

FORM 19

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

Order Number 300

February 2014

Saturday February 22, 2014

9:30 AM to 11:45 AM

Malta Community Center, Bayberry Drive, Malta, NY

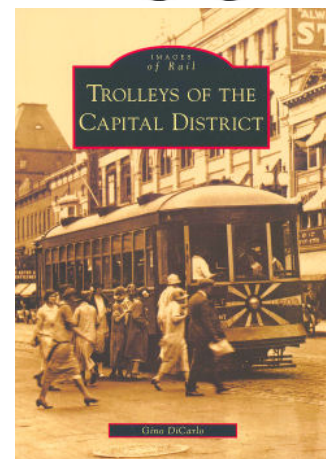
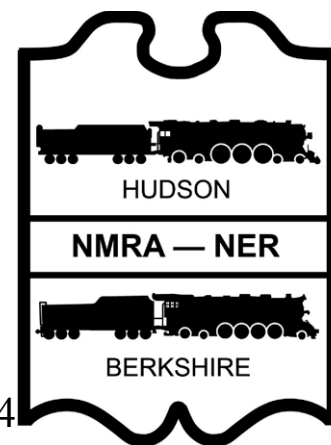
Gino DiCarlo

- Noted Railway Historian and Lecturer -

- A Presentation on -

“Trolleys of the Capital District”

and the Railroad Grade Crossing of I-87 - the Adirondack Northway.



Gino DiCarlo is an adjunct lecturer in transportation history at Hudson Valley Community College. He is the author of "Trolleys Of The Capital District" (Arcadia Publishing, 2009). Plus he has created (and continuously updates) internet sites dedicated to the history of early railroads and railways (trolley lines) in the greater Capital District Area of New York State through photographs – some going back into the late 1800s. The major sites can be accessed through <http://gino.cdfw.net/>. This site is the entry portal into web areas about the Fonda, Johnstown & Gloversville Railroad; an area called Gino's Railpage; and one called Gino's Trolley Page. Gino's Railpage itself contains sections on many (mostly no-longer existing) railroads of the extended geographical area. The same is true for Gino's Trolley Page.

He also has a fabulous site of pictures of current rail events (additional BL2 for the Saratoga & North Creek, derailments and recovery, interesting engines, etc.) at <https://www.flickr.com/photos/thedicarlos/>. Gino is also the author of many articles on particular aspects and features related to local railroads such as his article on the gigantic coal house built in Gloversville and its affects on the local economy and culture <http://www.lostlandmarks.org/coalhouse1.html>.

Most of us have forgotten – perhaps never new – the importance of the small, local railroad and trolley lines in the late 1800s and early 1900s and how they changed the nature daily life and of our country. In the January issue of the *Form19* you read (we hope you did read it) an article about the resurgence of streetcars in various cities in the United States and some of the effects that those lines have had on the economics and society of the area they serve. The Hudson-Berkshire Division is delighted to be able to arrange this presentation for you, it's members.

Please be prompt for this meeting as the time that the meeting room can be open and the facilities available is closely restricted by the Community Center.

Map and directions on page 5

www.hudson-berkshire.org





Form19

The **Form19** is published eight times per year for members of the Hudson Berkshire Division and for newsletter subscribers (at \$12.00 per year).

The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in **Form19** in no way constitutes 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

The snow is falling and the temperature is chilling; the perfect combination for modeling. So head to the bench, or to the layout and build something! I want to thank all of you who visited my layout last month, hopefully my work was able to inspire some new ideas in you. A round of thanks to my Thursday night group for all their help and support. I couldn't do it without you guys, you're the BEST!

I had the opportunity to ride the bus to Springfield this year and I must say, what a blast. The bus was nearly full with just a few seats open to stash your goodies, the experience was delightful from start to finish and you can't beat the convenience or the cost!! If I weren't a vendor at the show next year, which requires me to be there all weekend, I would take this trip in a heartbeat. So if you haven't had the opportunity or thought, "eh, who wants to take a bus", trust me it is a no brainer.

