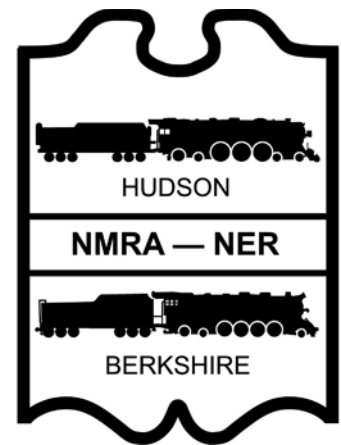


FORM 19

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



Order Number 337

April 2018

Next Division Meeting Friday, April 27, 2018 at 7:00 p.m.

Bob Mohowski

Creating Realistic Loads for Coal Cars

Malta Community Center, 1 Bayberry Drive, Malta, NY



Have a fleet of coal hoppers? Maybe you have just a few. Do you have a coal mining operation on your layout? Or maybe you are just hauling the cars through. Do you have large coal users on your layout? Or maybe a car or two delivered to a local coal dealer so people can keep their homes and businesses warm. Wouldn't we like to do that these last couple of weeks?

What types of rolling stock do you have? Modeling the current era, the transition era, or even something earlier? Maybe your main coal customer is your own railroad - what does that mean for your coal loads? Modeling a 'heritage' railroad or have cars coming through from them?



Join us for the April Division meeting and Bob Mohowski will tell and show you the types of coal hauled on the railroads, the types of rolling stock involved and how to model the different types of coal loads for your hopper fleet or just those few cars on your layout. And he will also tell you why they are called "hopper" cars.

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

I feel as though I haven't seen the inside of my house for at least a month! Probably because I haven't. As some of you may know, I travel the country talking to state and local governments about cybersecurity, needless to say, there is a great call for my services.

I was unable to make it to Jack Smolick's layout due to my travel, but I was glad to hear that there was a fine turnout and everyone enjoyed themselves. This month the indomitable, Bob Mohowski, will be presenting on realistic loads for your coal cars at the Malta Community Center. Bob is a dynamic speaker and a smart-aleck, so look forward to an entertaining and informative session.

Lots to report in the Division, including some very big news. As you may have heard at the March meeting, the Hudson Berkshire Division is about to become sole owner of the Great Train Extravaganza. We have worked closely with the UTA for years, splitting the benefits equally. As is the case for much of the hobby, our friends at the UTA are experiencing an aging of their membership and have decided that the show would be in good hands with the HBD. We thank the UTA for their years of service working the show (they started it way back in the 1970's) and the Division will keep up the tradition of organizing the best train show in the region. This is a great testament to all of you who volunteer for the show each year and because of your hard work and dedication the show will live on and help to secure the future of the HBD and allow us to continue to offer all the great programs, clinics and layout tours you have come to expect. The BOD will be finalizing the agreement with UTA and closing the deal by the end of this month. In addition, James and Sarah Lauser have agreed to mentoring by Rich Smith, our illustrious show chair, to learn the ropes and take over from Rich when he steps down.

The Member Information form, here on page nine and on our website,

http://www.hudson-berkshire.org/Documents/MemberInfoSheet_030318.pdf

Please take the time to fill this out and get it back to us (snail mail, email, carrier pigeon). The form online is fillable so you just type your answers in, save the document and email it back to us; easy. We vitally need your contact and email information. Why?

1) There have been changes to the NMRA database and the format we get it in is currently not compatible with our old import method. We need the most accurate and recent information that the membership can provide us.

2) We have seen a marked decline in the number of members receiving the bigger, colorful and better, electronic version of the **Form19** via email. It is important that we take advantage of the cost savings that email provides us. You can still print out a copy for those trips to the "reading room" but in return you get the most up to date version of the newsletter, quicker and easier, along with the ability to link to various articles and content around the web, including some pretty awesome video!

