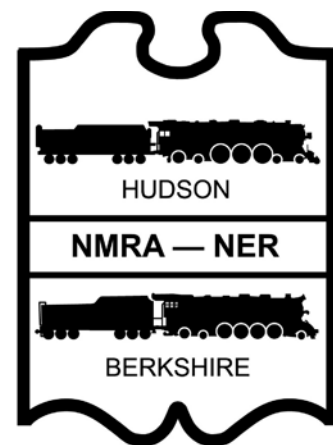


# FORM 19

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



Order Number 326

February 2017

Next Division Meeting Friday, February 24, 2016 at 7:00 PM

Irwin Nathanson

## Miniatur Wunderland & European Models

Malta Community Center, 1 Bayberry Drive, Malta, NY

Hamburg is a major tourist destination in Northern Germany; there is so much to do and see there. Indeed, Hamburg, a major port city, is connected to the North Sea by the Elbe River, is crossed by hundreds of canals, and contains large areas of parkland. Its history goes back centuries.

Yet the number one tourist attraction in all Germany is Hamburg's Miniatur Wunderland, the largest model railroad in the world. Irwin has visited twice, most recently in December, 2015. Come join him for a presentation full of photos and video clips showing the highlights of this awesome, fully sceniced, computer controlled, fully animated HO wonderland.

Miniatur Wunderland has approximately 930 trains with nearly 14,450 railway wagons, 228,000 trees, 215,000 figures (known as 'Wunderländer' throughout Germany), 8,850 cars & trucks, 13,000 metres (over 42,000 feet) of track, 3,660 buildings and bridges, and over 33,000 lights. All set up in minute detail by 230 employees in over 580,000 man-hours. In this superlative model landscape, one can witness realistic railway operations entirely computer-controlled. There is even day and night in the railway world - and that's every 15 minutes. Miniatur Wunderland recently opened Hafen City and the Elbe Philharmonic Hall, in its small format, with a live broadcast concert by the North German Radio orchestra – ostensibly from this smallest concert hall in the world! Visitors can admire different countries - the mountainous German region of the Harz, the Austrian Alps, France, Italy, North-America and Scandinavia. And there is even an airport in miniature size with up to 40 different aircrafts (from Cessna to Airbus A380) taxiing independently to and from the gates. They are taking off or landing regularly. Each aircraft is equipped with original lights and sounds (a decoder for a 767?), at least in the take-off phase. Come and see where they go after they take off.

And Irwin will also discuss a bit of the differences between European modeling and that here in the US, especially in rolling stock. You might be surprised, even shocked, at how much more advanced the technology is there than here. There will be a video clip of one of the most recent developments – driving your own train from the cab with active controls. Yup, close to the real thing. See how.

Map & directions on page 9

[www.hudson-berkshire.org](http://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.

**Hudson Berkshire Division**  
**PO Box 83**  
**Clifton Park, NY 12065-0083**  
**trains@hudson-berkshire.org**

President  
Paul Hoffman  
57 Vettura Court  
Malta, NY 12020  
518-899-5707  
trains@hudson-berkshire.org

Vice President  
Irwin Nathanson  
609 Diamond Point Rd  
Diamond Point, NY 12824  
518-668-9892  
irwindnathanson@fastmail.fm

Treasurer  
Jack Cutler  
8 Bluestone Ridge  
Clifton Park, NY 12065  
518 383-5684  
cutlerjm@nycap.rr.com

*Form19* Editor  
Bert Pflegl  
19 Lea Ave  
Waterford, NY 12188  
(518) 235-8496  
gpflegl@nycap.rr.com

GTE Manager  
Rich Smith  
15 Friar Tuck Way  
Saratoga Springs, NY 12866  
518 581-0535  
rsmith1@nycap.rr.com

Copyright 2016, Bert Pflegl  
& Hudson Berkshire Division

## The Ready Line

By Paul Hoffman

This edition of the Ready Line finds me watching our unfolding snow storm and thinking about what sort of a layout I'm going to build in my newly occupied space. Of course our hard working editor (hats off to you Mr. Pflegl) is losing his patience with me as I missed our deadline, sorry about that. Be that as it may, let's get back to the matter at hand. Designing a new layout.

I'd love to say that my last layout was perfect, alas, it wasn't even close. So I'd like to take some lessons learned and apply them to this new endeavor. First off, a couple of things I did right.

