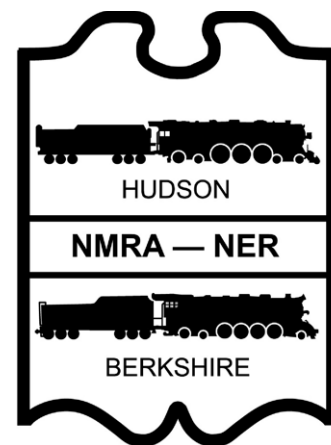


# FORM 19

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



Order Number 319

April 2016

Division Meeting Saturday April 23<sup>rd</sup> 10:00AM to 2:00 PM.

## On Creating a Craftsman Structure Kit

Paul Hoffman's 'Office'

128 Woodfield Blvd

Mechanicville, NY

Be sure to see map on page 3



The XO Tower from CH&R Structures Unlimited is scaled from actual drawings. It features laser cut acrylic brick work and concrete base sections with laser cut basswood upper section (and is also sold out, sorry).

This style of tower was also used on the NYC system in various locations.

See the extra pages for comparison to actual XO tower as in March issue of *Form19*.

Division Past President and long time modeler Paul Hoffman will be presenting a clinic on creating a craftsman structure kit. This is significantly different than creating a structure from a kit, obviously, or from scratch, maybe not so obviously. He will discuss the five phases of the process of constructing a kit to be offered for sale.

The processes are research, design, prototyping, manufacturing and packaging and sales. All of these steps have an effect on three other important issues – cost, profit and time. Paul will discuss some of the business issues of being a kit manufacturer and give some insights into the wholesale end of the hobby. Now the hobby stores and dealers are customers. And selling your product needs to produce happy satisfied customers for them – not just a sales opportunity for the manufacturer.

During this meeting you can expect a PowerPoint presentation (how could it be about business without one), a question and answer period, and a demonstration of the laser system that Paul uses to produce the accurately cut parts – that are supposed to go together easily and become the basis for fantastic results.

So come and join the many other members of the Hudson Berkshire Division who will be there. This is not a layout visit. You will not be pressured into buying a craftsman kit. You will have a good time, as always.

[www.hudson-berkshire.org](http://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 Division Point By Artie Krass

Our last meeting at Doug Dederick's house was well attended – we had over 40 members visiting the N-scale Kalispell Division including a number of new members and prospective members. We had the opportunity to run some trains while admiring the track work, wiring, scenery and structures that have gone into making the Kalispell Division an impressive layout (and it is still under construction!). I find that it is always a learning experience visiting layouts as I get to learn new techniques or see known techniques put into practice. I have on many occasion re-engineered, if you will, aspects of my layout (The RTK) which is under construction based upon things I have learned from visiting other modeler's layouts. That is why we try to schedule monthly Division meetings at member's homes when we can. I realize the prep work that goes into hosting a meeting can be just that – work – but I have also heard from many of the hosts that it also became an incentive to 'get some things done' that they have been putting off. Bottom line, I encourage you to think about hosting, as after all is said and done, I believe it turns out to be a rewarding experience for all.

Registration has begun for the Pacemaker Convention! The April-June issue of *The Coupler* (which you can view and download from the NER web site – ([www.nernmra.org](http://www.nernmra.org)) includes the Registration Form for the Convention on page 10. The same goes for the printed edition of *The Coupler* that you may have recently received in the mail. In addition, by the time you read this there will be a link on the Pacemaker Convention web site ([www.hbdpacemaker.org](http://www.hbdpacemaker.org)) to the NER on line Registration Form (this is the first year that the NER has provided a way for you to register and pay on line) and a link to a PDF version of the Form that you can fill in, print and mail in. There will also be links on the Division web site ([www.hudson-berkshire.org](http://www.hudson-berkshire.org)) for the same. I strongly encourage all of the Hudson-Berkshire Division members to think about attending the Convention come September. I think that you will find that there will be plenty of activities during the Convention to keep you busy – and again I urge all Division members to take advantage of the Convention 'being in our backyard' and attend.