Speaking of buses, the trip to Steamtown is a GO! Sign-up sheets are in this issue. We expect a big demand for this one so get in early!

This month we are at the Malta Community center to hear a double presentation by noted local rail historian Gino DeCarlo. Gino will talk about area trolley lines and the tracks that crossed the Northway back in the 60's. I'm looking forward to what should be a very interesting presentation.

Now the usual announcements and a short article on some interesting concepts in Model Railroading. We'll revisit Virtual Modeling a little later in the year.

The 2016 NER Convention: Plans are being drawn up and committees are being formed for our 2016 NER Convention. Come on board, we have a great need for committee members and volunteers to help make our convention dream a success. The theme of the convention and our overriding vision is "A Taste of the Division". We intend to highlight the variety and uniqueness of the HBD and the members who make our Division great. Kevin Surman and I are co-chairs and can be reached at our usual contact points. Look for an upcoming announce-ment on our first large scale planning meeting, this is your chance to get involved. We are still searching for a suitable "name" for the convention, here are some ideas that have been sug-gested. They are in no particular order, let us know if you like these or if you have names of your own to submit.

- o 20th Century Limited
- o Yankee Flyer
- o Empire State Express
- o Pace Maker
- o Dewitt Clinton
- o Laurentian
- o Invest in Rail Futures

Bus Trip to Steamtown: Our end of season summer event will be a special Saturday trip to Steamtown, on June 21st. Cost is \$35.00 for NMRA members and \$45.00 for non-members or guests. Since this is a National Park we leave admission (\$7.00) up to you . We are working on a cab ride giveaway that you can participate in too. Sign up form is on page 7. Sign up early I expect this to fill quickly. I know I'm going!

Form 19 articles: Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at gpflegl@nycap.rr.com

New members: Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.

In my exhaustive exploring of the internet I often come across interesting blogs and forums. I try to share the most interesting with you folks. I recently read this blog: <http://www.brasstrains.com/blogs/2014/01/27/7/what-a-view->

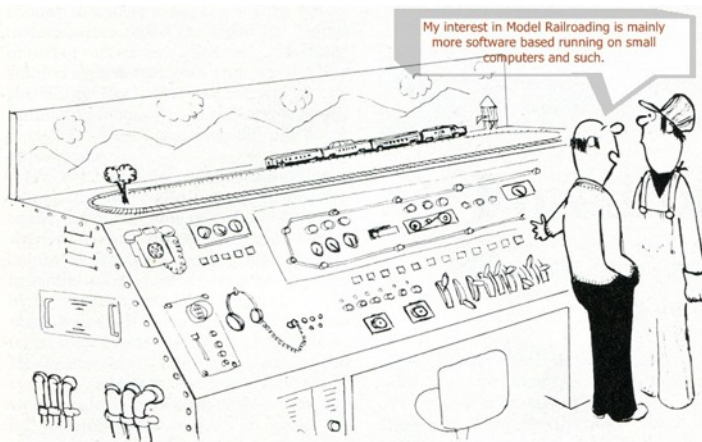
It is an interesting experiment in forced perspective and viewing angle. So far it is just the germ of an idea but I'll be following along to see how it develops.

I also found this intriguing: <http://model-railroad-hobbyist.com/node/16779>

It is about using your iPhone or Android device as a throttle in conjunction with JMRI. Needless to say, I tried it out and it really is very cool, and a cheap way to add wireless to your DCC system.

As an FYI, any sites I recommend have been vetted for safety from virus or malware. Not a fool proof guarantee, the internet moves fast, but rest assured that I won't send you someplace that will infect you.

From that same blog comes this cartoon, which I personally found both funny and enlightening...



"My interest in Model Railroading is mainly more software based; running on small computers and such."

