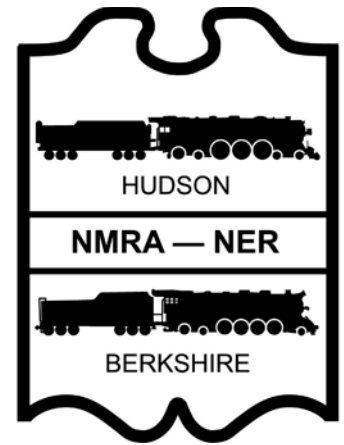


FORM 19

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



Order Number 328

April 2017

Next Division Meeting is Friday April 21 from 7:00 to 9:00 PM

Mike Hachey's S&D Railroad

4026 Ryan Place, Schenectady, NY 12303



Mike has built several layouts, but a little over six years ago, he bought his present house mainly for the basement. The realtor still isn't sure if he even saw the kitchen before deciding on the house. He spent much time and effort remodeling the living space - and really liking the basement.

Mike's layout is a freelance railroad based in the Northeast. It occupies that basement of roughly 2,000 square feet. The layout is controlled by NCE DCC wireless and features several towns and industries. It is in the early stages of construction and the host is more than willing to listen to your ideas and advice. The layout is being designed for operations. The era is early diesel, but you may see an old steam engine. Mike's favorite part of the hobby is building structures, as you can see in the picture. There are several kitbashed, craftsman kits, and scratch built structures installed or to be installed on the layout.

Mike says that he really doesn't remember when he started being interested in model trains, he just always has. He thinks he probably had toy trains even when in his crib. His dad, Tom (an avid modeler), got him started in model railroading. You may have seen them together on the bus to the West Springfield show or other model railroad events. Mike remembers that he would receive a train set for Christmas and later that day it would be on his dad's layout. They have been enjoying model railroading together ever since.

Map and more pictures starting on page 7

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

Ahh, glorious sunshine! Oops, I was just in Los Angeles and I guess I must have been hallucinating upon my return.

“Thank you” to Vic Roman for hosting the Division last month. It was bittersweet, visiting the “old” layout, but Vic’s animated manner and his obvious excitement with what he has planned was a great counterpoint. Luckily, many of the scenes (reminiscent of the FSM) will remain intact as they are incorporated into the new layout. I, for one, am looking forward to seeing what new magic Vic produces!

We are in dire need of a layout to visit in May, our preference is for a new vista, but old stalwarts are perfectly acceptable. Please contact me, or any BOD member, if you’d like to host. Level of completion is unimportant; every layout has a story to tell no matter what stage it is at. Remember, there is an incentive, a one year membership in the NMRA, or renewal for current NMRA members. Plus, we bring the snacks!!

Our “end of season” Family Day at the Adirondack Live Steamers is shaping up nicely. We do, however, have a great need for some help in food prep for the shindig. It is a team effort and you would be part of the group pulling together the salads and helping make the grocery runs. In addition, a couple of “grill masters” are needed for Saturday to keep the burgers and dogs flowing. Please contact me or any member of the BOD if you’d like to volunteer! You will NOT be stuck at the grill all day, I can guarantee that!

Our website is still in flux, but I promise that we will get “our act together” asap!!

Listening to Vic talk about his plans got me thinking more about my next endeavor. Although my space is hardly shovel ready, at least not yet, I was actually measuring to see if the old layout could be put in the same area. It will fit...but. Do I want to have the same layout, with the same mistakes as before? Good question, I am familiar with those mistakes but they are not readily “fixable” given the constraints of my bench work design. On the other hand, having a layout that is “ready to go” (in a very loose sense) is appealing. Maybe some hybrid, such as using 1 or 2 decks instead of 3? Then of course there is the tug of the new. It is always exciting to contemplate a brand-new empire of broad vistas and scenery that dwarfs the trains! No, no I’m not switching to N-scale, however appealing that may be. We have some awesome N-scale layouts in the Division and I marvel at what can be accomplished in that scale. But alas, too much money and too much time invested in HO to turn back now.

In the next couple of months, I’ll publish a couple of rough sketches of my ideas and see what the Division thinks. This is your opportunity to “arm chair design” a layout and I look forward to your input. I highly recommend the LDSIG, or Layout Design Special Interest group. They are a sub group within the NMRA that concentrates solely on layout design and theory. The articles are incredibly interesting and you will see some truly cutting edge concepts. Their website is <http://www.ldsig.org/> They also have a Facebook page www.facebook.com/Layout.Design.SIG/

Continued next page



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As a last note, we are planning a “State of the Division” meeting. It’s been a couple of years since the last one. That meeting was more like a working group (it was at the Clifton Park Library on a Saturday morning) and we are contemplating something similar. We have also done the traditional, stand up discussion on the Division’s status. What say you members? Do you prefer a working group so we can get some new ideas on the table or a mere reporting out of where the Division is heading and where it’s been? I think you are getting the gist of what I’d like to see... Speak up and let the BOD know, this is your Division and I STRONGLY encourage your involvement!!!!

