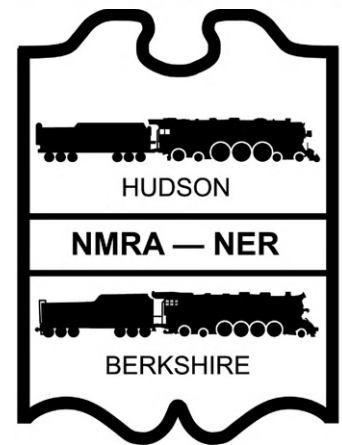


FORM 19

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



Order Number 385

April 2023

April Division Meeting
Saturday, April 22, between 10am & 12pm
Johnathan Munster's Layout
(See details on pages 3 and 4)

From the Editor By MARK SKLAR

The Division will meet at Johnathan Munster's layout this month. This is an excellent opportunity to get ideas on how other modelers are building their layouts. The Division has had many meetings at member layouts over the years and I always go home with a new idea and get inspired by what I see, which motivates my model building. If you would like to host a Division meeting, contact Doug Dederick at dougdederick7@gmail.com. I hope to see you at the meeting. See page 3 and 4 for meeting details.

During the February meeting we had an open forum on what the members want from the Division. The **February "Open Forum" Recap** details these discussions. See page 5 for the report.

Bob Mohowski presents a first hand account of a rail fanning trip he took long ago. Bob writes a retrospective story "Concerning *The General*, *Mars Lights*, *Electroburgers* and *Widening Horizons*". See page 6 for story. Thank you Bob!

Our new feature called "Derailed" continues with another "oops" story by Kevin Surman about a structure he was building. See page 8 for the story. Thank you Kevin.

Charles Newton submitted two of his original D&H pictures on Page 9. Thank you Charlie!

The New York Central Historical Society is having a Modelers Mini Convention in Albany on April 29. Since I am a member I thought HBD members might be interested in attending. See page 7 for more information.

See you here next month.

-Mark



Form19

The *Form19* is published ten 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 President's Corner

By Ben Maggi

I love going to visit train layouts. It is a lot of fun to see how differently other people have taken the same basic components (trains, track, scenery) and crafted them into something completely different than my own layout. And, as your President, I can assure you that the Leadership Team listens when we hear members say that they want to visit more layouts. Thankfully, with the Pandemic in the rearview mirror we can start doing that. It sure helps that we have a lot of excellent modelers in the Division!

Over the past couple of months we have gone to Don Klose's O gauge and Mike Hachey's HO scale layouts. Both feature interior lighting and other night-time effects. I think it is really neat how a layout transforms into something completely different once the regular lights are turned off and the miniature lights come on. Maybe it is because the real world isn't always bright and sunny. I know it is a lot of extra work to make a layout do "double duty" and look good when modeling night and day. My hats off to everyone who manages to do it.

Mike's layout is filled with gorgeous structures that were exquisitely built from kits, and each one must have been a sizeable commitment in time. How he was able to build them (along with his layout) is a real testament to his ability to manage time. Or else he found a way to squeeze 26 hours into

every day! Whatever his strategy, I would love to learn it.

While at the meeting, I went around talking to many of you about your layouts and projects. And I found out a lot of cool things. For instance, one member is working on some modules based on 6-foot gauge railroads to develop his skills for his future layout. Another member is planning on adding structures to his outdoor, large scale garden railway this year. And soon, another member is having his layout photographed for an upcoming magazine publication. There are a lot of fun things going on in the Division, and I hope that when you attend our meetings you talk to other people. That is one of the best parts of the Division, and many of the things I learn at the meetings I take home and incorporate into my own layout.

It is also nice to see layouts that are still under construction. It provides us an opportunity to glean new construction techniques or pick up various other ideas. And let's be honest... most of our layouts aren't finished anyway. It is good to know that I am not the only person whose railroad still has some plywood in parts! Enter Johnathan Munster. He has graciously invited the Division to see his model railroad. It isn't finished. Not even close. But it will be a fun place to visit. He is excited about the prototype he is modeling, and he has the opportunity to do it justice in his space. It is a little bit

(Continued on next page)



(Presidents Corner Continued)

of a drive but it will be worth it. Look elsewhere in the Form 19 for details.

We in the Division would love to see your layout too, even if it isn't completely finished. Why not send a couple pictures of it into the *Form 19*?

Our May meeting will be railfanning at Voorheesville. I hope the weather will be good, but even if it isn't there are pavilions and a gazebo to take shelter in. Besides, watching trains in bad weather is *always* better than staying home and doing chores!

See you at the next meeting!