Courtesy of poster BernD on the MRH Forums

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my "inbox" and telephone are always open to comments, both pro and con. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

Upcoming Events

March 21 – meeting featuring author John Taibi

April 18 - Division meeting – RPI club layout

May 17 - open house at Henry Propst

June 21 – bus trip to Steamtown NHS



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Welcome Aboard New Members

Art Brearton, Altamont NY

James Donnelly, Bennington VT





The Official Guide of the Railways

Robert E. Mohowski

On a day back in the mid-1950s, I was at one of my favorite haunts, the team track and freight house next to the Erie Railroad's main line in East Rutherford, NJ. These were the days of first generation diesels, 40-foot freight cars and there were many reminders of the recent age of steam and "traditional railroading." My visits were familiar to the freight agent, freight handlers and laborers who loaded and unloaded automobiles, lumbers and general freight shipments from a variety of cars. One of those men handed me a thick book saying he was about to throw it out and since I seemed to like trains I might like to have it. I doubt if he realized how much that book would affect me.

It was an old copy of *The Official Guide of the Railways* containing mainly but not limited to, timetables of all long distance passenger trains in the U.S. There were also route maps of every major railroad, lists of officials, and an index of every city, town and village in North America served by a railroad. There were fascinating lists of the types of equipment that passenger trains carried, a table of national parks reached by rail, federal agencies concerned with rail regulation and operations and pages of general railway information mostly listing changes in managerial personnel, lists of military posts and camps and a break down of the component companies that became absorbed into larger roads. The *Guide* was published monthly by the National Railway Publication Company and was subscribed to by virtually all railroads in the country. It was important to freight shippers and passengers who had to know what railroads went where and how to route people and goods in the grand scheme of American business and commerce.

A new issue came out every month and the older ones were passed down to lower officials, outlying passenger and freight stations or other personal who didn't need the most recent editions. Often there was a circulation list pasted on the front cover showing the descending order which the older *Guides* were to follow. When an issue reached the bottom of the list the next stop was the waste bin with the arrival of a "new" copy. My presence that day was fortunately timed to be the recipient of a *Guide* about to be discarded.

My parents soon became accustomed to seeing the thick book accompany us on our family automobile travels. I kept it in a special cardboard box since it was somewhat brittle and would not hold together too well with rough

handling. To this day I still carry one or photocopies of specific pages relating to the area I'm planning to visit or the rail route I'm riding. We make several Amtrak trip per year and I like to know the origins of the route we are on at particular times and places. Frequently we head to Salt Lake City to visit family and the *Lake Shore Limited* and *California Zephyr* provides the most direct service.

However for the sake of variety, we vary the routes. In my opinion, the *Cardinal* provides the best scenery but it is the slowest route to Chicago utilizing parts of the former PRR, Southern Rwy., C&O and a few others. It's on these less used routes that the *Guide* is most useful for orienting myself regarding railroads of the past. Of course there are other publications that provide similar information but the *Guide* does it in many different ways providing more sources of historical information. For example, I can see exactly what passenger trains the C&O operated over their route in the 1950s and where branch lines diverged from the main.

The June, 1916 *Guide* is supposed to be largest one printed [approx. 1500 pages, Ed] and it probably also reflected the period of greatest American railroad mileage and passenger service.

If anyone is planning a model railroad of a particular prototype line, it might be an aid in finding or determining a route. It will tell what passenger service was provided. If your interest is historical, *Guides* are a fine source about where each railroad operated and a list of communities served. I have not been to any railroad shows which didn't have at least one vendor selling old issues. As mentioned earlier, they must be handled with care since the pages are tissue paper thin and have become more brittle with age.

No doubt many would regard a slow perusal of a *Guide* to be as exciting as reading a telephone directory but for anyone with a serious interest in rail history, they are excellent sources of information, a window into railroads' Golden Ages.

From *Form19* staff: The *Official Guide of the Railways* was first published in 1868 and peaked by 1920. By the 1960s it had declined and with the introduction of Amtrak it became a freight only publication. It is now published as the *Official Railway Guide* by United Business Media as a quarterly publication. A sample of the current *Guide* can be found at: <http://www.railresource.com/content/wp-content/uploads/2010/07/fse-sample.pdf>

Old copies of the *Guide* can be found on eBay and in book stores - both online and "brick & mortar".