Spring has sprung – that is if you ignore the 5 inches or more of snow we got last week! Contrary to what I often read in magazines and on line I personally tend to get more done on my basement railroad during the non-winter months. However if you are one of those folks who get more done in the winter how about sharing some of those accomplishments with the rest of us? Why not take a few minutes to take a few pictures of your latest endeavors and send them along with a brief paragraph or two to the *Form19* editor Bert Pflegl for publication?

On Saturday April 23rd from 10 am to 2 pm we will have our next Division meeting at the home of Paul Hoffman. Paul will give us a talk and demonstration of what is involved in creating a craftsman structure kit. Look for more information in this edition of the *Form19* and hope to see you there.

The Pacemaker Convention Co-Chairs – Kevin Surman, Bill Doyle and Jack Cutler – have been hard at work organizing and coordinating all of the behind the scene tasks necessary to host a successful convention. You can see the results of some of these efforts in the current edition of *The Coupler* as described in the article by Bert Pflegl and Bill Doyle. Thanks guys! And in the coming months





the Pacemaker Convention Committee will be reaching out to other Division members for their help before and during the days of the Convention at the Desmond. Please volunteer to help if called upon to do so – thanks.

Enough said for this month – happy modeling!

*Artie*

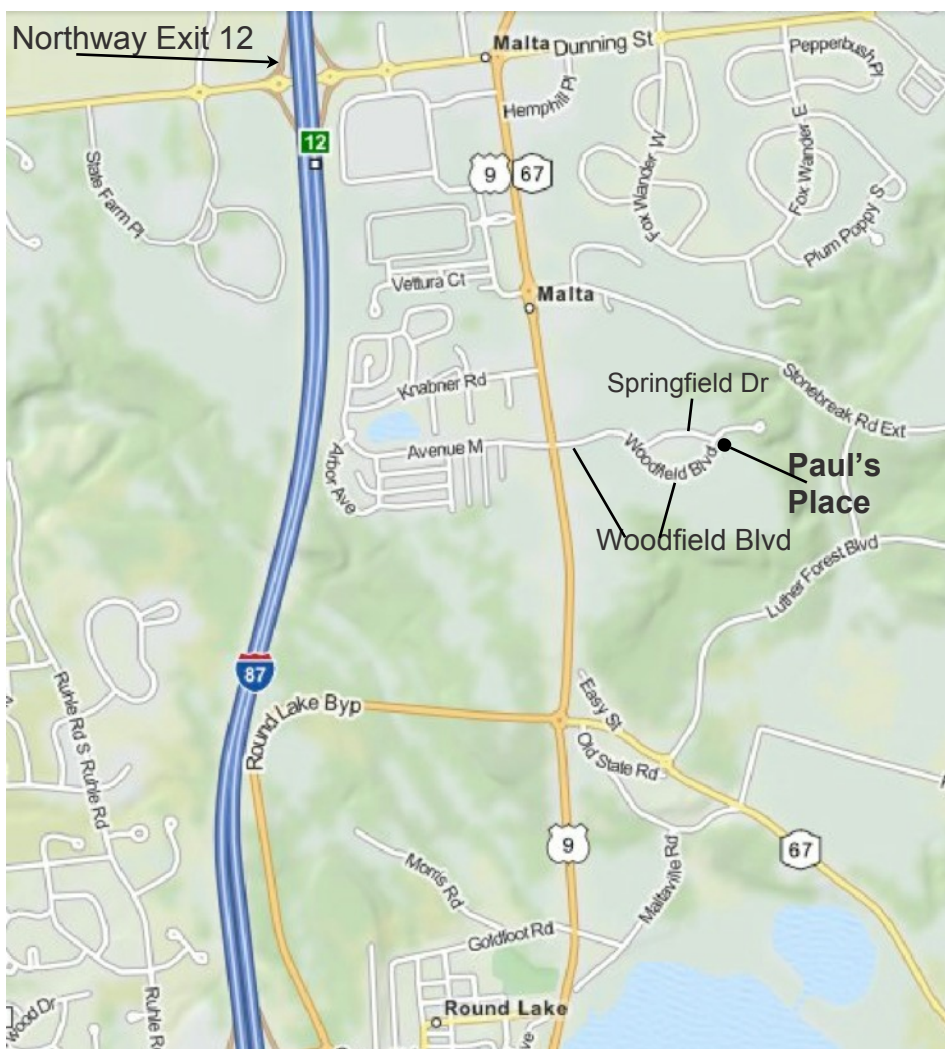


## Hudson-Berkshire Division NMRA

### Treasurer's Report

April 2016

	Checking & Savings	Toys for Tots
Balance on 12/31/2015	\$ 18,523.88	\$ 367.77
Total Income	\$ 4,104.09	\$ 630.18
Total Expenses	\$ ( 1,950.65)	\$ ( 0.00)
Balance on 3/31/2016	\$ 20,677.32	\$ 997.95



### Directions to Paul Hoffman's Home or 'Welcome to the world of roundabouts'

Paul lives at 128 Woodfield Blvd, Mechanicville, NY although you can't get to his house from Mechanicville. You have to go to the Malta, NY area. And you have to go through roundabouts\*.

From Northway Exit 12 (Malta) head east to Route 9 and go right (South). Woodfield Blvd is the 3rd street on the left. You will go through four roundabouts.

From Exit 11 (Round Lake) go east to the roundabout and then take the 'Round Lake Bypass' to Route 9. At the roundabout go  $\frac{3}{4}$  way around to Route 9 north. Woodfield is the first street on the right over the top of the hill.