Continued on page 8

Signal Placement for Model Railroads

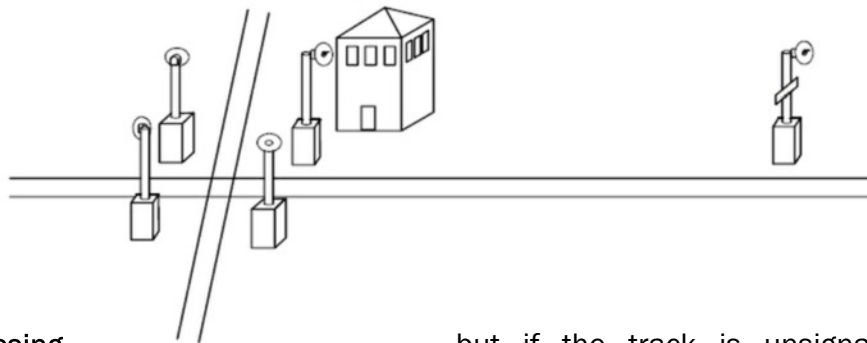
Prepared for a Seminar given to
Pacific Southwest Region of the NMRA
by Barry Draper

Continued from the March 2018 issue of the *Form19* (Order Number 336)

INTERLOCKINGS

An interlocking is a section of track over which movement of trains is governed by signals which are controlled by the interlocking operator. Interlockings are normally located at important junctions, where railroads cross at grade, and at the approach to major passenger terminals. Some eastern railroads used a series of interlockings to dispatch trains on

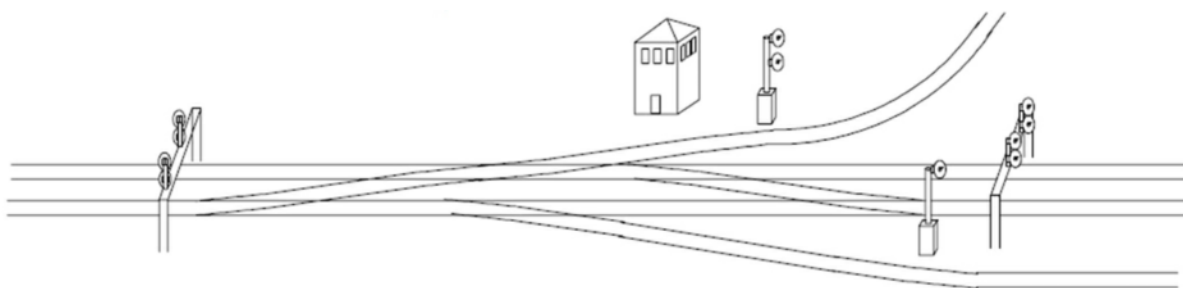
multiple track territory. Each and every track entering the interlocking limits will have an absolute signal governing the movement of trains. The operator controlling the signals and switches at an interlocking was usually located in a tower placed so he had good visibility of all tracks approaching his interlocking. These are the classic "Towers" so often modeled and seen on so many model railroads.



Interlocking at a Crossing

If the interlocking is in ABS territory the next intermediate signal will serve as an approach signal,

but if the track is unsignaled (dark) then an approach signal will be located about 1000' from the home signal in each direction as shown above.

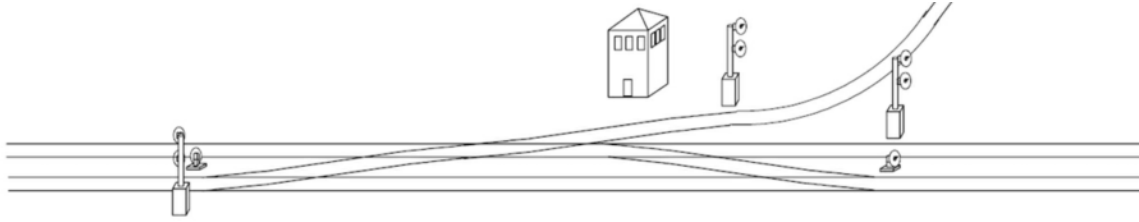


Signal Placement at a Junction

Signal placement is designed for each unique interlocking, so this is just one example. For modeling purposes we can again assume that the top signal head governs the main track, and the lower head governs the diverging route, although this is a simplification and does not take into account three head signals, which were not used by all railroads. At some large complex interlockings there may also be additional home signals located in

the plant, but only advanced signal modelers need concern themselves.