- Walk-in design
- Wide radius turns with easements and super elevation
- Ample staging (both a pro and a con, see below)
- Organic bench work (in a word, curvy)
- Well defined time period and location/railroad

Some of the things I want to change this time around:

- Single deck, plus staging (3 decks was just too hard to work on)
- No helix (yes I know it was cool and interesting but it ate up track, real estate and running time)
- Hone down the time and place. The trans-con is nice, but trying to model 500 miles of it is just not possible in HO, unless I have lottery money and space.
- Smaller engine facility. Everybody loves a turntable, but really?

Now for the heretical part of this little treatise...I don't think I'm going to design this for operations, per se. I fully expect a deluge of mail on this one but let me explain a bit. First off, I enjoy operations and have done it many times. It is much like a chess match and gives real life to what could easily be a static display. On the other hand, if I wanted to work for the railroad, I would get a job with the railroad. Most of the op sessions I have been on are much like work, with many of the same time pressures and expectations. To me this can be fun, on occasion, but not as a steady diet. My goal for this layout is not formal operating sessions but rather train running nights, much of it without form or function but purely for the joy of seeing our finely detailed models travel through some well rendered scenery. Secondly the vast majority of my time on the layout is spent solo and I'm, at heart, a rail fan. I find the thing I love best about visiting other layouts is the pure joy of just seeing it and how the owner designed it, exploring what obstacles they overcame, how they did what they did and, for me at least, watching the trains run through their creation. I like to take pictures of layouts and I find that is fundamentally at odds with the concept of operations.

I guess this is the modeler coming out in me; I'd rather look then run. Does that make me an MV (modeling voyeur)? Again, I want to impress upon you, dear reader, that I have nothing against operations.

So, let's leave this here for now. I'll be writing much more on the progress and design philosophy on this new layout and I hope you will comment and share your ideas with me and the rest of the *Form 19* readership on this topic.

Till next month, stay safe and warm and work on something!!

As a member of this organization, the buck stops with me. If you have a problem or an issue, please work with your fellow members and do all that you can to help solve the problem. Our doors and thoughts are always open to a fellow member and we welcome all to become involved. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.



As noted in Upcoming Events, the March 25<sup>th</sup> Division meeting will be a layout visit to Vic Roman's Hudson Division of the New York Central.

This is a very special opportunity for all Hudson Berkshire Division members because after this meeting Vic is going to (gasp) disassemble his layout. It will NEVER look like this again. But it's not as bad as it sounds.

Vic has put an addition onto his home so that he can have a larger basement for a larger layout. And now is the time for that expansion. On this page, and continued in the extra pages of the online edition, are some pictures of Vic's current layout offered as notice of what you will miss if you don't attend the March meeting.

As you can see, Vic is truly an artist who has worked in three dimensions and time to create a world of time past that happens to have trains running through it. So the new world of the Hudson Division will be larger and better, but surely with the same care and attention to detail.



Top: The City of Albany, NY in the early 1950s. Vic's rendition gives you the look and feel of the city and its inhabitants without being an exact reproduction. The train station, rail yard and many other landmarks are there.

Above, left: The city's inhabitants gather in the usual places.

Right: Just a small part of a street in the city of Rensselaer. A pictures of more of the street and the Roundhouse are in the 'extra pages.'

Photos by Bert Pflagl





## An Amtrak Adventure

By Bill Doyle

*"We're stuck in the pass, its snowing and we're hungry..."*

That might have been a diary entry from the infamous Donner party, but it was also what my wife and I experienced as part of a cross-country trip on Amtrak in early October. Riding on the *California Zephyr*, we were stuck in the Donner Pass for 4 ½ hours behind a west bound freight with a broken coupler that was inside the tunnel ahead of us. Two hours into our wait, billowing clouds moved in from the west and it began to snow...heavy and accumulating snow. We were overlooking Donner Lake awaiting first call to lunch. The café car attendant played along with the irony when he announced 'first call to lunch, Donner party of eight (ate!?!). Once underway, we passed through the tunnel to find the California section of the east-bound Railex train with 2 UP engines and 5 Railex cars, and the east-bound *California Zephyr* also stopped by the breakdown. We wove through the congestion, moved down grade (30 mph) through the American River canyon and arrived in Sacramento almost 6 hours late.