Woodfield Blvd starts as a divided street and becomes two-way farther in. Number 128 is on the right, across from the end of Springfield Dr.

\* A 'roundabout' is a small diameter traffic circle designed to test your cars suspension and steering. They are very popular in England - like warm beer.



## Essential Tools

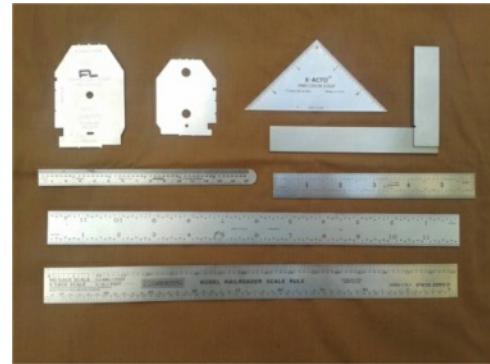
Bob Hamm, MMR

Good tools, sharp tools make my hobby work faster, better, and more enjoyable. In fact I won't start a particular project without assembling the tools I need to do it properly. In my case, the issue is exacerbated by my being a snow bird. I'm here in Sarasota for six months and Saratoga Springs, NY for the other six, and memory being what it is I'm likely to leave a few essentials behind which ever direction I'm headed. So I decided to define what I consider to be "essential" tools and acquired a second set, so I can leave one set here and another there. This may differ from what you need based on your time in the hobby, your degree of interest and a bunch of other reasons, so let's talk about how and what my essential tools are used for and maybe that'll help you decide.

Knives - X-acto knives are the standard of the hobby. They're readily available, inexpensive, and have replaceable blades although re-sharpening is very easy. I include three: two with the small handle, an aluminum cylinder about 5/16" in diameter. One has a no. 11 blade which is very pointy while the other has a small chisel point blade, a no. 17. The former is used for so many things I can only begin to list them, scrapping, cutting, slicing and so on. The chisel point is great for well chiseling and getting under things to pop them off. It's good for helping to cut out window openings in structures etc. I also keep a larger chisel point blade, no. 24, in a 7/16" aluminum handle for larger jobs. There are other X-acto handles; I use the larger hexagonal handle for razor saws once in a while. Another indispensable knife is the single edge razor blade. They are the sharpest of all the blades, and I use them for clean cutting of sheet stock and strip wood. I do not try to re-sharpen these; instead I buy them by the 100 ct and throw them away when dull. Finally I keep a pair of small but sharp scissors in the kit.