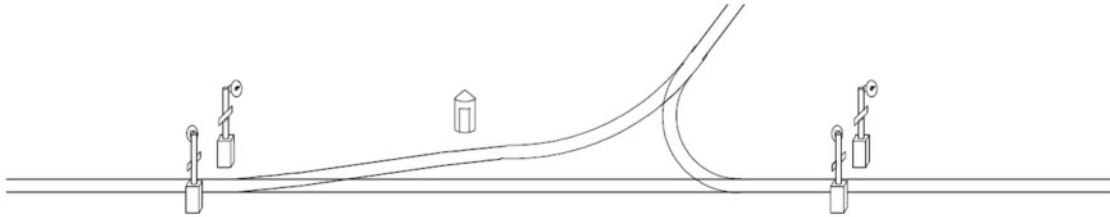
In 1950 there were interlocking towers all over the country, but almost all are gone now. Some at RR crossings have been automated, but most were incorporated into CTC as railroads expanded the miles of track so controlled. In the last few years most remaining towers have been converted to remote operation by the dispatcher, even if full CTC was not installed.



Double Track Showing Use of Dwarfs

In some cases dwarf signals will be used so signal bridges are not necessary. This example is double

track with each track signaled for one direction. Note that a signal is still required on every track entering the interlocking.



ABS Junction

While interlockings were used at major junctions, if the railroad did not feel the expense of staffing an interlocking tower was justified, a junction in ABS territory would be left with hand throw switches. Here the signals work much like ABS at a siding, with a simple stop indication if a switch is lined for the branch. Thus, it is not necessary to have special

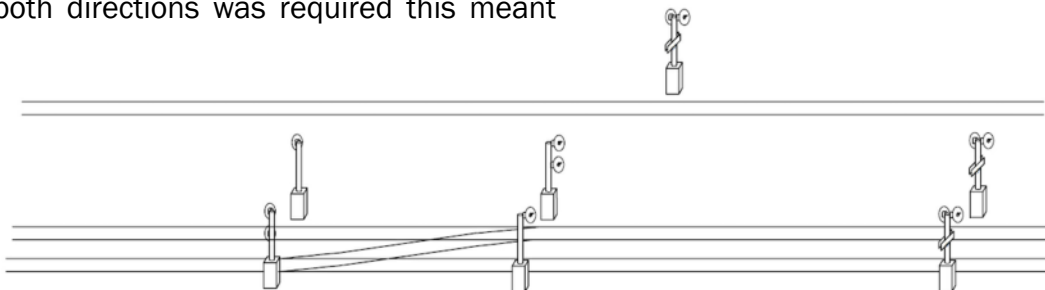
signaling at a junction if you wish to avoid the trouble. Please note, however, that any junction in CTC territory, no matter how minor, would have a control point with full controlled signaling. The signal placement would be as shown for an interlocking, but without the tower and would be remotely controlled by the dispatcher.

FIELD SIDE SIGNALS

American railroad standards called for signals to be placed on the right hand side of the track (the exception to this was the Chicago & North Western which used left hand running and signals). This was because the Engineer of a steam engine could only see the right hand side of the track. The same was true for first generation hood diesels. For single track or double track signaled for right hand running only, this was easy enough, but for multiple track a signal bridge was required. When a signal bridge is used, the signal for each track is 4' to 6' to the right of the center line of the track it governs. On double track where signaling for left hand running or both tracks in both directions was required this meant

that expensive signal bridges must be built. The Santa Fe had dozens in Arizona and New Mexico.