As a member 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. 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.

Nits and Bits for April, 2017

Yes, the Division website (www.hudson-berkshire.org) is still way behind the times. The new site (with the same name) is nearing completion.

In the February issue, a photo the caption read in part - “There are four P42DCs followed by two Siemens Chargers deadheading back to California. The Chargers are assembled at the Siemens plant in Sacramento ... it would seem that these are the two units that completed ... acceptance trials at the Pueblo Test Center.”

ALL Siemens SC-44 Chargers must undergo a 500 mile “burn in” and shake down before going online. Amtrak currently ships the units via the southbound Coast Starlight to Los Angeles where they are attached to the eastbound Southwest Chief. Once in Colorado, the units are sent to the FRA's test track to complete the necessary break-in before finally heading back west for final check-out and to begin their career.

Hunter Harrison, the 72-year-old railroading legend, has become CSX’s new Chief. On Jan. 18, Harrison announced his departure from the CEO role at Canadian Pacific, five months before his scheduled retirement. The company agreed to waive his non-compete obligation in exchange for forfeiting outstanding awards and benefits amounting to \$84 million.

UPCOMING EVENTS

May meeting in process

June 17, 10 AM to 4 PM

Visit to Adirondack Live Steamers, Wilton.

With family picnic.



Harrison departed to team up with Paul Hilal, founder of hedge fund Mantle Ridge LP, which had recently purchased a 4.9% stake in CSX. The railroad was planning to make an announcement on a new CEO to replace long-serving chief Michael Ward when Harrison and Hilal launched an effort to get Harrison installed as the new CEO.

At a five hour meeting with the CSX board on Feb. 1, Harrison and Hilal proposed that CSX grant Harrison an "equity award" covering 1% of CSX's stock. Mantle Ridge, Hilal's company with 5% ownership of CSX, stated that the award could come in the form of stock options. Plus there was the demand for \$32M a year in salary for four year contract. And another \$84M up front to cover what Harrison's forfeited at Canadian Pacific. The last two add to \$212M; with the stock option the total is about \$300M. Oh, yes, Harrison also wants a multi-million dollar house in Jacksonville, FL, CSX's home city.

Seems like a lot of money. But by mid-March, CSX's total stock value had increased by \$10.6B (yes, that's billions). Several stock market analysts estimate that CSX will add as much as \$40 billion or so to its market cap under Harrison. So \$300M doesn't look like a lot, now, does it?



“Now and Then”

by

Douglas S. Dederick

“Now and Then” we all take a trip down the memory lane of our lives, remembering how things were, when we were younger. We think about how things seemed to be simpler and how time moved slower, or at least it felt like it did. It just seemed like life was better in a lot of ways.

Sometimes I think about what it must have been like from a railroad standpoint. What it must have been like during the heyday of railroad travel, before the hustle and bustle of today's world. Which brings me to something I found out about while doing research for my railroad. As many of you know, I decided to model the Great Northern from Whitefish to Great Falls, Montana along Glacier National Park. During my research I came across a picture taken at the train station in Belton, MT, which is at the west entrance to Glacier National Park. Looking at the picture of the Great Northern passenger train, I noticed a UP sleeper. After reading the caption and doing some more research, I discovered that this was not an uncommon occurrence in the 1950's and earlier.

Nowadays, many of us take “cruises” to get to some of our favorite locations. And when we think of cruise, we think of ocean travel. Back then before “cruising”

became popular and the roads were not what they are today, people would “cruise” by rail. Many of the railroads would offer vacation packages for locations all over the United States. Someone living in New York City could book a trip to Glacier National Park, let's say, and stay with their sleeper and their tiny cabin the whole way out and perhaps back as well. Just like your tiny cabin on the ship. It is my understanding that some railroads had designated cars just for transcontinental service. Thus it was not unusual to see sleepers from other railroads parked at Belton or East Glacier during the summer months, having arrived there via the Great Northern Railroad.

One only has to take a look at some of the old photos to see how many people traveled by rail and how ornate some of the passenger equipment was. Today we have luxury cruise liners to explore with, but can you picture what it must have been like when the cruise liner was a train? To see the countryside for the first time as you are looking out the window. In a time when we were not in a hurry to get somewhere. When we enjoyed the journey as much as the destination.