I re-sharpen my X-acto blades using a Smith brand diamond sharpener, and I consider it one of my essential tools. My favorite is small, has a set of carbide blades set at a sharp angle through which you draw the blade to rough sharpen it. Then there is a diamond impregnated surface over which you draw the blade to finish the job. Works great! Now to dispose of blades and razors, do not throw them in the trash directly. Put them in a plastic jar with a screw cap and throw that away when it's full (for me about every ten years).



Scales, Squares & Gauges - Measuring stuff is an important part of "scale" model railroading. The most basic thing we use is a scale, aka, "a ruler". I keep six inch scales graduated in fractions of an inch. This is a handy size. I also have several twelve inch scales and finally a special scale rule which has graduations in HO scale, O scale, N scale and sometimes others, so you can measure say a HO building. This is important if you are building from prototype plans or plans of full size, real life buildings.

Speaking of building structures, making sure things are square or plumb is important. For that, we often use a small square or a device with two rectangular blades (dull this time) accurately secured at a 90 degree angle with each other. One blade is thicker than the other, so it can be brought up to the edge of a sheet while the other rests on the sheet, so you can draw a line "square" to the edge. Sometimes the thinner blade can slide in the other. This type is called a try square.

Track gauges are also essential to the hobby. I think the NMRA type track gauge is the most useful, and I have one for HO gauge and another for HOn3, which is HO scale 3' foot narrow gauge. There are others for O, S, N and Z scales. These gauges measure the gauge of the track or the distance between the inside of the railheads and are useful for several other critical dimensions including the spacing of the wheels on cars and engines as well as some of the key elements of track switches. Use these for detecting or pinpointing problems with cars or the track





when derailments occur. Some other important gauges just below the level of essential include dial calipers for highly accurately measuring the length or thickness of an item.



Tweezers & Pliers - Both are designed for holding stuff; tweezers small things and pliers larger items. I keep three kinds of tweezers in my essential tools: large straight pointy, slightly smaller and very pointy and finally some with a rounded tip. I use the large point kind for picking up small to medium parts. However, when I don't want to risk poking a hole in something, I use the rounded tweezers. Nothing particularly noteworthy about my selection; they just feel comfortable to be me and have become my favorites over the years. Some folks like tweezers that are bent at the end. This bend allows you to get close to a surface without bumping it with your fingers. Choose several kinds that are comfortable. Avoid those that take a lot of force to close. Subtle pressure is all it should take.

My favorite pliers are miniature needle nose pliers with a short but very fine tip. There are some pretty nice ones available for beading, jewelry and similar fine crafts. Sears also makes a nice pair of small needle nose pliers with black plastic handle covers. I have several of those as back up. Like tweezers these small pliers are used for holding or manipulating parts. However, some have special purposes. I have one that has little grooves in the tip for holding offset track spikes. Yes, we sometimes use miniature versions of real track spikes. I have another kind for removing spikes and yet another to tighten rail joiners. I made the latter out of a pair of the Sears black handled pliers. More on these specialized tools later, but they are essential to me for track laying. There are several kinds of cutting pliers that are essential to the well equipped modeler. One pair are side cutters and is the mate to my favorite green needle nose pliers. It is used

for cutting small, soft wires and other soft materials. Only use them for brass, copper or other soft materials; cutting steel or any other really hard material such as piano wire (hardened steel) will immediately dull them, so don't do it, even once. Sears has a small set of comparable size to the black needle nose pliers that are pretty useful. I also have a pair of special cutting pliers called flush cutting pliers for cutting rail, which are heavier duty than the others and have a special grind so that they cut the rail square.