Ben

Upcoming Division Meetings/Events

April Division Meeting

Johnathan Munster's Layout

Saturday, April 22, between 10am & 12pm

The address is 995 County Route 31, Purling NY 12470.

There are two ornamental wooden gates at the bottom of the driveway, pull right to the top and you'll see the new garage. People are more than welcome to park in front by/near the garage.

May Division Meeting

May 20, 2023 10am

****Save The Date****

The May meeting will be in Voorheesville at the Albany County Rail Trail Pavilion, which is the location of the former D&H/CSX diamond.

There will be more more information in the May Form 19.

You have probably received an email from the Northeastern Region office announcing that the latest issue of the Coupler is now online.

The NER website is - [NER Coupler](#).



April Meeting Johnathans Munster's Layout

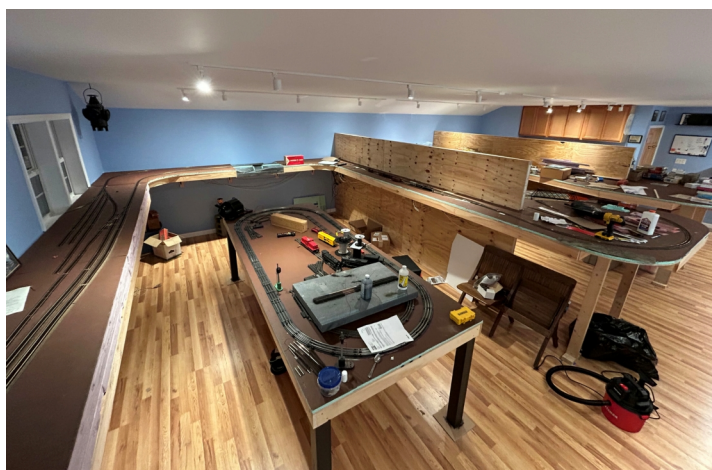
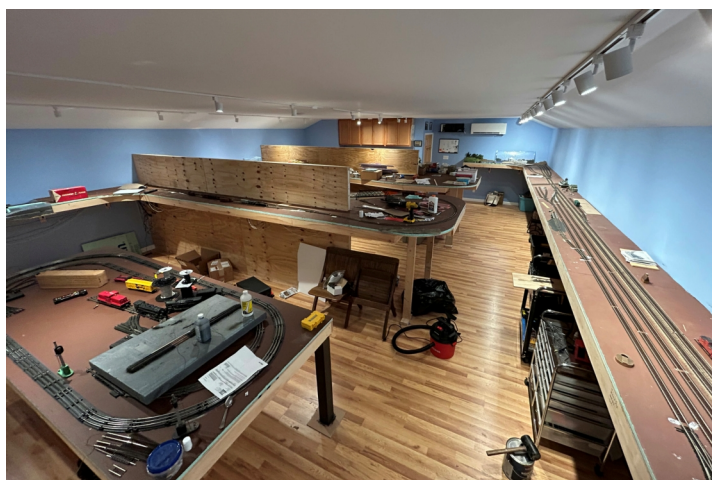
Johnathan Munster is building a new layout in Cairo, New York in Greene County. A fan of secondary lines running through the backwoods of Catskill since childhood, Johnathan chose to model the New York Central Catskill Mountain Branch. This line was also known as the Ulster and Delaware Railroad. Johnathan has chosen to model a section of the line in Ulster, Greene, and Delaware counties.

The layout is HO Scale, and it covers the 1940-1954 era. The layout covers a 24' x 36' area in a purpose-built second story of a garage on his property. He started the layout in February 2022 and has all of the basic benchwork in place and is busily laying track. The layout uses NCE and JMRI for train control with the eventual goal of wireless control throughout the entire layout.

The layout design begins at the east end staging yard simulating the interchange with the West Shore Railroad and proceeds through Kingston, NY. As it continues West, the railroad interchanges with the New York Ontario and Western and then passes through the towns of West Hurley, Arkville, Stamford and Roxbury. The layout terminates at the east end staging yard which represents Oneonta, New York.

Johnathan has been influenced by a few different people including Jim Dufour, Stephen Lamora and Dick Elwell. He is hoping to bring what he has learned from those influences to his project.

Johnathans's address is 995 County Route 31, Purling NY 12470. There are two ornamental wooden gates at the bottom of the driveway. Pull right to the top and you'll see the new garage. People are more than welcome to park in front by/near the garage.