The trip was a bucket list thing to celebrate my 70<sup>th</sup> birthday. We took the *Lake Shore Limited* to Chicago, the *California Zephyr* through Denver and Salt Lake City to Sacramento, the *Coast Starlight* to Seattle, a *Cascades* train to Vancouver, the *Canadian* via Jasper, Edmonton and Winnipeg to Toronto, and the *Maple Leaf* back to Albany/Rensselaer - a two week adventure with only 3 intermediate stops. Many of you have taken all or parts of this same trip and have many memories/stories. I'd like to share some of what I observed and experienced along the way.

Leaving Albany/Rensselaer, we crossed the river and then immediately stopped for 20 minutes waiting for the east-bound *Maple Leaf*. The second track to Schenectady will really help alleviate this kind of problem. As we were sitting down to dinner just west of Amsterdam, we lost another 10 minutes waiting for an east-bound freight. Not a very good start for our trip. Then fate intervened...our dinner companion

turned out to be Dwight Smith, who had worked for the B&M and was one of the original owners of the Conway Scenic Railway! We spent an enjoyable evening listening to his recounting of the opening of the tourist railroad, the acquisition of various cars and locomotives, and operating adventures - an unexpected bonus on our first night. He joined us again for breakfast with more stories about his time on the B&M.

I was dimly aware of the intermediate stops overnight, but awoke in Cleveland to watch an NS coal drag pass us - 4 units in front and 2 in back working hard to haul the 120 fully loaded hoppers. Later, we stopped at Elkhart, Indiana station adjacent to the Elkhart Railroad Museum with a nice collection of cars and engines. Moving toward Chicago, we passed through the heavily industrialized areas of steel mills - an impressive sight - and encountered commuter traffic and the Amtrak yards on the east side. There was a several hour layover in the Chicago station in a lounge for sleeping car passengers, but I couldn't enjoy the food and drink that was provided as the motion of the train had left me queasy - hadn't expected that. Leaving Chicago pretty much on time, we wove through Metra commuter trains and played tag with an empty BNSF coal train (2 units up front, 1 in back).

Early the next morning, we backed into Denver Union station after a trip paralleling the front range of the Colorado Rockies. Even from that perspective, they are impressive and it would only get more so. We lost two hours at the station while crews tried to add two engines and a baggage car to our train. The engines were new Siemens *Charger* engines that were being ferried to California. Unfortunately nobody on duty that Saturday morning knew how to release the brakes on the engines!! Eventually underway with four Amtrak P42DCs and the Siemens units, we saw a lot of photographers track side along the way. We lost another 20 minutes getting out of Denver waiting for BNSF traffic in their yard, then another 10 minutes waiting at base of the Big Ten Curve (see picture) for an east-bound UP coal train (3 UP, 1 BNSF up front, 105 loaded hoppers, 1 UP, 1 BNSF in the back). I spent most of day in the lounge car enjoying the magnificent vistas, the golden aspens,



the many tunnels and the beautiful scenery in the Fraser, Gore and Byer river canyons. In Glenwood Canyon, we met the east-bound *Zephyr*; and yes, we did get mooned by several of the locals. Glenwood Station is a great old structure, but there wasn't enough time to explore. Grand Junction had a large yard and it was filled with stored older engines. There were at least 100 UP engines including GP's, yard switchers and what looked like some old U-boats. HLCX also had a double line of stored engines in both red and blue schemes.

We awoke the next morning crossing the rather forlorn and desolate Nevada landscape. We did, however, see our first herd of bison, apparently roaming free. At Reno, a volunteer of the California Railroad Museum boarded to provide narrative on the history and geography between there and Sacramento. Many groups of women got on at Reno headed for a day of shopping at Truckee, the next stop west. We were told that this is a favorite day trip for many in Reno. Truckee certainly had its charm with a lot of small unique shops and old homes and a favorable return connection with the east-bound *Zephyr*. After our misadventure in the Donner pass, we moved slowly down grade (30 mph) following the American River canyon through the Sierra Nevada mountains to Sacramento. We passed through Roseville Yard where snow fighting equipment was staged - no rotaries but several Jordan spreaders (see picture). We were scheduled to catch the *Coast Starlight* in Emeryville (near Oakland), but running 6 hours behind schedule cost us our window. Our conductor suggested that we get off in Sacramento to insure our connection. Of course the *Starlight* was late too, so we ended up boarding at 1 AM and heading right to bed. Note to self - next time allow a day in Sacramento to visit the California Railroad Museum!

