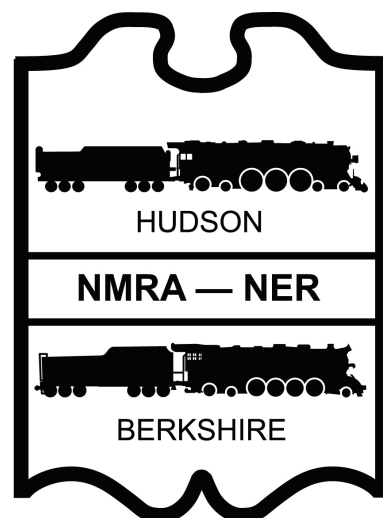


# FORM 19

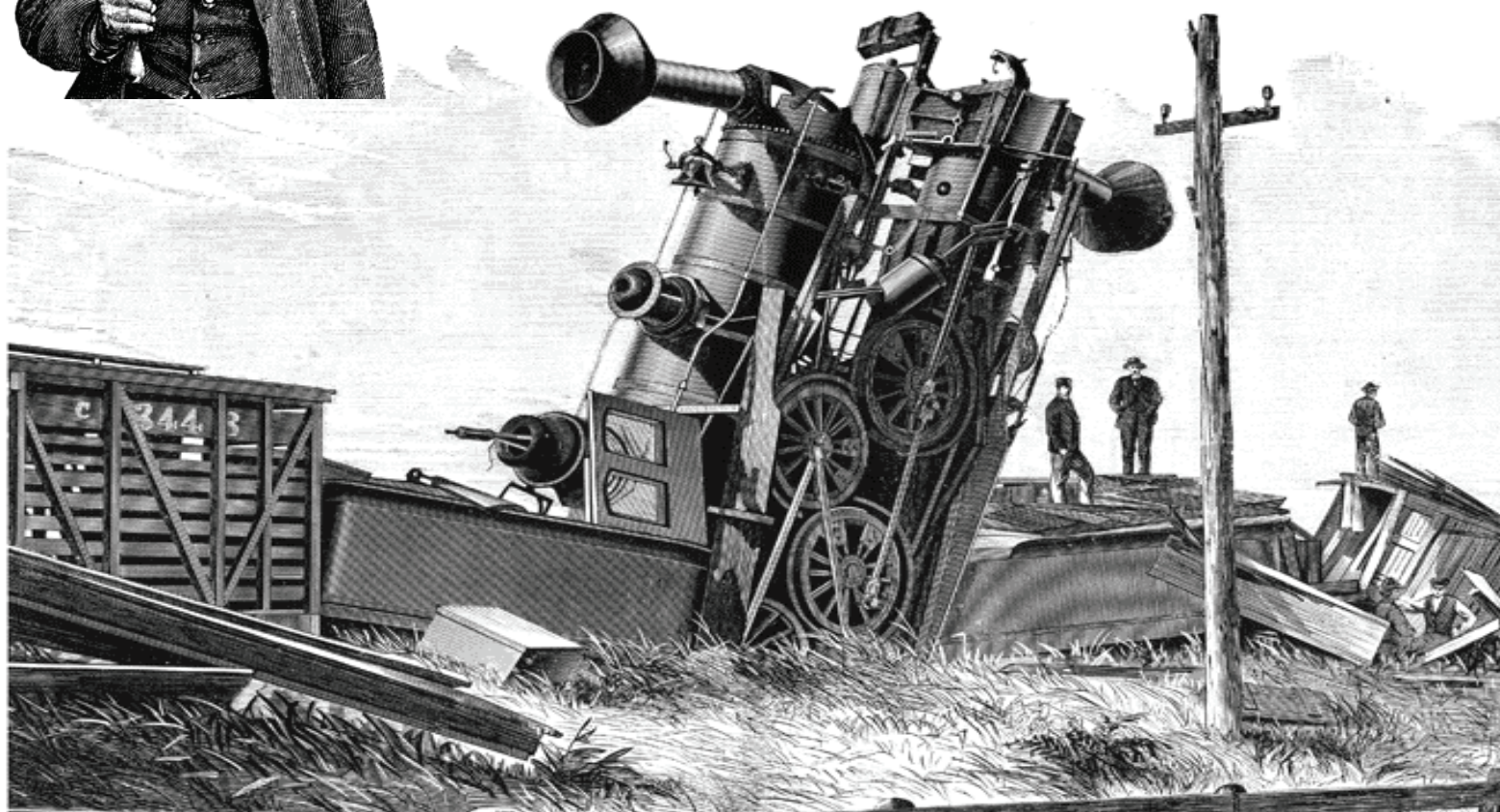
THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 239

January 2008



AND NOW FOR  
SOMETHING  
COMPLETELY DIFFERENT...



# FORM 19

The official newsletter of the Hudson-Berkshire Division, Northeast Region, NMRA

## Editor:

Tony Bucca  
13 Lanie Drive  
Greenfield, NY 12833  
(518) 587-4546  
photony@att.net

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Next Deadline — January 26th

## THE BRASS HATS

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## Membership Categories and Dues

The Hudson Berkshire Division does not discriminate on the basis of race, color, gender, national, or ethnic origin.

Hudson Berkshire Division, NER, NMRA  
2356 River Road, Melrose, NY 12121  
Subscriptions \$5.00 per year - *Form 19* (8 issues)

Northeast Region, Inc. NMRA  
98 Railroad Avenue  
Boston, MA 02198  
Subscriptions \$7.00 per year— The Coupler (4 issues)

National Model Railroad Association  
4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

## Editor's Corner

By Tony Bucca

Hey Folks!

This month we're going to do something a little different— We'll be at the Colonie Youth Center to see a presentation on how Joe Kavanagh built his 1 inch scale *Luzerne Valley Railroad*. There will be a meeting beforehand at 7, then Joe's slide-show. We will have tables for our White Elephant Sale— You can bring tagged items (up to 3) for sale. We will also have a couple of tables for Modeler's Showcase, where you show off your latest project. We are also asking that you bring a non-perishable food item that we can collect to pass along to the Regional Food Bank.

As of December, we have 128 subscribers to the *Form 19*, and our numbers keep growing.

**WELCOME ABOARD!!**

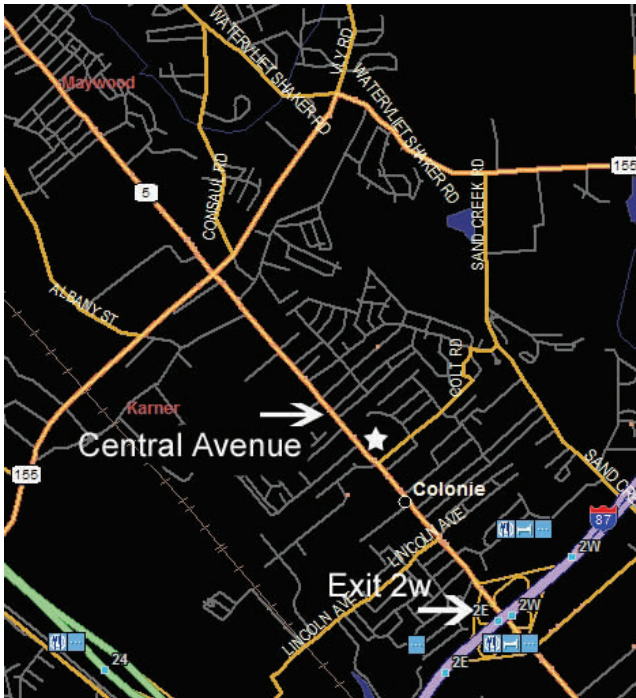
New Members:

**James Meglino-Glens Falls**  
**David Hull-Keeseville**  
**Joseph Martinec-Scotia**  
**Geoffrey Zahn-Latham**  
**Mike Rein-Albany**

Finally—the raffle at Bob Hamm's proved to be popular AND profitable. We would like to offer these at future get-togethers, so we would like to solicit donations that we can use as prizes—Got something lying around? Contact one of us.

We are an NMRA division and have been since 1968. Our meetings are open and subscription to this newsletter is available to all who enjoy the hobby of model railroading either as a NMRA/Division member or a guest. Being a subscriber, however, is not the same as being a member! By inviting subscribers to our meetings we hope to expose you to the fun, fellowship and education of the NMRA at the local level. Certain activities such as voting, holding office, participating in the NMRA contests and Achievement Program, attending regional and national conventions and lastly certain protections afforded by the NMRA's liability insurance policy require current membership in the NMRA. **Membership applications are available** at our meetings, from any officer and at the NMRA national website. If you think you are having fun now, it only gets better by getting more involved as a member. Remember you get what you give, so come on and jump in; the water's fine!





## Colonie Youth Bureau 1653 Central Avenue (across from Lake Electronics)

Friday, January 11th— 7:00 o'clock  
White Elephant Tables!!!

Bring up to 3 priced items for sale

### Model Showcase

Bring your latest "Show & Tell"

## "Building the Luzerne Valley Railroad"

A Powerpoint presentation by

Joe Kavanagh

Please bring a non-perishable food item

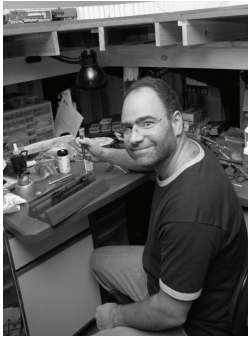
For donation to a local Food Bank





# The Ready Line

By Paul Hoffman



Pull up a chair, let's have a chat. I'll make some coffee, you break out the models and we'll work and talk and enjoy our time together.

"Did you see that latest car from Intermountain? Beautiful, I think I'll have to get one."

You nod appreciatively,

"How about Len and Jim's latest book? Another must have for my library!"

We both smile at each other's enjoyment of the hobby and the moment. Your voice lowers a bit and you say;

"How about that new President of the Division, trying to make us all join the NMRA?"

A small snort escapes from your lips,

"Never going to happen, who does he think he is anyway?"

I smile politely at this turn in the conversation.

"Oh, I don't know he seems to have his heart in the right place.

"After all", I add, "What's good for the Division can really only be good for the Hobby in general, at least in this neck of the woods."

You ponder that for a moment and then say,

"Yeah, maybe, but I don't think he should be tellin' any of us what to do."

"Oh, I don't think he's telling anyone what to do, it sure sounds to me like he is only suggesting that we join. It's my understanding from all those articles he keeps putting in the *Form 19*, that he really thinks we could all benefit from membership."

"Benefit!" you give me a stern look,

"How the heck can I benefit from sending my hard earned money to that organization?!"

I think for a moment,

"Hmm, good question, I don't really have any contact with the National, I'm not even quite sure where they are, somewhere in Tennessee, I think. But I do have lots of friends and contact with the Division. In fact just last month, you and I went to the Albany show and met up with a bunch of Division members. I don't really think much about the National, it offers some stuff to me, that new Scale Rails is really well done and I used the Kalmbach Library to help me find some prototype photos I was looking for, but really, most everything I do is at the local level."

"Exactly my point!" you retort.

"Maybe so but let's look at the reality," I say gently.

"The Division is part of the National, it's like a bridge without a support structure; without the Divisions there would be no National, WE are the NMRA! So when you ask me, why should I join, I say, To make the hobby stronger; not the whole world of the hobby just our little piece. I think by joining the National we will help make the Division stronger,

and isn't that what matters to you? This new guy seems OK to me, I think he really wants to give us more bang for our buck. From the way he talks I think he wants to see that I get my 51.00 dollars worth at the Divisional level in addition to the National benefits. Oh, I like the *Scale Rails* well enough, it sure beats the old Bulletin and judging by the price of RMC and MR, I pretty much view it as a subscription cost, but this new guy is trying to come up with different activities and events to help us get that value here at home in our monthly meetings. I think he believes that a stronger division is built through a stronger national organization. If the NMRA is anything like the other groups I've belonged to over the years, and I know it is, I'll bet as NMRA membership within the Division rises so does the money that trickles down from the National. So the more NMRA members we have in the Division, the more money we get from the National to spend on those new activities and events. Oh it's probably not a million bucks!" I laugh, "But every little bit helps!"

"Well, maybe," you say. "I just don't like being told what to do, and besides everything was just fine before."

"Oh, I don't know about that, we didn't seem to be attracting many new members. I know I'm getting older too, where are the young guys to carry on the group? Maybe, this new guy can shake things up a bit and generate some more interest and members? Maybe, just maybe, the current group might enjoy a change of pace! Unfortunately, like everything else, new activities cost something, be it time or money and the best way to do something is to spread the load. So by spreading the load and encouraging everyone to be a member instead of a guest helps make the work and cost lighter and more equitable."

You stop and think for a moment,

"Hmm, you might have something there. I know I like model railroading and trains in general, and if this new guy is serious about promoting things, I'll bet we can grow and get stronger. Besides, what have I got to lose? With that new Rail Pass deal, for \$10.00 I can join the NMRA and become a member of the Division at the same time!"

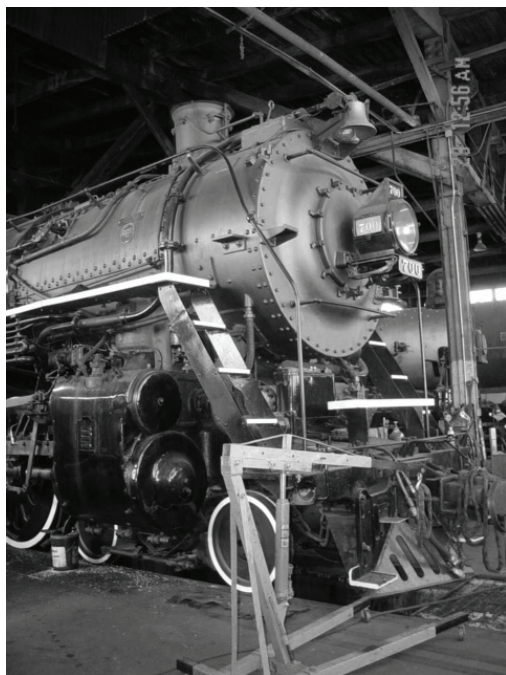
"Sounds like a plan!! Now let me pour you a cup of coffee, I need your help with this detailing project on my new loco."

My address and email are on the inside cover of the *Form 19*, my "inbox" and telephone are always open to comments, both



# Steamers I Met Last Summer

By Dave Gould



Tony, Here are some pix of engines I encountered last summer in Alaska, Oregon, California and Colorado.



Photos by  
Marie Gould



## The Beer Line

By Rich Smith



We model different railroads, different scales, different levels of detail, different scenery, different size layouts, and different aspects of the hobby to our liking, yet we all have one thing in common that brings us together in a fellowship that transcends our differences. No one can account for the almost indescribable appeal trains have for us, but it seems just as baby ducklings imprint on their mothers after hatching from their shells, we too have somehow imprinted on massive objects with flanged wheels. We can ask our spouses, friends, and acquaintances to be patient with our obsession, but we cannot ask them to be understanding, for unless they too have the same obsession, they cannot possibly understand how the mere sound of a train whistle or horn causes our ears to perk up like a watchdog and causes our pulses to race. Our love of trains is

rooted in a thousand intangibles that are at best difficult to put into words.

Recently, on the way home from the Syracuse model train show, I was amused by the fact that my travel partners and myself stopped at the Amsterdam station to catch some action along the Mohawk River water level. Loitering around the mainline tracks at the station stop, I was acutely aware of my almost childlike (not childish) fascination of trains that I was sharing with my good friends. Excluding myself, here were men of greater than average intelligence, all waiting for that reflection of a headlight off the tops of the rails rounding the bend to the west. After the beautiful sunset glistened purplish-red off the river, the four of us watched the eastward Amtrak train come in. Of course today's Amtrak doesn't have the same glamour of the 20th Century Limited. However, even this train, pulling in at night, stainless steel gleaming, windows glowing, and passengers clustered around tables in the lounge car, somehow brought a certain sense of mystery into our sphere of existence if even for just a few brief moments. After dropping off a few passengers, the conductor signaled, the train pulled away and all was silent again. The station agent, a character in his own right (and I'll leave it at that), just gave us a puzzled look since we didn't meet any passengers at the platform. Such is the way of it for those with the obsession!

Perhaps the railway mail service article by Peter Hansen in the Fall, 2006 issue of *Classic Trains* magazine summed up some of the attraction we feel, "Life on the road is a life in motion, and motion imparts a heightened sense of purpose." Perhaps it is the romance of travel to far away places. It's no coincidence that Jimmy Stewart's character in "It's a Wonderful Life" cited train whistles as one of the most exiting sounds in the world along with anchor chains and airplane motors. The appeal of trains has been no secret to Hollywood. Movies in which trains are central to the plot line have been made ever since movie making began. These include "The Great Train Robbery", "Emperor of the North", "Union Pacific", "The Train" (one of my favorites), "Runway Train" (an awful movie), "Polar Express", and "Silver Streak" to name but a few! Yet, I really love seeing vintage movies where trains are not the focus of the movie, but rather serve as a commonplace backdrop that is taken for granted just as we take automobiles for granted today. One such movie is Alfred Hitchcock's "North by Northwest". If you haven't seen this movie, you're in for a treat because this is one of Hitchcock's finest. The bonus for us with the sickness is wonderful footage of the 20th Century Limited at the platform as well as en route. Inside the Pullman and diner cars, risqué dialog between Cary Grant and Eva Marie Saint is eclipsed by the interior shots of the 20th Century racing toward Chicago. I had to replay those parts of the movie again since I wasn't really paying attention to the dialog the first time! And sometimes trains pop up in a movie when you least expect it. Watching "Escape from New York" (Kurt Russell) with my son, I noticed a Milwaukee Road passenger car painted in Union Pacific Livery in an abandoned coach yard. Much to my son's consternation, I replayed the scene three times to verify the window arrangement. Like I said, we ask them to be patient, but don't expect them to understand our passion.



## Why “The Beer Line”

*Editor's note: Some of you may be wondering why our Vice President Rich Smith calls his column “The Beer Line.” Below is an excerpt from a column that appeared in the Milwaukee Journal Sentinel on December 6, 2004. Author John Schmid examined lives of African-Americans in the industrialized north of the middle 20th century.*

Back when Milwaukee was America's uncontested brewing capital, the Milwaukee Road freighted cold libations around the clock to a thirsty nation that reveled in its post-World War II industrial supremacy. Of the railroad's 10,000 miles of cross-country track, the busiest branch covered little more than 10 miles on the city's north side, and it served four of the country's biggest breweries. Those who worked on the railroad simply called it the Beer Line. Its cargo defined the town in its heyday: It ferried Schlitz, “The Beer That Made Milwaukee Famous”; the venerable Pabst Blue Ribbon; blue collar Blatz; and Miller High Life, the “Champagne of Beers.” Prosperity careened through the city with a rumble that shook the pavement. At the peak of summer beer-drinking season, the north side freight line dispatched as many as 270 boxcars each day to carry nothing but kegs and bottles. Inbound carriages hauled a steady procession of hops, barley and empties. At mid-century, Jos. Schlitz Brewing Co. towered as the world's biggest brewer. Schlitz's private rail yards, just a few blocks from the heart of downtown, became the starting point for the fabled Beer Line. Beer alone didn't drive this onetime railroad town. From Schlitz, locomotives trailing 60 boxcars snaked north along the Milwaukee River, where sidings curled off the main track to serve over 100 other industries. It linked foundries, machine-tool shops, lumberyards, leather tanneries and makers of engines, castings, shoes, cardboard, aluminum cans, soap, batteries, furniture and sausages.

A motor city in its own right, Milwaukee at the time was like a smaller version of Detroit. Trains on the Beer Line stopped continuously at the sprawling auto works of American Motors, General Motors and Delco Electronics. Beer trains ran directly through the 148-acre campus of A.O. Smith factories -- which welded undercarriages for nearly every American-made passenger car. The Beer Line began life as a separate six-mile railroad in 1854. It was soon connected with the five-mile North Line, jointly forming a continuous corridor of industry that arced across the north side and into the rail yards in the Menomonee River valley, and from there to the rest of the nation. Breweries and factories settled along the combined freight track the way that frontier towns used to grow up along rivers and later along the interstate. As ceaseless as the Beer Line was, it was only a single freight artery in a profusion of branch lines and sidings that fanned across the city like arteries. A separate spur line extended several miles westward to Allis-Chalmers Corp. and its cluster of cathedral-sized factories. Before its 1980s bankruptcy, the maker of heavy machinery employed thousands.

In 1977, the Milwaukee Road declared itself bankrupt. “Our business in Milwaukee became almost non-existent,” Scribbins said. Today, most of the tracks lead nowhere. Abandoned sidings snake through dormant factory yards and industrial ghost towns. Many Eastern European cities, still recovering from decades of Stalinist communism, appear in better shape. The Beer Line no longer reaches Schlitz. By the early '80s, the towering Schlitz complex became an idle and parched symbol of industrial fragility. All it took was the death in 1976 of Robert Uihlein Jr., fourth-generation brewing scion of the founding family. The new management switched to a cheaper fermentation process that clouded the beer with unfermented particles. Customers bolted. The Beer Line's new owners ripped out four miles of track and jaggedly sawed them off in a rubble-strewn lot adjacent to the Lacey Love Lounge, which in turn lies just south of a factory-sized Wal-Mart superstore.

*Wisconsin & Southern Railroad Co., current owners of the former “Beer Line,” have won approval to shut down all but 1 mile of the former 10 mile branch to serve two remaining irregular customers. Freight loadings have risen 12% in rural Wisconsin, with corn being the largest sector.*

## President's Corner

By Paul Hoffman

### Happy Holidays to everyone!!!

A big **Thank You** to Bob Hamm for allowing us to visit with him last month! His layout is taking shape quite nicely. With Tony, the "backdrop wizard" Bucca, working his magic I suspect Bob will have another first class layout to display. Bob's space is fantastic and his workshop to die for; all this is only exceeded by his hospitality.

We held a raffle to give away the remaining prizes from the Albany Convention; due to your generosity we were able to raise another \$64.00 for the treasury. The winners were Bill McChesney, Dick Hosmer, Joe Kavanagh and Ken Nelson. Congratulations! Due to the success of the auction, look for more such events at future meetings. For those of you who were there, glad to see you, for those who couldn't make it, sorry we missed you.

#### Coming Attractions:

Our annual clinic night is scheduled for Friday, January 11, 2008 at the Colonie Youth Bureau, 1653 Central Ave. We have quite the program lined up for that evening. In addition to our featured speaker, Member Joe Kavanagh, who will be presenting a multimedia show on the Luzerne Valley Lines, his 1 inch to the foot railway, we will renew the practice of a white elephant table, so bring those items you no longer need and see if they sell! To round out the events for this meeting we will also feature a modeling showcase table; feel free to bring a project to display to your fellow members. Before Joe's clinic we will have a Division meeting that should last approximately 1 hour. This is a very important membership meeting and I strongly encourage you to attend and voice your opinions. I would like to stress that this meeting is open to everyone! The purpose is to have an open forum to discuss the current needs and desires of the Division. This is your opportunity to help the board in building the Division that you would like. The topics of discussion are open and will be facilitated by Rich and I. We will spend the first few minutes outlining the Board's current and future plans and setting the stage for the group to add their input. We have a few ground rules, we have allocated 1 hour and we will be draconian about the enforcement of this time limit. Keep your remarks as brief and to the point as possible. Please, absolutely no personal attacks, they are counter-productive and benefit no one. Feel free to follow up any remarks with emails or letters to the board, all input is encouraged.

Coming up in February, we will be visiting Rich Smith's Wawatoga on Friday the 8<sup>th</sup>. The layout, featured in December 2006 MR, is a miniature masterpiece; in addition we will get to preview Rich's plans for a larger layout. There are many more exciting activities and events planned for the coming months so stay tuned and see what happens!

The Board and I would also like to invite all attendees at the Clinic night to consider bringing an item of non-perishable food for donation to the local food bank. We will have a box available to collect all donations. Thank you in advance for your kindness and generosity.

#### Board Meeting Notes:

The Board and committee chairs met on December 10th. Here are the highlights of the meeting:

- ☐ The Division is going to organize as a 501(c)(7) organization; this will afford us tax-exempt status without the complexities of becoming an educational group.
- ☐ Along those lines we now have a permanent mailing address that will stay with the Division as leadership changes. Our new mailing address is;  

Hudson Berkshire Division  
PO Box 4763  
Clifton Park, NY 12065-7893
- ☐ We have instituted some financial controls and approvals to better monitor our finances.
- ☐ We will begin drawing up an annual budget beginning in 2008.
- ☐ The Treasurer's report will be given at our Bi-annual meetings and is available in writing to any member who requests it.
- ☐ The Activities Committee is in the process of planning a possible rail fan trip on the Upper Hudson Railway in June. This is still in the discussion phase. In addition, it was decided to bring back the white elephant table and to institute a "Modelers Showcase" to highlight some of the great work being done by members of the Division. This will allow members to show off their stuff in a non-competitive environment.
- ☐ Additional discussions were had on the possibility of other activities such as operating sessions, raffles, partnering with other groups, and day trips to locations outside the immediate Capital District. Please feel free to contact Rich Smith with further activity ideas.
- ☐ The Outreach Committee is beginning a program of phone contacts to members to gather information and make the members aware of our activities. The outreach committee is also looking to become more involved with local Boy Scout troops and will be soliciting the membership for any contacts they may have with the Boy Scouts. If you are currently involved in scouting, or know people who are, please get that information to Kevin Surman, our Outreach Chair.
- ☐ The *Form 19* is always in need of articles. Please submit your materials to the above address. Letters to the editor are welcome, along with how to's, reminiscences of past railroad experiences, hints and tips, and most anything else dealing with the hobby or railroads. We will be working on a classified section and hope to have that in place shortly.
- ☐ The Board is currently in the process of digitizing previous issues of the *Form 19* for inclusion on the website. If anyone has a complete, or near complete, archive that they won't mind allowing us to scan, we would love to hear from you. The scanning process is non-destructive, although staples-

(Continued on page 9)





## C.A.&B. In the House

Members of the Catskill, Adirondack, & Berkshire Railroad Modular group put on a great showing at the Albany Train show on December 2nd. Ed Cady, Dave Hoadley, Geoff Zahn and Ralph Balfoort strike a pose, in between moving tonnage, fielding questions from viewers, and trying to check out the other offerings of the annual show.

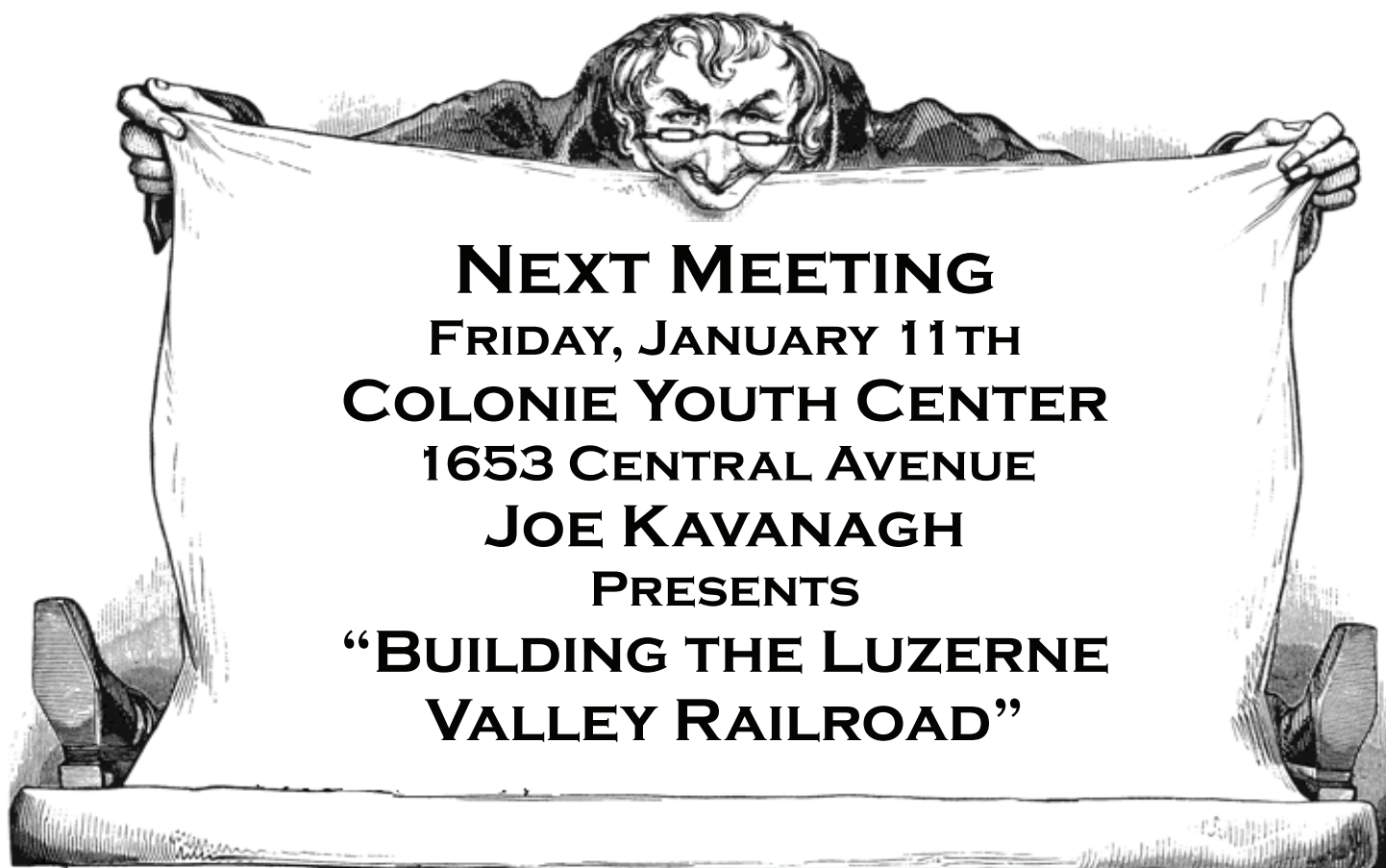
## President's Corner

(Continued from page 8)

- will have to be removed, so you can rest assured that you will receive your old issues back exactly as we received them.
- ☐ It was decided that starting in September (the 2008-2009 season) those who host layouts for the group will be given a voucher good for 50% off the cost of a one year membership in the NMRA (approximate retail value \$20.00) in addition to the standard one year subscription to the *Form 19*. This voucher is only good towards a new membership or renewal and can not be redeemed for cash. This will help to offset some of the costs associated with hosting our group and act as an encouragement to both host and join.
- ☐ We also had a discussion regarding the start up of a Mentoring program to help new members and invigorate our more senior members. Discussions are on-going in determining the format and scope. More as this develops.

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. Please allow the rest of my team to attend to the roles that they have and if you can help please do!!!