February "Open Forum" Recap

By: Ben Maggi

As you all know, in February we had an "Open Forum" membership meeting where we all sat around and talked about a lot of different things that were affecting the Division. Well, that and all the cool stuff we bought at Springfield! For those who couldn't make it, here is a recap:

Doug had an idea for a switching layout that could be brought to various events to showcase our members' modeling efforts while at the same time offering the public a chance to see a quality train layout and experience some switching possibilities. Five members expressed interest, and Doug will be leading up the team to work on this. If this sounds like fun to you, email Doug (his email is at the front of the Form 19).

We discussed several challenges facing the GTE in the future, including rising costs, possible new venues, the white Elephant table, attracting and retaining vendors, and signs. Some good suggestions were raised for

the future, which I am sure James and the rest of the GTE planners will take into consideration.

We talked about future locations for meetings. As for a railfan day for our possible May meeting we threw around ideas such as South Schenectady and Lock 10 but the consensus was that Voorheesville, since it has a nice gazebo and public areas, and is located next to food (at least a nearby Stewarts). Recently N.S. put welded rail back into the track connecting the former D&H with CSX, so it has a lot going for it.

There were discussions on day trips to railroad areas near and "not so near". We talked about prototype railroads to ride (Cooperstown; the Adirondack Railroad in Utica; the Berkshire Scenic Railroad in North Adams; the Arcade and Attica Railroad; the new railroad in Corinth; the Trolley Museum in Connecticut; Steamtown; and Strasburg. Day trips to layouts included: George Selios' F&SM in Mass.; the multiple train clubs near Worcester, MA; the Lehigh &

Keystone layout in Bethlehem, PA; and Expo in Montreal. Also mentioned was a group trip to the Syracuse train show.

As for ideas for future clinics, we had requests for Scenery tips and techniques, especially non-mainstream ideas; a show & tell session where members talk about what works and what doesn't for modeling; how to set up and use railroad scanners when railfanning; tips and tricks for structure kits; and setting up the Iowa Scale Engineers' ProtoThrottle.

There was interest voiced in having club shirts made, and we are working on setting that up with a local company so that just about anything can be ordered with the club logo.

Can you believe we fit all that into a 2 hour meeting? If you didn't make it, you missed out. But feel free to email me with any ideas you have on the above subjects, or anything else.

WELCOME NEW MEMBERS

Todd Burdick - North Adams, MA



Concerning “The General,” Mars Lights, “Electroburgers” and Widening Horizons

By Robert Mohowski

One of my first extended trips to explore America’s railroads took place in 1962. It was a college summer and Greg Morris, a fellow I worked with at a summer job, had a brother going to school in Milwaukee and asked me to join him for a road trip out west. Greg was not a railroad enthusiast but was soon to learn of my fascination with trains. Several times on the journey his patience reached a breaking point when he would adamantly refuse to, “...visit another damn railroad yard!” I’d treat him to lunch, give him time to cool down, and later follow up with, “Please make a left there by the sign saying, ‘yard office.’ Because I’d bought lunch, he’d grudgingly comply and but not talk to me until we got back on the highway.

The trip had many high points. The most amazing being a serendipitous encounter in Kentucky with the historically famous 4-4-0 locomotive, “General” of Civil War fame. Recall that the early 1960s marked the centennial of the Civil War with many historic reenactments and commemorative events. The General had belonged to the Nashville, Chattanooga & Saint Louis Railroad (NC&StL) which had merged with the Louisville & Nashville and during this commemorative summer it was hauling a single period coach on a variety of local excursions over

L&N lines. We followed the locomotive for the day and even tried to buy tickets from excursionists but no one was willing to give up their chance to ride behind The General.

A few days later we were in Tolono, IL where the Illinois Central’s busy north-south mainline passed through town. We came upon an intriguing crossing sign that had this warning, “Trains go over this crossing at 100 mph whether your car is on it or not!” Now that was very serious railroading indeed! Even Greg wanted to see that kind of action and we didn’t have long to wait. One of IC’s New Orleans or Florida bound streamliners, all beautiful brown and orange with yellow striping, ripped over the crossing—horns blasting and dust flying. It was impressive! We drove up to the station to find a timetable and then drove south of town where the IC crossed the east-west Wabash main on a pair of steel diamonds. Very soon another IC train ripped south striking the diamonds with such speed as to cause sparks to fly from the trucks! The sound was equally if not even more impressive—it sounded like machine-gun fire! It was a railroad sound and light show that I’ve not forgotten to this day!