The next morning found us near the California/Oregon border, near Klamath Falls on UP's Shasta/Cascades Route (this route was just featured in Railroad & Railfan's November 2016 issue). The Cascades are heavily forested and the logging industry is evident everywhere from rail side mills to numerous log cars, chip hoppers and center beam flats. We also saw large burned over areas and railroad fire fighting equipment staged along many sidings. This

is a busy, big time railroad route: freights had 3 to 8 engines and BNSF units outnumbered UP. In Albany, OR we saw a Willamette and Pacific engine in navy and cranberry colors while another lettered for the W&P sported the Genesee and Wyoming corporate colors. At Portland, a *Cascades* train was parked alongside at Union Station and we crossed a nifty lift bridge leaving town. The mountains were dusted with snow but boy there are a lot of trees!

After a day of sightseeing in Seattle, we boarded our *Cascades* train for an easy 4 hour trip to Vancouver. The car where we were seated also contained a checked baggage area visible from our seats and a cab which allows the train to easily make a return trip without needing to wye the train. Another 2 ½ days were enjoyed in Vancouver before boarding VIA's *Canadian* for our return trip. But that's another installment.

Impressions and observations - We had bedroom accommodations on a Viewliner to Chicago and in sleepers the rest of this part of our trip. I of course got the top bunk and found it pretty confining with little headroom. I was, however, asleep most of the time I was up there. The bathrooms are tiny and the in-room showers reminiscent of the one we had in an old pop-up camper. The Amtrak food was actually pretty good, although the menu never changed. We liked the steak dinner the best. Our dining companions changed with each seating and included one couple who traveled the world to see eclipses! I spent a lot of time in the lounge car trying to take in everything, taking notes on all our meets, track side buildings, signals, etc. We sat at a table so that we could see out both sides of the train. The regular seats in the lounge face only one direction - left or right - and in that sense are confining as you miss a lot. The scenery was **spectacular**, but due to the trains schedule and running behind schedule, we missed the climb from Green River, UT through the Castle Gate to Provo and Salt Lake City and across the Great Salt Lake. We also missed much of the Shasta Route in California with its many tunnels, horseshoe curves, trestles and views of the mountains, including Mt Shasta. The trip reminded me how vast and expansive this country is, and how diverse and spectacular the scenery is. And how much of it I have yet to see.





The head end as seen from the tail in the Big Ten curves west of Denver, Colorado

There are four P42DCs followed by two Siemen's *Chargers* deadheading back to California. The Chargers are assembled at the Siemens plant in Sacramento and, since these are returning there, it would seem that these are the two units that completed about three months of acceptance trials at the Pueblo Test Center.

Photos by Bill Doyle

This Jordan spreader is sitting in the storage area at Roseville, CA. It doesn't realize the work that is ahead of it but it is ready. There is a balloon loop at Truckee, CA that is used to turn the eastbound spreaders back westward.

In early February there was 37 feet of snow on the ground above Norden, CA and the line across the Sierras was closed once because of an avalanche.



This is a Talgo Series 6 trainset awaiting departure. The Talgo system uses suspension components that cause the train cars to lean into turns, with the amount of lean coordinated with train speed. This allows the trains to travel faster through curves reducing travel time and provides increased passenger comfort. Trains have a P42DC on one end and a cab/baggage car on the other so they don't need to be turned





Some time ago the *Form19* Staff brought you an article on the Garabit Viaduct (in France) designed and built (1882-1884) by Gustave Eiffel & Co.

Here is an American strikingly similar, perhaps more spectacular, bridge built about twenty-five years later.

See the additional pictures in the extra pages. All photos this article are public domain retrieved via the internet.



FIG. 3.—ERECTION OF WEST ARCH, ST. CROIX RIVER BRIDGE.

**Historical Photo Showing An Arch Span Being Erected As a Cantilever.**  
Source: Transactions of the American Society of Civil Engineers, Vol. 75, 1912

This is the Soo Line High Bridge, also known as the Arcola High Bridge. It is a steel deck arch bridge over the St. Croix River between Stillwater, Minnesota, and Somerset, Wisconsin. It was designed by structural engineer C.A.P. Turner and built by the American Bridge Company from 1910 to 1911. The bridge was listed on the National Register of Historic Places in 1977 for its national significance in the themes of engineering and transportation. It was nominated for its exceptional dimensions, beauty, innovative engineering techniques, and importance to transportation between Minnesota and Wisconsin. The bridge is 184 feet (56m) above the river and 2,682 feet (817m) long, with five steel arches towering above the river.