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.



**NEXT MEETING**  
**FRIDAY, JANUARY 11TH**  
**COLONIE YOUTH CENTER**  
**1653 CENTRAL AVENUE**  
**JOE KAVANAGH**  
**PRESENTS**  
**“BUILDING THE LUZERNE**  
**VALLEY RAILROAD”**

**FORM 19**

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First Class Mail

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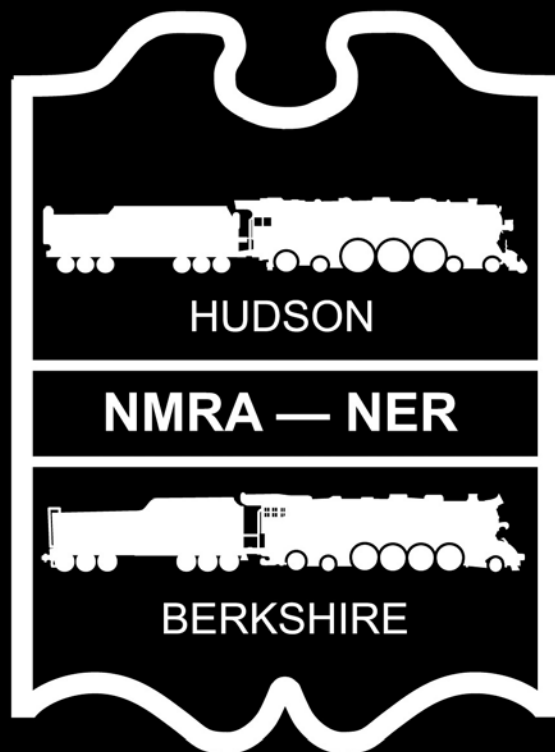


# Form 19

THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

February 2008

Order Number 241



## WE REMEMBER...



**JIM ODELL (FAR RIGHT) KEEPS AN EYE ON THINGS  
AT BILL MCCHESENEY'S LAST FEBRUARY**

# FORM 19

The official newsletter of the Hudson  
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## Editor:

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4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

## Editor's Corner

By Tony Bucca

### Sledge Hammer

That's what it felt like when I read the first e-mail I received from Barb Bachorz of the D&H Bulletin telling us about Jim Odell's untimely passing. I've known Jim about 10 years now, and in the last 2, I worked with him doing archives of the mountain of D&H paper. As we would come across something cryptic, 9 times out of 10, Jim could tell us all about the map, or blueprint, or document that we were screwing our foreheads over. Then we could codify it to be able to pass along to future historians. All of us at the *Bridge Line Historical Society* will sorely miss his knowledge and input, but we are thankful that we were able to glean the information that he shared. Even with Jim's health problems, he was truly concerned when I went through my bout of cellulitis, and queried me about my condition every time I saw him.

**Thanks Jim!**  
**Godspeed**

### Letters to the editor

Tony, I was struck by your choice of front page graphic! No pun intended. That image, often reproduced, depicts the result of a fatal head-on collision on the Chicago & Northwestern at Franklin Grove, Ill. on April 29, 1874. Reportedly the west bound freight (on the left) failed to clear up in time for the eastward passenger train. Perhaps misread or miss delivered train orders was involved. Sadly all too common in the days of wooden cars and iron men. The illustration is often used to depict the "bad old days" and has been reproduced many times, almost always as you did without any roadnames or engine numbers showing. I'm sure the C&NW liked it that way. Thanx, Dave Gould

Via e-mail

## Are You a Member or a Guest?

We are an NMRA division and have been since 1968. Our meetings are open and subscription to this newsletter is available to all who enjoy the hobby of model railroading either as a NMRA/Division member or a guest. Being a subscriber, however, is not the same as being a member! By inviting subscribers to our meetings we hope to expose you to the fun, fellowship and education of the NMRA at the local level. Certain activities such as voting, holding office, participating in the NMRA contests and Achievement Program, attending regional and national conventions and lastly certain protections afforded by the NMRA's liability insurance policy require current membership in the NMRA. **Membership applications are available** at our meetings, from any officer and at the NMRA national website. If you think you are having fun now, it only gets better by getting more involved as a member. Remember you get what you give, so come on and jump in; the water's fine!



Friday, February 8th– 7:00 pm  
 See Rich Smith's Wauwautoga  
 As seen in *Model Railroader* December 2006



# The Ready Line

By Paul Hoffman

It is with great sadness that I write this edition of the Ready Line. Jim O'Dell, a well respected member of our Division, passed away on January 24, 2008.

Jim was a prolific author and extremely knowledgeable on all facets of railroading. He co-authored several books with his longtime friend and division member, Len Kilian, and was a wonderful, self-effacing gentleman who was happy to share his knowledge. He will be sorely missed by his friends, family and this division. I was fortunate to know Jim on an acquaintance level and I'm sorry I didn't get to spend more time with him. We have dedicated this issue to Jim and his many accomplishments.

I offer my personal condolences to his friends and family and the division's solace also: May he ride in luxury behind his beloved D&H Alco's on that final train trip.

Thank you to all those who attended last month's clinic night at the Colonie Youth Bureau. The meeting was a great success and the venue seems quite appropriate for our needs; we'll be back. We received good feedback and will be working to adopt many of the suggestions offered. I really enjoyed the modeler's showcase and I'm personally looking forward to the next one. Hmmm, maybe I'll have even finished a project by then that I can bring. This month our meeting will be at Rich Smith's layout in Saratoga. Check out the Beer Line for more info on future gatherings.

The Board meeting on January 14, 2008 yielded several important resolutions:

- ☐ The white elephant tabled proved to be a success at the Colonie meeting and we will be utilizing at all clinic nights.
- ☐ Thank you for your generous donations to the local food bank is truly appreciated.
- ☐ The Board is currently discussing the possibility of becoming involved with the Toys for Tots and Christmas Train program.
- ☐ A preliminary Budget for 2008 has been drawn up. Our fiscal year will run from January 1 to December 31.
- ☐ As the budget was being rendered it became painfully apparent that the **Form 19** runs at a significant loss each year, approximately \$350.00. In order to offset that loss, and get the Division on a revenue neutral basis, several things are going to occur:
  - o We have begun to sell advertising in the **Form 19** to local hobby shops. Please patronize these shops and tell them you saw their ad in the **Form 19**.
  - o Unfortunately, there will be a subscription increase. As to what amount and form, we have not decided yet. The board is awaiting the results of the ad sales. Although we do not anticipate a significant increase, be aware we may implement a two tiered approach, with members at one price point and non-members at a different one.
- ☐ Work is continuing on the Rail Fan trip. We plan on offering discounted ticket prices for the group and an additional, discount for members. As they say in the American Express ad, membership has its advantages!
- ☐ The digitizing of the old **Form 19** issues is proceeding nicely. Issues from Order #1 in 1967 through the early 1980's are complete and we anticipate the remainder to be done in the next two weeks. When complete, the issues will be available on the Web-site and via CD. Much thanks to member Bill Mischler for his extensive record keeping and for providing us with the back issues. In reviewing the scans I have had a chance to read many of the early issues, they are quite illuminating and many of the same issues that confront us today (and some of the same solutions) were evident in the preceding decades. It is quite an archive.
- ☐ Our outreach committee is continuing to contact members. In addition, they are working with local Hobby shops to get our brochure in to the hands of new modelers. We have created a welcome package that we will be sending out to new members as an introduction to the Division and our activities.
- ☐ The Activities Committee is working on a plan to offer operating sessions on several layouts. More on this as it develops.
- ☐ Speaking of new members, please give a warm Hudson Berkshire welcome to the new members listed in the call box.
- ☐ Our website is undergoing some changes so please bear with us. The address is: <http://www.hudson-berkshire.org>
- ☐ Last but not least, I would like to ask the membership to contact the board with any round robin groups or clubs that you may know of and a possible contact person. What we are trying to do is compile a list of groups in our area and refer new members to those groups that may have any openings or are looking for new blood. Rest assured, we will not be sending strangers to people's homes without explicit permission. The goal is to have the Division act as a clearinghouse to help get people together. In that vein, we have a group in Amsterdam that is looking for new members; they meet on Monday's and Wednesday's and have acquired a 60x30 layout space that they are hoping to fill. The contact person is Pete Demasi and his phone number is 518-843-1145.

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. Please allow the rest of my team to attend to the roles that they have and if you can help please do!!! 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.



## **From The Moose Flats Railway**

### Installment #1

My dear fellow Model Railroaders,

The Moose Flats Railway was conceived in 1967 by a thirteen year-old agonizing-over the separate word decals in the Champ catalog. Since then it's all been decades of tinkering, painting, planning, and building. Now, retirement, and the railroad's final incarnation, is still a couple of years off—just enough time to cover some modeling before documenting the construction of the final Moose Flats and River-City Railway.

Can't We Just Get Along Dept:

There's a letter in the January '08 *Scale Rails* that fuels a friendly argument between those who think the wealth of new ready-to-run equipment is a good thing, and those that think it has led to a crop of less-skilled modelers. Now here's a topic for a formal debate! Toss a coin—I bet you could argue effectively for either side:

...*Williams Jennings Bryan* booms to the crowd, "Gentlemen. We are modelers first and foremost. Our skills, craftsmanship, and patience is what sets us apart from the monkeys. We seek the unobtainable perfection of the Divine, our toil is our hymn..."

...A long hour later, *Clarence Darrow* bows to the great statesman and wearily takes his turn behind the podium, "Do you think the Robin cares where the Worm came from? Does the Model Railroad care if the Locomotive came from the Workbench or from a Box? We are Model *Railroaders!* The Play's the thing. Life is too short to spend it in a cloud of paint-fumes while dreaming of the Railroad that never happens..."

Yikes! Wars start this way. But I would like to make one simple suggestion to both parties--Don't limit yourself.

Everything else being equal, consider saving those modeling hours for things you can't get ready-to-run. If you're not satisfied, add some detail. On the other hand, instead of using that same kit building you've seen a dozen times, try designing your own. You can kit-bash, or parts-build, or do it all yourself. There is no heavy line here that we have to form up on! Take advantage of this unprecedented selection we enjoy now, but keep your skills sharp in the modeling side of The Hobby.

Can't We Just Get Along Dept. Part Two:

Obviously, the Moose Flats is a *Freelance* model Railroad. When you get down to it, it owes its existence to the fact that the Great Northern didn't have a BL-2 on its roster. I thought the BL-2 was *Cool*, but I was modeling the GN because I liked the colors and the Glacier Park scenery. So I painted an AHM BL-2 up in Empire Builder colors, but then *lettered* it for the Moose Flats Railway (thanks to those Champ decals.) It got some nasty looks, but stopped the worst of the nit-picking. I could say, "Oh yeah, the Moose Flats had those." Who's gonna argue?

As a freelancer, my paranoia tells me there's a big push by the magazines for prototype modeling. I have just two things to say: John Allen, and John Armstrong. John Allen needs no excuse. I think he must have inspired more model railroaders than anyone else. Now the fact that John Armstrong was a freelancer might surprise some people. Here's the giant that gave us realistic railroad design, and taught us how the real railroads work.

Please guys, it's all good. I freelance, but more than half of my models are strictly prototype. River-City is a psuedo-Chicago that's a great hub for many railroads. The West part of my layout may look like the AT&SF and UP that I grew-up next to, but the town of Moose Flats is like nowhere else.

If you enjoy working within the boundaries of strict prototype modeling, that's terrific. I just happen to think that imagination is an important part of The Hobby, too.

This Month's Tip:

I can't let this first installment go by without sharing one modeling hint. This one is for the Collector in you:

At the swap-meet, it's always a sad thing when I see a brass loco box, or collectable kit, with a big torn place where the price-

(Continued on page 8)

By Bob Hayner  
Consultant-Dick Davis

By Bob Hayner  
Consultant-Dick Davis

- Locomotive
- Sound Decoder
- Large Oval Speaker
- Weights
- Brass Head & Rear Lights
- Light Bulbs & Lens
- Wires & Resistors

- Locomotive
- Sound Decoder
- Large Oval Speaker
- Weights
- Brass Head & Rear Lights
- Light Bulbs & Lens
- Wires & Resistors



Installation in  
Tender complete



Ready to go to work



# Whatya doin', Tony

By Jim Odell

The traditional answer to that question referenced a stereotype of Italian immigrants working as laborers maintaining the railroad. While it may no longer be politically correct, the stereotype contained a great deal of truth, at least on Eastern railroads. While I don't suggest adding to the ethnic mix of your layout's model population, the addition of evidence of their contribution will go a long way to adding realism. In the days of steam, sections of the railroad were in the care of selected foremen and their gangs. The most common sign was the track gang's section house. This usually contained their tools and transportation in the form of a track car. Section houses were often found near stations and sidings. The station allowed the foreman to get the lineup and track time from the dispatcher and the siding allowed for a place to get the track car on and off the tracks.

More modern modelers have a bit more opportunities to indicate the presence of the maintenance of way force, as well as selected other support personnel. The introduction of motor vehicles and mechanized track equipment into the support fleet gave greater mobility, and allowed a reduction in the number of employees. There are a number of different track machines modeled in both HO and N and more informed sources might be able to advise as to the proper mix of equipment. Much more commonly observed was the assigned motor vehicle, usually in the form of a pickup rigged with a special body. The bed was often modified by the addition of storage for the specific tools used by the crew. Signal department trucks carried different tools and storage than did track department vehicles.

These vehicles appeared shortly after WWII and became more common, and more specialized, as time went on. The growing variety of era-specific pickups can be modified with a little surgery. One of the more effective tricks I have seen is to use Plastruct shapes to form the body of the boxes and used Cannon hood doors cut to size for the doors and doors for each of the different compartments. It is a very effective technique. Other after market items can be added to the bed, including welding tanks, shapes and spare rail. Look at some of the after market tools by folks like Detail Associates for ideas. The best idea is to take some photos of contemporary trucks-or dig through your collection of old photos to see what is sitting in the background.

Be careful of what you purchase when selecting the truck to use as the railroads had certain purchasing policies. The D&H, as an example, purchased some early Internationals but was almost exclusively Ford. (Green Island may have played a role in that!) And all of their vehicles up until CP were red. CP purchases largely white. NYC during the sixties used deep yellow, as did the B&M. CR started with blue, then shifted to yellow and ended in white just before the CSX/NS buy out. EL was another user of red trucks. Larger railroads bought from multiple vendors, but the practical issue of maintenance sometimes explains why you see more of one breed than another.

One other trick comes to mind. While operating on Ken McCorry's massive PC layout, I noticed that he had a line of traffic stopped at a grade crossing outside of his model of Elmira. While he modeled the old Pennsy line to Buffalo, he had EL trains appearing in that area on trackage rights. Sitting in the lineup at the PC crossing was an EL maintenance truck. What a neat way to establish the proximity of another railroad without actually modeling any track! Happy Motoring.

## Editor's note:

Jim Odell was one of our most prolific contributors to the **Form 19**. He sent me 6 articles in a row that he had written going into the winter. The original title of this piece was "Whatya doin', John." As I read through the article, I felt as if maybe he had thought of my lightning stripe van as he was composing it. I took a little editorial license to change the title to something more Italian. We still have one more article to pass along in the next issue.



## The Beer Line

By Richard J. Smith

I didn't know Jim Odell very well but it is clear he was a very respected and knowledgeable man in our Division. The poem below seems fitting to honor his memory, and to his family our condolences.

For many a year he had paced the beat;  
 He had pumped o'er every tie;  
 And now from his narrow, last retreat,  
 He could feed the freights rool by;  
 For from his rest, 'neath the willow's  
 shade,  
 His spirit would guard the track;  
 He would know when the engine struck the  
 grade,  
 Hear the call, "Center back!"

For many a year he had paced the beat;  
 He had pumped o'er every tie;  
 And now from his narrow, last retreat,  
 He could feed the freights rool by;  
 For from his rest, 'neath the willow's shade,  
 His spirit would guard the track;  
 He would know when the engine struck the  
 grade,  
 Hear the call, "Center back!"

Alfred Burrett

We would like to acknowledge and thank those who have contributed to our raffles, and solicit your donations for future meets. You can contact Rich Smith, or any of our board members.

Bob Hamm  
 JP's Trains and Hobbies\  
 Bill McChesney  
 Mohawk Valley  
 Rich Smith

### From the Moose Flats Railway...

(Continued from page 5)


tag used to be. This is so avoidable! Use a little chemistry to make the price-tag cooperate. The glue that makes most labels and tape stick is *solvent*-based. Plain-old mineral-spirits paint-thinner, not lacquer-thinner, will melt the glue under a tag and *then evaporate completely*, without harming the water-based paper box. In a well-ventilated area, just dab a few drops of clean, mild paint-thinner (lacquer-thinner will make inks run,) on the price-tag and go-away for ten minutes. Go on, scoot... When you come back, the tag will lift off easily. There may be some softened, residual adhesive on the box. Just wipe it away with a clean rag and some thinner. Now I don't blame you for doubting, so try it on something you don't care about. It will work as long as the adhesive has not completely hardened or crystallized with age.

Happy Tinkering,  
 Jeff Brzezinski



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Theodore Nugent Greenville  
Terry O'Neill Duanesburg  
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Vic Roman Schenectady  
Mellanie Sembrat Voorheesville  
Michael Spaulding Cobleskill  
Joseph Spinetti Jewett  
Jim Kirby Schenectady

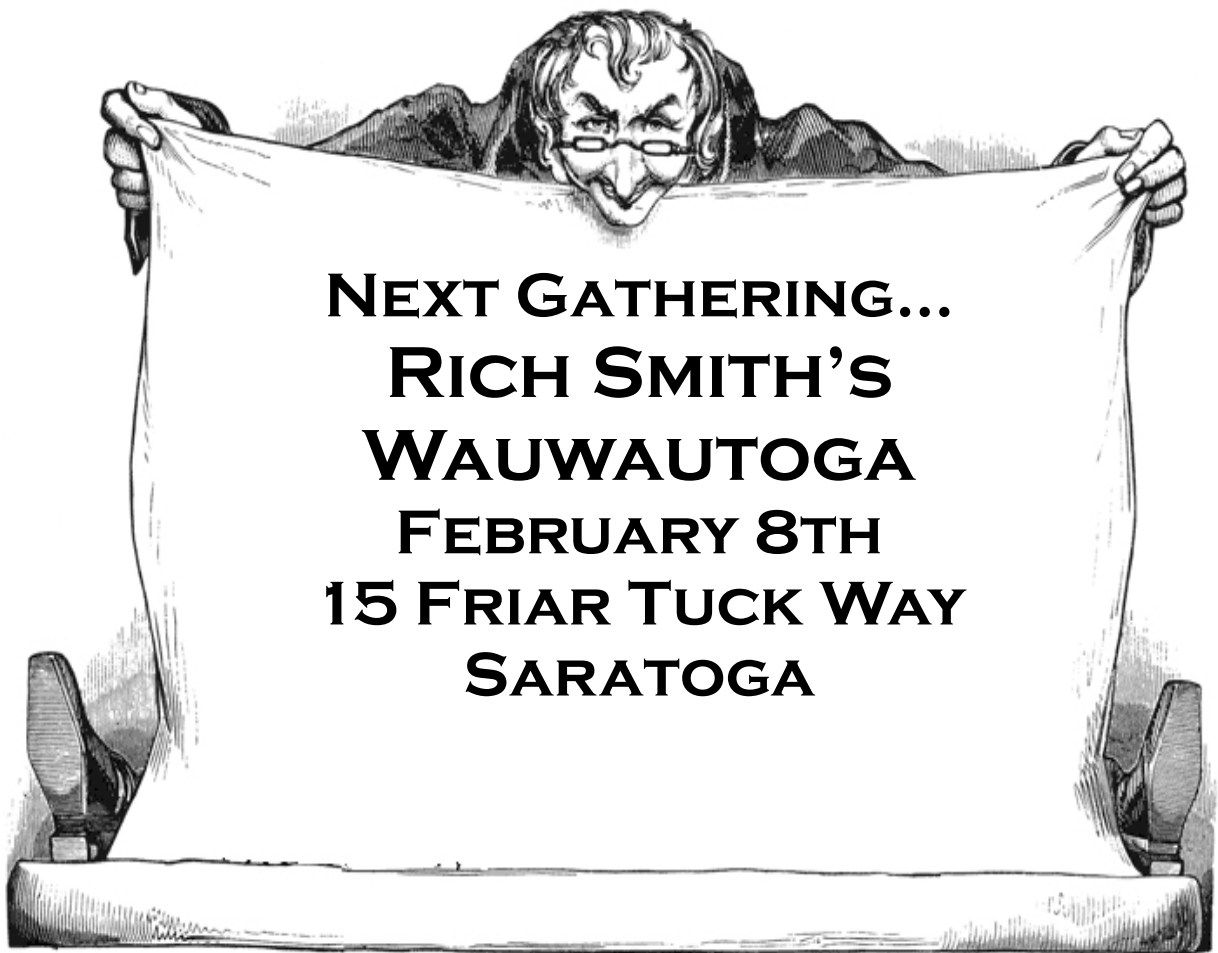
## **WHAT'S COMING UP...?**

**March 14th– Andy Clermont**

**April 18th– Henry Propst**

**May 16th– Colonie Youth Bureau**

**June - Railfan trip-TBA**



**NEXT GATHERING...**  
**RICH SMITH'S**  
**WAUWAUTOGA**  
**FEBRUARY 8TH**  
**15 FRIAR TUCK WAY**  
**SARATOGA**

## FORM 19

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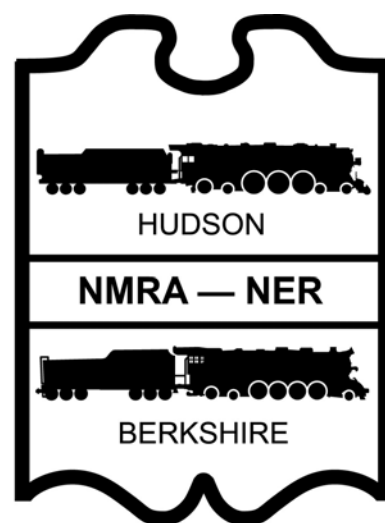


# FORM 19

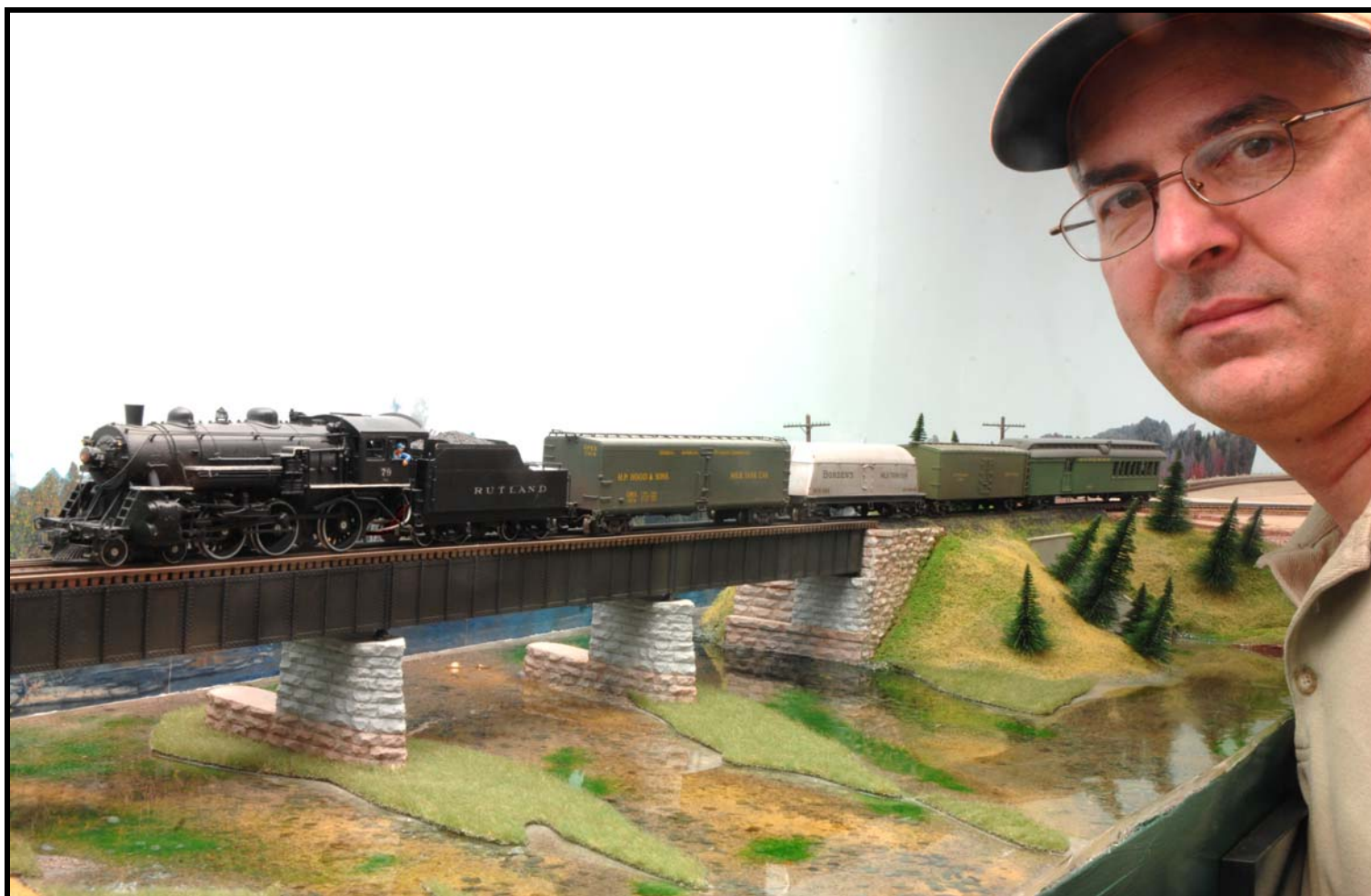
THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 241

MARCH 2008



## Andy Clermont's Ogdensburg & Lake Champlain Branch of the Rutland March 14



# FORM 19

The official newsletter of the Hudson  
Berkshire Division, Northeast Region, NMRA

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## Contributing to Form 19

*Form 19* welcomes contributions from the Hudson Berkshire Division membership.

Letters, articles, photos, and other items may be mailed to the editor at the above address. Please include return postage if you would like materials returned

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## Membership Categories and Dues

The Hudson Berkshire Division does not discriminate on the basis of race, color, gender, national, or ethnic origin.

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National Model Railroad Association  
4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

## Editor's Corner

By Tony Bucca

Before anything, I would like to extend our condolences from everyone in our division to our long-time Clerk-paymaster, Dick Hosmer on the loss of his wife of 54 years, Eunice, who passed on February 18th. Dick tells us his happiest time was his 20-year late honeymoon riding the narrow-gauge in Colorado with his still-blushing bride.

March will bring us to Andy Clermont's in Albany. Andy is a "prototype modeler," as you will see from comparing pictures on the fascia, to the scene you're looking at. Very specific locations are accurately modeled, and many of the buildings are scratch-built to serve the purpose. Ask him about the building he did at age 11, with the playing card roof. Please make note of the revised time- we'll meet from 6:30 to 9:30.

The Form 19 is in need of submissions- You can send some jpg's if you're "not a writer." I would like to see a listing of your favorite train-spotting locales. Mine would include; Cass, West Virginia, Chama, New Mexico, and the Tehachapi Loop in California. But where do you head to locally? Fishermen won't tell you their hot-spots, but railroaders will- *Send it along!*

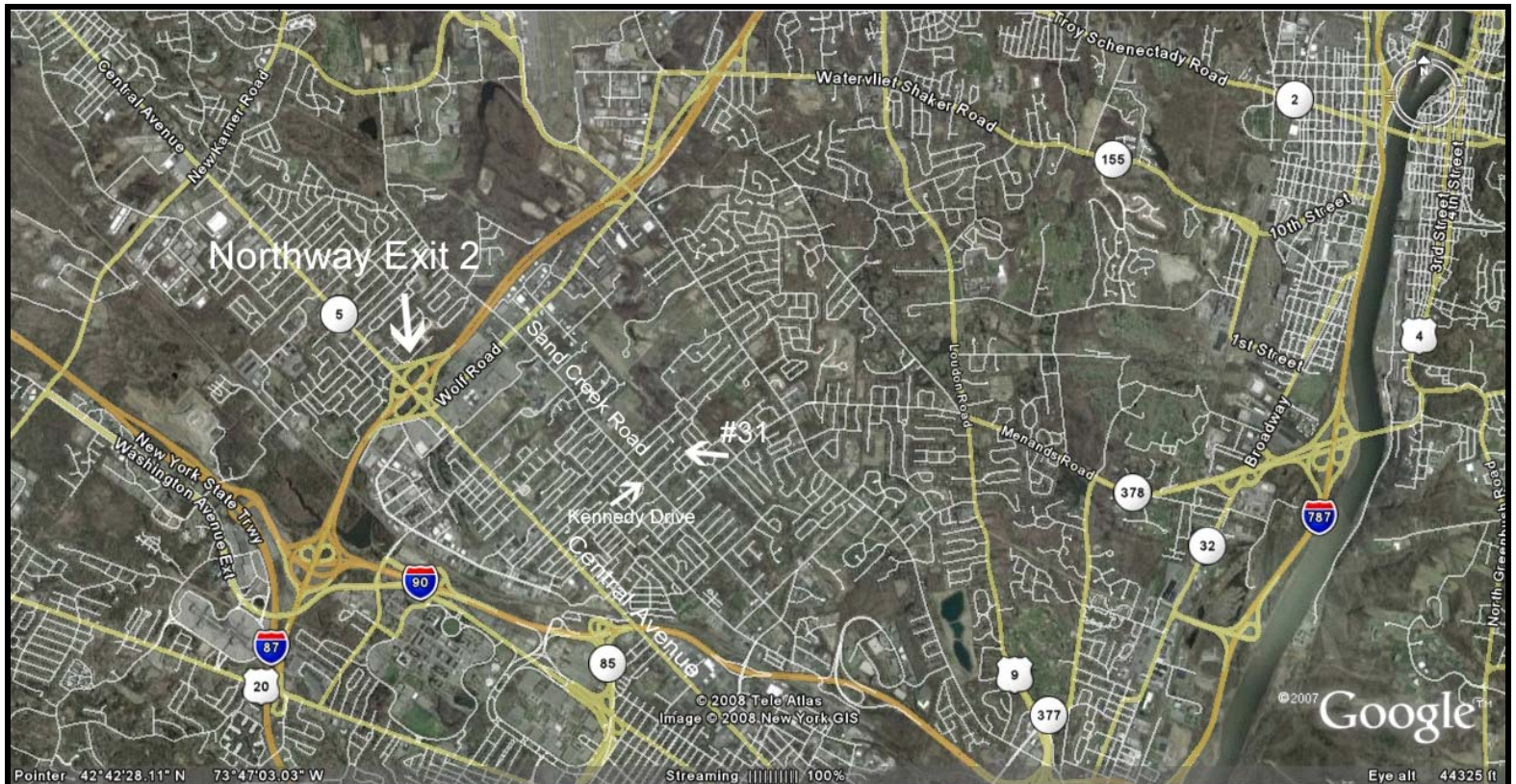
SEE YA'S at ANDY'S

## CALL BOARD WELCOME NEW MEMBERS

Craig Matuszak, Hadley  
Kevin O'Toole, Voorheesville  
Mathew Zembo, Ballston Spa  
Bob Chase, Mechanicville  
Lee Schamberger, Wynantskill  
Robert Golden, Schenectady  
Stephen Butler, Saratoga Springs

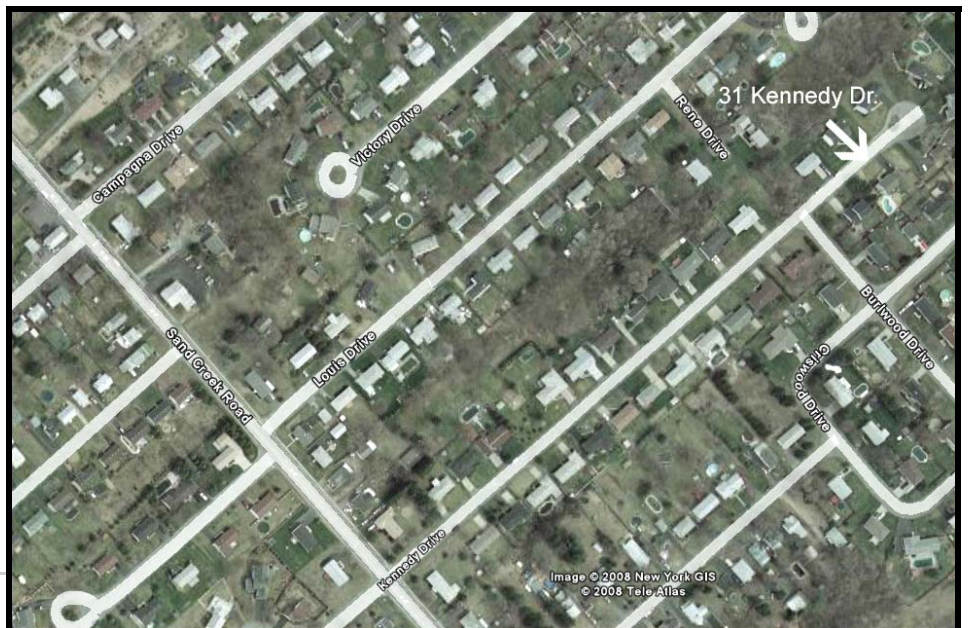


March 14th  
 Please note revised time  
 6:30 to 9:30  
 31 Kennedy Drive, Albany NY  
 518 435-0942



### On the Cover

An express milk train crosses the bridge over the Great Chazy River on Andy Clermont's version of The Rutland's Ogdensburg & Lake Champlain Branch. Note the prototypical rebuild of the bridge piers to accommodate the relocated deck-girder bridge.