You can still take vacations by train, as you read in last month's *Form 19* article from Bill Doyle. There are many of us that still do this and enjoy it very much. However, once in a while it's nice to think back to the “Good Old Days,” after all this is “NOW” and that was “THEN.”



The *Western Star*, stopped at the Belton, Montana station in the 1960's.

Doug's knowledge of his chosen railroad, and a sharp eye, enabled him to spot the different car at the far left. He was able to identify it as a UP sleeper. His curiosity then led him to the investigate why it might be there.

Who can identify the auto at the station?



During the 1967 Summer Season, the *Western Star* still carried Glacier National Park tour sleeping cars.

As train #27 passed through the Summit of Marias Pass on a glorious July 2nd morning, it had Illinois Central and Southern Pacific sleeping cars just ahead of the Mountain series buffet-lounge-observation car.

This very long westbound *Western Star* required five passenger F-units, led by #352C, for its trip over the Rocky Mountains.

Because the Great Northern Railway was the one and only railroad to Glacier National Park, it promoted the park as well as its travel service. The advertisement to the right says that when you later talk about your trip, you will be telling "How you... explored, relaxed, vacationed on the way, photographed, marveled and harmonized on your Glacier Park vacation" in the captions of the top six pictures.

The circular picture at the bottom left shows the Great Northern routes from Chicago to the Northwest coast. The text within the picture starts out with "See America First."

And to emphasize how things were different "Then," the text under the circular picture states:

"For information on Glacier Park, Pacific Northwest or California, write P. G. Holoman, Passenger Traffic Manager, Great Northern Railway, Department G-24, St. Paul, Minnesota. Ask for literature about Western vacations."

And in the section for the *Western Star*, those are two riders on horseback by the train, and the words under the train name state "STOPS DAILY IN GLACIER PARK, JUNE 15 THROUGH SEPTEMBER 10"

You'll talk for years about your Glacier Park vacation

How you explored Montana's Rocky Mountain magic in Glacier National Park—and discovered the secret of world-famous Trick Falls, one of America's wonders.

How you relaxed in Nature's own air-conditioning—and thrilled to Glacier's snow-capped peaks—right from the sun deck of your luxurious mountain hotel.

How you vacationed on the way—forgot travel worries on Great Northern's safe, luxurious Western Star—direct to Glacier Park through "Vancouver, U.S.A."

How you photographed and talked with real Blackfoot Indians who greeted you at the train in full ceremonial dress—part of Glacier's excitingly colorful atmosphere.

How you marveled at the view from Logan Pass—6884 feet high on the Continental Divide—high point on the breath-taking "Going-to-the-Sun" Highway.

How you harmonized that night on the shore of Swiftcurrent Lake—and gazed at yourself you'd come back soon to glorious Glacier—where there's more to see and do.

See America First! Go south, to see the Great Northern Mountains.

For information on Glacier Park, Pacific Northwest or California, write P. G. Holoman, Passenger Traffic Manager, Great Northern Railway, Department G-24, St. Paul 1, Minnesota. Ask for literature about Western vacations.

GREAT NORTHERN RAILWAY

WESTERN STAR
STOPS DAILY IN GLACIER PARK, JUNE 15 THROUGH SEPTEMBER 10



Long and Short of Smart Travel

... New York Central style!

Make long jumps on a roomy, restful dieseliner ... with New York Central to do the driving. Step off fresh, and find a drive-ur-self car ready for short runs at your destination.

Ask your ticket agent to reserve a car for you. Then on your way, instead of grueling hours at the wheel, you can relax in New York Central comfort.

The comfort of conditioned air in a Pullman hotel-room-on-wheels or a streamlined coach with deep, lean-back seats. The comfort of refreshments in the lounge and delicious meals at a dining car table.

Best of all, enjoy the comfort of the Water Level Route ... through gentle, scenic valleys between East and West.

Make distance just a dream ... rather than the strain of facing headlights hour after hour. Sleep your way on New York Central ... yet have a car for your personal use when you arrive.



New York Central
The Water Level Route—You Can Sleep



Long and Short of Smart Travel ...

New York Central style!

Make long jumps on a roomy, restful dieseliner ... with New York Central to do the driving. Step off fresh, and find a drive-ur-self car ready for short runs at your destination.

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Make distance just a dream ... rather than the strain of facing headlights hour after hour. Sleep your way on New York Central ... yet have a car for your personal use when you arrive.



A pleasure everybody can afford
... travel by **PULLMAN**

pullman
gardenour

The magazine page at the right is an advertisement for Pullman service (late '40s, early '50s?). The heading is "A pleasure everybody can afford... travel by Pullman." It appears to be in a time when Pullman still owned the famous cars. Later, Pullman would lease the cars to the railroads, but maintained operation of them.