The bridge is the second bridge on a Wisconsin Central Railway line that connected Chippewa Falls, Wisconsin, with Minneapolis, Minnesota. The line was originally built in 1884. The crossing of the St. Croix River was difficult for the railway, since the original bridge across the river was very low and trains had to contend with a steep grade on either side of the river. This made it necessary to use helper engines and to make trains shorter. In 1909 the Wisconsin Central Railway built this higher bridge over the river.

The Wisconsin Central Railway was leased by the Minneapolis, St. Paul and Sault Ste. Marie Railway in 1909. In 1961 the Minneapolis, St. Paul and Sault Ste. Marie Railway, Wisconsin Central Railway and the Duluth, South Shore and Atlantic Railway merged to form the Soo Line Railroad. After the Soo Line Railroad acquired the Chicago, Milwaukee, St. Paul and Pacific Railroad, they shifted Chicago–Minneapolis traffic to that railroad's superior mainline. In 1987 the bridge and much of the Soo Line's track in Wisconsin became part of the new Wisconsin Central Ltd. The Wisconsin Central was acquired by Canadian National Railway on January 30, 2001. The CN uses it daily.

This bridge is one of the most impressive and historically significant steel arch bridges in the country. The main arch spans are unusual, beautiful, and technologically noteworthy. This bridge with its five steel arch spans is a rare example of a multi-span steel spandrel braced deck arch bridge, which gives the bridge a distinctive appearance. They are three hinged steel arches, and the arches are inclined, meaning at the

top (crown) of the arch, the distance between the arch ribs is lesser than it is at the base (at the piers). At the top, where the distance is more narrow, an innovative deck design was used, taking advantage of the top chords of the arch and using them to directly support the railroad tracks, which avoided the use of floor beams and deck stringers that are so common on metal arch and truss bridges. Three hinged arch bridges were traditionally considered undesirable for railroad use due to their lesser rigidity. However, this bridge was designed with substantial depth remaining in the structure even at the crown to help eliminate this lack of rigidity. Additionally, the bridge was designed with a special friction plate system in the crown hinge. When a live load (train) crosses the bridge, these plates lock together by friction, preventing motion in the hinge while the train is on the bridge and for that time making the bridge act like a two hinged arch bridge.

Finally, it is interesting to note that this arch bridge does not have any vertical columns in the arch design, and instead relies on a series of diagonals, much like a Warren truss configuration. The use of a Warren-like pattern of repeating triangles in the arch is perhaps not surprising when you consider that C.A.P. Turner invented the Turner truss configuration, which is a variation on the Warren truss that also excluded verticals. C.A.P. Turner does not seem to have liked verticals!

This bridge is now over 100 years old and supporting trains of sizes that were beyond comprehension in 1909. Security has been increase with cameras at ends.

---

## Nits & Bits

Amherst Railway Society would like to extend a great big Thank You to all who attended the Railroad Hobby Show. They had a great show - 19,541 at the gate - 23,291 total attendees. Staff and vendors seemed happy about the attendance. (Lots of people interested in model trains.)

Have questions about layout wiring and DCC? Check out Allan Gartner's website <http://wiringfordcc.com>. Or you can ask around among the Hudson Berkshire membership. We have a lot of experience.

And the question recently came up as to what to use to glue down track. White glue (Elmer's), Aleene's Tacky (regular or thick), or clear latex caulk. Someone brought up the point that tacky glue seems rather permanent while latex caulk (in the tube; no silicone) allows one to slide a thin knife

blade under the ties and remove the track – to move it, add a switch, etc.

Bob Hamm responded with the comment that when we put down ballast, many of us spread the loose ballast, spray it with wet water and then eyedropper on dilute matte medium or white glue both of which behave pretty much like Aleene's, and then if you want to take the track up you have the same issue as if you glued the track down with a white glue or Aleene's. Fortunately, there is an easy way to get it up without damaging the track. Spray it with isopropyl alcohol, give it ten minutes or so then slide a sharp putty knife under the ties. The alcohol pretty much dissolves the glue, so you can take it up and remove the ballast. Bob said he took up a section of track recently at the club in Florida, and it worked like a charm. Try it!

Great information. Thanks, Bob.





