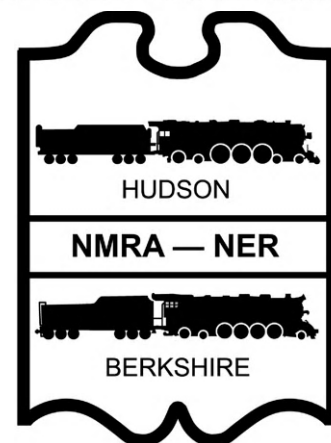


FORM 19

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



Order Number 365

April 2021

HBD Virtual Meeting April 16, 7pm

From the Editor By MARK SKLAR

Now that spring is here and the weather will be getting warmer, I am looking forward to having our meetings outside. For me virtual meetings are a poor substitute for in person meetings, but better than nothing. Hopefully if all goes well the April meeting will be the last virtual meeting. Doug Dederick is planning that the May and June meetings be outdoor meetings.

Our March virtual meeting went well thanks to Jim Lewis of Model Train Technology. For April Doug Dederick has arranged Ed O'Rourke from the Central Division to present his clinic "Thoughts on Rolling Stock and the Cars for the AP program". I am looking forward to this clinic as I have seriously started the AP program and recently finished some scratch-built passenger cars.

If you don't have a camera or microphone on your computer don't worry. You can just watch and listen. You only need a computer with headphones or speakers and any internet browser. You can also use a tablet or smart phone. Even if you come in late please join in. See the instructions on page 4.

On page 5 you might question why is there a picture of an Omaha Steak box. Read Bob Mohowski's humorous story about the box and some FTs. Thank you Bob.

On page 6 starts a three part article by Rich Smith. The article presents an excellent narrative of the history and construction of the Milwaukee Road Sparta station that Rich built. Thank you Rich.

Ken Nelson continues "Tips for Operation" Part 5 on page 9. In this part we learn how to be a road engineer. Thank you again Ken.

See you next month.

-Mark

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Form19

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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 Irwin D. Nathanson

As you will note elsewhere in this issue, our VP Doug Dederick has planned another interesting meeting for this month. As has been our norm for the last (pandemic) year, this event will be virtual. However, it is now officially Spring. Although it is dry and sunny outside my home office window as I write this, there are still a few snow piles around, and it is a bit chilly. But the snow will soon be gone, and temperatures will be rising. Therefore, barring any bad COVID-19 surprises, and weather permitting, hopefully in May we will be able to resume outdoor, socially distanced, mask-wearing, in-person events!

Overall, I think our virtual meetings have been successful. Attendance has been on par with our traditional, pre-COVID, in person events. The speakers and topics have been universally excellent. (Great work, Doug!). But I think we all miss the personal contact, and I am incredibly happy that we may soon be together again in person, albeit M2M (mask to mask – I believe I made this one up!) as compared to F2F (face to face). But given time, even the masks will surely come off!

Mentioning Spring, I do not know about the rest of you, but I am already seeing my modeling time decreasing as the demand for outside chores increases.

Besides our HBD meeting on the 16th, do not forget NERx, which will

be held 2pm to 11pm of April 10th and 11th. The Region has put together a remarkably interesting program for this, our second virtual Regional Convention. Kudos to the Planning Committee, which includes our own past-President, Artie Krass.

Last month I had the pleasure of congratulating Joe Kavanaugh on attaining his certification as Master Model Railroader (MMR). In my Ready Line column, I listed the Achievement Awards (AA) Joe had earned, the sum of which qualified him for MMR. I know HBD is fortunate in having several MMRs in our ranks. Besides Joe, Bob Hamm, Kevin Surman, Andy Clermont, Mike Evans, and Dick Elwell to name a few.

I wonder how many of you are working towards your MMR certification, what AAs you have earned, and which ones you are working on. For example, I know that Artie Krass is making great progress towards MMR, as is our Treasurer, Benjamin Maggi, and our Editor, Mark Sklar. For my part, I have earned my Golden Spike and three AAs, and am very slowly working on two AAs simultaneously (Cars and Structures).

Why don't you let our Editor, Mark Sklar, know what you are working on so he can share your work in the Form 19?

(Ready Line Continued on page 3.)



(Ready Line Continued)

While on this topic, it is timely that our Guest Speaker this month is Ed O'Rourke of the Central New York Division (CNY). Ed recently earned his own MMR! His topic for us is "Thoughts on Rolling Stock and Cars for the Achievement Program." And NERx will feature a panel discussion on the Achievement Program. This will be hosted by Bill Brown, also of the CNY and the Achievement Program Coordinator for the entire NER.

I hope to "see" as many of you as possible on the 16th! Please log on to NERx as well the week before!

Take care, everyone!