Gino DiCarlo's presentation on **Saturday** February 22nd is at the Malta Community center - the first building on the left of Bayberry Drive when you turn off Route 9 in Malta, NY.

Route 9 is east of Exit 12 of I-87(The Northway) (through some roundabouts). Bayberry Drive is the first left passed Alderice Hardware when going north on 9 from the roundabout. It is the first right passed Cocca's Motel if coming south from Saratoga Springs.

Promptness is appreciated as we only have use of the Community Center room for a limited amount of time.



On Ballston Terminal Railway

Puzzler



Last months Puzzler was correctly identified as 'girder rail' by Doug Preston who also knew that it was not regularly milled by any US steel company as late as the 1980s. Today it is not produced in the US and therefore is not used on transportation projects receiving more than \$100K federal funding.

The picture was of a stack of Ri-52 class girder rail awaiting installation on Seattle's 'First Hill Streetcar Project' which is locally funded through a regional transportation taxing authority and, therefore, free to import the preferred rail.

Portland, OR and other cities and transportation projects are now using US-produced 112 TRAM block rail which is gaining acceptance because of the way it is installed. Think of a rectangular strip with a groove in it for the wheel flange and then think of two of these strips being bedded in channels molded into a continuous concrete pad forming the roadbed. The block rail is cradled in an elastomeric INSULATING sleeve in the channel with carefully placed ground connections. This feature protects all the buried electrical and communication lines from the streetcar ground currents.



A visit to-

Steamtown National Historic Site

Scranton, PA

Much more information and pictures can be found on the website <http://www.nps.gov/stea/index.htm>

Admission is by fee or pass. The entrance fee is \$7 unless one has an "America The Beautiful - The National Parks and Federal Recreational Lands Pass", in which case there is no charge.

An America the Beautiful" pass is available to those over 62 years old for just \$10. It allows pass owner and accompanying passengers in a single, private, non-commercial vehicle to enter Federally operated recreation sites across the country. The pass Covers the owner and three (3) accompanying adults (age 16 and older) at sites where per person entrance fees are charged. No entry fee charged for children 15 and under.

Such a pass can be purchased at the entrance kiosk at Steamtown NHS with proper ID or it can be ordered online at <http://store.usgs.gov/pass/senior.html>, in which case there will be an additional \$10 charge for handling & mailing. This sounds like a great deal for anyone who travels to National Parks and Historic Sites.

At Steamtown, the Park Entrance Fee includes admission to the railroad yard, History & Technology Museums, Theater, Roundhouse, all walking tours and most theater programs.

There is a Locomotive Shop Tour at 2:30 PM each day (based on the schedule that is posted). You join a Park Ranger or a Volunteer on a 45-minute look at what it takes to maintain and repair steam locomotives. This walk through this historic Locomotive Shop of the Delaware, Lackawanna & Western Railroad allows all to see the huge behind-the-scenes system that was necessary for safe, efficient railroad operations. The tour departs from the Visitor Center and there is no additional cost. Note that there is a possible heat and noise warning associated with the tour.

You can also walk the grounds 'without escort' and many of the locomotives, including 4012, allow visitors to enter the cab to view the 'engineer's office.'

The Site's regular hours are 9 am - 5 pm. Note that the museums and grounds, including outdoor exhibit areas, parking lot and the connecting walkway to the Mall at Steamtown, close promptly at 5:00 pm.



The *Scranton Limited* short train ride gives visitors a chance to experience riding in an historic commuter car (*the cars were built between 1915 and 1935*) behind either a vintage steam locomotive or an historic diesel-electric locomotive. The approximately 30-minute trip gives visitors a good overall view of the railroad yards. Due to ongoing work in the railroad yard, different routes may be used.

There are longer train rides offered on a regular schedule but these might not be advisable on this trip. Check the Steamtown website for further information.