# The Ready Line

By Paul Hoffman

I again find myself beginning this edition with some very sad news. Dick Hosmer's wife, Eunice, passed away on February 18<sup>th</sup>. I extend my heartfelt condolences to Dick and his family during this difficult time. The Upstate Model Railroaders of Glens Falls have also lost a valued member with the passing of Robert Moeller, 88. Jeffery Martin of the UMR, states that; "Our former member and friend, Bob Moeller, died Thursday at the age of 88. Although he had not been at the club for a while, he did manage to make it to our show in December." I did not know Bob personally, but I am sure that he will be missed by all those who knew him.

Thank you to all those who attended last month's meeting and layout tour at Rich Smith's Wawautoga. Thanks also to Rich for hosting our group. The layout was remarkable and his plans for the Second Sub Division of the LaCrosse and River Division of the Milwaukee Road look very promising indeed. Rich was a gracious host and a great time was had by all, including several new members who were meeting with us for the first time! You folks made the new members feel right at home, thank you! Our next meeting is on March 14<sup>th</sup> at Andy Clermont's Rutland Railroad. I have heard marvelous things about this layout, it was featured at the last convention, and I'm really looking forward to seeing it in person. We will be holding a raffle at this meeting. Please check out Rich's *Beer Line* column for more upcoming events.

I have several announcements and notices before I launch into the Board meeting minutes.

- New member Matt Zembo has a exhibition currently on display at the Schenectady County Historical Society, *Alco and Schenectady, Hauling the World*, the exhibit runs from January 22 through April 22 at the Historical Society, 32 Washington Ave, Schenectady, NY 518-374-0263
- The Central New York Division is holding a meeting in Utica on May 3<sup>rd</sup> that we have been cordially invite to attend. The meeting will be at the Utica Train Station from 1-4 pm, there will be several clinics, including a video on the Detroit Convention and Presenting your Model for Show Judging. I'll pass on more details as they become available.
- Mike Romanowski, president of the Upstate Model Railroaders has submitted this notice: Michael Knauf of the French Woods Camp is looking for staff to work on a model railroad program. The camp is located in Hancock, NY and runs from June 2 through August 25. It is a paid position, negotiable based on the applicants skills and background. The position includes room and board on site, plus a salary, transportation assistance, if necessary, and can include family accommodation or tuition assistance for camp-age children (7-17). This is a brand new program they're just starting this year, they have a room, about 30' by 40' and a budget to buy trains, tracks, equipment, etc. The right person would have input into what is purchased, setting up and laying out the area, and developing the curriculum for the program. The camp would need to offer activities at an introductory level, up to advanced 3-week courses where campers might build their own layouts. For those who are interested please contact Mr. Knauf directly at, michael.knauf@frenchwoodscamp.com, 954-346-7455 www.frenchwoods.com

That should do it for the notices, if you find this section helpful and informative please let me know and I'll expand it as necessary to accommodate any information we receive. Along those lines I understand that the Rutland Railroad Historical Society has a convention coming up in Troy in May. If any one has more details regarding this I will be happy to publish them.

The Board meeting on February 11, 2008 was very productive:

- ☐ We are finalizing the plans for the Rail Fan trip in June. The current date is set for Saturday June 7<sup>th</sup>. More details as they become available. We will be looking for a list of those attending in advance to help us in securing a private railcar for our members. The trip will be from North Creek to Riverside and back and we will have **two very special** raffle prizes to give out! In addition there will be a tour of the facility and the layout at the depot will be open to our group. Look for a mailing shortly and further announcements in the **Form 19**.
- ☐ We are tabling the classified ad section for the **Form 19** temporarily.
- ☐ Volunteer drivers are sorely needed for the April 18<sup>th</sup> meeting at Henry Probst's. PLEASE contact any board member if you are able to help out with a shuttle service. Henry's driveway WILL NOT accommodate many cars so we will be running a shuttle service from the school parking lot, approximately 500 yards away across the street.
- ☐ A budget was adopted and will be presented at the business meeting on May 16<sup>th</sup>.
- ☐ The advertising sales have gone very well and due to the hard work of Rich Smith and Kevin Surman we were able to keep the **Form 19** subscription increase to a minimum. Effective at the March 14<sup>th</sup> meeting all new subscriptions/renewals will be 7.00 year. This will bring our publication to a revenue neutral stance, including the postal increase slated for May. In other words, the subscription cost reflects exactly what it takes to publish and mail the **Form 19**.

(Continued on page 8)

# The Aspen Weekly Times.

DEVOTED TO THE INTERESTS OF PITKIN AND GARFIELD COUNTIES

Vol. XXVI--No 22 Price Five Cents

ACTUAL CONSTRUCTION WORK COMMENCES--SURVEY COMPLETED

NEW RAILROAD TO CONNECT ASPEN AND TAYLOR PARK WITH THE EAST

The Fitchburg Northern Railroad is now past the prospective stage, and it can be said with some degree of certainty that it will go through. In placing Aspen on a direct route from the East, much of the tourist travel that now goes by Leadville would come this way. The Times has been reliably informed from a most reliable source, the owners of the company, that the survey has been completed for the entire distance. It is understood that the dirt will fly on the new grade commencing immediately.

Mr. Rhodes of New York arriving on been around the city this past week tractor has gone over the Survey to tained a photograph which we have des leading the survey inspection easy grade will commence near the Creek running to Ashcroft. From around requiring the construction of thought the railroad will tunnel the stead of going over it to Taylor Park. trict will be cut by this road and Fitchburg, Montezuma, and the al-Taylor Park and Tincup, will prove gest feeders for the new line.

As a scenic route, the railroad excel. It will traverse a section of the ged scenery, and will offer to the tunity to ascend and descend two passes, through an elevated moun- lightful spots in the Rockies which freaks of formation has designed the



the Colorado Midland, has and with the railroad con- Taylor Park. We have ob- been assured is Mr. Rho- trip at Pearl Pass. An Midland track on Castle there the line will wind several high bridges. It is divide at Pearl Pass in- A great mineralized Dis- places as Ashcroft, ready thriving district of one of the best and big-

through Taylor Park will state noted for its wild rug- traveling public an oppor- celebrated mountain tain park, one of those de- nature in her peculiar habitat of man.

*Time traveler's note: All the flowery language above really did appear in the Aspen Times--I could never have dreamt it up myself. Only "Fitchburg" and Fitchburg Northern" and "Mr. Rhodes" have been added to protect the fictional. The actual railroad was the proposed Taylor Park Railroad, which really did survey the route and perform preliminary grading--upon which the HO Scale FNRR is being built.*

*For those interested, note the black ceiling!*

*And yes--we really did use the transit to set the upper and lower levels of the FNRR, as seen in the photo.*

As Submitted by Mr. Thomas Rhodes of Saratoga Springs, New York

## **From the Moose Flats Railway** **Installment #2 – “Fellowship”**

Since what I really want to do here is to talk about the evolution of the new Moose Flats Railway, and to talk about modeling along the way, I think a little history is in order.

A few years ago, I won an auction for a Rivarossi Krauss Maffei on eBay. A minute later I got an email from the second-place bidder, your own Paul Hoffman, who had some questions about the loco. This was a Cosmic Junction. If it hadn't been for that email, my whole life would be going down a much different track.

A year of emails later, I was enjoying Amtrak sleeper-service across the country to stay with Pauly and his family for a week. Pauly took me around to meet some of the members of the Thursday-Night Gang and see some of the layouts. I left Moose Flats boxcars as calling-cards. I was seduced by the basements and brick buildings and the rivers and the woods and the community of modelers. The moose in Moose Flats loved the crisp air and I wondered if I was condemned to live in the California desert, just because I was born there.

Back home again, I heard that I was made “Member in Absentia” of the Thursday Night Gang. It felt good. Then, just as I was tying-up the ends of my late parents' estate, the financial guy turns to me and asks. “Now, what about you?”

I tell him, “Fugediboudit! I'm a single model-railroader, and after I pay my bills, every cent goes on my hobby!” So he asks what do I really want? Thinking it could never happen I reply flippantly, “Well, what I'd really like to do is buy a little house with a big basement near my friends in up-state New York and retire early!”

The financial guy says, “OK, then let's do that.” And you know what, we did! It was Magic the way things fell into place. My tiny California house was worth more than I paid, and property in upstate New York is a relative bargain. I found the perfect house on the Internet, Pauly made a video tour of it, and with the financial guys guidance, and some creative financing, I bought it! For over a year I've been a New York taxpayer, and all I'm trying to do now is get retired and get out there!

It's a wacky situation. As I sit 3,000 miles away, my beautiful Mechanicville basement is waiting, empty, quiet, and a frostless 53-degrees. I visited my house once soon after I bought it and took the guys down to see the basement. “I want to put River-City and the big Union Station along this long wall.” It was terrific to see how animated they all became, walking to different spots and saying, “The Dispatcher's panel could go here, under the stairs,” and “Move the water heater first and free-up that wall.” You could just picture it as they were describing it.

A few weeks ago I had an idea that if the stairway was turned 180-degrees, the stairwell would be a straight-shot from the front-door, and the downstairs landing wouldn't be so close to a wall. Much better for moving lumber downstairs! I wrote it up and emailed it to Pauly as a definite project for my visit in the spring.

Well, last Saturday night was a real shocker. I find out that Mike Rein, Karl Butler, Dick Davis, Pauly and his son Connor had gone to my house that day and did the whole thing! “Hey Jeff, check your email. I'm sending you some photos.” As I scroll through the before-and-after photos of my stairs, my heart is just bursting with awe and admiration for these guys! I've been a lone-wolf modeler for so long, and this kind of selfless fellowship is a new and wonderful thing.

What has Model Railroading done for me? It's made me part of a Community. All of a sudden the idea of retirement and starting the big layout doesn't seem so surreal. With the support of friends anything is possible.

Next time, I'll talk about the ongoing battle with my lifelong nemesis, Flash, and I'll offer some suggestions that I hope you'll find useful.

Happy tinkering,  
Jeff Brzezinski



# ARM CHAIR LAYOUT PLANNING

By Jim Odell

A stint of mentoring-if I dare use that term-one of our fellow members in layout planning has reinforced some of the lessons learned from comfortable reading in an easy chair and from observation and even participation in struggles with filling different sized basements. (I feel the need for a disclaimer here. I still have not embarked on the construction of my ultimate dream layout and the last personal layout built by this observer was a 4x6 back in high school. You are getting your money's worth in this column.)

The modeler in question is planning to work up a home layout in N scale. This is very different from most of the other layouts with which I have experience, so it brings some new dimensions to planning. Nonetheless, there are certain practical lessons I have picked up from a variety of sources. Allow me to list them once again.

- Look to establish your design elements before you cut up any plywood. These are the essential “druthers” you want to include in the design. They might range from the selection of a prototype, to the choice of an era to types of trains to operations methods and types of control systems.
- Consider the physical environment in which you plan to place the layout. Obviously it is easier to finish the walls and ceilings prior to starting the layout. Give some thought to backdrops and view blocks. You might also have to think about locations for transmitter relays for certain control systems. If at all possible, plan to reduce dust by installing a drop ceiling and by painting or sealing the floor. Also consider electrical power and lighting-both room and layout.
- If you plan to work year round, you might want to consider air conditioning or at least some sort of humidity controls.
- Resist the urge to fill the area available. Remember that your operators need to gain access to most parts of the railroad, and the unfortunate tendency for all of us to grow as we age. Leave aisle space even if it hurts.
- Draw a plan of the railroad, as you will build it. Most plans are underestimated, and track has a way of proving in construction that the lines on the paper were not to scale. It is better to find that out before you have glued down any track.
- Consider the fact that layouts planned for several operators will probably run more trains in a short period than any section of real railroad. This goes back to selecting your layout design elements.
- Consider how many amenities you will allow your operating and construction crews. Some layout owners provide crew lounges for those awaiting trains on an operating night. Others keep their operators from settling in by eliminating all chairs in the layout room but for the one at the workbench. Your choice, but recognize that the provision of coffee and doughnuts may require bigger aisles.
- Include staging in your plans. Staging extends the reality of the railroad beyond the physical connections of the layout. You can never have too much. Live interchanges play a similar role. And don't rule out open staging-a large open staging yard can serve multiple purposes.
- Remember, it is your layout. Nobody says you cannot extend the economic life of the Mechanicville WestVaCo paper mill into the late 1970's if you desire. Or build Mohawk Paper Mill #2.
- Don't rule out running multiple types of sessions on the layout, so long as you don't build in something that is too much of a stretch of the imagination. B&M might well have shifted its Selkirk interchange to run via Kenwood rather than RJ-after all Guilford did it for several years themselves. But extending the Rutland into Selkirk might just be one trackage right too far. But then, it's your layout.

Planning, like training, is one way to prevent mistakes in execution. It is also a good investment in the early stage of layout construction. You know, when you are still looking for that basement with a thick roof. Good luck, and be gentle in your criticism of others until you give them something to tear apart!

## *Editor's Note*

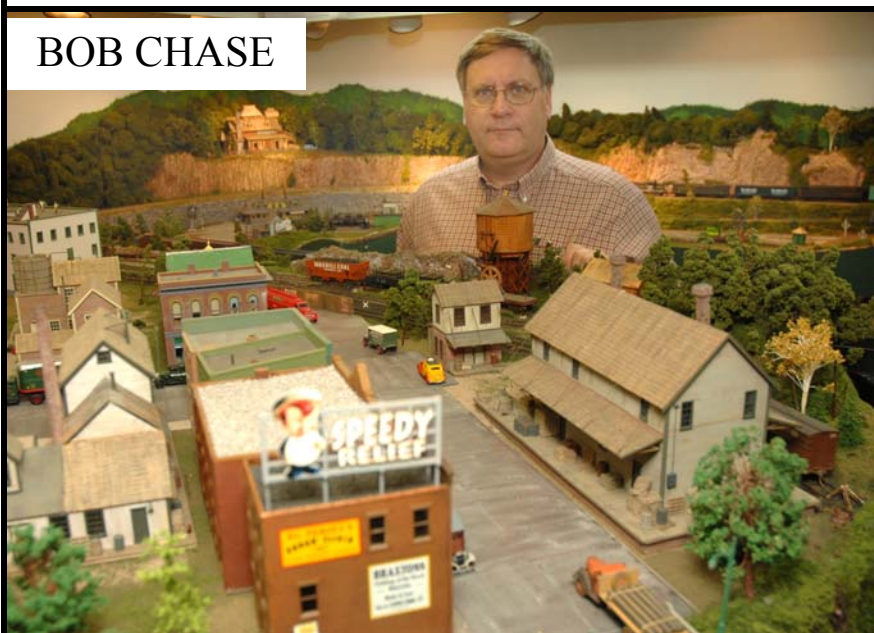
If you would like a complete collection of Jim's articles, consider getting our Archive CD that Paul Hoffmann talks about in “The Ready Line.”

## 15 Seconds of Fame

by Tony Bucca

A member of the “Thursday Night Scoundrels,” Bob Chase tells us he moved to his house as a teen with his parents. Within a week, he had benchwork started in the basement. The layout sat idle for awhile until he came across the “Scoundrels” and they spurred him into scenery construction with “mountains of foam-board.” Bob models the Boston & Albany in the transition period. One of the reasons the layout sat is that Bob enjoys building craftsmen kits. As he finishes one, the building takes the place of one of the older styrene ones on the layout. One of his favorites is on the hill behind him. Minerva Casket Company is especially fitting because Bob is a funeral director at the family owned Dunn Funeral home in Mechanicville, and his layout is in the basement. A long time Hudson-Berkshire member, Bob just joined the NMRA. Maybe we can twist his arm into entering a model contest.

BOB CHASE



## The Ready Line

- ☐ The digitizing of the old **Form 19** issues is complete. They currently comprise one CD, with interactive menus and are available to subscribers and members for a nominal cost of 3.50 each, which represents the price of materials and copying. The files are in PDF format and cover all available issues to present. Please contact Paul Hoffman to order your copy.
- ☐ Work is continuing to bring our website up to speed. Please contact web master Erik Denny at [erikd@capital.net](mailto:erikd@capital.net) with suggestions and additions. <http://www.hudson-berkshire.org> Don't forget our yahoo group: <http://groups.yahoo.com/group/hudsonberkshiredivision/>
- ☐ Ken Nelson has updated subscriber directory. We also have an NMRA member directory available.
- ☐ Look for a return of the 15 minutes of Fame section of the **Form 19**. Please contact Editor Tony Bucca if you can help out with any content. The **Form 19** is **ALWAYS** on the look out for new material, you don't have to be Ernest Hemmingway to write something for the newsletter, and all input is gladly accepted. Write us about your passions, likes, dislikes, experiences, reviews or opinions. Tony is a competent wordsmith and can help you polish up your story.
- ☐ Please give a warm Hudson Berkshire welcome to the new members listed in the Call Board.
- ☐ A repeat of last months call for help: I would like to ask the membership to contact the board with any round robin groups or clubs that you may know of and a possible contact person. What we are trying to do is compile a list of groups in our area and refer new members to those groups that may have any openings or are looking for new blood. The goal is to have the Division act as a clearinghouse to help get people together.

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. Please allow the rest of my team to attend to the roles that they have and if you can help please do!!! 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.

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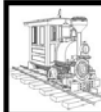
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We would like to acknowledge and thank those who have contributed to our raffles, and solicit your donations for future meets. You can contact Rich Smith, or any of our board members.

Bob Hamm  
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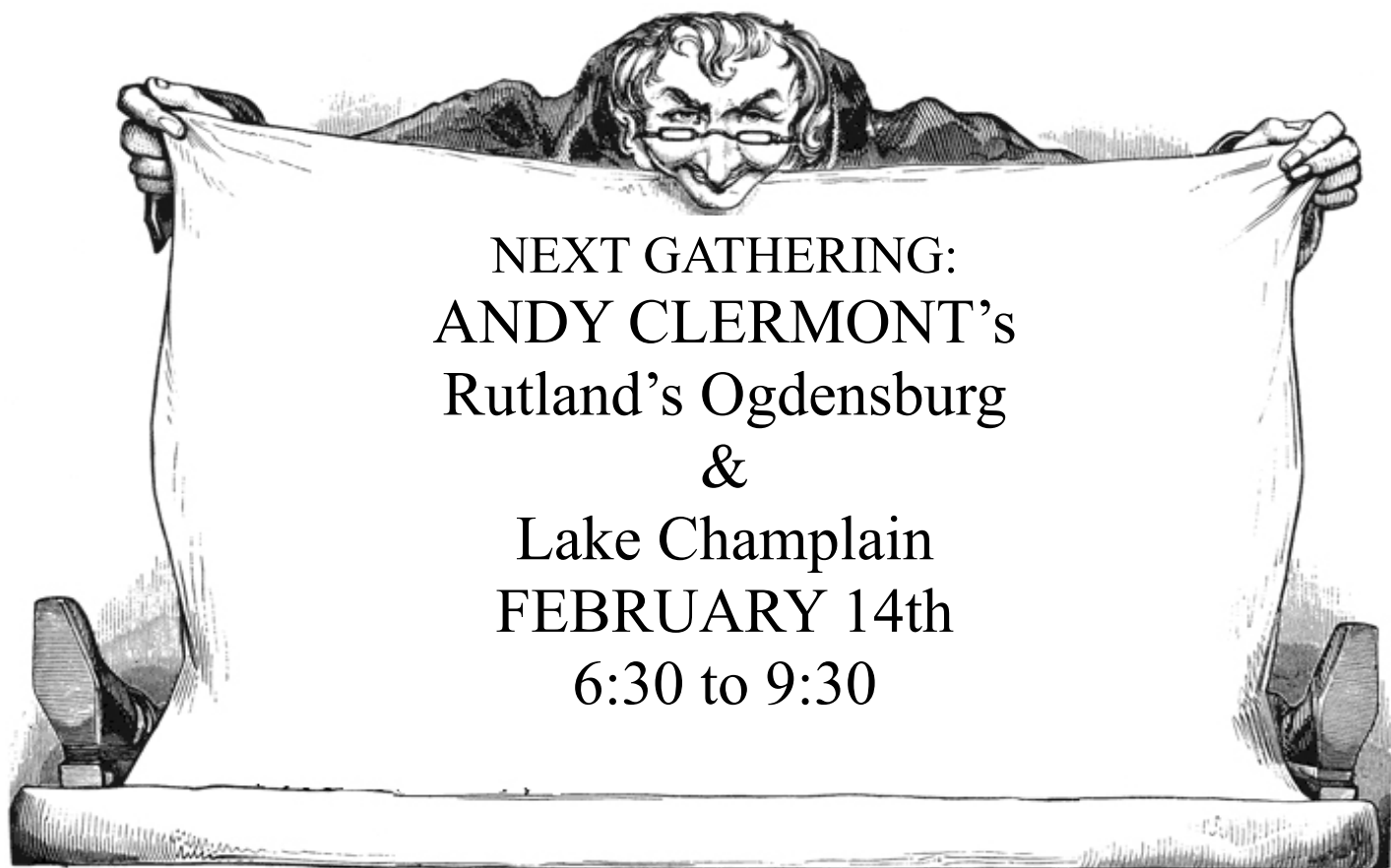
## WHAT'S COMING UP...?

**April 18th– Henry Propst**

**May 16th– Colonie Youth Bureau**

**June - Railfan trip-TBA**





NEXT GATHERING:  
ANDY CLERMONT's  
Rutland's Ogdensburg  
&  
Lake Champlain  
FEBRUARY 14th  
6:30 to 9:30

## FORM 19

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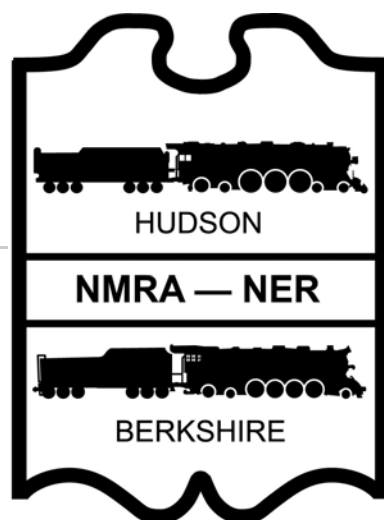
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# FORM 19

THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 242

April 2008



## Friday April 18th Henry Propst's Operator's Dream NYC-Mohawk Division



# FORM 19

The official newsletter of the Hudson  
Berkshire Division, Northeast Region, NMRA

## Editor:

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The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form 19* in no way constitute an endorsement by the Division

## Contributing to *Form 19*

*Form 19* welcomes contributions from the Hudson Berkshire Division membership.

Letters, articles, photos, and other items may be mailed to the editor at the above address. Please include return postage if you would like materials returned

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## Membership Categories and Dues

The Hudson Berkshire Division does not discriminate on the basis of race, color, gender, national, or ethnic origin.

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2356 River Road, Melrose, NY 12121  
Subscriptions \$5.00 per year - Form 19 (8 issues)

Northeast Region, Inc. NMRA  
98 Railroad Avenue  
Boston, MA 02198  
Subscriptions \$7.00 per year— The Coupler (4 issues)

National Model Railroad Association  
4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

## The Beer Line

By Richard J. Smith

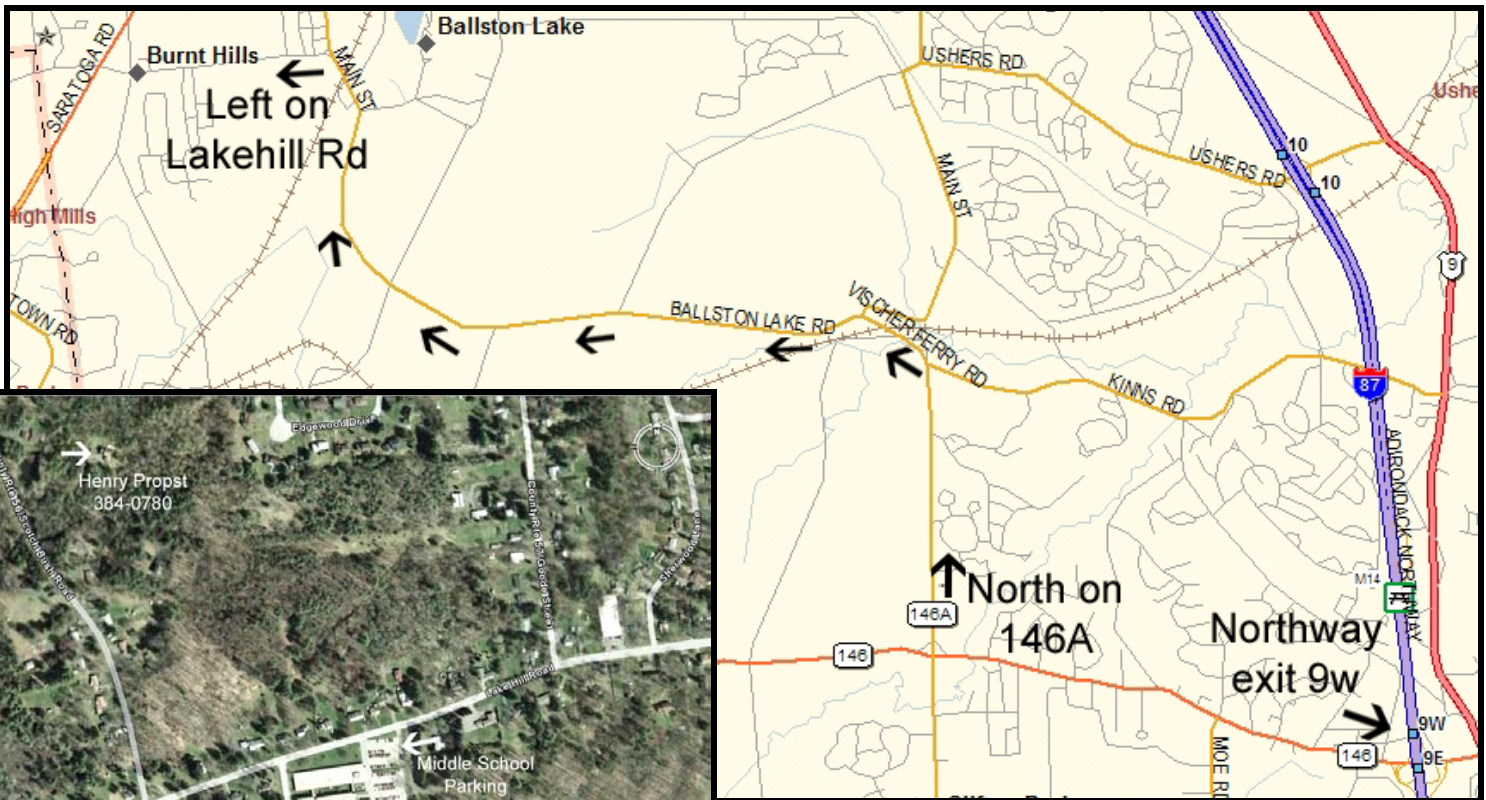
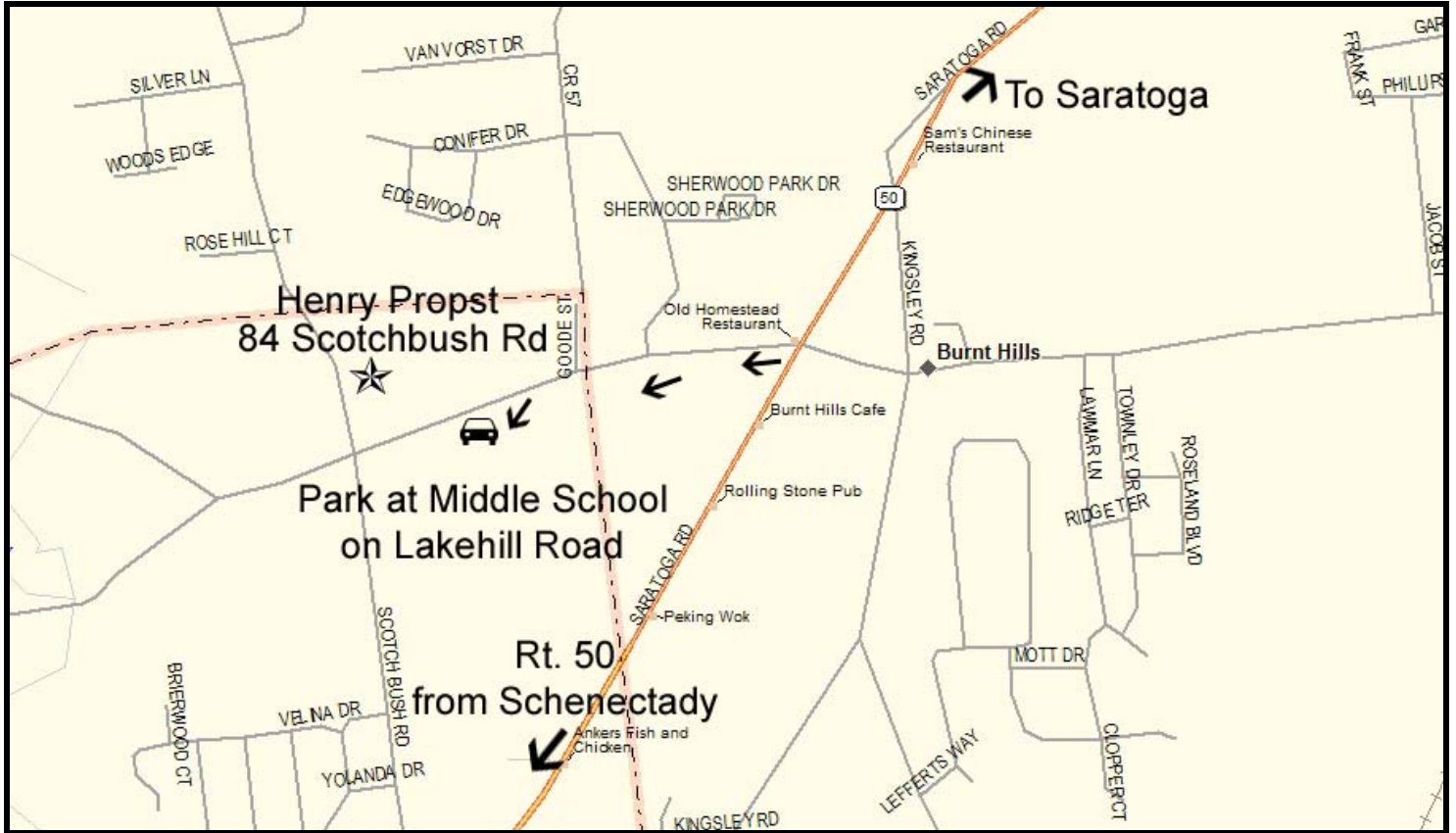
You may have already noticed advertisements in the past few issues of the *Form 19* for local hobby shops. This is not new to our newsletter and it seemed a pretty good time to start the practice again. These paid ads are a shining example of what I call a “win-win” situation. A nominal advertising fee helps us grow our treasury, while these ads give the hobby shop a bit more exposure, especially considering the *Form 19* will be linked to our website. More importantly, the hobby shops that are advertising in the *Form 19* are really showing their support for our organization. Accordingly, I would like to take this opportunity to suggest all of us keep supporting our local hobby shops as well. Please take a moment and consider what our area would be like if there were no hobby shops at all. I personally don’t like that picture. It is important to realize that direct internet sales and internet entities like Ebay have taken their toll on hobby shops across the country, not to mention the mail order businesses that have advertised in *Model Railroader* ever since I was a kid.