Irwin

HBD Pictures

These pictures were taken at the October 2020 HBD meeting. Enjoy!



Pictures by either Doug Dederick or James Lauser. *ed.*



HBD Upcoming Events/Meetings

HBD Vice President Doug Dederick has planned a virtual meeting for April, so mark it on your calendar:

April Virtual Meeting Friday the 16th 7PM

The April Virtual meeting Guest speaker, Ed O'Rourke from the Central Division, will be presenting a Clinic: "Thoughts on Rolling Stock and the Cars for the AP Program"

Ed will utilize a Power Point clinic to discuss ways of developing a prototypical rolling stock roster, and modifying existing cars to look and run better. He will also discuss the approach he took to completing the NMRA "Cars" Achievement Program in a useful and practical manner. Ed is Chief Clerk and newsletter editor of the CNY Division, and Western At-Large Director on the NER Board. He recently completed the requirements for Master Model Railroader.

Next NERx Virtual Convention - Saturday April 10th and Sunday April 11th

- visit nerx.org for more details

May HBD Meeting

We hope to have an outdoor event where we can meet in person again.

April Virtual Meeting Introduction

By James Lauser

Hi everyone! Since it still isn't wise for us to meet indoors, and it's too cold for us to meet outside, your Hudson-Berkshire Leadership Team is continuing virtual meetings. I will be hosting the meeting on Google Meet, which is a service similar to Zoom or Webex. You'll be able to join the meeting from any computer, tablet, or smartphone with an Internet connection, and there is **no fee or signup** required. There's also no software to install; the meeting will run right in your web browser.

A few hours before the meeting starts, a link for the meeting will be sent out via Constant Contact. The link will also be posted on the main page of hudson-berkshire.org. Simply follow the link and you'll be brought to the meeting. If you're already signed in to a Google or Gmail account, you'll be brought into the meeting immediately. If not, you'll

be prompted to enter your name. You may also get a notification asking for permission to use your camera or microphone.

Simply follow the prompts and you'll be brought into the meeting. You might need to wait a minute to be accepted, but once you are, you're all set. I'll start allowing people into the room around 15 minutes before the meeting starts.

During the meeting, I'm going to have everyone but the presenter muted by default to cut down on background noise so that everyone can hear clearly. If you have a question during the meeting that you'd like to ask, please type it into the chat, and I'll read them all at the end of the meeting. To access the chat, click the bubble icon in the top right corner of the screen, and then type your message in the box that appears.

That's all there is to it. Please join us!



Somebody Made a mis-steak!

Robert E. Mohowski



On some evenings it has been simply more convenient to delve into the freezer compartment to find a dinner possibility rather than putting fresh ingredients together. For such evenings we have a modest reserve of frozen foods including some Omaha Steaks products. I soon noticed that their sturdy and handy-sized cardboard packaging had ready second employments as storage or travel boxes for model trains.

About a month ago I decided that two locomotives needed some sound and DCC adjustments. An

Erie GP7, one of the 1200 series that was equipped with “beer barrel headlights” on each end, had been programmed for short hood forward operation. This was contrary to Erie practice which was to run long hood forward. It also needed to have the horn volume reduced a bit. The second locomotive was an Intermountain FT A and B set which produced the squealing of brake shoes against the drive wheels when the units were throttled down. The squeal was irritating and needed to be reduced a bit. DCC and sound adjustments are not enjoyable tasks for me and I’d rather compensate someone with time, money or trade railroad items for their expertise and service.

My good friend Geoff Wood made the adjustments and I brought the models home. I put the GP7 on the layout and fired it up. It ran beautifully with long hood forward and a more mellow horn. My attention was diverted before I could unpack the FTs and left them in the box. I did not return to them until a few hours later. When I returned to my recently reacquired locomotives, I looked in vain for them. I called Geoff to see if

perhaps he planned to retain them a while longer but I was sure I had seen them earlier! When further searching proved fruitless, I began to think— I’m at an age where memory lapses do occur. “No, no...,” I said to myself, I’m quite sure they were here but left in the Omaha Steak box! Several days of searching and thinking were wasted and I finally decided my memory was at fault.