In regard to food, there are no places to purchase food at Steamtown itself but there is a walkway to the Steamtown mall across the street that has a food court and the Park is located in/near downtown Scranton so there may be other places to eat nearby.

There are about 1,950 steam locomotives in the United States; 250 of these are capable of running. Steamtown National Historic Site has three such locomotives.



Bus Trip to Steamtown National Historic Site Scranton, PA - Saturday, June 21, 2014

The Division is sponsoring a bus trip to 'Steamtown' as an end of year event. We want to start the sign-up for the trip even though some details (such as special group tour of shops) are still being worked out .

Please fill out the form below and submit it with your check made out to 'Hudson Berkshire Division' in the correct amount to reserve your place on the bus. Either hand the form and check to Jack Cutler at the February meeting or mail it to the stated address. The cost for a Hudson Berkshire member is \$35; for a member invited guest it will be \$45. The bus will make stops in Wilton, Clifton Park, Albany and arrive at Steamtown at 10:45 am. The bus will depart at 4:45 pm. Seats on the bus are first come, first serve starting at the February meeting and we need to have 45 seats sold by May 15th or we will have to cancel the trip. If the Division does cancel, those signed up will get a full refund, although we cannot refund individuals who sign up and then do not make the trip.

Pickups will begin at 6:00 am at the Wilton Mall north end by Dicks, light pole C2; 6:30 am at Clifton Park (Exit 9) near The Crossings bus shelter; and 7:00 am at the Cross gates Mall (small lot across from main lot, between Northway entrance/exit and connector to Washington Ave). Arrive at Steamtown at 10:45 am and depart at 4:45 pm.

There is no food service on the grounds but there is a walkway to the adjacent mall with food court . It may be necessary to pick up some food to go for the trip back - still working on details.

Please make checks out to the **Hudson Berkshire Division** in the amount of \$35.00 for members and \$45.00 for guest. Price does not includes admission to the show. This is a first come first serve event with a sign up/payment deadline of May 15, 2014.

Please send payment and sign up form to:

Hudson Berkshire Division
PO Box 83
Clifton Park N.Y. 12065-0083
Attn: Jack Cutler

You will be contacted to confirm your spot on the bus.

Bus will depart on time, we cannot wait for individuals.

Any questions please contact Artie Krass at 518 229-6080 or ajkwings@yahoo.com

-----cut at this line and send completed form with check-----

Hudson-Berkshire Bus Trip to Steamtown National Historic Site Scranton, PA - June 21, 2014

Name: _____ cost \$35.00 check only (no cash)

NMRA # _____

Guest: _____ cost \$45.00 check only (no-cash)

Contact phone number or e-mail _____

Please check pickup location: Albany ☐, Clifton Park ☐, or Wilton ☐

If the Division does cancel those signed up will get a full refund, although we cannot refund individuals who sign up and then do not make the trip.



Take Advantage of One of the NMRA's Most Popular Programs

Artie Krass

Vice-President, Hudson-Berkshire Division

We all know that there are many facets and areas of particular interest and ability in our model railroad community. Some modelers like doing scenery and some the electrical and/or computer aspect of the hobby. Still others enjoy armchair railroading while others relish in laying track and ballast. There are those that enjoy scratch building and those that just enjoy building kits whether it be structures and/or rolling stock. And many enjoy operations and most, if not all, enjoy the camaraderie that comes with the hobby. And some of us delight in it all!

One aspect I would like to write about today is the Golden Spike portion of the NMRA Achievement Program. In the latest issue of the NER The Coupler Bill Brown, who is our NER AP Chair, wrote about a Golden Spike Challenge for the Northeast Region (page 15) that I personally am going to accept and would like to invite my fellow Hudson-Berkshire Division members to seriously consider also. I know many of our members already have achieved their Golden Spike award, and I also know that many of you are not really interested in this aspect of our hobby. But to those of you who are - I say let's be among those fifty region modelers that achieve the Golden Spike Award that is Bill Brown's goal for the Region.