But the local hobby shop offers much more than you ever get remotely. This includes but is not limited to the expert help you get from knowledgeable staff, repairs on your equipment when you just can’t figure out what’s wrong, help installing DCC in your locomotive, and information on new products on the horizon. The local hobby shop also affords you the ability to inspect what you are buying, the ability to take your purchase home right away, the ability to buy a myriad other model railroad support supplies (paint, glue, detail parts, styrene, wood, etc.), not to mention, it’s just plain fun to visit the shop. Lastly, the opportunity to meet other people in the hobby cannot be overstated. How many of you are in this Division because you met and befriended someone at the local shop?

And if you argue the best prices are found on the internet or mail order, I will respectfully retort, “not necessarily”. It’s been my experience that when one considers shipping and potentially insurance costs, a competitive hobby shop can end up costing you about the same for many “buy it now” items on Ebay or internet sales, in general. Also consider items bought on line or through mail order that are not in perfect condition or as advertised. I have had the unfortunate experience of ordering a piece of rolling stock and finding that when it arrived, the factory paint job was sub par. It wasn’t the distributor’s fault, and he gladly accepted the return, but I had to pay to ship it back. By the time I calculated original shipping and the added cost of shipping it back, virtually no money was saved. And if it comes down to a couple of bucks difference, why not support the local guy? They deserve it and I will do better to practice what I preach.

I am working to find other local and regional advertisers for our *Form 19*, but if you have any ideas, please feel free to contact me. Lastly, next time you are visiting our current advertisers (JP’s Trains and Hobbies, Mohawk Valley Railroad, or Model Trains and Parts), please mention you saw the ad in our *Form 19* and give them a “thanks” for supporting our Division!





# The Ready Line

By Paul Hoffman

Spring is in the air. Hopefully, by the time you are reading this, winter will have released its grip on the Northeast and new growth will be popping up everywhere. Beware the May snowstorm, not un-heard of in our region.

A sincere round of **THANKS** to Andy Clermont for allowing the Division the opportunity to visit his marvelous Ogdensburg & Lake Champlain Branch of the Rutland. Andy's hospitality was gracious and his layout is a local jewel. Thank you to all those who were able to attend, and for those who weren't able, sorry we missed you.

I just returned from a mini convention in Quantico, Virginia and it gave me an opportunity to reflect on the notion of scale. While there I was enthralled by a beautifully detailed diorama. What captured my attention wasn't just the quality of the modeling, although it did win best of show, but the scale. This was an N scale diorama. The hobby press, the NMRA, and unfortunately, this Division, have been accused of being HO-centric. That may well be a true statement, with some justification; HO items far outsell all other scales. That being the case does not give us leave to ignore the skillful and dedicated modelers of other scales. We are blessed in this Division by having a large diversity of modeling scales, from Z to Live Steam, and everything in between. Prior to my trip down south I had the opportunity to attend a meeting at Doug Dederick's N scale Great Northern layout. While Doug is still in the planning stages, he did have a few scenes completed and waiting to be integrated into the grand plan. His attention to detail is remarkable and his plans are first rate. Keep your eyes on this space, I'm sure we will have another quality layout to tour before too long. It is just another example of the great things that can be accomplished in scales other than HO. There are many more just like Doug in our Division. I would like to take a moment to salute our brothers and sisters in the alternate scales. They are just as serious and dedicated and capable as any HO modeler and I am truly glad for the perspective and diversity they bring to our Division.

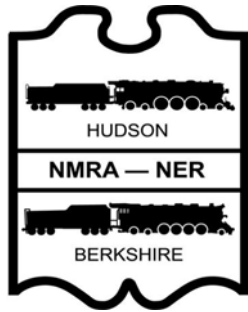
Just a couple of short announcements:

- The Rutland Railroad Historical Society is holding its annual convention Saturday and Sunday, May 3-4, 2008 at the Italian Community Center, 1450 5<sup>th</sup> Ave, Troy, NY. Please contact Division Member Jeff English, 6 Lansing Ave, Troy, NY 12180-4829 or see their website; <http://users.ron.com/jmdu4/> for further information.
- Mike Romanowski, president of the Upstate Model Railroaders, notified me of the passing of Ron Crowd on March 30th. Mr. Crowd was President and Founder of the Battenkill Railroad. Member Robert Dennis wrote, "He will always be remembered as a fan, who also had a vision." Our sympathies go out to his family; we were grateful for the time he had with us.
- Mike Romanowski also reported that his group is planning a trip to the Northwest NJ Highrail club in April. Please contact Mike at [mmroman@adelphia.net](mailto:mmroman@adelphia.net) for further information.

We had no formal board meeting this month but several items were discussed among us.

- ☐ The end of season rail fan trip is all set and ready to go. As I'm sure you have noticed, there is a flyer and an order form attached to this issue of the **Form 19**. It is very, VERY, important that we have an accurate number as soon as possible to allow us to reserve our own private rail car. So PLEASE fill out the order form and send it along with your check as soon as practical. This event promises to be a blast!! We are also sending out an invitation to all members of the Division to attend on that day, so I fully expect there will be lots of new faces and old friends enjoying a Saturday in the Adirondacks. Trains, the mountains and good friends and family, I'm not sure it gets any better then that! Please make sure to thank VP Rich Smith and his team for bringing this event together. Bravo Rich.
- ☐ Our raffle at Andy's brought in \$59.00. Thank you and congratulations to Henry, Tony and Joe. Watch out for that Kavanuagh guy, I want to take him to Vegas with me!
- ☐ Our Treasury is currently at ~\$1650.00. A complete report will be available at our May 16<sup>th</sup> meeting in Colonie.
- ☐ Thank you to all those who ordered the **Form 19** CD. Your discs will be available at Henry's. For those who haven't ordered yet, please see me at the meeting to obtain yours. We decided at Andy's to make the price an even \$4.00 to avoid having to deal with change.
- ☐ The website is really taking shape. Check it out and give us your feedback. The event calendar is a great place to find upcoming events. The gallery pages are still under construction but should be done by the time you read this. We are also completing work on the member's only section. We are constantly adding content and hope to make the site a valuable addition to your membership in the HBD. Please contact web master Erik Denny at [erikd@capital.net](mailto:erikd@capital.net) with suggestions and additions. <http://www.hudson-berkshire.org> Don't forget our yahoo group: <http://groups.yahoo.com/group/hudsonberkshiredivision/>
- ☐ The Board is currently in the planning stages to get the Division involved in the Toy's for Tots program and the Santa Train. More info on this as it develops.
- ☐ Please give a warm Hudson Berkshire welcome to the new members listed in the Call Board.

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. Please allow the rest of my team to attend to the roles that they have and if you can help please do!!! 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.



**Hudson Berkshire Division**  
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[www.hudson-berkshire.org](http://www.hudson-berkshire.org)  
[trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org)

April 9, 2008

Dear Hudson Berkshire Division Member,

The Hudson Berkshire Division of the NMRA is planning a very special Division meeting for Saturday, June 7<sup>th</sup>, 2008. The meeting is a rail fan trip on the Upper Hudson River Railroad (UHRR). We would like to invite you and your family to ride the scenic UHRR along the former Adirondack Branch of the D&H Railroad. This is a wonderful opportunity for our spouses and kids to get to know one another as we sit back, relax, and enjoy the springtime scenery while our train winds its way along the Hudson River.

Our train will depart at 2:00PM from North Creek for a two hour round trip to Riverside Station in Raparus. The owner of the UHRR, John Riegel, has graciously agreed to provide some added attractions for our Division, starting with our own private coach for the ride. Also, one hour prior to departure, we will be given a custom tour of the facilities at North Creek, including a peek in the engine house, and a turn table demonstration. Because we are booking this event as a group, Mr. Riegel has also agreed to give us a discounted fare. Lastly, and very exciting, the UHRR is donating two rides in the locomotive cab, one each way. We will hold a raffle in North Creek prior to departure. Tickets for the raffle will be sold for \$2.00, with proceeds going to support Division activities. Sorry kids, adults only for the cab ride.

For those of you wishing to make a day of it, please consider the UHRR's partner at the platform, the North Creek Depot Museum, which features exhibits on local railroading history and the famous North Creek and Adirondack Model Railroad by Dunham Studios. Around North Creek village, there are restaurants, gift shops, antique stores, and ice cream shops. Learn more about the Upper Hudson River Railroad at their website, [www.uhrr.com](http://www.uhrr.com). The North Creek Depot Museum website is [www.northcreekdepotmuseum.com](http://www.northcreekdepotmuseum.com).

Let us know how many are coming using the following form. Please send a check made out to the Hudson Berkshire Division to the PO Box below. We must receive checks no later than May 30<sup>th</sup>.

Most sincerely,

*Paul Hoffman*

President  
Hudson Berkshire Division  
Northeast Region, NMRA

*Richard J Smith*

Vice President  
Hudson Berkshire Division  
Northeast Region, NMRA



***Hudson Berkshire Division Rail fan Trip - Upper Hudson River Railroad***

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## **From The Moose Flats Railway**

### Installment 3 – “Parts-Prep”

My dear fellow Model Railroaders,

I consider myself a modeling Tinkerer. What's that? The dictionary reveals more derogatory definitions than complementary ones, but I like, “*a Tinker is a person skilled in various minor kinds of mechanical work, a jack-of-all-trades,*” or as a verb, “*To manipulate experimentally.*” To me, tinkering means Home-Workshop Engineering. That's the essence of modeling.

Maybe I came by it honestly. My father was raised on a self-sufficient farm in Michigan. He once told me about being a teenager stuck on a country road because the bakelite distributor rotor in the family's Model-T Ford had disintegrated. Unperturbed, he found a small piece of hardwood and *carved* a new rotor with his pocket-knife, using the metal pieces from the old rotor. It worked so well he didn't even replace it right-away.

Model Railroading is the most comprehensive miniatures hobby there is. About the only thing it doesn't have is the thrill of flight (except maybe during bridge disasters.) The skills you're going to need by the end of the week include carpentry, landscape painting, electric circuits, model building in all sorts of materials, model painting, figure painting, track laying, landscaping and rock carving. From there you can go on to engineering and machining, drafting or CAD design, photo-etching, decal making, plating, and electronics. Did someone say *jack-of-all-trades*?

What could possibly turn this staggering syllabus of specialized scholarship into something that even remotely resembles *fun*? Ah-ha, it's the simple fact that with today's abundance of goodies we can concentrate on what we enjoy, and throw money at the things that mystify us! That and the fact we get to run trains after...

But I happen to believe that the more skills you can learn and use, the more enjoyment and fulfillment you'll get out of Model Railroading. Keep in mind that it doesn't end. No matter how good you think you are at something, there's someone who's better. I am in constant amazement at the work of my fellow modelers, and I'm always asking, “How'd they do that?”

I think a modeler should start with some solid skills and techniques that he or she can add to their whole life. These key skills are relevant no matter what the hobby is. I'm going to lead-off with the Big One: Parts Preparation.

Whether you are working with parts you cut from scratch, or kit parts, or even with parts plucked-off a mass-produced, finished model, good parts preparation is fundamental. The act of manufacturing a part leaves evidence of that process. You know about seam-lines and flash, but there's also the little matter of the slight taper to the sides of a part, so that it can be removed from the steel mold. Together, flash and taper can lead to what I call *the too-sharp edge*. That's where a part is supposed to have a 90-degree edge, but it's sharp by a few degrees, sometimes with a seam-line right at the corner to boot! Correcting these inherent defects takes time, which is why your expensive mass-produced loco still has its share of seam-lines and nubs and too-sharp edges. Yeah it does. Go look. Check things like pipes and hatches and separate details. See that edge, see the flash? See that seam under the beautifully painted F-Unit nose? That's so sad.

Here's a Big Empowering Secret: *You* have the potential to make a better model than any Factory can, because you can devote the time necessary for proper parts-prep. Here's an axiom: Good parts-preparation will improve all other aspects of your modeling.

Now, removing that flash and squaring those edges can take a lot of time, *which is why so many modelers ignore it in the first place!* The tried and true method for removing a seam-line on a plastic part has been holding a modeling knife in your curled fingers and pulling it towards you like a miniature adze. With practice, you can lightly scrape away seams and true-up edges pretty quickly. The only problem is the shavings, or *fuzz*. It's attached to the part when you stop moving the knife. You can spend more time flicking the fuzz out of the corners with the tip of your knife than you did scraping the seam!

Enter, my absolute favorite parts-prep tool, the #000 Steel Wool. I'm not kidding. This may get me on your Christmas card list. Go to the hardware store and buy a bag of #000 or #0000 Steel Wool. Do not substitute a coarser wool—it won't work the same at all and will scratch the surfaces instead. This fine steel wool is like 600-grit sandpaper with a brain. More than any other cutting-tool, it tends to go after the waste and leave the part alone!

(Continued on page 10)

## Illuminated Number Boards on a HO Brass Headlight

By Bob Hayner  
Consultant-Dick Davis

Add a working detail to your brass or plastic locomotive.

### Parts List

- Brass Headlight Casting
- MV Lens
- Miniaturics 5000 hr. 1.5v Lamp
- Homemade Printed Loco Numbers
- Bottle of Micro Kristal Klear
- 300 Ohm Resistor



Modify the brass headlight by drilling a #50 thru hole to fit the light bulb. Then drill and carefully file a pair of rectangular holes to open up the number board pockets. Paint the casting engine black.

Print the locomotive number on a laser printer using clear numbers with a solid black background on regular printer paper. White and clear decal paper does not work.



Drill a #50 hole about 1/32" deep on the silver side of the MV lens. Super glue the end of the lamp into the lens. Pull the bulb/lens assembly into the casting. Fill the casting with Micro Kristal Klear. Let dry. Refill the number board cavities and carefully assemble the paper numbers. Let dry. Coat the paper numbers with a thin layer of Kristal Klear. Let dry.



Assemble the casting to the locomotive and connect wires with the resistor. Touch up paint.

LED or Incandescent Lamp? The lamp worked for me because it is much smaller than most LED's and the 5000 hr. lamp life is adequate. Select a resistor to reduce the lamp voltage to be a little less than the rated 1.5 volts and it will last longer than 5000 hrs.





## Ride a Steam Train Kent, CT May 3rd

By W. George Cook

This is an invitation to all to visit the "Open-House Spring Fire-Up" at Connecticut Antique Machinery Association's grounds at Kent Furnace, one mile north of Kent, CT. Kent is reached 15 minutes east of Wassaucott, NY off of NY State Route 22. This would be the fastest route for visitors from the Hudson-Berkshire Club to travel to Kent, in about 2-2.5 hours plus stops. Following will be a description of highlights on that route with a return via US Route 7 up the scenic Housatonic Valley with a stop at Canaan to view the reconstruction of the giant junction station.

Twice a year, CAMA operates a 3' gauge railroad using a 1925 Baldwin 2-4-2 locomotive under its own steam. It is Hawaii RR #5 from the big island. The formal operation is always the last full weekend in September of each year when the grounds are crowded with over 3,000 patrons each day. On the first Saturday of each May, all of the members operate their items of interest as a fun event and all boilers are usually fired up, including the industrial hall. Since we do not get too many visitors at this early May weekend, we are able to carry the limited numbers on the tender tank of the locomotive on numerous runs over our 1200' of main line railroad. All the other narrow gauge equipment is open for inspection and photography. We have a half mile of track presently and have plans to build more.

This is the only narrow gauge steam in the Northeast, east of Orbisonia (3') and Saint Mary's, PA (2') and is a very rare opportunity to ride almost in the cab of the running steam engine. The engine is an oil burner and the oil tank makes for a nice seating arrangement for about 12 per trip. We also have a Plymouth "critter" with an attached open passenger car that may also be operated. This diesel train is used to carry everyone during the very busy September event. The steamer only handles the D&RGW gondolas during the September event as they are covered with a roof the rest of the year.

The best route is I-90 east to Old Chatham and exit at B-2 to the Taconic Parkway and travel south to Martindale for route 23 east. Exit and fork east onto #23, and (at 2.3 miles the overpass over the former NYC Harlem is filled in) go to Hillsdale about 7.3 miles. The Harlem Line grade is on the right most of the way through Craryville. Turn south on Route #22. At about 9.2 miles the old railroad crossed over the highway where the road makes an S curve. Only the north abutments remain as the south wall was removed for highway vision. At mile 11.3 a parallel side road #344 forks to left into Copake Falls for 4/10 mile and passes a former Harlem Line station (6/10) that is now a country store, and hiking trail head for the rail train. This is a 6/10 mile detour to see the station and then return to Rt. #22 by turning around at the station and turning left at the stop sign to get back on Rt. #22 southward. Side Note: In the summer there is a very nice free museum of Copake furnace and also a walking trail up Bash Bish Creek to the falls. It is the coolest spot around on a hot summer day. This furnace used to have its own narrow gauge railroad and later a standard gauge railroad after the NY& H RR was built through in 1851. A wonderful map model and photos are in the museum, reached by forking to the right one block east of the station and continue to the end of the side street. It is a self guiding tour location with many displays.

Continuing south, Rt. #22 skirts past Copake and at about 13.7 miles from the Parkway, you cross over the grade of the Central New England. The 1876 L



shaped station is on the old road that fork into Rt. 22. If you take a very sharp right back up toward Copake 1/10 mile, you can stop at the station for photos and turn around for continuing south. This station may arrive at CAMA someday as we would like to include in into our railroad. This was originally a railroad to Rhinebeck, NY from nearby Boston Corners. Start new measurements from here as any side trips may have mixed things up. The next former rail crossing is at 1.5 miles where there is a fill on the east side of Rt.22 and an cut on the west side just south of a service station at a road junction. This was originally a narrow gauge horse powered tram that connected Weed Mine 3/10 mile to the east and west to another line of the CNE on the west side of the hill just to the south. At

(Continued on page 10)

mile 2.2 there is a open field to the right with the rail bed at the top edge that comes down the hill and crossed Rt.#22 into the rest stop on the east side at 2.4 mile. At 2.7 it is below the east side of the highway where R&CRR built a wye before dropping down into Boston Corners. Boston Corners was famous for a number of reasons we won't go into here but it also had a lot of railroad history. The line you just crossed was originally a private mine rail road that existed before the Harlem Line was built in 1851, as it mine was on the west side of the mountain and furnace was half the additional distance from here to Millerton. Because this line was the superior owner of the rail crossing and the Harlem Line was inferior, when the Central New England predecessor attempted to get across the NY&H RR it was refused, so they took control of this mine railroad and that gave them the crossing they needed, but then the line had to circle the mountain and run miles to get back south to Millerton.

Continue the scenic drive south toward Millerton and along about mile 8 to 9 you can see the r/w next to the highway through Irondale. At mile 9.8, just at the town line and the 35 MPH speed sign, is a hump in the road where another branch of the Central New England and it crossed the Harlem at a 90 degree diamond. At the eastern side of the diamond, it joined the other branch that has followed the Harlem Line down from Boston Corner. From Millerton this CNE line goes over to Canaan, CT and on toward Springfield MA. One block east of the traffic light in Millerton is a well maintained former passenger and freight station, that if time permits, will make a nice photo.

Continue Route 22 south through Amenia where south of town you will see the Harlem Line as a rail trail down almost to the active track at the big WAS-SAIC Passenger Train Terminal. We leave Rt. 22 about half a mile south of the traffic light at the terminal. You are 15 minutes from Kent. Turn left at the side road into the old town of Wassaic and as you cross the Metro North RR track, turn right and turn right again at the stop sign. You are now on DC #3 which you follow into Connecticut. Do not turn right at the junction in 1 mile but curve around the quarry and turn right on Kent Road at mile 2.2 following #3. In another 8/10 mile fork left on Kent road which will now take you directly into the traffic light on Rt. US-7 in Kent.

Turn left at the light in Kent, center of town, and continue north out of town for one mile where you will see the Housatonic Railroad on the left with the private drive crossing of the HRR going into Kent Furnace. Argent Lumber Co. #4 is on display at the end of our main ng track at our 3 year old rubber crossing. Follow the narrow gauge track up to the Car Shop, reception building and park on the grass anywhere off the drives. The mining museum is the first drive to the left and next to it is the industrial hall, and the five-bay barn which contains large diesel engines. The white building was a school house and next to it is the farm tractor building. There is an open pavilion and many lunch tables. There are many food dealers in town. It is not sure if any merchants will be selling food at the pavilion which usually occurs at the September meets.

The scenic route home is north on US#7 from our entrance, by turning left as you leave. You follow the river and the HRR but only can see the track in one place before seeing the railroad home terminal base at south Canaan. Telephoto lenses are good here to view toward the engine house but do not trespass beyond the entrance driveway at the office without permission. Follow Route 7 into Canaan and stop at the large depot. Rebuilding from the arson fire is nearing completion. Continue into Mass by following US-7 and go through Great Barrington where another nice station is on the west side of center of town, and then take Rt. #41 on north side of Great Barrington to get to West Stockbridge and the one entrance to the Mass Pike and Eastern Spur of the NY State Thruway home to Albany area. Traffic will make this return route slower than my southbound directions.

The Sunday following this event is the CAMA annual board of director meeting, membership meeting and pig roast for all members. The value of the meal is worth the annual membership and some visitors join on that day to get and enjoy the big meal

## Call Board

Welcome New Members

Clinton List    Earlton NY

### From the Moose Flats Railway

*(Continued from page 7)*

Try it yourself and prove it: Take a regular Delrin freight truck with the wheel-sets removed. Quickly cut-off any visible flash and the nub where it came off the sprue. Now take about an inch-sized ball of #000 steel wool and go over all the edges. The cutting-marks will disappear and those unrealistic sharp edges will take on a natural-looking, microscopic radius. Set this truck next to the other one from the kit and I think you'll see an amazing difference.

It won't take long for you to become expert at this technique of cutting or scraping the flash off a part with a knife and then smoothing the area with the steel-wool. That works with plastic and metal and sealed wood. You'll now find it much easier to clean irregular parts like figures or window-mullions. Have fun with it.

Just a few precautions with steel wool: Keep steel wool away from your layout and motors. Keep your fingers out of your eyes, and wash your hands after. It's best to work over a sheet of newspaper to catch the residual steel dust.

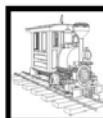
There's a little more to parts-prep that involves the cleaning and surface-preparation that we'll cover when we get to painting.

Until then, Happy Tinkering.

Jeff Brzezinski

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*Since 1975*

We would like to acknowledge and thank those who have contributed to our raffles, and solicit your donations for future meets. You can contact Rich Smith, or any of our board members.

Bob Hamm  
JP's Trains and Hobbies  
Bill McChesney  
Mohawk Valley      Rich Smith  
Herb Insley      Dave Gould  
Dan Thomas

## **WHAT'S COMING UP...?**

**May 16th- Colonie Youth Bureau**

**June - Railfan trip-Saturday June 7th**





Next Meeting:  
Henry Propst's  
NYC-Mohawk Division  
Friday-April 18th

FORM 19

Tony Bucca-Editor  
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First Class Mail

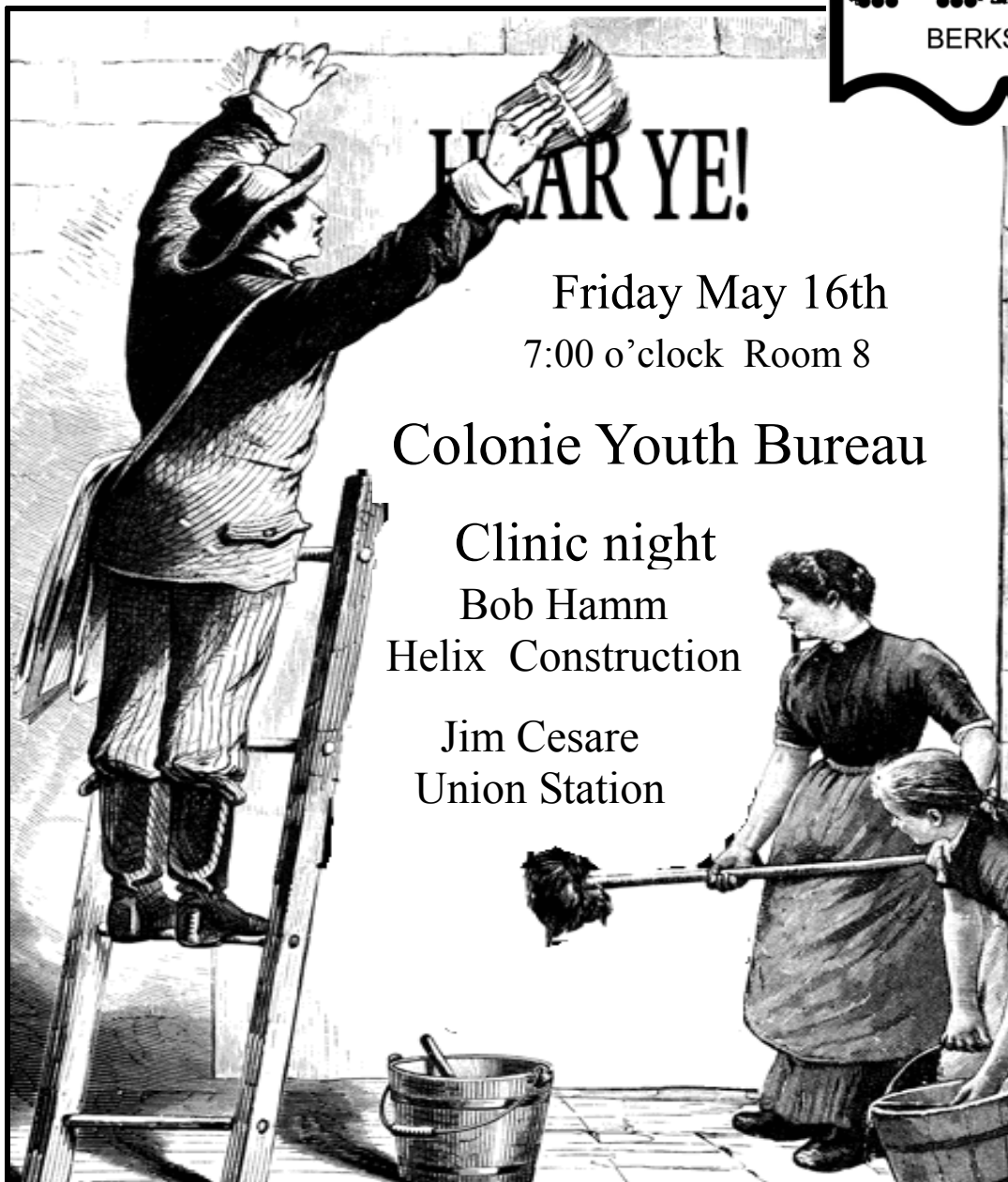
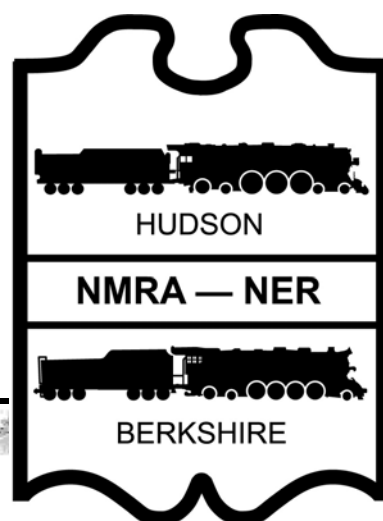


# FORM 19

THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 243

MAY 2008



**HAR YE!**

Friday May 16th  
7:00 o'clock Room 8

Colonie Youth Bureau

Clinic night  
Bob Hamm  
Helix Construction

Jim Cesare  
Union Station

Thanks for helping me paste up my poster, ladies...