Files, Wire Brushes and Sanding - These devices are used for smoothing, cleaning and shaping. I have a number of different files. For general work I use an eight inch long, single cut bastard mill file. Its size allows relatively long even strokes for smoothing sharp edges on rail and other metal parts. A set of fine jewelers file is also important. I keep a few course files but most have a fine cut. These come in various shapes to allow for specialized shaping. Round, triangular, square, flat, oval are very useful.

Wire brushes are quite useful for cleaning parts particularly getting off paint, scale or other crap. I have several brushes that look like king size tooth brushes, about eight inches in length with 1 1/2" long bed of stainless steel or brass bristles. Both kinds are quite useful. Pencil-like brushes are also in my kit. This type is much smaller and has a small bundle of bristles that are fed through a hole in the tip of a handle by turning a knob at the other end. They are used like a pencil eraser and come with stainless steel, brass and fiber glass bristles.

Sanding is an essential part of model building for preparing strip and sheet wood to construct cars and structures, for cleaning painted rail, and fine shaping of small parts, I also use sand paper for many of the same applications as files, but is generally used more to smooth rather than shape a surface. I use a grit as low as 220 for rough sanding but more often 320, 400 or even 600 grit



for very fine finish. Emery boards are useful as well and provide a ready tool for your kit.



Drilling Tools - I drill a lot of little holes; sometimes for routing wires from under the table to connect to the track on the top; sometimes I drill holes in cars and structures to mount parts. If you model old cars, they are likely to have grab irons instead of ladders, and these seem to require a gazillion holes.

You may have a set of drills for general repair. These are likely to be fractional drills, 1/4", 1/8" and so on. There are also numbered drills. These have a finer gradation and more useful for the hobby. There two sets: 1-60 and 61-80. The former starts at just under 1/4" in dia. and goes down to around .040" or just bit larger than 1/32", while the latter continues the series going down to .0135" which is a little more than a scale HO inch; pretty small. That's the range of the holes I drill for those pesky grab irons. Now for larger sizes, use your electric drill motor; for small and very small sizes, I often use a pin vise. This is a neat tool that accepts small drills in a collet. You hold the tip in your fingers and rest the other end, usually with a rotating end, in your palm and turn the pin vise and the drill by hand. Takes a little longer but gives you better control. That's how I do those grab iron holes.

Now there are a couple of essential tools that go along with drilling holes. One is a center punch, like many hobby tools a really small one, which goes along with a small ball peen hammer. I also have a small scribe with a very slender point which I use for poking holes or as a center punch in soft material.

Miscellaneous Tools - Lot's of tools could be added here, but I'll restrain myself and include other tools when they are needed for specific projects in later clinics. Two however are pretty universal: a self-healing cutting pad and a mechanical pencil.

## Welcome Aboard New Members

We do not have any new members to report this month, but be sure to greet anyone who looks like a new member and make everyone feel welcome at our meetings and activities.

## Upcoming Events

May Meeting - The NMRA Achievement Program presented by the NER AP Chairman, Bill Brown

Sunday to Sunday - July 3rd thru 10th - NMRA National Convention, Indianapolis, IN

Thursday, Friday, Saturday and Sunday - September 15th thru 18th - The Pacemaker Convention -Desmond Hotel & Conference Center, Albany, NY

Please note that, once again, we do not have a date for next month's meeting. Arranging for meeting space/location has been somewhat of a challenge.

We will let you know when the location and date are set.

## Regarding the March Amtrak Derailment

The engineer of the eastbound Southwest Chief noticed a significant bend in the rail and applied the emergency brakes before a passenger train derailed in western Kansas shortly after midnight March 14th, an official said. A runaway truck that had delivered farming supplies had rolled free without a driver and damaged a section of track at the site of the Monday derailment of the Amtrak's train, say local law enforcement investigators. The train was traveling 75 mph.