Starting in the 1980s railroads changed their rules to allow field side signals. This was first done on double track with the signal governing the right hand track to the right and the signal governing the left hand track to the left. If there are three or more tracks a signal bridge is still used, with each signal placed as always to the right of its track. Railroads are now applying the principle of field side signaling to single track with new installations having a single mast with signal heads facing in both directions. There is no rule regarding whether such signals are on the north or south side of the track.



Field Side Signals on Single and Double Track



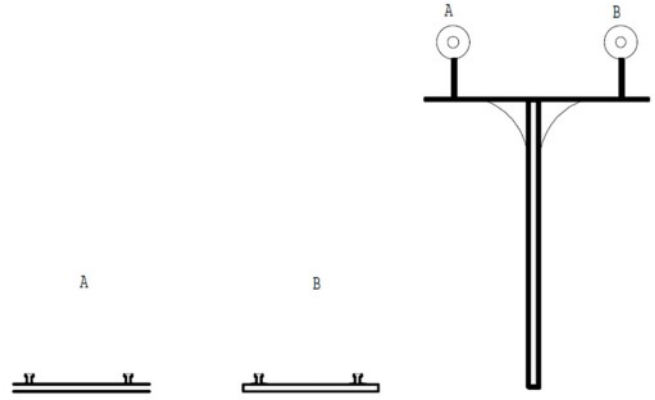
Bracket Signals

Some railroads have, in the past, avoided a full signal bridge in multiple track territory by the use of bracket signals. Bracket signals are placed to one side on the track and will have a mast for each track

present. If a track is not signaled the mast for that track will have what is called a doll signal, which is a blue light with no target. This is merely a place holder and is not to be confused with a blue flag, which would mean a track out of service.

Example of Two Track Bracket Signal (right)

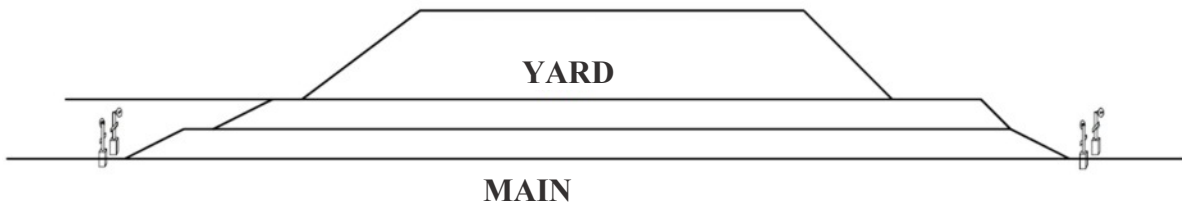
Bracket signals are always on a high mast because both signals must be visible to the engineer of a train on the far track, even if a train is passing on the other track, and remember this means the engineer of a steam engine. Bracket signals were only used by a very few railroads, and then only in certain territories.



SIGNALS AT YARDS

Signaling at yards does not need to be complicated. Only the largest classification yards have an interlocking plant controlling access to the yard; most yards, even division point yards, have hand throw switches connecting them to the main or a controlled siding. There are of course exceptions,

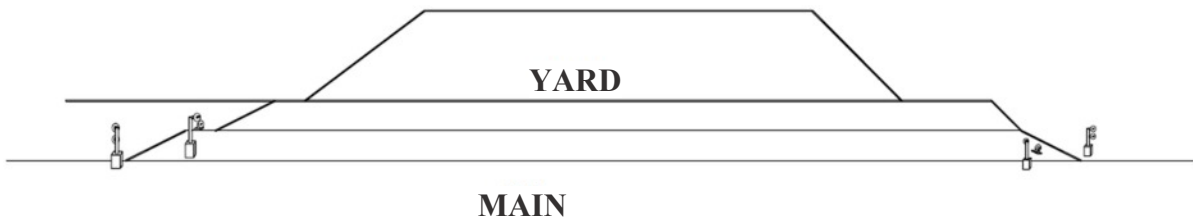
but most yards have no signals in the yard itself; signals are only on the main tracks. Many yards do have switch indicators which are low signals placed right at each switch that only indicate which way the switch is thrown. These replace switch lanterns and are much smaller than a dwarf block signal.