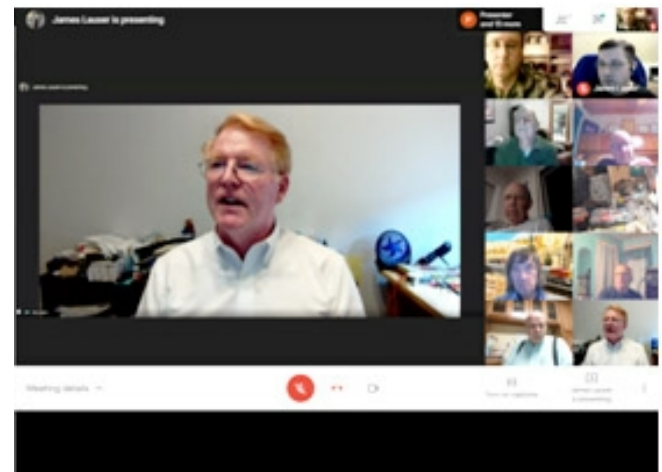
Fast forward to a week later. My wife called from the kitchen, Bob..., come here..., I have something to show you. I came in to see a faint smile on her face as she was holding open an Omaha Steaks box with the two FTs inside! They had spent several days in the freezer. We still can’t recall which of us put them there, but I did learn a lesson. Don’t use a frozen food product box for model railroad storage *without relabeling* it with a fat magic marker! Oh yes..., the FTs run fine, cooling their wheels for a few days did no harm.



March Virtual Meeting Report

At the March HBD virtual meeting Jim Lewis of Model Train Technology presented lighting products he has developed. He demonstrated a newly developed infrared block detector, passenger lighting for HO and N gauge passenger cars, a sophisticated controller for LED lighting effects, and a unique fiber optic controller.

You can check out all their products at <https://modeltraintechology.com/>





Sparta Station Project

Part 1 “Quandaries of Prototype Modeling”

By Richard J. Smith



Figure 1.
Sparta Station from the HRM Laser Kit is delivered exactly as it was designed from original blueprints. Here is my finished model, which is built to the original floor plan from 1916.

I model the Milwaukee Road sometime in the early to mid-fifties. But modeling all my key railroad structures in some exact or even approximate time period is problematic for me. Why? Well, first of all it is hard if not impossible to find vintage photos/drawings of hundreds of miles of mainline structures from the same time period.

Second, structures like people change over time. Believe it or not, I didn't always have gray hair! In the case of Sparta Station, the railroad made many changes over the years, most utilitarian in nature to reduce operating costs and keep it profitable.

It is my opinion that originals of things are the way the architects or designers meant that thing to be. While

not always the case, modifications over time can ruin the intent of the original. I fully agree that sometimes buildings with numerous modifications can also be gems to model with various brick, stone and other facades. So, it really comes down to personal preference on a case-by-case basis.

As you look at vintage photos in this article, This helps you all to realize the wealth of information that can be gleaned from studying old photos, sometimes with a magnifying glass! This helps to see small details that can bring interest and fun to your projects, whether prototype or free-lance.

Now I will march you through the changes of Sparta Station over time, starting from a pretty, small town structure built with pride and attention to detail so common in railroading's heyday and ending with ... well you can decide.



Figure 2.
This is the earliest photo I have of the station. It is not dated but I assume it is just a few years after it was built.

(Continued on page 7.)



(Continued from page 6.)

Even in the very old photo in Figure 2, the station had changed! If you study both Figures 1 and 2, you will notice the prototype did not keep the "pavilion" or that open section from the station platform to the rear. That section is filled in with a wall, new door, and window, and has a Railway Express Agency sign on it. Here is a close-up of my model's pavilion (Figure 3).

Also, notice I painted my model the standard Milwaukee Road two-tone gray paint scheme used in the fifties until the end of the line. I actually don't know what color the station was in 1916 or in Figure 2, but certainly the bottom portion is not a darker color than the upper clapboard.



Figure 3.



Figure 4

The two-tone gray is evident, but also please notice another detail. Painting corner and window trim with a contrasting color is no longer a priority, just all light gray for the upper portion, window frames and all (boring but practical). It also looks like the building could use a coat of paint! Note the formal gold lettering on black background for the station signs made way for black lettering on white background. The semaphore in Figure 2 (hard

to see) is long gone and replaced with a three aspect train order signal. That is what I used on my model in Figure 1 (signal by Tomar). Also, notice my station version in Figure 1 still has the center chimney which serves the station office.

In addition to those really cool speeders, Figure 4 shows another interesting change. The station extension to the rear was added some time during World War II to accommodate a larger waiting

room for all the soldiers passing through from Camp McCoy military base. It served later as an additional freight house when the separate freight house down the tracks was demolished (again, railroads were utilitarian). Finally, note the difference in window arrangements of the station front between Figures 1 and 4. Doors and windows were moved on the left side, and full windows removed, but transom-like windows remain, on the right!

(Continued on page 8.)



(Continued from page 7.)



Figure 5.

This photo is also from the 1970s or maybe early '80s but shows more of the baggage and freight portions of the station.