A 1962 ad by Seaboard Coast Lines touted its Pullman experience this way-

It's so easy to make yourself comfortably at home on a Pullman! If you wish, you can have your own completely private quarters, with individually controlled air conditioning ... complete toilet facilities. Roomy, king-size beds assure a good night's sleep! No weather worries or highway jitters. Arrive at you destination on time - rested and refreshed, looking and feeling at your best. Next trip, treat your whole family to travel by Pullman!



DIRECTIONS: From Route 155 (New Karner Road) take Old State Road west. This turn is near the Thruway overpass. Route 155 can be accessed from Central Avenue (Route 5), which is accessed from Northway Exit 2W, and from Route 20 (Western Avenue).

A short distance on Old State Rd. take a right onto Old Kings Road. Then take a left onto Curry Road Extension at the triangle intersection. Turn left onto Ryan Place in a short distance. 4026 Ryan Place is on the inside of the circle.

One side of a street on Mike Hachey's S&D RR shows he is definitely interested in structures. Note the significant and unique styles and sizes – often typical of a small town.

The grey buildings closest to the camera are the office and storage building for Fisher Fuels with its interesting logo sign.

And the wood panelling on the grey station wagon is an indication that the time period is indeed 'early diesel.'





The Boilermaker Beer and Ale brewery appears to be shipping or receiving something in wooden kegs – perhaps hops for the great flavor.

There are a couple of large industrial buildings in the background; one tightly against it.

Someone needed a lot of patience to mount all of those window frames.

This boardwalk really does have boards. One can imagine the amount of work if they are individually fit.

And the buildings are certainly unique as they occupy their place along the waterfront.

The building in the background at the left seems to have some interesting design elements.

It will be interesting to see them during the Division visit.



The freight is making its uphill climb through the rock cut behind a New York Central F-unit.



That's the 'Standard Fruit and Steamship Co' to the left.

Lots of windows -especially along the top – and lots of doors.

A pier scene with structures that are, again, rather unique.

The blue building has doors that close down to the boat ramp. That must be a well thought of vessel stored inside.



Rolling grass covered hills, more hills in the distance on the background, a picturesque bridge just waiting for a train to make the day for the waiting photographer.

The Industrial Internet of Things

In 2004, CSX management was looking to improve performance. It had over \$60M in assets including 3,500 plus locomotives that had only a 45% availability. And the previous year had seen 2,500 derailments at a cost of \$1B.

So they started a program to use technology by installing “super-site” trackside monitors that used acoustic sensors to monitor bearing noise and determine rail impact noise, and that could monitor rail side forces to locate truck hunting, as well as monitor for hot bearings. Train crews were immediately notified, corrective action taken and derailments decreased dramatically.

Encourage, a program was set up to start gathering locomotive data. Engine oil samples, coolant system analysis, and other data collection became part of routine service. The oil and coolant system analysis often could identify upcoming failures. Still, by 2014 there were about 80 catastrophic locomotive failures a year. The company's search for support in predictive analysis which led them to Mtell (**M**achine **i**ntelligence) and its Previse machine learning solution that monitors equipment data, detects early indicators

of degradation or failure, diagnoses the root cause and prescribes responses that prevent unplanned downtime.

CSX provided oil samples from 472 units for Mtell to evaluate. Mtell's chemical analyses were more detailed than CSX's and when the data was processed by the Previse package, it identified several units that would fail. CSX already knew this as the units had.

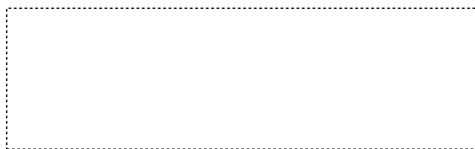
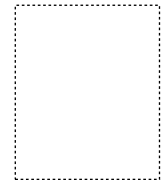
CSX then supplied over 8,000 oil samples and over 1,700 repair records for 235 locomotives. The analyses were done and the software learned from the data and identified almost all of the 120 failed units that were included in the database. The Mtell analyses showed that the program could flag a unit for repair an average of 60 days before failure. Indeed, it highlighted a engine that was about to fail and that unit was sent for maintenance. The pilot program was extended to 600 units with excellent results.

Today, CSX has equipped all of its 3,800 locomotives with 300 sensors each and uses telemetry to monitor them with the *Previs*e package, which continues to learn. It can now identify more than 20 common types of locomotive failures and catch approximately 95 percent of CSX's locomotive failures before they occur. This is part of the Industrial Internet of Things - the IIoT.



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