Yard in ABS Territory

In ABS territory most yards are treated like a siding, with all switches being hand throws. There will be

yard limits on the main, but that only affects the right to use the main track, not the placement of signals.



Yard in CTC Territory

A yard in CTC territory is also signaled like a siding. The "siding" track is used as an inbound/outbound lead for the yard. The timetable will state that CTC

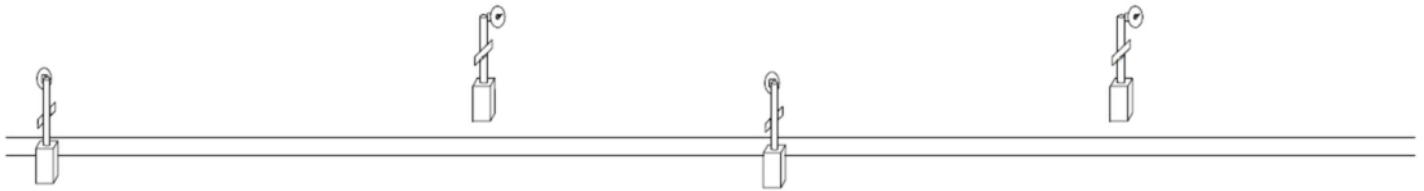
rules are not in effect on the siding, so the hand throw switches that access the yard do not need switch locks or signals.



SPECIAL ABS SIGNALS

While CTC signals are all placed pretty much the same, there were some variations used in ABS

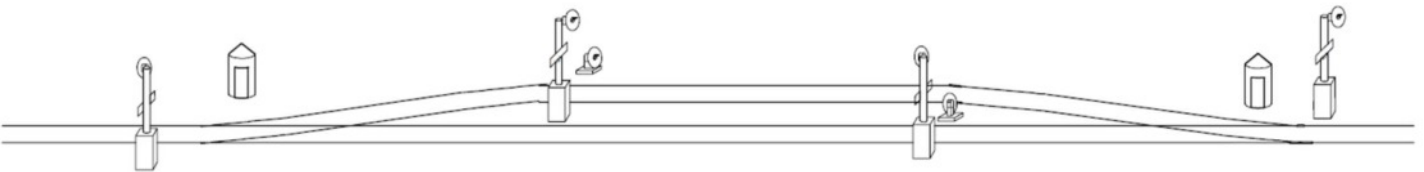
signals. They don't need to be used in modeling, but you may come across them when railfanning the prototype.



Overlap Block Signaling

Overlap signaling is ABS but the signals alternate in the direction they face. This was used primarily on

low density or high speed territory, and mostly to reduce to cost of installing signals.



ABS Spring Switch Siding

This arrangement is very popular with prototype railroads in ABS territory. The switches at both ends of the siding are spring switches, and a train can make a trailing movement out of the siding with the switch lined for the main. This greatly speeds a meet since the inferior train doesn't need to stop to line the switch back, which is even more valuable now

that cabooses are a thing of the past. At first glance the signaling looks like CTC, but the switches are spring hand throw, and the signals are not under the dispatcher's control. The figure shows ABS with number plates on all mainline signals; if the territory was absolute-permissive block signals the number plates would be absent from the signals leaving the siding.

SIGNAL TYPES

All of the figures show searchlight signal heads for simplicity, but any type of signal head can be used depending on the railroad being modeled and the era. I'm making no attempt to cover the kinds of signals

used or the aspects and indications; the best source is photographs and the Employee Rule Book and Timetables for the line in question. Regardless of the type of signal used, the placement of the signals will normally follow the same rules.