So now the Sparta prototype Frankenstation is complete! The gutter on the far right shows where the original freight section ended and a new freight section was added. Pretty baggage/REA doors in Figures 1 and 2 are now replaced with ugly garage doors of differing heights and styles. You can also see that addition out the back. *By the way, we can all admit to being that kid with his bike tucked close to the agent's bay window. He's almost as fearful as he is excited as that freight train roars by!* Another detail seen in Figure 5 and way back in Figure 2 is the chimney between the roof of the freight section and the roof of the station

is covered in stucco. I simply had to model that detail (see Figure 1). In both Figure 2 and 5 the chimney above the roof line is brick again. But in Figure 5 it was extended compared to Figure 2 (maybe safety regulations?) and with different brick patterns. I chose to keep my model closer to the original chimney height (see Figure 1).

So, Figure 5 shows a relatively well-maintained station, but it has lost much of its original aesthetic. The passenger station portion lacks all symmetry of windows and doors, trim is not accented, the unique pavilion is gone, the freight section is too long with ugly garage doors of differing heights and style, and the addition

in the back is out of place. Starting from the HRM kit and modifying that kit to model the structure as it appears in Figure 5 would certainly be more prototypical of the 1950s-1980s era and would probably earn more merit points in a contest. *But I don't like the way it looks!* So I decided to combine the pretty and quaint station that was the original with the two-tone gray paint scheme of my era of the 1950s and a more modern train order signal. It is still unmistakably the Sparta Station!

My next installment will talk about my modeling in more detail. Thanks for reading!





TIPS FOR OPERATION

Part 5

By: Ken Nelson

In this session you become the road engineer. Your train is made up, and you are finally ready to leave the yard. In Part 1, we discussed train speed, but in this session, we treat a different aspect of how fast we run our trains and what other things we must think about as we take our train down the track. We have all seen model railroaders who just turn the knob and watch their trains go. But if you are truly going to be an engineer, there are a lot of things to keep in mind as we run our locomotives. So grab your lunch and make ready for tip number 5.

BE AN ENGINEER

Your power will probably be in the engine terminal, and you must know which engine has been assigned to you. Your first job is to walk around the power, and make sure that everything is ready to go. No, you are not going to actually walk around it, but this is a great time to appreciate what your power looks like, especially if you are visiting a friend and running someone else's engine, perhaps one you have never seen before. Turn on the headlight if it is not already on. Does your locomotive have sound? If so, we will want to ring the bell before we move, and sound either two short horn or whistle blasts if we are moving forward, or three to reverse. (Remember Part 4.) The lead diesel you are in should have a small F on the front corner of the front of the engine. If you are not moving that direction, you are reversing. Remember to keep your speed down to a crawl. (Remember Part 1.) If you speed out of the engine terminal, you break all chances of looking realistic. Now you must couple to your train. If you don't know which track your train is on, call the yardmaster or your conductor to find out.

After clearing each turnout, give your ground man a chance to throw it. When you reach your train,

gently couple up WITHOUT MOVING THE TRAIN. If your train has been connected to "yard air," it will have its brakes set. If it has been sitting on an uncoupling ramp, couple first, then slowly push back to get the coupler off of the ramp. (There is no prototype for this, but if you are using ramps, it must be done.) Stretch the train to make sure you have a good coupling. If the train has not had its brakes pumped up, now is the time to do it. Some locomotives have a setting that allows you to race the engine without moving it, which will give the impression of pumping up your brakes.

When you get the signal to leave the yard, ring your bell, sound your horn, and slowly (maximum of 4 MPH) move your train out of the yard. You cannot start to increase to road speed until your entire train is out of the yard. In your mind, you should know the speed limit on the main, but that does not mean that you must travel that fast. You should also have an idea where your first stop will be. If there are signals, you must know what they mean. When you make your first stop, whether on a siding to meet another train, switch a local industry, or whatever the reason, PLAN AHEAD. A train cannot stop on a dime. It may well take you at least a train length to realistically stop your train.

There are many ways to control a train, including DC, DCC, and many types of levers and buttons which control speed, brakes, and momentum, as well as other items. Knowing how to use them will make you a better engineer. A prototype engineer must know every inch of the division in which he/she is qualified. We don't always know this in model railroading, so keep your eyes open. Be looking ahead for grade crossings, signals, anything on the track, stations where people gather, maintenance workers, etc. Sound your bell and horn as appropriate.

We will have more on maintenance workers and slow orders in our next session.





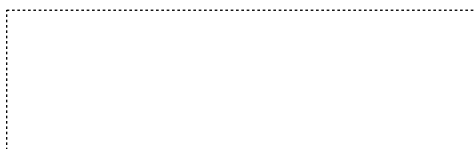
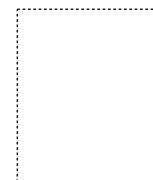
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