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

# FORM 19

The official newsletter of the Hudson  
Berkshire Division, Northeast Region, NMRA

## Editor:

Tony Bucca  
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The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form 19* in no way constitute an endorsement by the Division

## Contributing to *Form 19*

*Form 19* welcomes contributions from the Hudson Berkshire Division membership.

Letters, articles, photos, and other items may be mailed to the editor at the above address. Please include return postage if you would like materials returned

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## Editor's Corner

By Tony Bucca

### HEY FOLKS!!

For our May meet, we're back at the Colonie Youth Bureau on Central Avenue. We have a great show planned for you including:

Bob Hamm's Helix Clinic  
(Everything you wanted to know about helices)  
Jim Cesare's Albany Union Station  
(Prototype research and construction)  
A video presentation from the Central NY Convention Group  
An Upper Hudson River RR slide-show

We also need some help from you guys— We'll be re-doing the Model Showcase

(Bring whatever you're working on)  
White Elephant Tables  
No limit this time  
(We're asking for a 10% donation to the Division)  
Form 19 Archive CD's  
(Only \$4.00 each!)

We'll also be selling chances for 2 cab rides at our June 7th excursion to the Upper Hudson River RR in North Creek—Only \$2 per !!

Refreshments & Camraderie!!

We'll be in Room 8 this time.

ALSO

Check out:

www.hudson-berkshire.org  
for more information

This will be our last regular meeting before our summer break.

## Membership Categories and Dues

The Hudson Berkshire Division does not discriminate on the basis of race, color, gender, national, or ethnic origin.

Hudson Berkshire Division, NER, NMRA  
2356 River Road, Melrose, NY 12121  
Subscriptions \$7.00 per year - Form 19 (8 issues)

Northeast Region, Inc. NMRA  
98 Railroad Avenue  
Boston, MA 02198  
Subscriptions \$7.00 per year— The Coupler (4 issues)

National Model Railroad Association  
4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

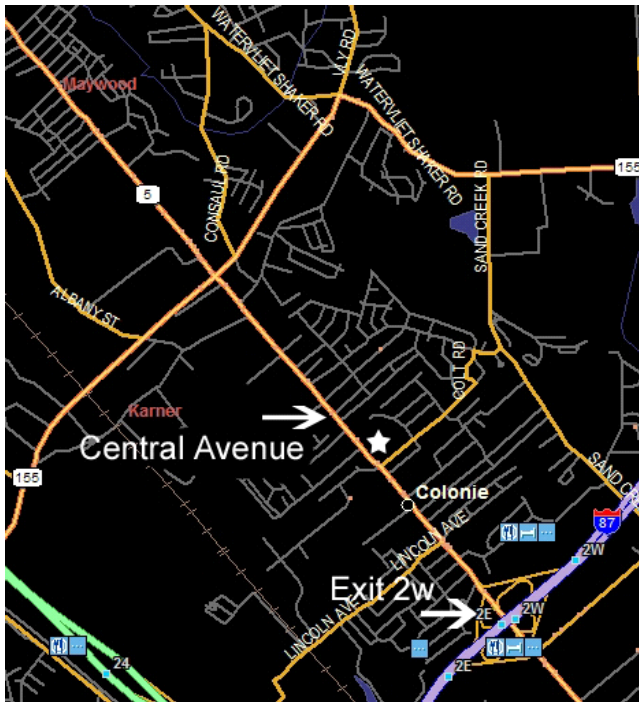
## CALL BOARD WELCOME NEW MEMBERS

Tim Miller  
Rensselaerville, NY

Scott Sylvester  
Delanson, NY

Thomas Norton  
Rexford, NY





Colonie Youth Bureau  
1653 Central Avenue  
(across from Lake Electronics)

MODEL SHOWCASE  
BRING YOUR LATEST-GREATEST  
WHITE ELEPHANT TABLE  
NO LIMIT- 10% DONATION TO DIVISION  
FORM 19 ARCHIVE CD

Will be available for sale

RAFFLE SALE FOR UHRR CAB RIDE



# The Ready Line

By Paul Hoffman

Lots of new items to report from the recent Board meeting and there are many exciting things going on around the Division, but first I'd like to share an email I received from Bill Brown, MMR in the CNY Division. During the May 3<sup>rd</sup> Joint meet with the CNY in Utica, Bill suffered a devastating loss of his home and all his belongings in a fire. Luckily no one was hurt!! Just a scant 3 days later Bill sent out this email. Reflect upon it and by all means, take 2 minutes to tell your loved ones how much they mean to you.

Subject: Re: May 14 meeting change - Brown tragedy

Hello everyone,

It is 9pm on day 3 of my new life. Everything has been a blur and I know none of you expected to get an email from me right now. I am using a friend's computer at their house to check email for the first time. Many things are going through my head right now...but I really wanted to write something to all of you. Judy, Steve and I have found over the last few days what is really important. All three of us are safe and healthy, and I can't tell you how much it means to us, the incredible outpouring of love and friendship that has been extended to us over the last few days. So many people have gone out of their way for us. We can replace most of the stuff we lost, and the stuff we cannot replace are not nearly as special as all of you. We have had a thousand people ask us if they can do "anything" for us. Well I have found out that the best "anything" is just what all of you have done...just staying in touch...and offering your genuine concern. Judy and I have cried ourselves to sleep each night and we have been so worried about Steve. He finally opened up tonight and told me that "dad, I hope you don't take this wrong but I would not trade the warmth that people have shown to me for anything we had three days ago". With that...I can survive anything now. We will be just fine.

I know there are probably a lot of stories going around so briefly let me tell you what really happened, and where we are. Judy and I left around 11am for Utica Saturday morning. Steve started mowing a neighbor's lawn at around the same time. At 12 noon he finished and parked the mower under our back deck where we always keep it. Who knows why but something caught fire and started to burn from under the deck sometime shortly after noon. Steve went up to shower in the bathroom just above the deck inside the house. He estimates that around 12:20 or so he finished dressing and left out of the front of the house for the MOST to meet the gang. I got the call on my cell phone at the NMRA meeting at 12:40 from a neighbor that the house was totally engulfed with flames, and that an explosion was heard "a few minutes ago". The investigators concluded that the fire burned up through our deck and ignited the gas grill above it...that exploded and knocked out all the back windows. That is how the fire entered the house. Any of you that have been at our house know how much wind there is there, and it must have been like a blast furnace from that point on. It is unbelievable to us how very close in time Steve was to being just inside one of those back windows when the grill exploded. When I got the call I knew Steve was at home and frantically called his cell. Once I knew he was not anywhere near the house, and Judy was at her mother's house I then...well you get the picture. Bernard Watkins grabbed my keys without even a second thought, forced me into my car, and drove to Judy's mom's to get her and then we headed home. It was the longest hour trip I have ever made. When we got there everything was gone except Judy, Steve, me, the clothing we had on, a few tools in the garage, and all three of our cars. As you know we have some trains still at the MOST, but other than that...everything we own is gone. Don't feel sorry for us though. WE WILL BE OK. We were insured, we have each other, and we have all of you. There are many other families who don't have as much as we still do! Well...this has been really good therapy. As you can see our web based email is still working, so feel free to write. I'll try to check every few days. Soon we will have an apartment or something and we will start over. Oh and one more thing. Jim sent an email around telling everyone that the barbecue on our back deck scheduled on May 14 is now moved to Jim's place. Well the barbecue at the Brown's did take place...you all were just a couple weeks too late for it!!! Stay in touch...and feel free to forward this message to any of our great train friends that might be interested.

Bill Brown

On to our Division;

Kudos to Henry Probst and his fine NYC Mohawk Division layout, Henry's layout is a masterpiece and an operator's dream. I've had the pleasure of operating on the layout and, for an admittedly neophyte operator like myself, Henry made me feel right at home and very comfortable. Mr. Probst was a wonderful host and a good time was had by all. Thank you also to all those who drove the shuttle "buses" and to those who volunteered to drive, your help is most appreciated!

We held a board meeting on May 5th to discuss several important items.

(Continued on page 8)



## Great Train Spotting Location

By Bob Hayner

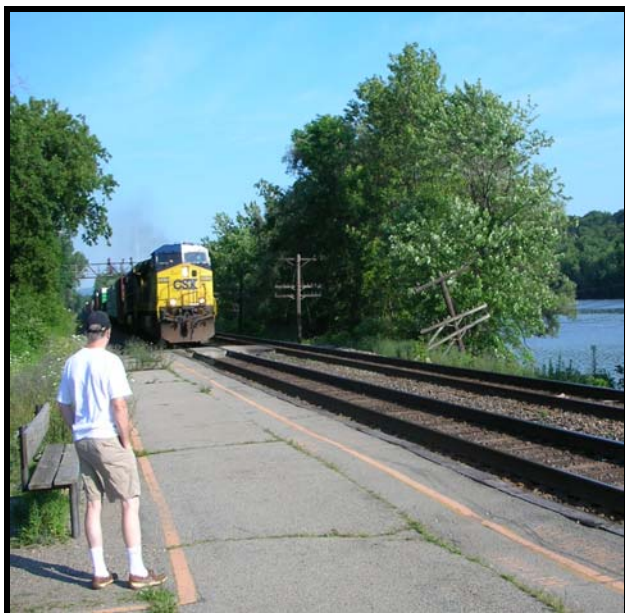
### *Amsterdam Amtrak Station*

Location – Just West of Amsterdam on Route 5

- Lots of Main Line Action
- CSX Freight Trains
- Amtrak
- Safe Public Location
- Restroom Facilities
- Great River Background Scenery
- Informative Station Agent



Thursday Night R/R Group



CSX Freight Blasting  
By Station at 60 MPH



Frequent Run Through Power



# The Beer Line

By Richard J. Smith

## The Fleet of Foot – Part One

What a time it is to be a Milwaukee Road guy. I have been patiently waiting and continuously prodding the manufacturers at the Big-E show in Springfield for more prototypical equipment of America's Resourceful Railroad. It appears my ship has come in. Of course I really don't believe my pleas at the show have resulted in the plethora of new Milwaukee Road products, but I like to think so anyway. If you don't know what I'm talking about, just take a look at the latest Walthers catalog. Orange and maroon abound, and perhaps the most exciting new goodie offered by Walthers is the 1955 Hiawatha train set, complete with the Superdome and the famous Skytop lounge observation car. I have bought six in the series so far (a new car comes out every month) and the cars are a steal compared to my alternatives. The alternatives are brass models, which cost 10 times the money, or scratch build, where cost is measured in countless hours of work (not that there's anything wrong with that). But now, prototypically correct equipment with porthole windows, Nystrom trucks, and crisp orange and maroon paint jobs come out of the box ready-to-run. I'll predict Union Pacific yellow and gray livery is probably not far behind being readily applicable to these 1955 cars.

The train set offered by Walthers represents a portion of the most ambitious passenger car building program ever taken on by the Milwaukee Shops. In 1947-1948, the Road's marquee passenger trains, the Twin Cities and Olympian Hiawathas or HIs, were updated with 153 new cars. All this was done at the same time the Shops in the Menominee River Valley were also building 5025 freight cars in 1947 and another 4622 cars in 1948! This achievement set the Milwaukee Road far out ahead of any other railroad in the United States that built their own rolling stock. While the glamour and style of the Hiawatha is most closely associated with the famous industrial designer, Brooks Stevens, the inventive ingenuity and engineering genius of Karl Fritjof Nystrom showed a skeptical industry that all-welded cars were the cars of the future. The Swedish-born master car builder came to the Milwaukee from the Grand Trunk (Canadian National) in 1922 as engineer in charge of car construction. A Fellow in the American Society of Mechanical Engineers, chairman in 1946 of the Railway Division of the American Society of Mechanical Engineers, Nystrom pioneered Milwaukee's all-welded car building program and built cars at substantially lower costs than the nation's standard car builders. In 1934 the Milwaukee Shops built the first all-welded passenger cars for the Hiawatha. Holding over one hundred patents, Nystrom also invented the grain tight box car door. He conceived the idea of assembling the railroad car underframe upside down for easier and faster assembly. He built the largest capacity all-steel box cars within the clearance limits of the Association of American Railroads at the time. He single-mindedly oversaw the conversion of the old wooden car shops of the Menominee River Valley to become the new, efficient fabrication operation that built 14586 cars from 1935 thru 1945. Although Nystrom's horizontal ribs of the 1938 Hiawatha passenger cars, not to mention the horizontal ribs of his box car and caboose designs, were certainly a distinguishing mark of the Road, advances in lap-seam welding techniques eliminated the need for horizontal ribs in the 1947-1948 passenger car program. Sixty of the first seventy-two cars began service to the west coast in June of 1947 on the Olympian HI, which operated between Chicago and Seattle-Tacoma (yes the Milwaukee Road was that big). The cars offered by Walthers are the Twin Cities HIs, which ran between Chicago and Minneapolis/St. Paul twice a day in each direction, in which the public time tables of the era indicate a Morning and Afternoon Hiawatha. Hints from my conversations with Walthers representatives at the Big E have indicated the huge success so far (in terms of pre-orders) for the Twin Cities HI models may lead to an Olympian HI set as well. It helps that Walthers is located in Milwaukee ... keep 'em coming!

Walthers has chosen to release the Twin Cities HI, complete with the Standard Pullman Superdome, but early announcements seem to have been somewhat confused over which date to associate with the train set. Some early Walthers ads stated the new release is the 1952 Hiawatha and some stated 1955. All of the current ads are consistently 1955. Either way, the appearance of the Superdome in the set means it is dated to no earlier than December 1952, when the first Superdome was delivered. The Superdomes were ordered from Standard Pullman in March of 1952, and were the only Twin Cities HI cars not built in Milwaukee. These massive 112 ton cars were the first full length dome cars in the country and ran on full coil suspension 6 wheel trucks. Just as these were the last additions to the actual HIs, Walthers is releasing the heaviest passenger car of the Hiawatha consist as the last in the model series. Walthers was wise to settle on the 1955 date for the Twin Cities HI. In 1954, the Road began replacing the shorter 7 foot wheel base trucks with the 8 foot Nystrom's and the models do measure a nice scale 8 feet. But the new trucks also had concealed brake cylinders, which did not require removal of the skirting. The Walthers' model still has the brake cylinder on the outside of the truck and has the skirting removed. Full skirting on model passenger equipment has a great look but usually means trouble-prone operation or unacceptable radius limitations so I can understand the compromise. The brake cylinder can be easily nipped off if you are so inclined. The Nystrom truck is probably what most model railroaders associate with the chief designer of the Milwaukee Road. Numerous patents for truck designs alone are attributed to K. F. Nystrom and the search for a safe, reduced weight, low friction, low noise and smooth riding truck started with experiments as early as 1934 and carried on for a decade. The result was a four wheeled, equalized, high speed truck that was the first to eliminate elliptic springs and use helical springs instead. Glowing excerpts from the Milwaukee Magazine stated the new Nystrom trucks performed perfectly during trial runs. "Maximum speed 112.5 m.p.h. Train rode beautifully. Jones (superintendent of sleeping and dining cars) has a cup and glass of water on table that has not spilled yet. At 91 m.p.h. everyone remarked that it didn't seem as though the Hiawatha was traveling

much faster than about 45. The faster it ran, the better it rode.”

The remarkable engineering of the Milwaukee Road’s 1947-1948 passenger car program was only matched by the beauty of the Hiawatha’s industrial design. These glamorous trains were not only styled by the famous industrial designer, Brooks Stevens, they were conceived as a coherent whole from the ground up. Hiawathas represented the culmination of Stevens' thinking about high-speed railway travel and were almost certainly the crest of his career as a designer of transportation vehicles. What you may not know, is that Brooks Stevens created over 3000 products in his lifetime! Although we, as railroad enthusiasts, know him most for the Skytop observation cars, he has actually touched our lives and continues to do so in many ways. There will be much more to come on Brooks Stevens and the Hiawathas in the next installment of “The Fleet of Foot” in the June Form 19. In the mean time, please enjoy these snippets from Longfellow.

By the shores of Gitche Gumee,  
By the shining Big-Sea-Water,  
Stood the wigwam of Nokomis,  
Daughter of the Moon, Nokomis.  
Dark behind it rose the forest,  
Rose the black and gloomy pine-trees,  
Rose the firs with cones upon them;  
Bright before it beat the water,  
Beat the clear and sunny water,  
Beat the shining Big-Sea-Water.

...

And they said, "Farewell forever!"  
Said, "Farewell, O Hiawatha!"  
And the forests, dark and lonely,  
Moved through all their depths of darkness,  
Sighed, "Farewell, O Hiawatha!"  
And the waves upon the margin  
Rising, rippling on the pebbles,  
Sobbed, "Farewell, O Hiawatha!"  
And the heron, the Shuh-shuh-gah,  
From her haunts among the fen-lands,  
Screamed, "Farewell, O Hiawatha!"

Thus departed Hiawatha,  
Hiawatha the Beloved,  
In the glory of the sunset,  
In the purple mists of evening,  
To the regions of the home-wind,  
Of the Northwest-Wind, Keewaydin,  
To the Islands of the Blessed,  
To the Kingdom of Ponemah,  
To the Land of the Hereafter!

- From the epic poem of Henry W. Longfellow

### **From The Moose Flats Railway** Installment 4 – The Big Move

My dear fellow Model Railroaders,

Why shouldn't my retirement get moved-ahead a full two years? Everything else in this model-railroad fantasy has fallen into place so magically that nothing surprises me. But the California Schools offered, and I took. By the end of June, I will no longer be a Hudson-Berkshire member *in absentia*, and the construction of the final incarnation of the Moose Flats & River-City Railway can commence!

I hope all of you will accept as a sincere complement how happy I am to leave my native Southern California for the small-town life in New England. And no, it's not just the basement in my new house. Ever since I visited my Ebay-pen-pal Paul Hoffman a few years ago, I've been constantly amazed by the talent and friendliness and helpfulness of the modelers there. I cannot imagine anywhere I'd rather retire. *Maybe* the Playboy Mansion, but only if they gave me space for a layout...

When I first asked if I could write this column on modeling, it was always my intention to eventually use it as a fun way of documenting the construction of the Moose Flats. Now I just get to start a couple of years sooner. But first, I have to get there. To paraphrase an old saying, "If three friends say you don't have enough space, reserve another POD." (pods.com) My time is now spent packing my tiny collection of furniture and my ridiculously-huge collection of hobby stuff into two 16-foot PODS. I had originally thought that this would be the perfect time to thin-down the collection... Ha! I can't make those kinds of decisions now! Better to take everything and see which directions the Layout is going first.

So it all gets packed. Looking around, I can't help think that if, God-forbid, CSI was called to my house right now for some tragedy, what would they think? "Obviously there's been some kind of explosion." No, the jumbled stacks of models and magazines always looks like that.

I'm looking forward to finding all those parts that rolled under a bookcase, but most of all I'm looking forward to finally moving-in. Only then is any of this adventure going to seem real.

More soon. Happy tinkering,  
Jeff Brzezinski

## The Ready Line

(Continued from page 4)

- ☐ **The end of season rail fan trip** planning is complete, with a few minor logistical details to be dealt with. The Depot will be open at 12:00 noon on June 7<sup>th</sup>. The train departs at 2:00 pm sharp. PLEASE arrive no later than 1:30 pm to ensure that you are registered and to pick up your tickets. There will be a table set up at the depot for check in; here you will be given your tickets and further directions for the trip. The Back Lot tour of the UHRR facilities, a special tour just for our group, will begin promptly at 1:00 pm and last until 1:30 pm. Please be sure you are registered for the train trip BEFORE you embark on the tour. Raffle tickets for the outbound Cab ride will be sold at the registration desk and the drawing will occur at 1:45 pm on the platform. In addition, there will be early bird sales of the raffle tickets at the May 16<sup>th</sup> Clinic night. I STRONGLY suggest that you purchase your raffle tickets before hand to avoid the rush. Raffle tickets are \$2.00 each, adults only, and you may only ride in the cab once. Tickets for the in bound cab ride will be sold on the train. Non-winning tickets from the out bound drawing will be combined with the in bound drawing. You will have a shot at both directions with every ticket purchased.
- ☐ At the current rate of sales we anticipate reaching our goal of 40 people to garner us a private rail car. Please purchase you train tickets, via the signup form, by May 30<sup>th</sup>. There may be a limited number of tickets available on the day of the trip, but we will not be able to guarantee your member discount for these tickets.
- ☐ **The Great Train Extravaganza:** (AKA The Albany Show) Through the hard work and dedication of several board members, most notably, VP Rich Smith, the HBD is now a junior partner in this show. We have come to an agreement with the UTA (Upstate Train Associates) to a 75%-25% split of the proceeds from the 2008 show. We have agreed to provide the UTA with 15 volunteers to help with putting the show on, with duties to include, ticket taking, security, equipment moving and setup, vendor assistance and any other jobs necessary to guarantee the smooth functioning of the show. The HBD will not only benefit monetarily from this partnership, but we will also learn the ropes for putting together an event of this nature, with an eye toward the future of possibly making this show entirely the Divisions'. We have setup a committee, chaired by Rich Smith and Paul Hoffman, to coordinate efforts between the two groups. This is an important milestone in the Division's history and one that we hope will lead to the long term vitality of the HBD. Please join the committee in making this endeavor a great success!!
- ☐ **Toys for Tots program:** The BOD is in the process of negotiating with Walthers, through JP's Trains and Hobbies, the purchase of 50 train sets to be given away on the Toys for Tots Christmas train. We have budgeted an amount of \$50.00 per train set and we feel confident that Walthers will get us a quality set for this price. We currently have 4 corporate donors that will cover the majority of the costs, however, we are asking the members to be as generous as they can in donations. It has been suggested that a "Christmas in July" promotion be used to encourage the donation of a train set. This will be a pass through gift, making all donations tax deductible.
- ☐ **The Division Website** is up and running. <http://www.hudson-berkshire.org> We are constantly adding content and hope to make the site a valuable addition to your membership in the HBD. Please contact web master Erik Denny at [erikd@capital.net](mailto:erikd@capital.net) with suggestions and additions. Don't forget our yahoo group: <http://groups.yahoo.com/group/hudsonberkshiredivision/> Check it out!!!!
- ☐ **Our Treasury** balance is currently at ~\$2000.00. Reports are available upon request.
- ☐ **Current membership:** 146, current **Form 19** subscribers: 127
- ☐ Please give a warm Hudson Berkshire welcome to the new members listed in the Call Board.

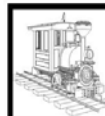
As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my "inbox" and telephone are always open to comments, both pro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

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We would like to acknowledge and thank those who have contributed to our raffles, and solicit your donations for future meets. You can contact Rich Smith, or any of our board members.

Bob Hamm  
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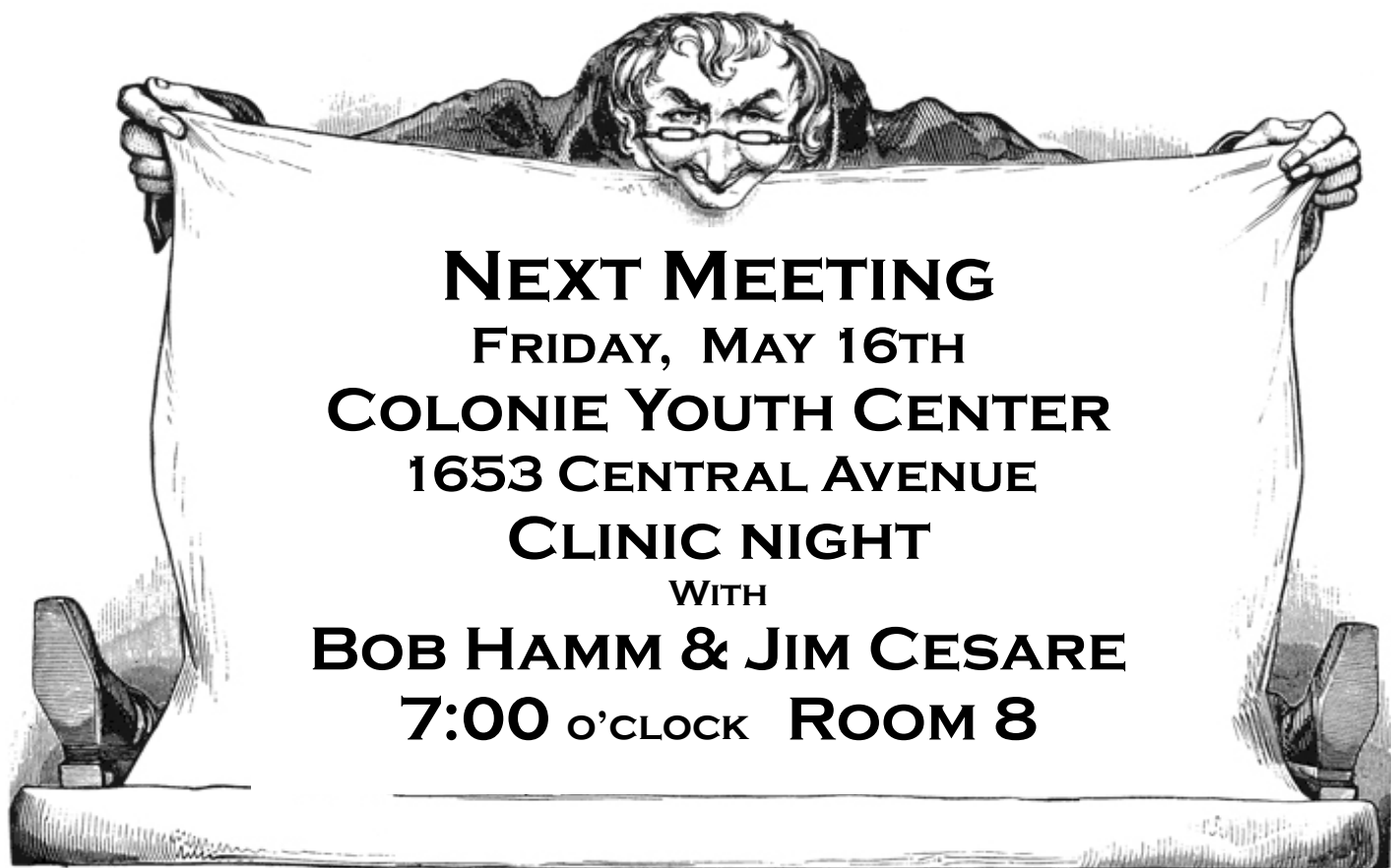
## **WHAT'S COMING UP...?**

**June 7th– Upper Hudson River RR fan trip**

**Sept 5th– Dick Elwell's Hoosac Valley**

**Oct 10th– Colonie Youth Bureau**

**Nov 11th– John McBride's**



**NEXT MEETING**  
**FRIDAY, MAY 16TH**  
**COLONIE YOUTH CENTER**  
**1653 CENTRAL AVENUE**  
**CLINIC NIGHT**  
**WITH**  
**BOB HAMM & JIM CESARE**  
**7:00 o'clock ROOM 8**

## FORM 19

Tony Bucca-Editor  
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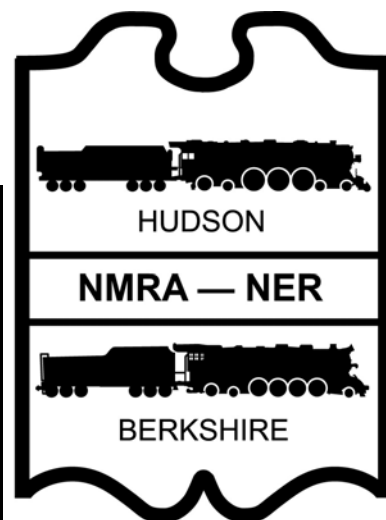


# FORM 19

THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 244

JUNE 2008



June 7th!  
Saturday  
Rail-fan Trip  
Upper Hudson  
River RR  
North Creek  
4 Cab Rides!



See the  
NAKED  
caboose-  
Page 3

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



# FORM 19

The official newsletter of the Hudson  
Berkshire Division, Northeast Region, NMRA

## Editor:

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## Contributing to *Form 19*

*Form 19* welcomes contributions from the Hudson Berkshire Division membership.

Letters, articles, photos, and other items may be mailed to the editor at the above address. Please include return postage if you would like materials returned

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## Editor's Corner

FORM 19

By Tony Bucca



## Membership Categories and Dues

The Hudson Berkshire Division does not discriminate on the basis of race, color, gender, national, or ethnic origin.

Hudson Berkshire Division, NER, NMRA  
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National Model Railroad Association  
4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

## CALL BOARD WELCOME NEW MEMBERS

Scott Van Epps Rensselaer, NY

Gregory Smith Iron Ridge, WI



## The King's New Clothes



Ever wonder what a caboose looks like inside? Here's an internal view of the caboose at King's in Greenfield, on the Adirondack branch of the Delaware and Hudson Railroad. The C.R.O.C.K.S (Citizens Restoring Our Caboose at King's Station) have been working on rehabilitating the 1929 caboose that the Town of Greenfield bought for \$1 in the 1980's. Check out the splayed 4x6 oak frame-work. Two layers of rotted plywood has been peeled off, and replaced with new 3/4" plywood in anticipation of v-groove bead-board siding. The roof has a new layer of EPDM rubber membrane, and windows will be built in place. The circa 1888 depot at the site will receive a fresh coat of paint. If you'd like to check this out, you can find it on Route 9N in Greenfield, north of Saratoga. Contact Tony Bucca at [photony@att.net](mailto:photony@att.net) to get an inside look.



Upper  
Hudson

North  
Creek



## The Ready Line

By Paul Hoffman

Another season has come to a close. Summer time activities are taking priority and our basement empires are slumbering through their hibernation period. It has been an eventful year and our Division has grown and changed along the way.

It seems that it was only yesterday that a new leadership team was empowered to help our Division reach new heights; and it seems appropriate that I review some of the accomplishments and outline some future courses of action.