Special thanks to Mr. Barry Draper, author of the article on signal placement, for permission to reprint his work here in the *Form19*. Even if you are placing non-operative signals on your layout, it is good to know where they should be placed for realistic appearance. If signals governed your operating sessions, it is just as important as on the real railroads (well, almost).

And special thanks to Sarah Lauser, HB Division Recording Secretary, to taking some fine pictures at the March meeting at Jack Smolik's. The *Form19*'s staff photographer's presence was required at a meeting that day and there just wasn't enough time to get to the meeting.

ner convention

2018

ERIE

NER LIMITED NMRA

Mahwah, New Jersey
September 13-16, 2018
ErieLimited.org



Views of Jack Smolick's layout at the March Mtg.
Top to Bottom; Left to right.

The city center. The Shopping & Entertainment district. The busy train station. Beneath the train station. Host Jack Smolick reaching for an electric box cab.

Special thanks to *Form19* associate photographer Sarah Lauser for these fine pictures. See more of her work and Jack's layout in the extra pages of the online edition.



Continued from page 2

3) It's environmentally friendlier and it saves our editor numerous trips to the printer, post office and elsewhere to produce. It costs more than 1 dollar per copy to print and mail the paper version, to say nothing of the several hours Bert spends running around to get it out. Personally, I'd love to see the money and time go into better events, activities and member benefits.

4) Our goal is to get a minimum of 75% of our members back on the E version, currently under 35%. We are discussing going to a full E version, no more mailed paper copies, if we can't get that number up.

More news to come as we streamline our processes and get ready to tackle the GTE on our own. If you have any questions on our direction please ask me. I'm happy to talk to any member on any topic!

Don't forget the Essex Steam Train outing in June.

I want to say THANK YOU to all our members and especially those who volunteer to make the Division work. Without you none of this would be possible!!

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.

WELCOME ABOARD NEW MEMBERS

Thank you for joining the NMRA and we hope you enjoy the Hudson Berkshire Division.

James Bernat, Chestertown NY
Sean Spencer, Catskill NY

New members and old timers please greet others and introduce yourselves to others.

UPCOMING EVENTS

May: HBD, Saturday, May 19, Layout and Antique Car Visit, Jim Gardner, Altamont

June: HBD, Saturday, June 23, family outing to Essex, CT for steam train and river boat ride

Sept 13-18, NER Convention, Mahwah, NJ

Nov 1-3, Fine Scale Model Expo, Albany Hilton

Essex Steam Train & Riverboat Annual HBD Family Outing

What: Our annual family outing, last year at Albany Live Steamers, this year at Essex Stream Train & Riverboat in nearby Connecticut

When: Saturday, 23 June from 11 AM to 2 PM

Where: Essex, CT (about 2.5 hours/150 miles from Albany) ...see brochure in May *Form19*.

Why: To enjoy a day out with family and friends, to celebrate another good model railroading and HBD season before taking our traditional Summer break.

Schedule Train/Boat Ride: Train leaves promptly at 1100. Please arrive at least 30 minutes early. Train/Boat Ride is approximately 2.5 hours round trip:

40 min train ride
1hr 20 min boat ride
20 min train ride

Schedule Behind-the-Scenes Shop Tour: lasts about 30 minutes, begins as soon as train returns to Essex Station.

Cab Rides: One person, each way, to be confirmed on the day.

Prices: \$22 for adults, \$14 for kids 2 -11. (Normally \$30 for adults, \$27 for seniors 65+ and \$20 kids.)

Lunch: Bring your own sandwiches etc. or dine at snack bar *on boat*.

Registration Required: Use the registration form provided in the May issue of *Form19*. Please note the firm deadline of June 16th!