Here is some of what Bill Brown wrote - "Basically, if one has built a layout (or even built a club module), he/she probably has done enough for the Golden Spike....So AP coordinators, Division officers, and all of you modelers - I CHALLENGE YOU! Next year at our fall convention, I want to recognize 50 of our region modelers with Golden Spike Awards."

No, you do not have to go to/participate at the convention (although I urge you to give it a try) to be awarded the Golden Spike - the convention serves as an event for these achievements to be recognized publicly.

Bill continues - "Let's all make it a point to identify all of the layouts in our divisions (or those under construction that can meet the requirements - Artie), and make the effort to visit them with Golden Spike paperwork in hand (and if they are not NMRA members,

then pull out your second set of papers - those NMRA membership forms)."

Ah - the dreaded paperwork you say - don't fret - the Golden Spike Application Form is only one page!

Bill concludes - "Jump on board for my *Golden Spike Challenge: Fifty by September!* The layouts and modelers are out there!"

You can read the entire Bill Brown Challenge article on Page 15 of the NER The Coupler in the latest Jan-Mar 2014 issue.

The complete requirements for the Golden Spike Award and the necessary form can be found at www.nmra.org/education/achievement/gold.html or just go the Achievement Program link on the main page (under Education) and scroll to the bottom of the page for all of the info you will need for your Golden Spike. Or you can go to the NER web site - click on AP on the top banner and scroll down to the Golden Spike PDF link.

Are you up to the Challenge? I am.

Editor's comment: Some time ago, one of the H-B members new to model railroading visited a member well steeped in model railroading and the NMRA AP program. The new member noticed the Golden Spike Achievement Award over his host's workbench and inquired about it. The host described the requirements for the award and then said, "You can get one of these too, if you work at it. Well, maybe not. Maybe you don't have the skill - or the drive to get one of these. Forget I mentioned it." That was the right challenge. Today that 'guest' is a best friend - and a Master Model Railroader - and an inspiration and mentor to many other model railroaders. All because of that challenge to try for the Golden Spike Award.

QSI SOLUTIONS TAKES A NEW TRACK

The QSI Solutions subdivision of American Hobby Distributors (dba Tony's Train Exchange) has been reformed as an independent stand alone company under the ownership of long-time manager and product developer Joshua Shedaker. QSI Solutions is now the exclusive authorized distributor and support for Quantum QSI products.

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Puzzler



Can anyone explain this type of track? There is a special use here to provide access to both boarding platforms (along with the other use). Could something like this be used on your layout - perhaps across a bridge?



Three types of land transportation of the time are visible in this picture taken in Ballston Spa, NY in the late 1800s/early 1900s. In the center is the trolley. To the left is a horse drawn omnibus - animal powered travel. Of course there is walking - self powered. Not in the picture is the self-powered bicycle - a major revolution in transportation when introduced in 1885. Also missing is the steam train, itself a world changer. Until the introduction of the steam locomotive no one could travel faster than a horse could run. And, yes, that is a street sweeper in the center of the view.

How Does An Amtrak Train Get LOST In The Philly Suburbs?!?

by Hunter Stuart of the Huffington Post

An Amtrak train carrying 130 people got lost last week after it traveled too far backward while turning around and ended up on local tracks in the suburbs of Philadelphia.

Amtrak says the train, which was headed to New York from Philly, experienced a mechanical issue in the undercarriage of the front cab car, where the driver was. In an attempt to complete its trip, the train had to turn around so that the locomotive in the back could be at the front, Amtrak spokesman Craig Schulz told The Huffington Post Wednesday over the phone.

"They have to make a Y-turn and run with the locomotive in front," Schulz said. "It's a rare move they'd never executed in that spot before."

While reversing, the train accidentally went too far down the wrong track, Schulz said. It ended up on local tracks of SEPTA, the Southeastern Pennsylvania Transportation Authority, where Amtrak trains do not run.

SEPTA shut down power to the track when it noticed the foreign train, SEPTA spokesperson Jerri Williams told HuffPost Wednesday. "That will slow the train down," Williams said.