To paraphrase Bernard of Chartres: "We are like dwarfs on the shoulders of giants, so that we can see more than they, and things at a greater distance, not by virtue of any sharpness of sight on our part, or any physical distinction, but because we are carried high and raised up by their giant size." The ground work for the successes of this Division have been laid by the giants before us, those past presidents and leaders and volunteers who rose up and gave freely of their time and energy. We have seen some remarkable growth in our group and the accolades go not to the leadership team, but to you, the member, without whom, we would be nothing.

Our NMRA membership is currently at 148 up from 117 in November 2007; we have 132 **Form 19** subscribers, up from 101 in November 2006. We are slowly turning the tide on the Member/guest issue, over 65% of the **Form 19** subscribers are members of the NMRA. Our treasury is healthy and we have been able to put away some savings for that proverbial "rainy day". The new website is proving to be a great success with over 1000 "hits" to date.

I'm a businessman and I tend to see things in numbers and bottom lines. All those numbers I just mentioned, while nice, do not truly capture the spirit and "vibe" I feel at our meetings. The activities and tours, the friendships and discussions; all have taken on a new tone, one of enjoyment. Participation in the clinic nights has been overwhelming, the end of season rail fan trip is exceeding the teams' expectations and people seem to be genuinely having fun at our monthly meetings.

Not everything has gone smoothly and it would be Pollyannaish to think that it would. We have lost some valuable members who felt that the Division wasn't what they wanted. As always, I personally extend the olive branch to those of you who don't like the new direction, come back and be welcomed with open arms. While the Board has no desire to go backward, we are ALWAYS willing to listen to ideas and modify things accordingly. This is YOUR Division, and our future success depends on you. It has been said many times before and it is still true, you get back what you put in.

Looking down the line we have great plans and expectations for the Division. More interesting clinics, additional trips to new rail related locations, new layouts to tour and most importantly, more new friends and modelers to meet and learn from. Your input is vital; tell us what you like, what you don't like and what you'd like to see!!

Thank you for a marvelous year and I look forward to an even better one next season!

I have a couple of Division business announcements and then you can get on to your summer fun!

- ☐ **Clinic Night:** Thank you to all those who attended our recent clinic night. The presenters were all great! Scooter & Charles' multimedia presentation on the convention activities that they have planned for the September, Central New York convention, was thrilling; Jim Ceaser's talk on his Albany Union Station was interesting and informative. Bob Hamm's treatise on Helix building took a lot of the mystery out of that arcane art. Thank you to the clinicians for giving us your time and expertise. Bravo!!
- ☐ **Call for material:** Take some time over the summer to write a short article for inclusion in the **Form 19**. Tells us about your interests, your latest project, a pet peeve, review a model you recently bought, share a tip with your fellow modelers. I love writing this column, but I'm guessing that a listing of Division business can become tedious! Send us photos of a recent trip; tell us that funny story about your round robin group. Share with us. Help us to make your newsletter a better read!
- ☐ **The end of season rail fan trip:** Saturday, June 7<sup>th</sup>, the depot opens at 12:00 noon. Please check in and pick up your train tickets from our lovely volunteers at the table we have setup. Raffle tickets will be available all day for FOUR cab rides, 2 in each direction!! The drawing for the outbound trips will be held at 1:45 pm on the platform. Tickets are \$2.00 each and directly benefit the Division. The train leaves at 2:00 pm sharp. The back shop tours will be going off in groups of ten. There is no set time, whenever 10 people gather together another tour will be arranged. The last tour will start no later than 1:00 pm. We have reached our goal and have procured a private rail car for our member's use.
- ☐ **Changes to the Constitution and Bylaws:** In keeping with our new tax exempt status, several documents need to be filed with the State and Federal Government. This requires some changes in our founding documents. These changes will be outlined on the website and in our September **Form 19** issue. In addition to the changes necessary for Tax exempt filing, the BOD will be requesting a change in our election procedures to allow for a term of 2 years for officers of the Division as opposed to the current 1 year. Past practice has been to call for an election whenever the current officers deemed it appropriate, despite our Constitutional call for yearly elections. This change will allow us to streamline the election process and give the leadership time to implement their programs. It will also help the membership by allowing them to voice their thoughts,

(Continued on page 8)



# Hiatoga

By the tracks at Saratoga  
 by the bright lights of the station  
 stood the man with graying temples  
 set to go upon vacation  
 comes the news across the speaker  
 there will be a slight delay  
 "The freight must pass, your train is waiting  
 before it will arrive today  
 just two hours" says the voice  
 "before you will be on your way"  
 Call the neighbor-"Come and get me"  
 says the man with graying temples  
 "You must bring me south instead  
 I must make it to Schenectady  
 If I am to leave today."  
 Down route 50, cross the Freeman  
 Alco factory to my right  
 Pull up to the Amtrak station  
 catch the train in fading light  
 catch the train that brings me westward  
 Water-level route I take  
 following the mighty Mohawk  
 past the locks newly reopened  
 bearing scars of floods this year  
 Past the city of Rochester  
 Home of the Great Yellow Father  
 Kodak Film that I will use  
 loaded in my trusty Nikons  
 As I go upon vacation

By the shores of Itchy-Scratchy  
 By the Big Sea Shining Waters  
 Stands the City of Chicago  
 Stands the Great and Windy City  
 Railroad Center of the Nation  
 Pulls the train into the Station  
 short layover I must endure  
 before I continue on my way  
 up into the tall Sear's Tower  
 Black skyscraper by the shore  
 awesome views of this great city  
 then back on the train today  
 cross the praries of the midwest  
 rumbling on into the night  
 till we get to Colorado  
 from the train I do alight  
 hook up with my traveling partner  
 to the north we turn our jeep  
 chase the train at Antonito  
 then continue to Durango  
 where we are to spend the night

Off we go at early morning  
 to the station with delight  
 Ride upon the Goose that Gallops  
 up the hills outside of town  
 deep into the San Juan Forest  
 camera snapping as we go  
 Animas river far below  
 creep along the high rock ledges  
 Silverton our destination

By Tony Bucca

With Apologies to Henry Wadsworth Longfellow

mining town of some acclaim  
 streets of dirt and old bordellos  
 turned into quaint tourist shops  
 bite to eat and check the station  
 bones of boxcars all around  
 hop the bus Durango bound  
 Goose that Gallops rests it's feathers  
 before it will return to town

On this morning we will wander  
 to the station bright and early  
 catch the first train up the canyon  
 past the yellow water tanks  
 past the hulls of broken boxcars  
 touch the clouds as we roll by  
 three-some hours through the pine-trees  
 past the aspens turning gold  
 even at the end of August  
 air around is getting cold  
 By the shores of Animas river  
 blue-green waters tumbling down  
 creeps the mightly old steam engine  
 creeps the mighty four-eighty-two  
 then emerges from the canyon  
 brings us in to Silverton town  
 bowl of stew at Chattanooga  
 snap more pictures round the station  
 exercise the trusty Nikons  
 film and digital used today  
 many gigabytes will be eaten  
 by the mighty D2X  
 many feet of Kodachrome  
 will traverse in the N80  
 back on-board the yellow coaches  
 narrow-gauge from early times  
 snakes the train into the canyon  
 spot two brown bears on the way  
 capture them on compact-flash card  
 bits and bytes to save the day  
 ride the train down to Durango  
 almost four gigs shot today

Through the next days we will travel  
 chasing trains along the way  
 taking pics for panoramas  
 four-wheel low we put the jeep  
 crawl across the highest passes  
 Ophir, Corkscrew, California  
 Ridgeway, Montrose & Ouray  
 waiting for the lone train whistle  
 to the trackside we will fly  
 moon the choo-choo rolling by

THE END!

# The Beer Line

By Richard J. Smith

## The Fleet of Foot— Part Two

Only two months to go and Walthers will release the quintessential Milwaukee Road passenger car of all time, the Skytop lounge observation. I have ordered two. The Hiawathas reveled in unique tail cars even before the Skytop observation cars were rolling down the track, starting with the 1935 “Beaver Tail” parlor observation. The sloped rear end of the Beaver Tail was designed to reduce the drag effect of the low pressure recirculation zone in the wake of a high speed train. In 1938 the basic contour was the same, but Art Deco horizontal and vertical fins were added which complimented K.F. Nystrom’s horizontal rib construction of the car. Both designs lacked much of a view, however, with comparatively small windows or views blocked by the fins. That all changed with the 1948 Hiawatha Skytop observation car designed by the famous industrial designer, Brooks Stevens. Thought to be the only cars completely designed by an industrial designer, the Skytops offered an amazing viewing area comprised of 90% glass! In all, 10 Skytop cars were built. Four parlor versions for the daytime Twin Cities HI were the last observations built by the Milwaukee Shops and are the models being offered by Walthers. These contained 24 parlor chairs, a drawing room for five, and unreserved seating for 12 in the panoramic Skytop. The remaining six cars were ordered from Standard Pullman in 1946 and delivered in late 1948 and early 1949 for the Olympian Hiawatha route between Chicago and Tacoma, Washington. These cars had eight double bedrooms and a larger Skytop area that seated up to 20. The porter also had a small bedroom in the front of the car, reported to be so tight he often used an unoccupied bedroom. No buffet service was available on this car, supposedly because the Road did not want to share bar revenues with Pullman! We Milwaukeeans are known for drinking our fare share of the golden elixir. Although we as railroad enthusiasts associate Brooks Stevens most with the Skytop observation cars, he has actually touched our lives and continues to do so in many ways you may not even realize. But first, more about the man is in order.

Clifford Brooks Stevens was born June 7, 1911, in Milwaukee, Wisconsin. His father William Stevens was Executive Vice President and Director of Design and Development for the Cutler-Hammer Company in Milwaukee. Adversity may have formed much of Stevens’ ultimate character because at age eight he contracted polio. Told by doctors he would never walk again, his father pushed him to never give up, and eventually walk, swim and ride a bicycle! His father took him along to many automobile shows, which gave him a life long love of cars and design. Stevens eventually attended Cornell but dropped out, often ridiculed by his professors about his preoccupation with the automobile. Later in life, he opened his own auto museum. After dropping out of Cornell, Stevens went to work for his father, where his first job was to redesign the Cutler Hammer company logo. Industrial design was a new field, and in 1935 Stevens opened his own firm in Milwaukee. When most industrial designers were flocking to New York, he decided to stay in Milwaukee and by 1939 had a staff of five. In the early 1940’s, Stevens began to make a name for himself by designing the first electric steam iron and the first motor home. Stevens was also heavily involved in house wares, electric appliances, and the toy industry, designing bicycles, freezers, toy tractors, and medical furniture. In the category of “somebody had to think of it in the first place” are some of Stevens’ most subtly brilliant ideas. These include putting a round glass window on clothes dryers (who doesn’t like watching the clothes go round), as well as refrigerators with blue interiors, and cookware with colored handles and knobs. He took the military version of the Jeep and created the civilian Jeepster. He designed the familiar front fender of the Harley Davidson Electra Glide motorcycle, and the unmistakable shape of the Evinrude outboard motor. And in the category of “why would anybody think of that” he invented the Oscar Mayer Wienermobile!

For the Milwaukee Road, Brooks Stevens designed the Skytop from the track up. He and his firm designed an aerodynamically contoured safety glass dome, which offering 180-degree panoramic view, quite a departure from the Beaver Tail or anything offered on any other railroad at the time or ever since. Stevens made sure that heat- and glare-

resistant glass was present to minimize conditions in bright weather, while sufficient structural strength was built into the safety glass dome in case of roll-over or rear-end collision. The Twin Cities HI Skytop had twenty-seven separate, angular, flat windows, consisting of 15 different shapes that were arranged to form elliptical contour. The Standard Pullman versions had an even larger glass bubble with more window panels, but somehow never seemed to get the elliptical contour just right (author's opinion only). The Hiawatha streamliner was Stevens' aggressive response to the New York Central's iconic Twentieth Century Limited, designed with much fanfare by Henry Dreyfuss in 1938. Stevens had definite ideas about what a proper lounge or club car should be, "In lounge and club cars today, there is a tremendous opportunity for individual styling," the Milwaukee-based industrial designer told the Canadian Railway Club in 1950. "Styling need not be regimented with chairs lined up on both sides of an aisle, but can be arranged in the smartest restaurant and night-club groupings. . . ."

Not everything Stevens touched turned to gold. Stevens' paint scheme for the first of the new west coast speedliners (circa 1947) was an avant-garde attempt to emphasize each car as an individual unit. The familiar maroon window band was interrupted on each car, terminating just short of the oval and porthole windows at an angle. A small pinstripe continued to the end of the car. The scheme was short-lived and never repeated on subsequent train sets as it was difficult to paint and not very popular with the traveling public. The remaining trains sets (both Twin Cities HIs Olympian HIs) were painted in what many believe to be Milwaukee's most beautiful color scheme. The paint scheme was Milwaukee Road orange car bodies with a maroon window band topped by a maroon letterboard with gold leaf lettering, completed with a mist gray roof. The super domes, which are in the Walther's set, never saw this paint scheme. The Walther's cars are painted in the simplified scheme introduced in 1950. The maroon letterboard was removed, and the gold leaf lettering was changed to maroon. The mist gray roofs were changed to a more practical black. In my Big E conversations with Walther's representatives, the only additional paint scheme being strongly considered is the Union Pacific scheme, which is what I saw when I was a kid, but many a Milwaukee rail fan laments over to this day (ah, but that's another story!).

But what may be tant idea is not a 1954, he was the "planned obsoles-trial design he said way of, "instilling something a little sooner than is nec-and contentious dustrial designers cast as merely a less this concept of the products we computers. Brooks



Brooks Stevens' most impor-ticular product at all. In first to coin the phrase cence". As related to indus-planned obsolescence is a in the buyer the desire to own newer, a little better, a little essary." This was a radical point of view and many in-did not like their profession marketing strategy. Nonethe-touches us all today in many buy, from cars to personal Stevens died on January 4,



## Nauset Model Railroad Club-Cape Cod

By Bill Doyle

"It was a dark and stormy night...."on Cape Cod last summer as my wife and I returned from dinner. There on Rt 6A in Orleans was a sign inviting people to 'Come See The Model Trains'. The Nauset Model Railroad club is open on Wednesday nights from 7 -9 , July 11 through August 29. The train room houses four different layouts in the back lower level of the Hilltop Plaza strip mall which the club acquired nearly 4 years ago. Club members had to clean out considerable debris, paint the walls and install lighting before beginning layout construction.

A small crew area greets visitors before opening into the large layout area.

The first layout is an HO layout . My 'conductor' for the evening was Stan Snow (Snow's is THE department store in Orleans and includes a hobby section). Central to the track plan is a layout donated by John Enoch based on the Modesto & Empire Traction Co. RR ; the 11x14 track plan was featured in the Feb/87 issue of *Model Railroader* and includes a fleet of red/white/blue/ 70 T diesels. The original layout was based on ATSF/SP in southern California, so the structures reflect that architecture. According to Stan, the club plans to 'northeasternize' the structures as time permits. Two modules donated by the family of John Morrell are also incorporated into the overall layout; one depicts a slaughterhouse and the other the Deep River Lumber Co mill. Two main line tracks were added around the outside of the modules and layout to tie everything together and facilitate continuous running. In one corner of the added area is a nifty shoreline module with lighthouse, dock and buildings that Stan scratchbuilt from photos – a nice piece of modeling.

Across the aisle was a large, well scenicked and detailed layout using American Flyer equipment. The trains run around a 14x34 rectangle with a peninsula in the middle for staging and storage. This layout is by far the most complete with well-detailed scenes and plenty of trains ranging from steam and F units to modern Amtrak Superliners.

Against the back wall is a Lionel layout, which attracted the most attention from young families. While the track plan and scenery are minimal, what attracted the kids was an opportunity to actually run a train and blow the whistle/horn. Several animated Lionel accessories also added to their excitement and enjoyment.

Lastly an N-scale layout was under construction. Tracklaying and scenery had progressed enough to get only a sense of what was intended

The Nauset Model RR club was founded in December 1989 by modelers in what is known as the "Lower Cape". Today over 70 members regularly meet on Friday nights to work on the layouts. While the club didn't have a website, information on club activities was available by e-mail from msarazin@capecod.net. The club also has several specially decorated 40' box cars for fundraising: one is a red and grey scheme lettered for the Cape Cod Central and the other is brown with a multi-color logo depicting Nauset Lighthouse and lettered for the Nauset RR. I got both of mine (HO) at Snow's Department Store.

Last summer the club also collaborated with the Harwich Historical Society to build a 17x20 working layout to highlight Harwich's railroad history and showing how model railroaders can help keep history alive. Incidentally the club charts a bus to go to the train show in West Springfield (hint, hint Hudson Berkshire members), watching train tapes all the way there and back.

If you visit the Cape this summer, visit the Nauset Model RR club for an enjoyable evening

## The Ready Line

(Continued from page 4)

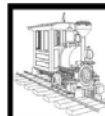
through a vote, on a regular basis. For those of you keeping up with news on the regional level, the NER is currently engaged in a rewrite of their governing documents, the BOD will be requesting that the membership approve similar changes in our Constitution and Bylaws.

- ☐ **The Division Website:** <http://www.hudson-berkshire.org> Check out the Event Calendar for upcoming meetings and other area happenings of interest to Division members. View the layout gallery for some great shots of members' layouts.
- ☐ **Reminder----** Please renew your NMRA membership!!
- ☐ Please give a warm Hudson Berkshire welcome to the new members listed in the Call Board.

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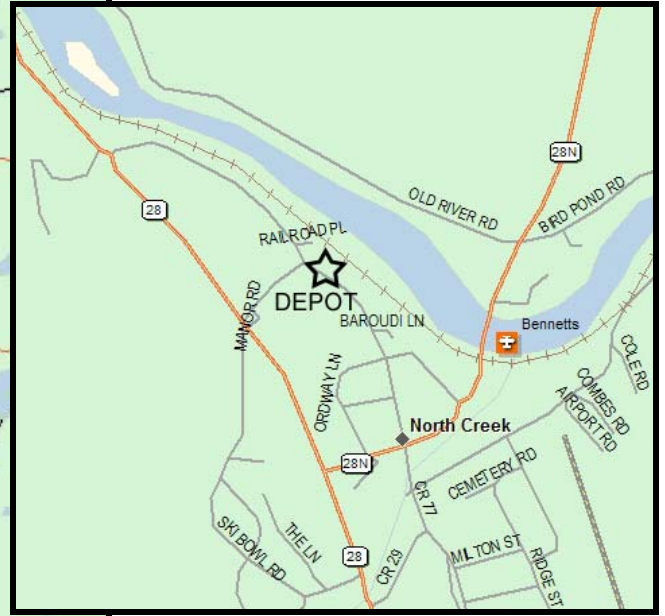
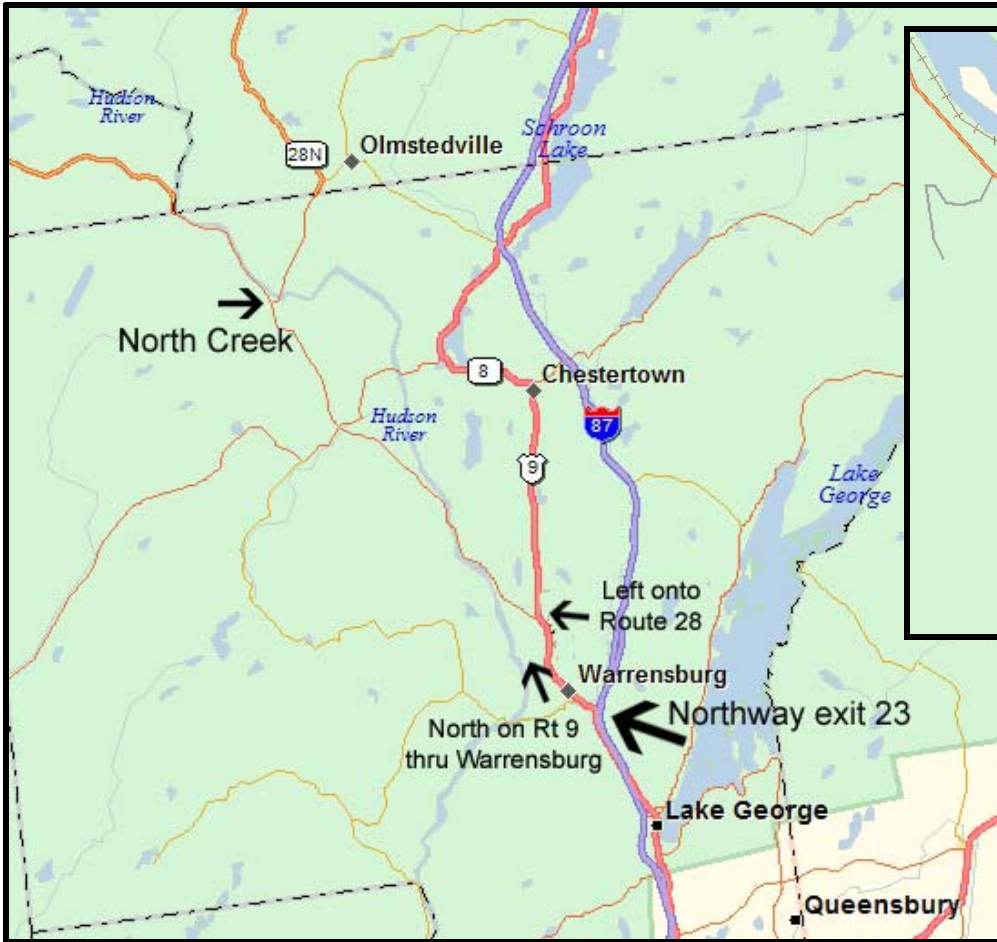
We would like to acknowledge and thank those who have contributed to our raffles, and solicit your donations for future meets. You can contact Rich Smith, or any of our board members.

Bob Hamm  
JP's Trains and Hobbies  
Bill McChesney  
Mohawk Valley      Rich Smith  
Herb Insley      Dave Gould  
Dan Thomas

## WHAT'S COMING UP...?

**Sept 5th– Dick Elwell's Hoosac Valley**  
**Oct 10th– Colonie Youth Bureau**  
**Nov 11th– John McBride's**





Bring your cameras  
To North Creek  
Saturday, June 7th

FORM 19

Tony Bucca-Editor  
13 Lanie Drive  
Greenfield Ctr. N.Y. 12833  
photony@att.net

ALL ABOARD!!



First Class Mail



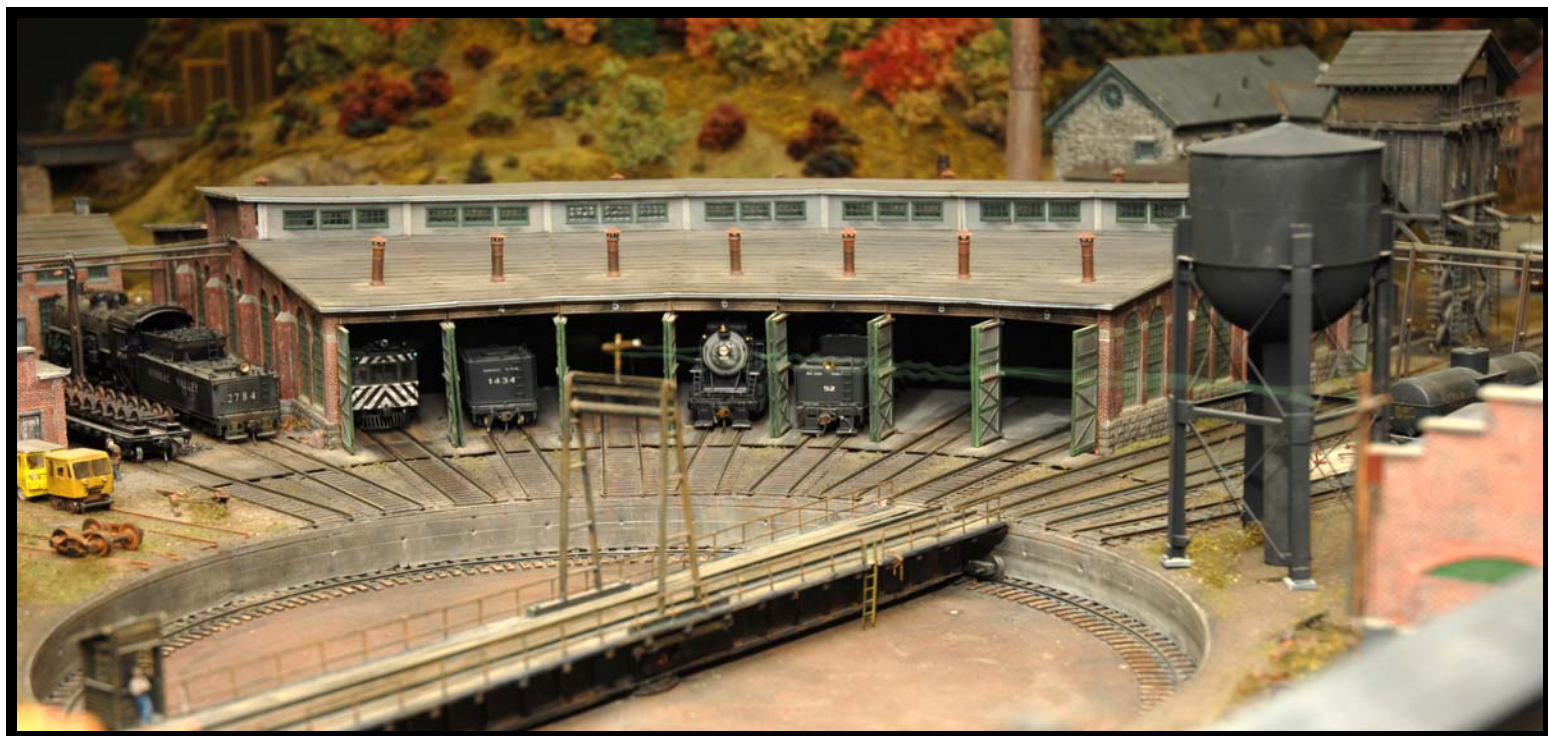
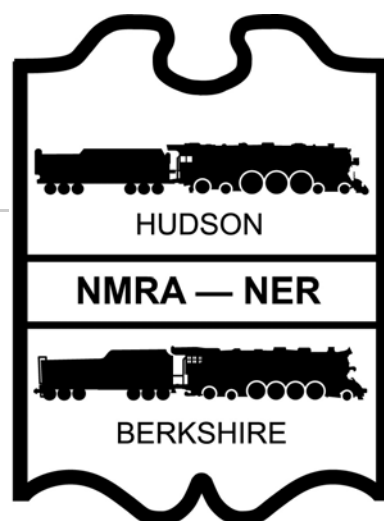
# FORM 19

THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 245

SEPTEMBER 2008

Friday, September 5th  
DICK ELWELL'S  
HOOSAC VALLEY  
Adams, Massachusetts  
7 to 10



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

# FORM 19

The official newsletter of the Hudson  
Berkshire Division, Northeast Region, NMRA

## Editor:

Tony Bucca  
13 Lanie Drive  
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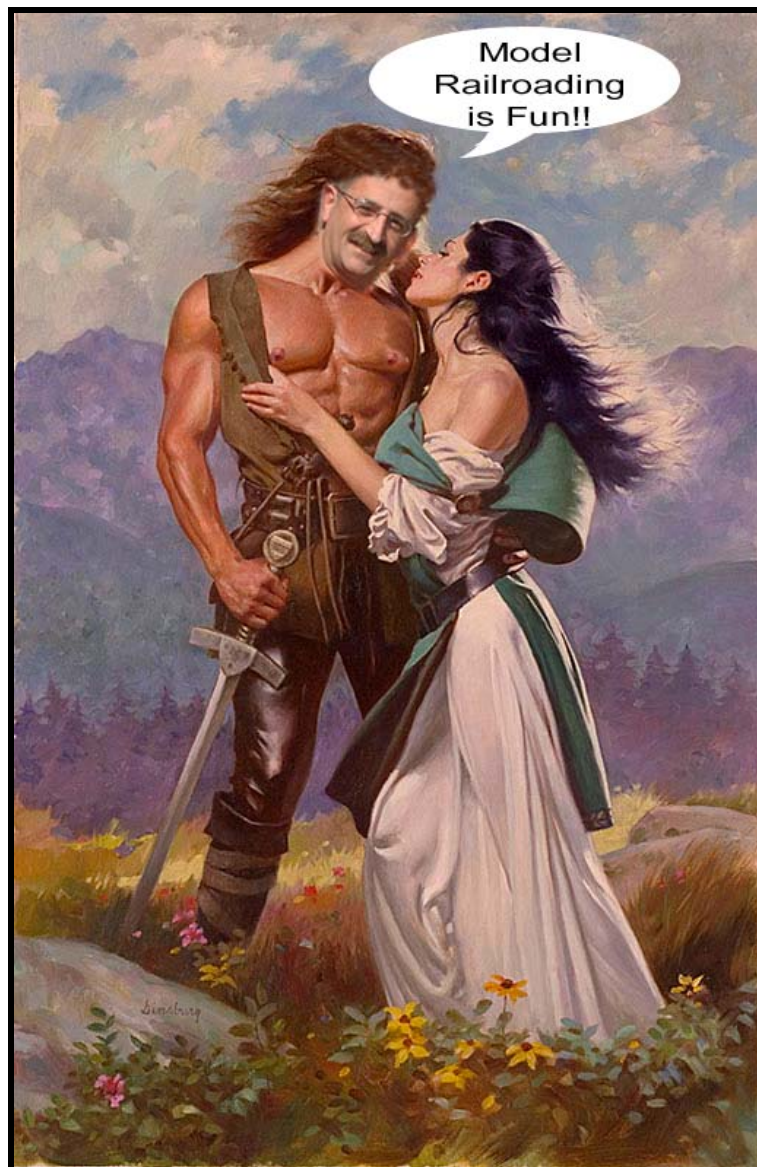
### *NER New York Director*

Mike Evans  
518 563-3989  
evansm@co.clinton.ny.us

## Editor's Corner

FORM 19

By Tony Bucca



## Membership Categories and Dues

The Hudson Berkshire Division does not discriminate on the basis of race, color, gender, national, or ethnic origin.