Amtrak has filed a federal lawsuit against a southwest Kansas feed yard, accusing it of gross negligence in relation to the train derailment that injured 28 people. In the suit filed April 9th by Amtrak and BNSF, the plaintiffs allege Cimarron Crossing Feeders failed to notify the railroad or law enforcement after one of the company's trucks slammed into the railroad road bed and displaced the track by more than a foot.





**The Chester and Becket Railroad** In the February 2016 issue of the *Form19*, we brought you some pictures of a layout on display at the 2016 Amherst Railroad Hobby Show in Springfield, MA. And we said that we would bring you some more pictures and information about this very unique layout

Through the kind efforts of of the show director, the *Form19* was able to contact Mike Tylick, MMR, who is one of the principles in the construction of the display.

As he wrote, "... the layout was started by a few of us; Steve Morrill, Leon Wasiak, John Sacerdote, and myself. We all knew each other and had worked on several projects together for various custom model railroad builders. So we decided to build something for ourselves. F scale seemed a way to do something different."

Additional contributors to work on the C&B include Steve Erickson, David Kiley, and Peter Higgins.

Continued next page



The industries on the C&B layout are based on those that actually existed in Chester, Mass. The C&B was originally built to serve a quarry in Beckett, Mass up a steep hill with several switchbacks. The cars are again Bachmann, again repainted by Steve Morrill. The pole crane and the compressed air and water system were also built by Steve, the stone drills and shed by Mike. The figures are from Woodland Scenic and reworked by Leon Wasiak. The stonework is made from foam insulation which was painted white, sprayed with India ink and alcohol, and sprinkled with granite dust. The stones that extend out into the fascia were made from wood for durability; skim coated with ceiling plaster, and finished the same way.

The Chester and Becket RR's Shay is returning trough a tunnel from the quarry the railroad was built to serve. There was a time when stone was a basic building block (no pun intended). - Editor

The Shay leaves a tunnel. The prototype C&B had none (Shay) and was standard gauge, but we felt free to change what we liked. Portal made from individual cast stone by Michael Tylick.







That benchwork is in six two-foot by eight-foot section. It was built following lightweight techniques as the men had decided that this would be a display to be set up at various shows. Each of these sections was built at Mike's home in Sturbridge, MA and then transported to John Sacerdote's home in Connecticut where he did the trackwork and initial wiring. It is all hand spiked with tie plates and the drop wires are embedded in groove cut into the underside of the rail at the appropriate points. John Sacerdote, by the way, was the director of this year's Amherst Railroad Hobby Show .

Learn more about this amazing creation as you read the captions (by Mike Tylick) for each of the pictures. Photos are by Doug Scott. Mr Tylick also does business as Rail Design Services ([www.raildesignservices.com](http://www.raildesignservices.com)), has published many articles on model railroading, and serves as a judge for NMRA activities.

Our thanks to Mike Tylick and Doug Scott for providing all this to the *Form19*.



The Bachmann shay has had some detail parts added, painted and weathered by Steve Morrill. The decals were printed on an Alps printer from their own artwork which was inspired by parent New York Central (Boston & Albany). Woodland Scenic figures.

There is a vise attached to the front walkway, a tool carrier, a screw jack, some chain and a long breaker bar. The crew is prepared for work. No 4 is on track behind the engine house. - Editor

The Shay, above, is just to the left of the crates in the picture at the right. - Editor

The engine house at Chester was scratch built, board by board, by Michael Tylick, following a generic design taken from an old Model Railroader article by Jim Findlay. Windows were laser cut. Vehicles are diecast models. The distant factory was made from leftover parts from an HO scale Walthers Water Street Warehouse. It is less than a foot from the rear of the engine house.







The Porter (right) is another Bachmann product Steve finished. Boom crane and loading dock was scratch built by Michael Tylick. Oil drums are Crow River castings. All track is hand laid on hand cut ties with code 148 rail by John Sacerdote.