## Location - Location - Location

The February meeting will be at the Malta Community Center, One Bayberry Drive, Malta, NY. This is the first building on the left after you enter Bayberry Drive from Route 9.

Route 9 is east of Exit 12 of I-87, through some roundabouts, then North on Route 9 at the third roundabout. Bayberry Drive is the first left past Allerdice Hardware. If coming south on Route 9, Bayberry is the first right past Cocca's Motel.

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



## Welcome Aboard New Members

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

Bill Badger, Manchester Center VT  
 Brian Dermody, Watervliet NY  
 Colin Fitzgerald, Troy NY  
 Rob Gould, Niskayuna NY  
 Leo Greany, Stamford VT  
 Carl Heiner, Ballston Spa NY  
 Dave Henderson, Glens Falls NY  
 RB Johnson, Clifton Park NY  
 Douglas Jones, Queensbury NY  
 Samuel Rhoads Goodman, Hannacroix NY  
 Donald Thorn, Queensbury NY  
 Victor Vartanian, Wynantskill NY

New members and old timers please greet others and introduce yourselves to others you may not know at our meetings. Friendships are one of the great benefits of the Division.

## UPCOMING EVENTS

Saturday, March 25, 9 AM to 12 Noon  
 Layout visit, Vic Roman  
 Schenectady

Friday, April 21, 7 to 9 PM  
 Layout visit. Mike Hachey  
 Schenectady.

June 17, 10 AM to 4 PM  
 Visit to Adirondack Live Steamers  
 Wilton.  
 with family picnic.

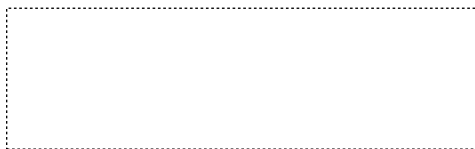
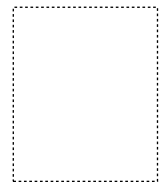


At left are two pictures taken during last month's Division layout visit to Rob Gould's Cheshire Line Railroad. These, as well as several of the other photos in this issue, illustrate the good use of background photos to enhance the appearance, especially depth, of scale model layouts. Many members use photo backgrounds that are available through vendors – such as Bill Brown of the Central New York Division, for example. Others have gone to specific areas that they wish to model and have taken pictures themselves which they then have had printed. These can then be mounted to material (such as aluminum coil stock) that is suitably stiff and stable for display. Background photos or banners do not have to be tall to be effective – some just a foot or so have buildings (such as in these photos) and scenery that work well to add depth.

Photos can also be used to create shallow buildings that add interest just in front of backgrounds. Digital photos allow the images to be scaled to the appropriate size and printed for mounting on card stock or board. Edges can be thickened and colored for a bit more depth when viewing. Setting these behind buildings or scenery items on the layout works well.

# FORM 19

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



First Class Mail





To the left is some of the detail of the northern end of downtown (near the tracks) Albany. Vic has used a careful selection and placement of buildings and backdrop to create a great sense of depth in an area that is not really very deep. The idea of creating a sense of distance helps the eye and the mind appreciate a scene more.

Central Warehouse has long been a landmark in Albany. At one time it was a very busy enterprise. Vic's version adds interest through the use of the many large windows, many of them with tip out sections that add a different lighting. The loading dock and trucks add a sense of activity even though nothing there is moving.



Below: The bridge with the Rennselaer roundhouse in the background.







Top: A city street in Rennselaer. There are train tracks at the base of the wall that lead to/from the coaling facility and the roundhouse behind it to the right of the picture. Note the selection of backdrop

Bottom: The roundhouse with a bit of the coaling facility showing at the left edge of the picture. There is a power house and shop facility. And there are lots and lots of windows – necessary for light when it was built. One wonders how many hours Vic spent building the roundhouse and setting all the details about it.





Top: The power generation station serving Albany and the surrounding area. Lots of coal needed.

Bottom: Switch tower 'A' that, along with tower 'B', were landmarks in downtown Albany for a very long time.





Two photos of the Soo Line High Bridge. The top one is an enlargement of the one at the top of page 6 so that the structure is a bit more visible. You can see the openness of the design and that there are 5 distinct arches. Its lace like structure is indeed similar to the Garabit Viaduct in France.

The lower photo shows more of that arrangement of the elements and that the bridge really is high above the water. All photos in this article are public domain.