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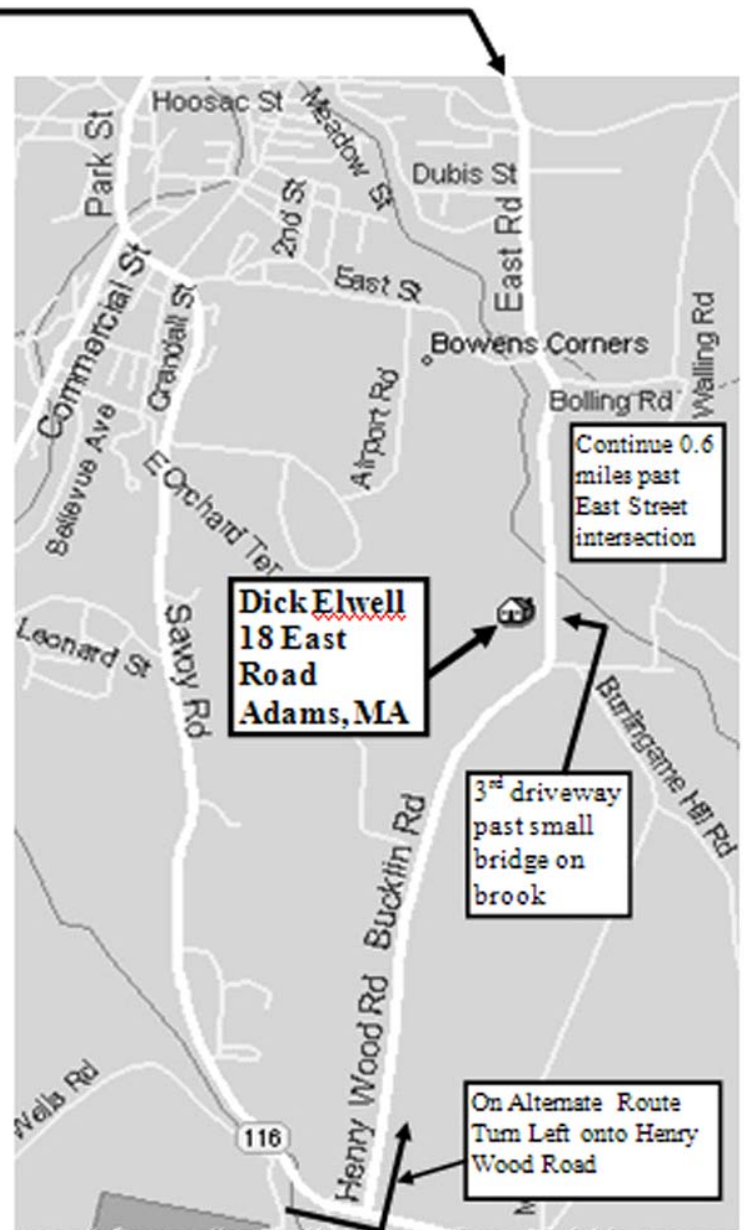
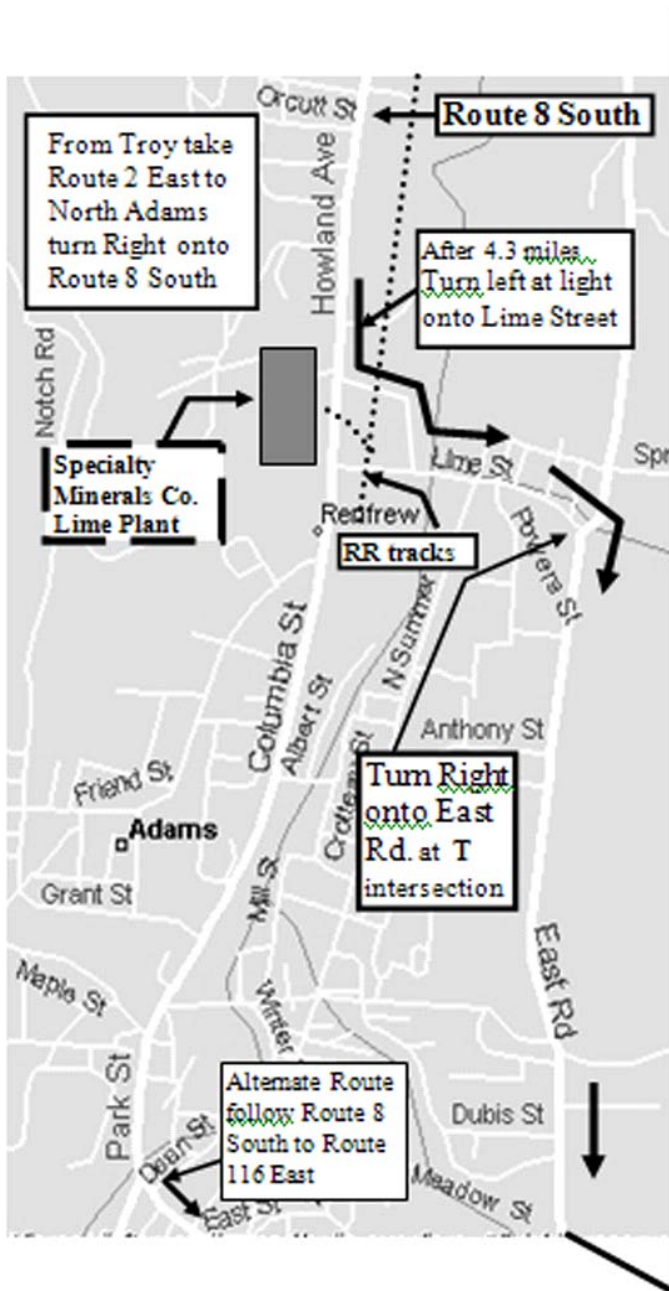
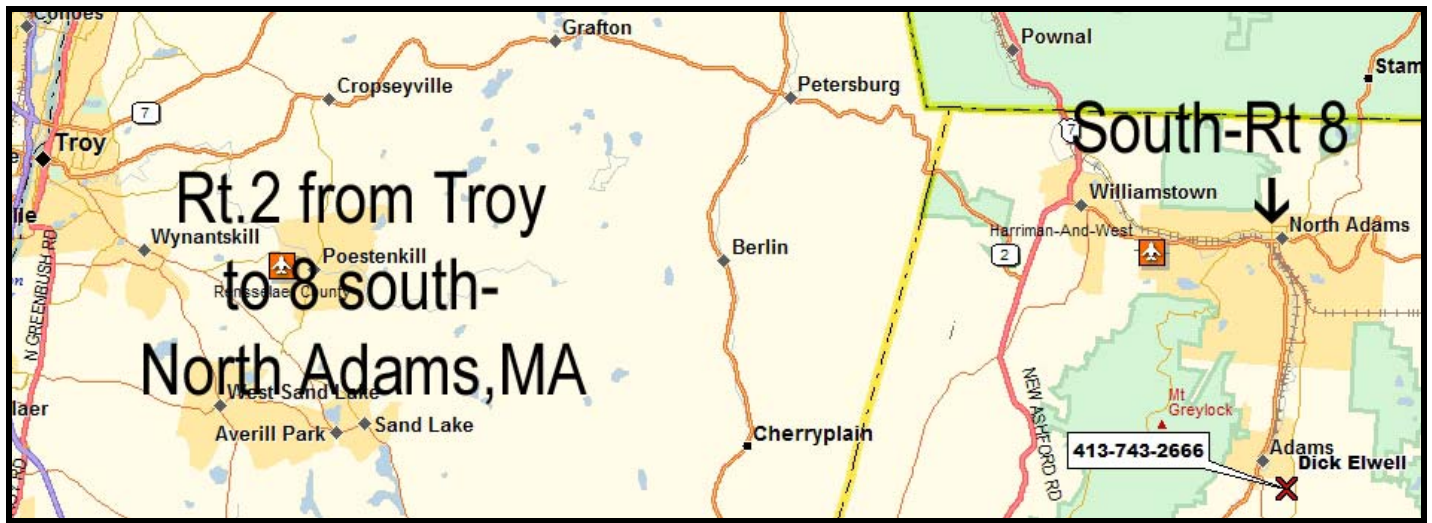
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Dues: \$51.00 per year or \$36.00 without *Scale Rails*

If I had to have my picture taken,  
then you guys have to too!

**CALL BOARD  
WELCOME NEW MEMBERS**

**Ed Skowronek Schenectady  
Bill Doyle Gansevoort**







# Upper Hudson RR Fan Trip



The fan trip to the Upper Hudson RR on June 7th was a great success, especially for the winners of the cab rides.

Photos by Tony Bucca





# Dick Elwell's Hoosac Valley



Those of you who haven't seen Dick's layout owe it to yourselves to make the trip over to the Berkshires to hunt down some of these scenes.

Photos by Tony Bucca

# The Ready Line

By Paul Hoffman

Welcome back...!!

With the waning days of summer at hand it is time to dust off the layout and start gearing up for a full season of rail related activities.

The rail fan trip on June 7<sup>th</sup> to the UHRR was a rousing success!! The weather was beautiful and we had a private rail car full of friends and family. The back shop tour and turntable demonstration were a lot of fun. The four winners of the cab rides: Gert Schulze, Paul Hoffman, Dick Davis and Irwin Nathanson, all agreed it was the highlight of their trip. The staff and crew of the UHRR were kind and helpful and insured that the day went smoothly. From a financial standpoint, the day was all the Board hoped it would be. The raffle was a great success with sales well offsetting our expenses. Thank you to all that attended, we were so glad that you came!! Look forward to more such trips in the future. Building on the momentum generated by the rail fan trip, the Board has come up with a full slate of events for your enjoyment this season.

We kick off the year with a visit to Dick Elwell's masterpiece, the Hoosac Valley Lines, on September 5<sup>th</sup>. September will also see our Northeast Regional Convention from the 11<sup>th</sup> through the 14<sup>th</sup> in Syracuse. This convention promises to be great with multiple clinics, numerous layout tours, and several prototype tours along with a multitude of other activities. It will be a busy 4 days, I can hardly wait!! Check out the website at <http://empirejunction.org>

Our first business meeting and clinic night will follow on October 10<sup>th</sup> at the Colonie Youth Bureau. A quick note regarding the clinic night; due to the requirements of the staff at the Youth Bureau, we will be starting earlier than normal, at 6:00 pm and ending at 9:30 pm. Please let the Board know if this will cause you any conflict.

On October 14<sup>th</sup> we will visit John McBride's Crownpoint and Hammondville layout, a local gem. There will be no meeting in December this year but we will be back strong in 2009 with Ken Nelson's Poco valley and a possible trip to the Super Steel Plant in Schenectady slated for late spring, stay tuned!!

I have some Division business news from our recent Board meeting of August 25<sup>th</sup>.

- ☐ **Form 19 Call for material:** We need your help!!! Our editor is requesting any and all input for inclusion in the newsletter. Articles, pictures, stories, comments (both pro and con), observations, all are welcome. Please help us make your **Form 19** the best it can be. The above also applies to our website, pictures and captions are needed for the Gallery sections.
- ☐ **Directory:** Speaking of pictures, our intrepid photog, Tony Bucca will be snapping photos of each of our members for inclusion in a photographic directory. It will be a great help in matching names with faces. So when Tony comes around smile and say "Model Railroading is Fun!"
- ☐ **Great Train Extravaganza:** Things are accelerating for the Albany Train Show. The Board is now actively soliciting volunteers to help setup and manage show activities. We have a list of 9 current volunteers and more are needed. Please see any Board member to be included in this historic (at least for the HBD) endeavor!
- ☐ **Toys for Tots:** Contact has been made with Walthers via JP's Trains and Hobbies and the purchase of the 50 train sets is underway. Please help us in our fund raising efforts by giving what you can to benefit these families. Your donation is Tax deductible and will help further our hobby. Please see any Board member to make a contribution. Thank you to those of you who have already given, it is very much appreciated.
- ☐ **Changes to the Constitution and Bylaws:** The paperwork is just about complete and will be presented at the October Business meeting. A special insert in next month's Form 19 along with a special mailing to those who don't subscribe will outline the changes and include a ballot allowing you to vote on the proposal. In addition the changes will be available on our website.
- ☐ **The Division Website:** <http://www.hudson-berkshire.org> Check out the Event Calendar for upcoming meetings and other area happenings of interest to Division members. View the layout gallery for some great shots of members' layouts.
- ☐ **Reminder---- Please renew your NMRA membership!!**
- ☐ Please give a warm Hudson Berkshire welcome to the new members listed in the Call Board.

I'd like to take a moment and thank member Don Erlenbusch for his service to the hobby and our Division. For those of you who don't know Don, he is an NMRA Life member and for the past several years has been setting up a display at the Saratoga County Fair. His Circus themed layout is always a big draw and Don has been an unflagging supporter of the Division. This year Don handed out over 100 of our Welcome brochures to the interested public and delighted countless children who will become the future of our hobby. Thank you Don and keep up the great work!!

See you all at Dick's on the 5<sup>th</sup>. Don't forget, we NEED your help on many levels, from volunteers to articles to donations. Please be generous with your time and resources and help the Board build on the successes of the last year.

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.



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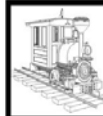
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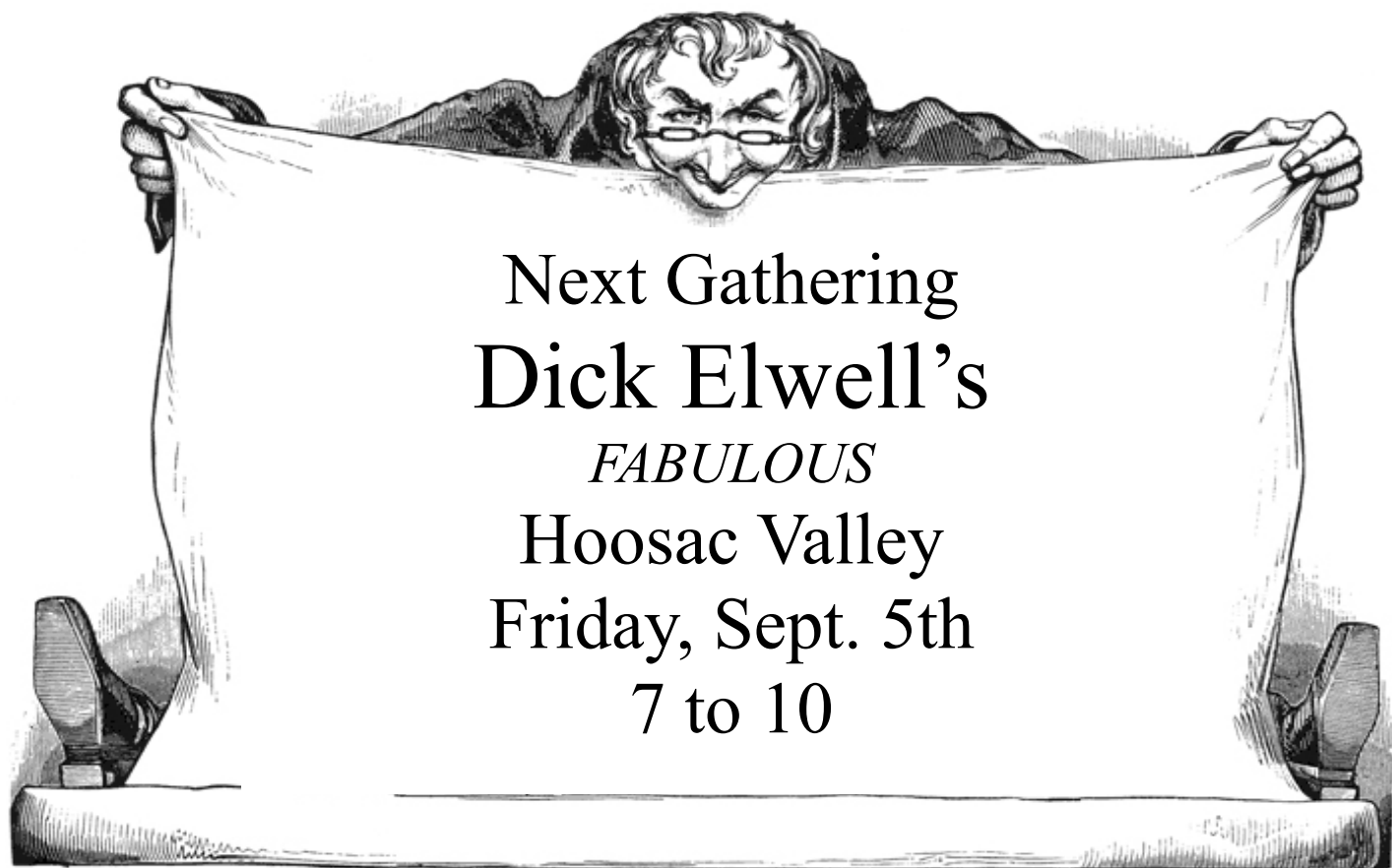
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## WHAT'S COMING UP...?

**Oct 10th– Colonie Youth Bureau**

**Nov 11th– John McBride's**



Next Gathering  
**Dick Elwell's**  
*FABULOUS*  
Hoosac Valley  
Friday, Sept. 5th  
7 to 10

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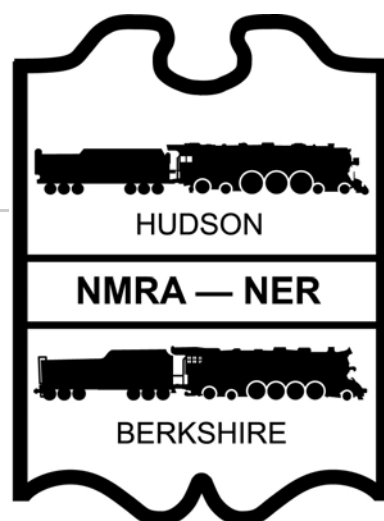
# FORM 19

THE OFFICIAL NEWSLETTER OF THE  
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Order Number 246

October 2008

Friday, October 10th  
Colonie Youth Bureau



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



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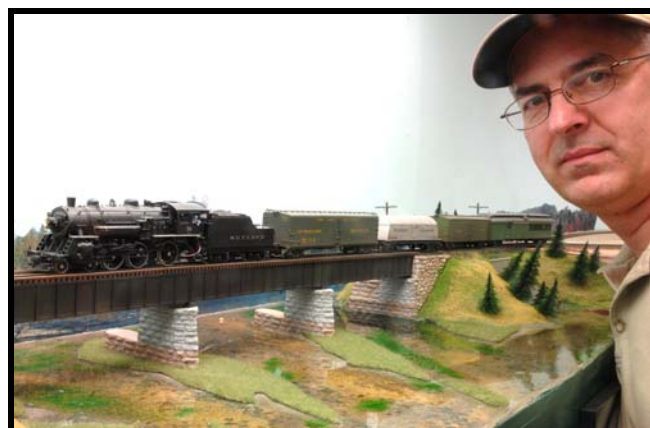
## Editor's Corner

By Tony Bucca

FORM 19

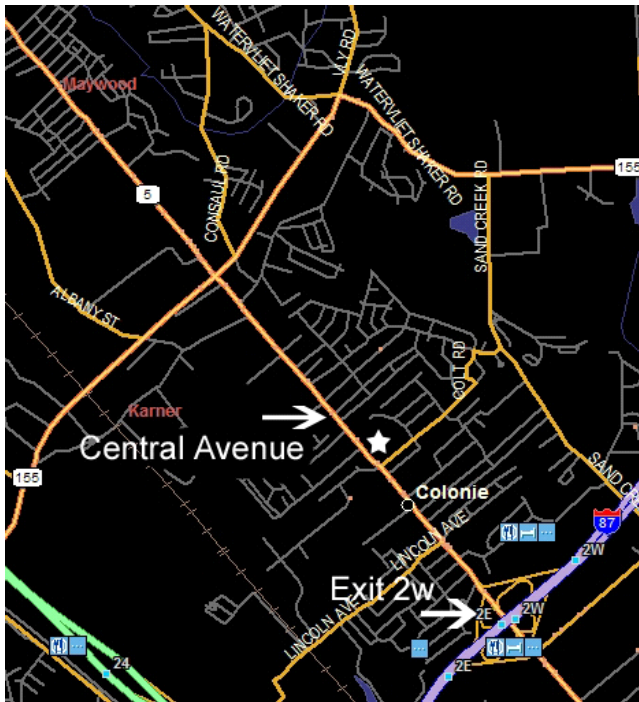
Congratulations to our latest Achievement Program Award Winners Kevin Surman of Saratoga, and Andy Clermont of Albany. Both of these guys have "must-see" layouts, and they deserve all the accolades going their way.

**Great Job!!**



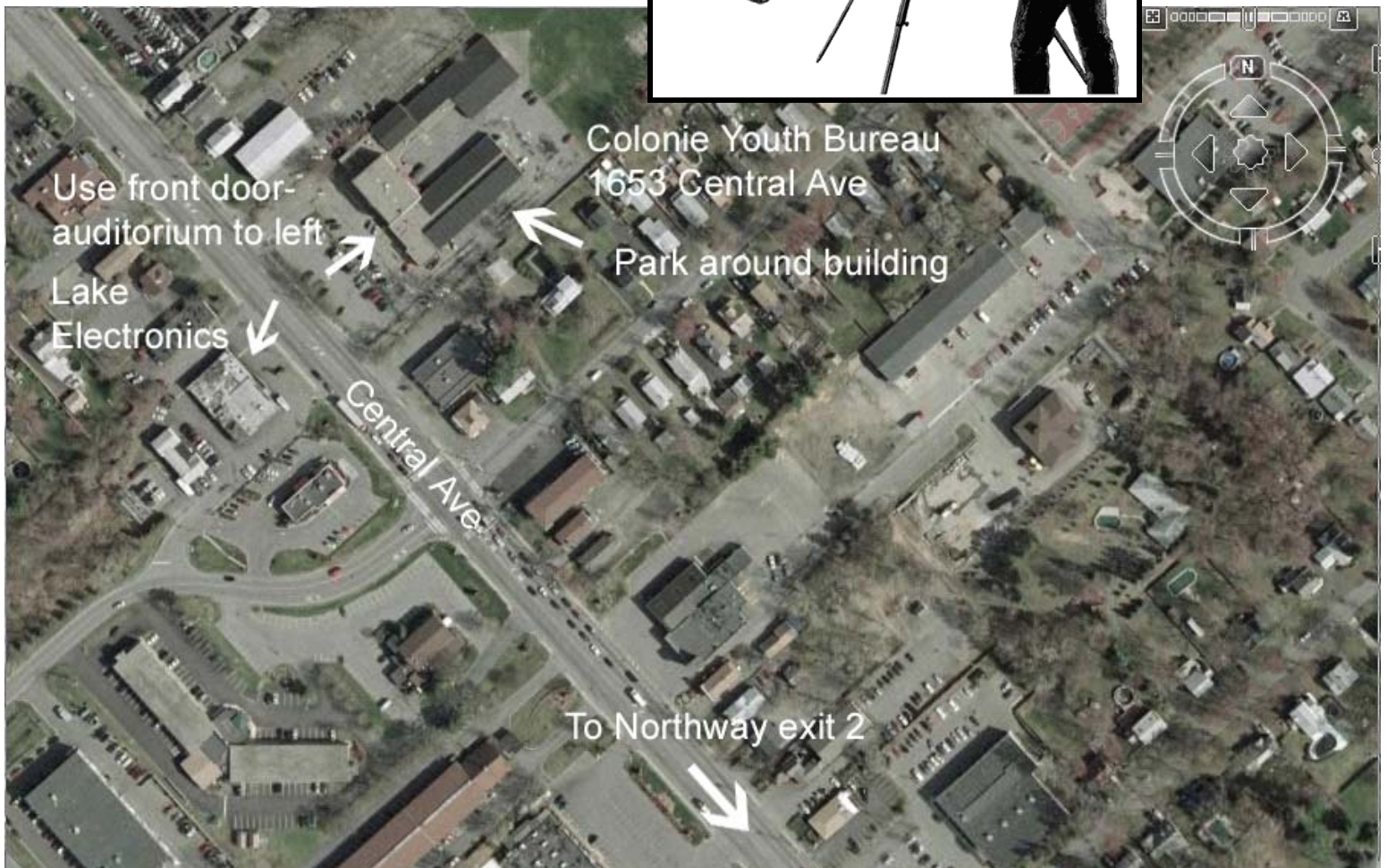
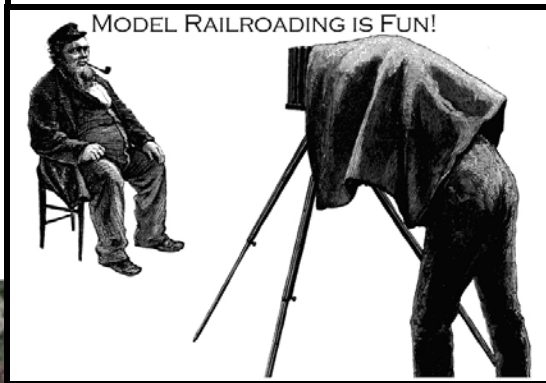
**CALL BOARD  
WELCOME NEW MEMBERS**

Joe Van Putter  
Tupper Lake



## Colonie Youth Bureau 1653 Central Avenue (across from Lake Electronics)

Friday, October 10th  
Please make note;  
We start at  
**6:00 PM**





## The Ready Line

By Paul Hoffman

### Fall greetings!

Our busy months are fast approaching! I have several important items to cover this issue, so let's get to it.

The first meeting of the new season was a rousing success. The Hoosac Valley Lines looked great and the turnout was marvelous. Our host, Dick Elwell was, as usual, more than accommodating and very welcoming; a tip of the hat and a big thank you for allowing the Division access to your fine layout.

The month of October finds us at the Colonie Youth Bureau for a special clinic night and business meeting. VP, Rich Smith has gathered up some local, and not so local, experts in the fine art of operations. The format is also different from your typical clinic. Instead of a presentation or lecture, our experts will present a round table, interactive, forum that will allow the audience to participate. Several different systems will be represented and we foresee this to be the first of a series. Our experts are grouped in teams, Dick Elwell and Bill Duffe, Henry Probst and Ken Nelson, John McBride and Greg Whittle, Kevin Surman and Bob Hamm. Rich Smith will moderate the evening and there may even be some additional experts in attendance. I know I'm looking forward to this!!

Remember we will be starting **earlier** than usual at 6:00 pm.

There will be a business meeting before the roundtable lasting approximately 45 minutes. On the agenda will be the proposed constitutional changes (please see the insert in this issue of the **Form 19**) and a state of the division update including the Albany Train Show, our Toys for Tots drive and upcoming events.

The Syracuse NER Convention was held in September and it was fantastic. I saw many of our Division members there for the layout tours and the clinics, which were all first rate. A round of applause to the organizers, they did a bang up job. I attended the Modeling with the Masters clinic, 2 days and over 8 hours of instruction, and learned tons. I also squeezed in several layout tours, I dare say the modeling in the Central New York Division is as good as any and better than most. I've posted several pictures from the weekend on our website. MMR Brain Curry's N scale *Narrow Gauge* was mind boggling, and deserves special mention. If you ever get the chance you have to see this one. The other layouts I visited were unique in their own right too! All in all, a great way to spend a weekend. Don't forget the Hartford National Convention in July of 2009. This is the big one and right in our own back yard, how neat is that. Links to the site can be found on our website.

I'd like to congratulate members, Kevin Surman and Andy Clairmont on their completion of several AP Awards. Andy has completed his AP certificates in cars, Prototype Model and Scenery. Kevin has completed certificates in Electrical and scenery and has also received his Golden Spike award. My hat's off to you guys, fine modeling and a great accomplishment. Looks like we'll have two more Master Model Railroaders before too long!

We are off to a great start this season and many more exciting events are coming, so stick around, it only gets better from here!!

I have some Division business news from our recent Board meeting of September 29<sup>th</sup>.

- ☐ **Form 19 Call for material:** We STILL need your help!!! Our editor is requesting any and all input for inclusion in the newsletter. Articles, pictures, stories, product reviews, comments (both pro and con), observations, all are welcome. Please help us make your **Form 19** the best it can be.
- ☐ **Alternate meeting locations:** The Board discussed the possibility of meeting at the Saratoga Train Station and we are exploring that option. There has also been an offer from member Clark Dunham to host an open house for members at Dunham Studios. We are working on the logistics for this and will pursue this as our 2009-2010 season opener.
- ☐ **Great Train Extravaganza:** We have a list of 12 current volunteers and more are needed. We have obtained the vendor list from the Syracuse show and will be soliciting additional vendors for the Albany Show. Our goal is bigger and better than before! Please see any Board member to be included in this historic (at least for the HBD) endeavor!
- ☐ **Toys for Tots:** Donations have been generous and we are very grateful. Unfortunately, one of our corporate donors has pulled out, making your individual contributions more important than ever. We are aware of the on-going economic uncertainty and hope that there is still some bread in the cupboard for those less fortunate. Your donation is Tax deductible and will help further our hobby. Please see any Board member to make a contribution.
- ☐ **Changes to the Constitution and Bylaws:** In this issue you will find an insert explaining the proposed changes to our Constitution. Please read over these changes and feel free to comment at our Business meeting. We plan on putting the changes to a vote at the November 14<sup>th</sup> meeting. We will have absentee ballots available at the October 10<sup>th</sup> business meeting for those who can't attend the meeting at John McBride's.
- ☐ **Bus trip to the Springfield Train Show:** The Board is looking into the possibility of chartering a bus to the big train show in

(Continued on page 8)



# Operating Your Model Railroad

By Ken Nelson

Operation! That word has probably created more opinions and discussion than most words we use in our hobby.

"I can't be bothered."

"It's too much work."

"I only run my railroad by myself."

"I don't know where to start."

On and on we hear people give excuses why they don't "operate" in some prototypical fashion. On the other hand, there are many modelers who do run their railroads, and/or a friend's railroad in some realistic fashion, but have many differing opinions as to how the best way is to do it.

Well, rest assured that there is no BEST way. There are many layout designs, and WHAT you choose to build will greatly determine HOW you choose to operate it. There are those who like long freights running the length of the railroad, and perhaps becoming the engineer or a railfan watching those freights. There are those who model a small switching district and like to couple and uncouple cars at various industries. Passenger trains can be very appealing, including not only running them from city to city, but making them up, adding or subtracting cars, changing motive power, making two trains into one, or vice versa.

If you are modeling a specific prototype, or more realistically a small portion of it, you can do some research and find out exactly what industries they served and what trains ran on that railroad. You may choose to run SU-10, the local freight on the Delaware & Hudson between Schenectady and Cobleskill, serving all or many of the industrial sidings which that railroad served in the '60's. Many local railfans have fallen in love with the New York Central in its heyday. Perhaps you enjoy running a long freight behind a Niagara, or duplicating part of the "great steel fleet" of NYC passenger trains. Or you may have decided to freelance, giving you the freedom to create what you most like about several railroads.

Whatever you have designed, most people find that running trains in circles for an hour or two can get boring really fast. Operation gives you a purpose to run that train, and can be even more fun with a friend, or a whole group.

Much has been written in the model railroad press about operation. Bruce Chubb, John Armstrong, Tony Koester, and a host of others have written complete books on the subject. Others have written articles for nearly all of the model railroad magazines. And if you take the time to read these books or articles, you will find that there are many differing opinions as to how to go about "operating."