The IC had been quiet for awhile when I noticed a headlight to the east, something was coming

toward us on the Wabash. However it appeared that the headlight seemed to be bouncing from side to side and I initially thought I was witnessing a derailed train! No..., that wasn’t likely, this had to be one of those Mars lights I had read about. Wow, this was very interesting. As the train approached I could see that it was a separate light above or below the actual headlight. I was to see more of these interesting warning lights during the trip. Cab units had them mounted within the nose of the car body while hood units had a boxy device on a hood depending on which end was the front. When I returned home I researched these lights and found two companies made them. Mars and Gyalight. It appeared to me that the Mars version moved in a horizontal figure eight while the Gyalight seemed to make more of a circle. It was easy to see why railroads crossing open prairies and deserts employed them. They were easy to see over such terrain offering added grade crossing safety in open country.

Eventually we arrived at Greg’s brother’s place in Milwaukee. I went off on my own explorations of the city and of course, took in the RR sites. This soon led me to the Chicago, North Shore & Milwaukee terminal. The CNS&M or, North Shore for short, was a heavy duty electric



interurban company moving both freight and passengers with very unique and fascinating electric motive power, operating between Milwaukee and Chicago using catenaries and third rail. They had two streamliners called "Electroliners" which had small dining sections. We made a round trip to Chicago on one of them and had "Electroburgers" enroute. I made two other roundtrips to and from Chicago using the CNW and the Milwaukee Road. On the latter I was able to ride the Milwaukee's Sky Top observation car, my favorite piece of modern, streamlined passenger equipment. Designed by Brook Stevens, they were of two configurations. Some were sleeper lounge cars and others were parlor lounges. Both types had rounded solarium ends. A friendly trainman permitted me to make a

brief visit into the elegant extra fare car.

While in Chicago, I visited Dearborn Station which was the Santa Fe's eastern terminal. I was eager for an in person look at the AT&SF's beautiful passenger diesels in the war bonnet scheme. I was astonished to watch a maintenance crew actually spraying a silver touch-up job on the pilot of the lead F unit that was soon to depart with a westbound streamliner. What a classy outfit!

This very memorable, inaugural trip, brings up some insights. Looking back on a lifetime of railroad exploration, I must give those experiences due credit. We are all born under provincial circumstances. It is a context that shapes us in so many essential and beneficial ways. However it can also be limiting if we choose to let

it do so and not go beyond its boundaries. I think it was Henry David Thoreau who first made me realize this. We can "stay local" so to speak, or we can become "cosmopolites" of wider thought and experience. The hundreds of people I met in towers, stations, dining cars, yard offices and locomotive cabs widened my world exponentially! Of course, formal education and family travels must also be credited. So too, must the wonderful friends who shared my interests. I dedicate this piece to you, rail enthusiasts and modelers. To all of you, I extend grateful thanks for your teaching, sharing and patience. It's been a long, wonderful, ever educational and delightful trip.

The End



NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY, INC.



NYCSHS Albany, NY Modelers Mini Convention **Saturday April 29, 2023** **Albany, NY Wolf Road Holiday Inn Express**

This is an opportunity for you to meet other NYCSHS modelers, bring some modeling friends, learn some new skills, understand what is available for modelers from the NYCSHS archives, and provide input to the NYCSHS modeling program. Last year's Mini was a great success.

For more information and to register, go to the NYCSHS website at:
https://www.nycshs.net/NYCSHS-Mini-Convention--Albany-NY-April-29-2023_p_3084.html

To get a mail-in registration form go to:
<https://nycshs.files.wordpress.com/2023/01/2023albanynycshsminiregistrationform.pdf>



Derailed

By
Kevin Surman

My first attempt in building a scratch-built structure was going well when I realized I had made a significant error. I laid the wall out, cut out the openings, added the window apron and then turned it around on the bench and realized I had the lap siding going the wrong way. The wall is unusable but I have

displayed this in the past with the finished structure with the following “What is wrong with this?”.

I also slipped with a knife on a second wall but built a vent to cover up the gouge mark. I make mistakes with most of my modeling projects but I have improved on covering them up.



Please visit:

Hudson Berkshire Division Website:

<http://www.hudson-berkshire.org/>

Facebook Pages:

<https://www.facebook.com/HudsonBerkshireNMRA/>

Hudson-Berkshire NMRA Group

<https://www.facebook.com/groups/809686920433872/>

“Hudson-Berkshire Division of the NMRA” YouTube Channel

<https://www.youtube.com/channel/UCE4Em3wMYwj5Z3ynfNsla8g/featured>



D&H 7612 and Union Pacific 2867 U28C lead northbound BMX-1 at SS Cabin (South Schenectady) in January 1978. Charles Newton photograph.



D&H 7316, GP38-2 in the paint booth, at the Colonie Shops in 1978. Charles Newton photograph.

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