Questions: Please contact Irwin Nathanson at (518) 668-9892 or irwindnathanson@fastmail.fm



MEMBER INFORMATION		
CONTACT INFORMATION		
Name:		
E-Mail address:		Phone: Phone type :
Current address:		
City:	State:	ZIP Code:
MODELING INFORMATION		
Primary Scale:		
Do you follow a prototype, if so which one:		
Do you have a layout: Yes No	Name of layout:	
Would you be willing to host a Division visit: Yes No	Web site address:	
DIVISION NEWSLETTER INFORMATION		
<p>You will be receiving the <i>Form 19</i> via email This is the color edition with extra pages and pictures you can expand</p>		
Would you like to be included in the Hudson Berkshire Yahoo group: Yes No		
May we share your e-mail address with other members: Yes No		
May we share your phone number with other members: Yes No		
SPECIAL SKILLS/ADDITIONAL INFORMATION		
Do you have any special skills that could benefit our Division?		

Return Mail to:

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

Working for the Railroad

Signalman Gary

This event took place during the Penn-Central days, when I was almost a new hire.

We (a four man crew) were out doing line work - changing broken insulators and resetting line wires for the signaling system. Not much buried wire or radio links in those days.

Almost mid-morning "they" (management) call us on the radio. "They" want us to head down to Elizabeth, NJ to pick up signal supplies. There isn't much money in the budget, so supplies are few, to say the least. But the trip down would be two and a half hours, mostly in heavy traffic if we left now, and about the same time coming back to Kingston (NY). Take the Thruway to Route 17 to the Jersey Turnpike to Elizabeth. Four men and one heavy work truck - a wasted day and considerable expense.

The leader thinks fast and has the driver pull the truck under the pole line in a good location. He climbs up on the roof and cuts a line wire. He gets back in the truck and we go off to do some more line work. The dispatcher called Kingston Signal Department and complained of a circuit out south of Kingston.

The call comes in on the radio and we drive back to the spot where we "find a broken" wire and repair it.

This has killed enough time that it is now necessary to reschedule the trip to Jersey (otherwise we'd have to be paid overtime). So the next morning, just after reporting time, two men in a better truck for the job head to New Jersey, getting there after the morning rush traffic and heading back before the evening rush of traffic. The rest of us were out doing more line work.

I think we were working out of the Kingston roundhouse at that time. The roundhouse got torn down shortly after Conrail took over.



FORM 19

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

First Class Mail



Left and below you can see a GE generator on a special car with a recessed center so that the load will have less clearance issues. You can also see some of Jack's layout adjacent to the car on the siding. Left, you can see a station in the background and the small diner serving the working people of the railroad and connected businesses. Note the signal company below and the freight depot beyond it.

Wart Hog Coal-Oil company is below. It is a small operation - like one we most likely remember. Here the coal is dispensed from the car to the truck for delivery. Small trucks serving small businesses and homes. The diner is to the right and the depot, with Coca-Cola cooler across the tracks. Note the extensive details.





To the left and below is the freight depot mentioned on the last page.

When asked by Sarah Lauser what his favorite building is, Jack Smolik replied, "My next one." A true modeler. But this depot must have high standing - great lights, details on the platform, and nice work with the mortar.

No idea what is being hauled in those special vessels in the condola. Colorful- but wouldn't want to contemplate the environmental implications of a spill.

Below is a fantastic picture by *Form19* Associate Photographer Sarah Lauser.

A great composition with a background that is soft, implying distance, foreground very sharp, and really sharp focus on the engine and rolling stock.

Evocative of a nice painting.



Did we mention that all of the *Form19* staff really likes this picture.

A print of this will soon be on one of the *Form19* office walls. The staff really likes the picture. Thanks Sarah!



Left you can see that Jack's layout has passenger and freight traffic and industries all about the layout and along the right-of-ways. And certainly plenty of detail.

Below, Jack Smolik has opened up the boxcab electric to show Irwin Nathanson all the electronics inside his O-gauge creation. The components seem very robust indicating it can handle a lot of power hauling heavy freights. And look at the size of that speaker. What sound!

