is just a few miles southeast of Booneville, NY, infamous for its total annual snowfall. Big Moose, NY was the highest point on the entire Central System and the hill into it sometimes required a helper in days of steam.

Because last month's talk was on the NYC Adirondack Division and next month the Division has arranged an open layout visit to Henry Propst's NYC Mohawk Division, we threw in the Xplorer picture as the *PUZZLER*, not knowing much about it when we chose it. It wasn't until we started to do some research on it to 'flesh out' the answer for this month's issue that



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we began to grasp the much more complicated story behind the Xplorer that we have brought to you this month. And it wasn't until a few days ago, when reading a book about the New York Central, that we came across the explanation behind this month's *PUZZLER*.

Following along on the New York Central theme, it was on April 2, 1863 (201 years ago) that the railroad was chartered by the New York legislature. It was formed by Erastus Corning, owner of the Mohawk Valley Railroad (which existed only on paper) convincing the five railroads between Albany and Buffalo to merger. With that agreement and the charter, ten lines merged in May 1853 to form the New York Central. Ten years earlier the rail trip from Albany to Buffalo took 25 hours by rail; soon that would be just twelve. This is just twenty years after the first railroad, the Hudson & Mohawk, had begun operation with 'The Dewitt Clinton' engine and stagecoach cars.

John Tyndall, Sr., who gave us a presentation on Gatorfoam, has an article in the April issue of *Model Railroad Hobbyist* about the use of the unique properties of Gatorfoam board for the construction of control panels.

Model Railroad Hobbyist is a free publication available online at www.model-railroad-hobbyist.com

Since it is an online publication it includes videos of products and techniques. The magazine can also be downloaded, with or without the embedded videos, for reading on your computer, laptop or notepad.

In the same April issue the author of the DCC column writes:

"I see and get a lot of questions about DCC compatibility, so let's spend a bit of time talking about it. First, there are NMRA standards that are based upon Bernd Lenz' basic patents. I'm going to talk about DCC components that conform to NMRA standards. If they don't conform, all bets are off. Many components conform but are not certified. A list of tested and certified components is available on the NMRA web site nmra.org/standards. But just because a component is not listed doesn't mean that it doesn't conform. It may not have been tested."

It may be worthwhile checking for conformance and behavior before you invest in a DCC item.

Has your article been published? If so, please notify the *Form19* so that we can give you recognition for your achievement and so that other members can benefit by reading what you wrote.

Welcome New Members

New members will be listed
in next month's issue

Upcoming Events

May 17th - open house at Henry Propst's
NYC Mohawk Division

June 21st - Bus trip to Steamtown

Next month's issue of the *Form19* will include information on the 'open layout at Henry Propst's and finalized information on the June bus trip to Steamtown.

There has been a lot of pictures and chatter on the internet and in railroading publications about just the moving of UP Big Boy 4014. This will be your opportunity to see one 'up close and in person.'

Of course, you will want your picture taken with it.

Model railroading continues to change. DCC is very popular and is becoming the standard for operation, but it is not stagnant. New features and technology are being added all the time. One of the more recent items is the addition of a capacitor pack to decoders to maintain power through switches and other areas where an engine might otherwise have difficulty. There are now battery packs that can be added or are built in which, coupled with radio control, eliminate the need for signals through the rails.

Have you tried some of the advanced technology? Do you use JMRI for computer control of your railroad? Have you tried a static grass applicator or a foam sculpting tool that worked well - or worked poorly?

The *Form19* is a good place to share your knowledge so that other members can benefit from your experience. Talk to the *Form19* Editor or photographer at the next meeting. Or send an e-mail. Phone call. Letter.



The Forestport train station. From this & other pictures here in the *Form19*, you can see that this Adirondack rail line at one time carried a lot of people and was a popular travel mode to popular destinations



The Xplorer in the Columbus, Ohio train station in 1956. You can see how low it is with comparison to the people along side.

The coupled suspension system with the streamlined bellows enclosure.

The stewardess. Note the low step and floor height.

A lot of effort to stem the tide of huge financial losses being incurred by the railroads which were not allowed to reduce or modify service schedules until it was too late. As if someone were trying to put them out of the passenger business.



Left: The sign on the apartment building says “Barker Brand Linen Collars and Cuffs”

Below: The underpass is so well weathered.



A country train station
Is that a chain drive Mack truck back there?



The bottom line - of the signs on the side of the building says:

The "Sturdy" Stutz, Apperson & Marmon Automobiles

A really nice diamond by the lumber yard



The Chateaugay Farmers Cooperative

receiving and shipping goods by rail