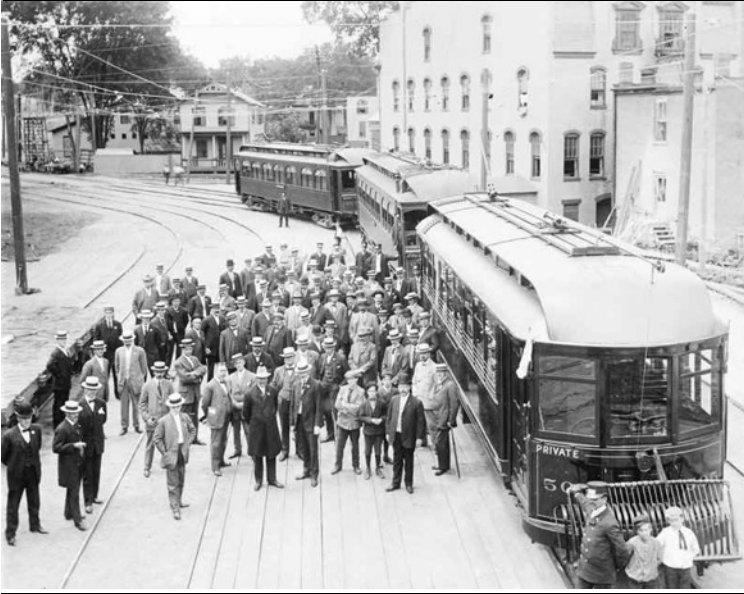
The lumbering Amtrak eventually reached the Bala Cynwyd, Pa., SEPTA station. It came to a stop and received directions to come back to Philadelphia, where passengers were put on a separate train to New York. The incident happened mid-day on Thursday (11/14/13) of last week.

As a precaution, the train's engineer and its crew were taken out of service, given tests for drugs and alcohol and additional training before being allowed to return to work this week. The drug and alcohol tests came back clean, Schulz said.

Schulz assured us that no one on the train was ever in danger. "The infrastructure worked," he said.

Luckily there were no SEPTA trains on that track at that time, Williams said. "It was the middle of the day, so there was only one train before the morning commuter trains and the evening commuter trains," she said. "There was no chance of an incident."

Electric Transportation - Old & New



Boarding in Schenectady, NY for travel to Ballston Spa in early 1900s. Image from Gino's Trolley Page
Business men going to a meeting

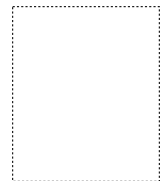


Amtrak's new face - Siemens ACS-64, starting commercial service February 7, 2014, at Levittown, PA station.
Photo by Darryl Rule via Railpictures.net
ACS-64 is expected to provide a 20% energy savings

Check out www.nernmra.org to learn more about the NMRA Achievement Program (AP). You can even download files with information about each section of the program. Download the one for the 'Golden Spike' section and see how interesting it really is. I think we all have done it/can do it. Go Team! See article on page 8.

FORM 19

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



First Class Mail



The two photos on this page were taken of an approximately 36 inch screen being used with a computer to play the TRAINZ Simulator game by Nv3 Games.

The HD resolution provides an image that is often hard to distinguish from a photograph. The car numbers and other graphics are clear & legible. One can drive a train as the engineer, with view available to show what the engineer would see.

All photos shown in this extended section of the Form19 were taken by a Staff photographer at the 2014 Amherst Railway Society Railroad Hobby Show in West Springfield, MA on Saturday January 25, 2014.



The following photos were taken of a small portion of the modular layout of “The Central New York Modelers,” “An HO scale model railroad club from Syracuse, NY.” The club has a website at www.cnymod.org where you can learn more of their activities and awards.

Note that Mr. William ‘Bill’ Brown, mentioned in the ‘Golden Spike’ article (page 8) by VP Artie Krass, is a member of this club and the builder/owner of several of the modules in this layout.