Corundum and abrasives were another industry that prospered in the Chester area. The grey mill is built from O scale Bar Mills 1-Kit. It is only a few inches behind the Porter.



Steve recently painted this Bachmann diesel, above. All engines are equipped with DCC sound. The stone building is an oil storage shed offered at one time by Railway Design Associates, who also sold the figures. The shed was based on an Illinois Central prototype described in Railroad Model Craftsman many years ago by Wayne Weselowski. Mike T made the masters for the polyurethane kit.

Logging still goes on in the Chester area, although the prototype C&B railroad was not involved with this. Donkey and disconnect cars are again from Bachmann, the crane and saw building by Steve M. Leon Wasiak did much of the finished scenery in this area.



One of the workmen at the Chester & Beckett is leaving with a tool box.  
Detailed parts by various manufacturers.  
Note the Chester & Beckett emblem by the door.

Many thanks to Mike Tylick for his many emails, the captions, and the information about this special railroad.

More pictures in the extra pages of the online edition.



It was standing room only at last month's meeting as many of you, including some new members and a couple of guests, showed up to visit Doug Dederick's Great Northern, the Kalispell Division and to visit with each other. Doug is working hard to create a great layout for himself and for Convention visitors.

Doug and many others are also putting in a lot of effort to make the Pacemaker Convention as great a success as they can. Consider this if someone asks you to be a volunteer to help with the Convention activities. Also consider volunteering you and your layout for a visit by the Form19 photographer so that your layout can show up in the pages of the Form19. Maybe if we ask enough, someone will step forward.

And this month we have another article by Bob Hamm, MMR. Bob covers the tools that are essential to a modeler, especially if you want to put together a craftsman structure kit, the subject of this month's Division meeting.

We also have a follow up article on the Chester & Becket Railroad that we showed you in the February issue. You get to see more of the details, learn a bit of its construction, and see how much effort has been paid to creating depth in just a two foot deep space.

Next month we will bring you information on something that is poised to bring change and more people to model railroading.

**SAVE THE DATES!**

The Pacemaker  
2016 North East Regional Convention  
Desmond Hotel and Convention Center  
Albany, New York

**September 15 – 18 2016**

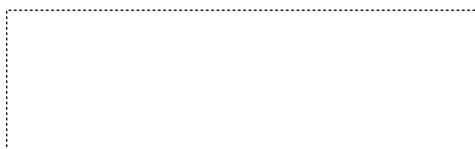
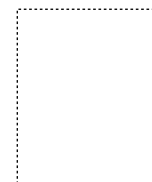
A Taste of the Division  
A Toast to the Region

Sponsored by the Hudson-Berkshire Division

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- Layout Visits
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- Prototype Tours
- Fan Trips
- Banquet
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- AP Contest
- Models Showcase
- More...

## FORM 19

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



First Class Mail





The little Porter tank engine (left) is pulling the load from the logging operation. Plenty of details. And the factory looks like it's quite a ways from engine - but really just a foot.

The little diesel (below) also works on the line. The crossbuck sign is scratch built; the stand pipe, purchased. Note the weathering on the coupler -realistic.



The pictures above and right are by Tom Plesnarski of the HB Division who attended the Fine Scale Expo in Danvers, MA at which the Chester & Becket RR was displayed.

This gives you a better sense of the size than previous pictures we've published and a better feel for the work on managing perspective that makes the C&B such a stunning display.







Three versions of the XO tower  
Above left is the same picture as on the front page - the tower as executed by CH&R Structures Unlimited.

Below that is a D&H picture of the tower in 1914.

In both pictures you can see the four covers on the concrete wall under the windows. These covered the openings for the switch rods that had been used to throw switches which had been removed by 1914.

Top right is the abandoned tower before the current clean up and restoration work.

The photos on left are courtesy of Paul Hoffman.