Your Hudson Berkshire officers have decided that this topic deserves attention, and we will be addressing it in various ways in the coming months. To start it off, we will have a panel of operators who have been trying to run their railroads in a prototypical fashion for several years. Each will discuss the way that they operate their railroads, whether alone or in a group. In this meeting's panel discussion, we will discuss the various types of car cards (waybills) that can be used and how cars can be routed on a model railroad. If the membership would like to go further with this topic, we can get into dispatching, locomotive usage, train orders, CTC, and a host of other ideas within the overarching area of operation. Stay tuned.





**Hudson Berkshire Division**  
Northeast Region  
National Model Railroading Association  
[www.hudson-berkshire.org](http://www.hudson-berkshire.org)  
[trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org)

October 2, 2008

Dear Member:

While preparing and implementing our transition to a not for profit, 501(c)(7) entity, the leadership team recognized that our Constitution was in need of revision. This letter is to inform you of the proposed changes and to urge you to approve those changes. Coincidentally, the Northeast Region is also undergoing a change in their organization documents and we encourage you to fully support those changes.

**A brief history:**

Our constitution was written in 1966 and approved by the membership (all 14 of them) under the term of first president Dave Messer. It has undergone revisions in the past, with the most recent change coming in 2001. The last change was under President Henry Probst and dealt with NMRA membership compliance issues.

**Our Governing documents:**

Our group is governed by 2 documents, the Constitution and our By-Laws. Under NYS and Federal law, in order for us to claim not for profit status, our Constitution must contain certain provisions and statements. It is these changes, along with several updates, that we are proposing. By the terms of our constitution the membership must approve these changes via a 2/3 vote of those present at the business meeting, providing 30 days notice has been given.

**The changes:**

We have included a copy of the revised Constitution for your perusal. Here is a listing of the proposed changes and a brief explanation of why we feel the changes should be made.

- Article I, Section 2 – Changed the wording to conform to the requirements for 501(c)(7) status. In addition we added sections 3-5 to further conform to the 501(c)(7) filing rules.
- Article II, Section 1 – Changed the wording to reflect the geographic definition of the Division as set forth by the NER.
- Article II, Section 2 – Removed the requirement that members belong to the Northeast Region. Under the unified dues ruling by the National, membership in the

- 2 -

October 2, 2008

NMRA automatically confers both Regional (NER) and Divisional membership.

- Article III, Section 2 – Removed the time restriction for the Annual meeting, allowing us more flexibility in scheduling.
- Article IV, Section 1 – Added wording to conform to 501(c)(7) requirements.
- Article IV, Section 3 – Changed the term of office for Officers and Directors to 2 years instead of 1. This will have a twofold effect; it will reduce the cost of Elections by making them slightly less frequent and will give the leadership slate some time to implement their policies.
- Article IV, Section 4 – Removed the NER membership requirement per the unified dues ruling. Also changed the wording to restrict leadership to NMRA members who reside in the Division. The current wording left open the possibility that someone from outside the Division could be elected to an officer's position, however unlikely that may be.
- Article VI, Section 2 – Moved Section 2 to Section 3 and added the wording regarding the appointment of the Form 19 editor under Section 2.

Please review this information and feel free to ask any questions. Pursuant to Article V, Section 1, this letter and attachment, along with the posting on our website, [www.hudson-berkshire.org](http://www.hudson-berkshire.org) shall constitute notification to the membership. We intend to vote on these changes at our meeting of November 14<sup>th</sup> at John McBride's layout.

Sincerely,

The HBD Leadership Team

Constitution  
of the  
HUDSON-BERKSHIRE DIVISION  
NER \* NMRA

(As amended on 10/1/08)

ARTICLE I	Name and purpose
Section 1:	The name of the organization shall be HUDSON-BERKSHIRE DIVISION of the Northeastern Region of the National Model Railroad Association Inc.
Section 2:	The purpose of the HUDSON-BERKSHIRE DIVISION shall be to promote and foster model railroading activities on the division level and to carry out the objectives of the Northeastern Region of the National Model Railroad Association. The HUDSON-BERKSHIRE DIVISION is organized for pleasure, recreation and other non-profitable purposes, within the meaning and interpretation of Section 501(c)(7) of the Internal Revenue Code of 1954 (or corresponding provision of any future United States Internal Revenue Law), substantially all of the activities of which are for such purposes.
Section 3:	No part of the earnings of the HUDSON-BERKSHIRE DIVISION shall inure to the benefit of, or be distributed to members, directors, or other private persons, except that the HUDSON-BERKSHIRE DIVISION shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in the furtherance of the purposes set forth in this constitution. No substantial part of the activities of the HUDSON-BERKSHIRE DIVISION shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the HUDSON-BERKSHIRE DIVISION shall not participate in, or intervene in (including the publishing or distribution of statements) any political campaign on behalf of any candidate for public office.



Section 4: Notwithstanding any other provision of this constitution, the HUDSON-BERKSHIRE DIVISION shall not carry on any activities not permitted to be carried on (a) by an organization exempt from Federal income taxes under Section 501(c)(7) of the Internal Revenue Code of 1954 (or corresponding provision of any future United States Internal Revenue Law) or (b) by an organization contributions to which are deductible under Section 170 (c)(2) of the Internal Revenue Code of 1954 (or corresponding provision of any future United States Internal Revenue Law).

Section 5: Upon dissolution of the HUDSON-BERKSHIRE DIVISION the Board of Directors shall, after paying or making provision for the payment of all liabilities of the HUDSON-BERKSHIRE DIVISION, dispose of all assets of the HUDSON-BERKSHIRE DIVISION exclusively for the HUDSON-BERKSHIRE DIVISION in such a manner, or to the organization or organizations organized and operated exclusively for charitable, educational, religious, or scientific purposes as shall at the same time qualify as an exempt organization or organizations under Section 501 (c)(3) of the Internal Revenue Code of 1954 (or corresponding provision of any future United States Internal Revenue Law) as the Board of Directors shall determine. Any assets not disposed of shall be disposed of by the Attorney General of the State of New York to an organization or organizations operating exclusively for charitable, educational, religious, or scientific purposes.

## ARTICLE II Membership

Section 1: Anyone interested in model railroading and re-

siding within the Division geographic area as defined by the North East Region of the National Model Railroading Association, shall be eligible for membership in the HUDSON-BERKSHIRE DIVISION.

Section 2: All members of the HUDSON-BERKSHIRE DIVISION are required to be members in the NMRA.

## ARTICLE III Meetings

Section 1: There shall be at least two meetings of the HUDSON-BERKSHIRE DIVISION within the calendar year.

Section 2: An annual business meeting open to the general membership shall be held for the election of officers and directors and general conduct of the division's business.

Section 3: All HUDSON-BERKSHIRE DIVISION meetings shall be scheduled by the Officers with prior notification of such meetings being sent to all members.

Section 4: Seven (7) members or more shall constitute a quorum at any meeting of the HUDSON-BERKSHIRE DIVISION.

Section 5: All meetings shall be conducted in accordance with "Robert's Rules of Parliamentary Order."

## ARTICLE IV Government

Section 1: The government of the HUDSON-BERKSHIRE DIVISION shall rest in the hands of the elected Officers and elected Directors which shall hold all monies and properties of the HUDSON-BERKSHIRE DIVISION in trust for the membership.

# The Ready Line

(Continued from page 4)

Springfield. Current cost projections put this in the range of \$40.00 per person. Please let us know if there is any interest in this. If so, we will solicit prices from other bus companies and further explore the issue.

- ☐ **Please remember to renew your subscription to the Form 19:** see our treasurer, Dick Hosmer, at any meeting and don't forget a subscription is only 7.00 per year!
- ☐ **The Division Website:** <http://www.hudson-berkshire.org> Check out the Event Calendar for upcoming meetings and other area happenings of interest to Division members. View the layout gallery for some great shots from the Syracuse Convention.
- ☐ **Reminder----** **Please renew your NMRA membership!!**
- ☐ Please give a warm Hudson Berkshire welcome to the new members listed in the Call Board.

See you all at the Colonie Youth Bureau on the 10<sup>th</sup>. Please note the reminders and be as generous as you can with your time and resources, thanks!

**REMEMBER, WE ARE STARTING AT 6:00 PM, EARLIER THAN USUAL!**

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.

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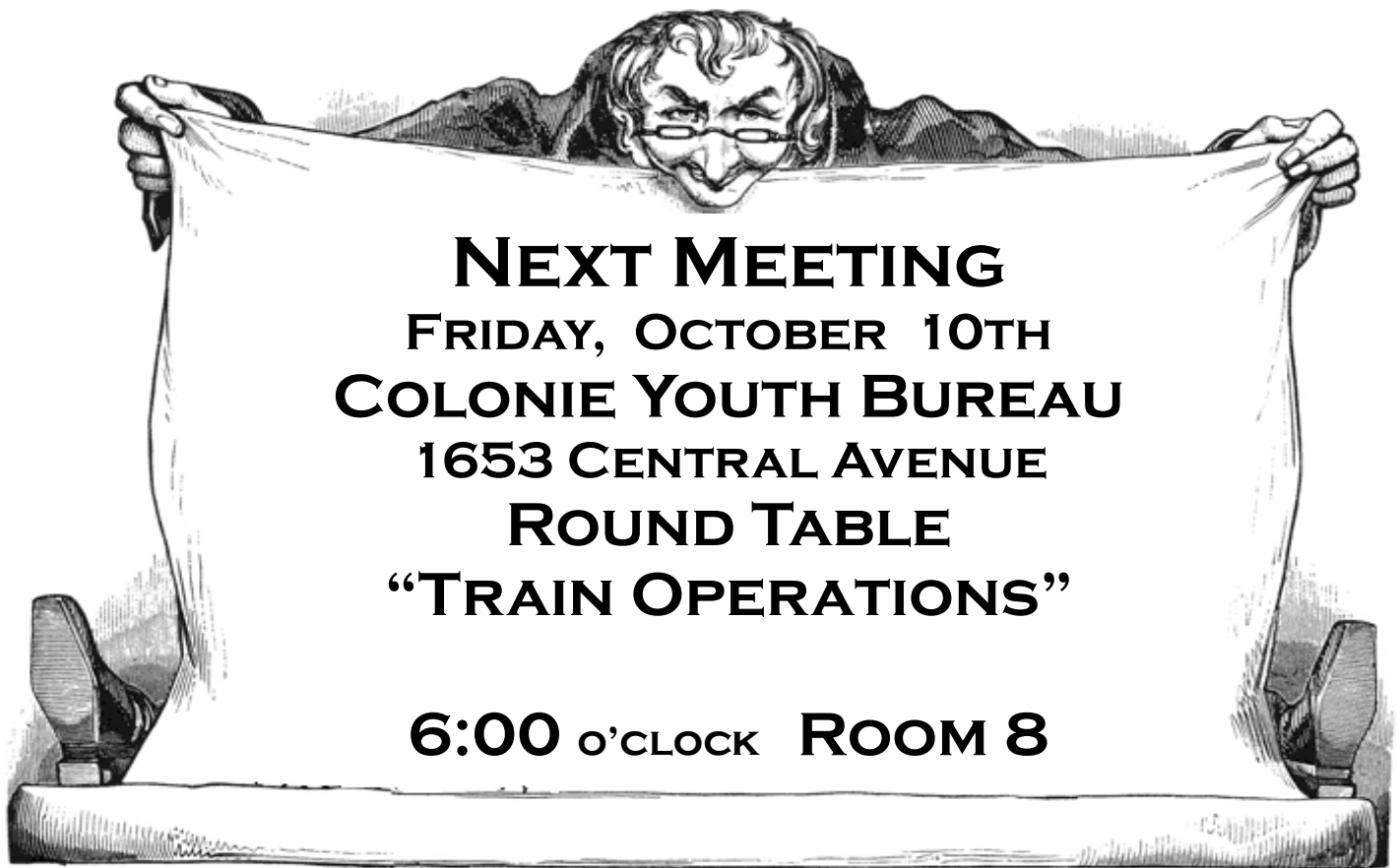
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2037 Hamburg Street  
 Schenectady, NY 12304  
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- Section 2: There shall be a President and a Vice-President elected by the members at the Annual meeting, and a Secretary-Treasurer appointed by the elected Officers.
- Section 3: Officers and Directors shall be elected for a two-year term at the Annual Meeting.
- Section 4: Officers and Directors shall be members of the NMRA and reside within the Division geographic area as defined by the North East Region of the National Model Railroading Association.
- Section 5: Vacancies in the BOD shall be filled by appointment by the President except that the Vice President shall replace the President. All such appointments shall be confirmed by the BOD at the next meeting of the BOD.
- ARTICLE V Amendments
- Section 1: This Constitution may be amended at any Division meeting by a two-thirds vote of the membership present, provided that such proposed amendment has been submitted in writing to the Officers and Directors, and with published notice to members thirty (30) days before the next Division meeting.
- Section 2: The By-Laws may be changed by the Officers and the Directors.
- ARTICLE VI Newsletter
- Section 1: The official publication of the HUDSON-BERKSHIRE DIVISION shall be the Form 19.



## FORM 19

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13 Lanie Drive  
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First Class Mail



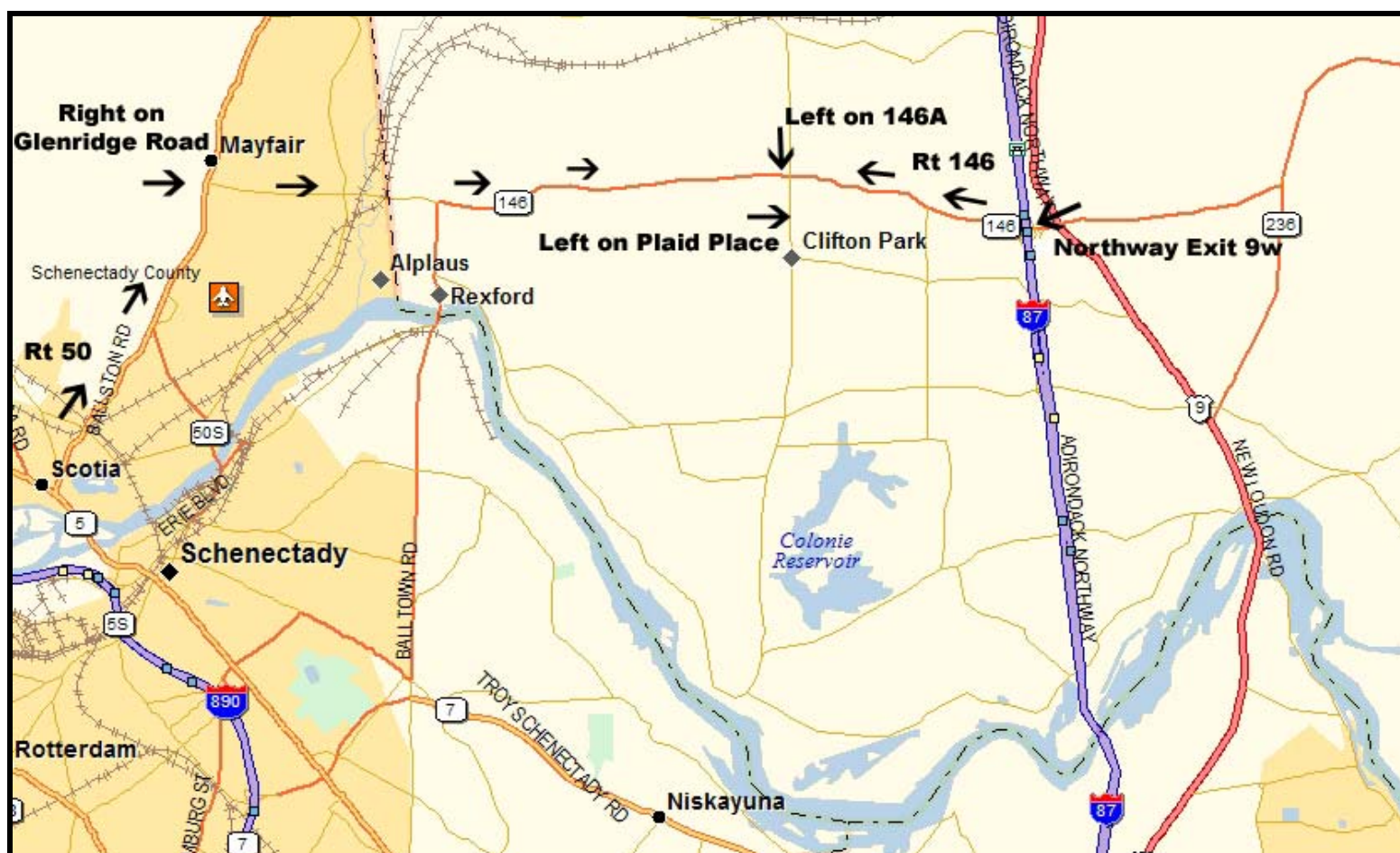
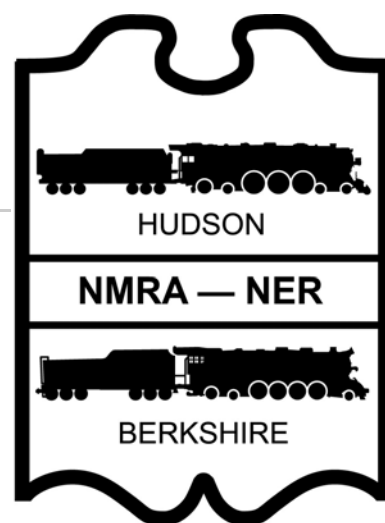
# FORM 19

THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 247

November 2008

November 14th  
John McBride's  
Crown Point & Hammonville.  
Clifton Park



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

# FORM 19

The official newsletter of the Hudson  
Berkshire Division, Northeast Region, NMRA

## Editor:

Tony Bucca  
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*Form 19* welcomes contributions from the Hudson Berkshire Division membership.

Letters, articles, photos, and other items may be mailed to the editor at the above address. Please include return postage if you would like materials returned

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## Membership Categories and Dues

The Hudson Berkshire Division does not discriminate on the basis of race, color, gender, national, or ethnic origin.

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2356 River Road, Melrose, NY 12121  
Subscriptions \$7.00 per year - Form 19 (8 issues)

Northeast Region, Inc. NMRA  
98 Railroad Avenue  
Boston, MA 02198  
Subscriptions \$7.00 per year- The Coupler (4 issues)

National Model Railroad Association  
4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

By Tony Bucca

Found this at Travel Town in Los Angeles last week!



Paul

Many thanks for a great panel at Friday's Hudson Berkshire meeting. Operations is my favorite aspect of the hobby. The members of the panel brought a wealth of experience to the subject.

I was surprised on how the switch lists are maintained on layouts of Dick Ellwell and Bill Duffe. Did not realize that they recycle the switch lists by restaging the rolling stock rather than writing out new switch lists for each session. Also that none of the panel use the commercially available four cycle waybill system.

No mention was made of the Albion Software ([www.albionsoftware.com](http://www.albionsoftware.com)) product "Ship It" which provides for freight car forwarding on a PC. This has been around for several years and appears to have something to offer. Some members might also be interested in the Operations Special Interest Group ([www.opsig.org](http://www.opsig.org)) and their quarterly journal "The Dispatcher's Office".

Hope this will just the first a series on operations.

Hank Donnelly

Via e-mail

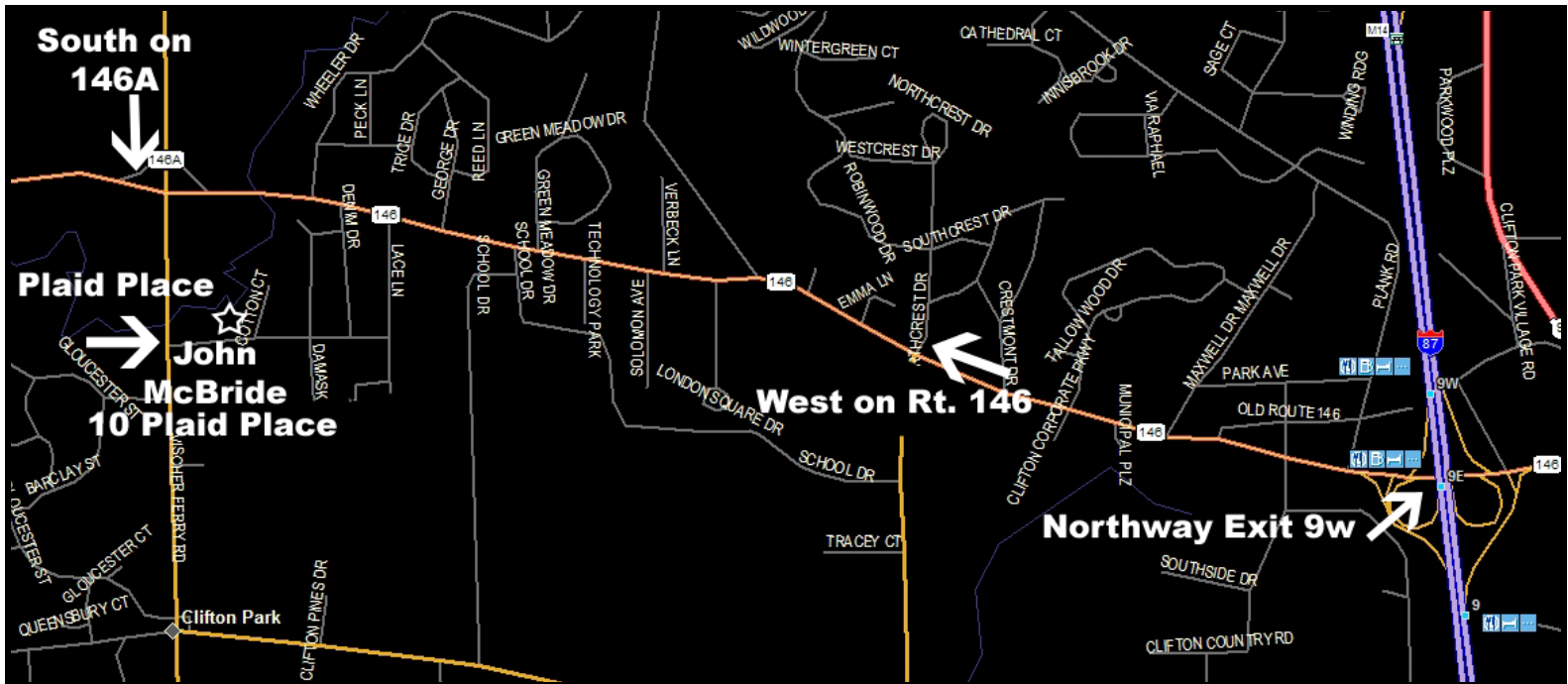
## CALL BOARD WELCOME NEW MEMBERS

Michael J White  
Lake Luzerne



# John McBride's G-Scale Logging Empire

## November 14th-7:00 PM





# The Ready Line

By Paul Hoffman

Market meltdowns, global warming, and Presidential elections, thank heavens for Model Railroading!! October has proven to be a tough month; luckily the Division is weathering the storm well. Our clinic night at the Youth Bureau was well attended and an unqualified success. The information was interesting and informative, the presenters were well versed and knowledgeable and the format was very well received. There have been many positive comments regarding the style, and needless to say, there will be additional “episodes” in the series. I’d like to thank the presenters; Dick Elwell, Bill Duffe, Henry Probst, Ken Nelson, John McBride, Greg Whittle, Tony Steele and Bob Hamm, you all did a great job. I’d also like to thank VP Rich Smith for this novel idea, just marvelous!

This month we travel to John McBride’s Crown Point and Hammondville. John has recently switched over to an NCE DCC system after using the Dynatrol system for many years. His G scale layout is a fine example of an Adirondack short line, in addition, its operations aspects were among the features at last month’s clinic night. I’m looking forward to seeing John’s implementation of DCC.

Don’t forget the vote on our Constitutional changes will occur during the November 14<sup>th</sup> meeting at John’s. We plan on holding the vote at 8:15 pm, voting is open to Division members only.

We are off to a great start this season and many more exciting events are coming, so stick around, it only gets better from here!!

I have some Division business news from our recent Board meeting of November 7<sup>th</sup>.

- ☐ **Toys for Tots:** The final push is on!! Our other corporate donors have picked up the slack and we should meet our goal. Donations will close at the November 14<sup>th</sup> meeting. The 50 train sets have been ordered through JP’s and we expect them at anytime. Bill Neary, a CP Engineer who is helping to coordinate the Christmas Train, was able to alleviate our concerns regarding the sets going to the proper age group. As suspected, the Marines are well versed in this and have a protocol for assigning toys to age groups and desires. A press release has been prepared and will be issued shortly. The Toys for Tots folks will formally accept our gift at the Rock for Tots Gala on November 22<sup>nd</sup>. The location is Costanzo’s Restaurant in Waterford NY, 2:00 pm till midnight. Check out the website [www.rockfortotsny.com](http://www.rockfortotsny.com).
- ☐ **Great Train Extravaganza:** We are meeting with the UTA to discuss assignments and hope to have some information by the time you read this. We have submitted an ad to Time Warner cable for the Community Access page, Chanel 18 that will run the week before the show. Keep talking the show up and handing out flyers. If anyone needs more please see Rich or me. Rich attended the Syracuse show and reports that attendance was down, so the tough economy is taking its toll. The good news is we should be able to attract some of those vendors due to our less expensive tables.
- ☐ **Bus trip to the Springfield Train Show:** The Board is looking into the possibility of chartering a bus to the big train show in Springfield. Current cost projections put this in the range of \$40.00 per person. Please let us know if there is any interest in this. If so, we will solicit prices from other bus companies and further explore the issue.
- ☐ **Form 19 Call for material:** We STILL need your help!!! Our editor is requesting any and all input for inclusion in the newsletter. Articles, pictures, stories, product reviews, comments (both pro and con), observations, all are welcome. Please help us make your **Form 19** the best it can be.
- ☐ **Please remember to renew your subscription to the Form 19:** See our treasurer, Dick Hosmer, at any meeting and don’t forget a subscription is only \$7.00 per year!
- ☐ **The Division Website:** <http://www.hudson-berkshire.org> Check out the Event Calendar for upcoming meetings and other area happenings of interest to Division members.
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---

# In Search of Steam in the Southwest-part 1

By Dave Gould

As most friends know, I am an unabashed lover of live steam locomotives, especially if they are full scale, regardless of gauge. Of the approximately eighteen hundred surviving North American locomotives, only about 100 are actually in steam, usually only in peak tourist months. Thus our vacation trip to the South West was calculated by me to see as many working and other surviving steam engines as possible, in addition to any natural wonders. The latter were thrown in to placate my long suffering, but always supportive, spouse as an excuse to drive around New Mexico and Arizona to see existing and working engines that just happened to be near, or, close to some scenic wonder. Confounding the notion that objects as big and heavy, as (even narrow gauge) engines, would stay put, is the reality that they are frequently being moved to other locations! Thus you can never be sure, until the moment of encounter, which engine you will actually see.



*Taking water at the summit*



*#487 at Chama*

My first Mecca was Chama, New Mexico to explore and ride the Cumbres and Toltec narrow gauge. These three foot mikes are really impressive and seeing them live gives one an immediate understanding of why these ex Rio Grande narrow gauge lines have attracted so many fans and modelers. Four of the K-36 class was in steam, or were about to be returned to service, including #s 484, 487, 488, and 489. Stored in the yard were K-27 #463, the "Gene Autry" engine and K-36 483; both looking rather rough. I was assured that eventually these would also be overhauled, but time will tell. The ride on this line is spectacular, every bit as incredible as the White Pass and Yukon in Alaska. Even better, from a starved steam fan's point of view is the easy access to the shops and yards at Chama and Antonito, this is a modelers paradise with structures, cars and engines readily at hand for photos etc. The next day we rail-fanned the line to Cumbres and went on to Antonito to see K-37 #s 494 and 495; both looking even worse than their brothers at Chama. There are also many interesting cars and structures here as well, but the yard dates from the 1970's; unlike the more authentic and older Chama setting.



Photos by Dave Gould



*Near Los Pinos*

## Is Model Railroading too expensive?

By Paul Hoffman

I was poking around on some of the online forums a while back and ran across a thread decrying the high price of modeling these days and speculating that this was “killing” the hobby and how much better it was back in the good old days. I found the discussion both amusing and interesting, so I thought I’d share some of it with the *Form 19* readership and see what kind of dialogue develops. Remember, this is strictly a commentary and doesn’t necessarily represent the opinions of the *Form 19* editor, Division, or its officers.

A poster wrote: “About 30 years ago, Linn Westcott retired from Model Railroader Magazine. Soon after, there was an interview with him looking back over his long career as a significant figure in the hobby - from what I read, it appears the he re-wrote practically every article that was eventually published in MR, so he really was Model Railroader Magazine and he was a significant figure in the hobby. In the interview, he describes how he once expected the hobby to die out after the modelers who lived during the steam era died out. Then he expressed his own pleasure that the hobby had gained strength and was including more modern era modelers.”

An interesting point, from no less a luminary than Lin Westcott, it helps prove the adage that the grass is always greener on the other side of the street. There has been a quiet growth in the hobby of contemporary modelers who portray our railroad infrastructure as it appears today. There are several websites devoted to recreating current prototype weathering and appearance, and some of the best of these sites are producing models that are simply phenomenal. Look to <http://www.modeltrainsweathered.com/> for some of these models. There has also been a surge in interest in the more recent fallen flags like the Penn Central. So to put it mildly, there is more to modeling than just the transition era.

The same writer, “Phil”, went on to say: “My point is that for at least 30 years there has been discussion that the hobby is dying. All evidence indicates that it is not even sick. So, there are good/great young modelers, lots of suppliers, plenty of reading material, thousands of forum participants, and lots of interested folks - Hardly signs of a dying hobby.”

The discussion then turned to cost and our intrepid poster had a lot to say on the subject; “Sure, I wish prices were lower; doesn't everyone? Yet, I had to manage my model railroad money in the '70s just like I do now. The amounts are larger, but so is my income. You can use a lot of gauges to measure it: minimum wage is 5.5 times what it was then; a house is about 5 times '70s prices (\$ per square foot); a car is about 5 times the '70s price; a Big Mac is only 4 times what it cost then (now there's a bargain); gas is 10 times (sigh). Many model railroading products have only doubled or tripled in the past 30 years. Looking at the October 1977 issue of MR, I see that NWSL offered their Quater tool for \$29.95; you can now buy one for \$33.95. Their Sensi-press increased from \$20 to \$80 in the same time frame. An Athearn SD 40 cost \$9.99 in the 10/77 issue, and now it's \$56.50 - 5 times the good old days' price (just keeping up with inflation). A Caboose Industries #202 sprung ground throw ran \$1.20 in 1977, it's a bargain at \$2.95, now. I could go on, but it really appears that the model railroading price increases have not even kept up with inflation! Could it be that, adjusted for inflation, model railroading has become a less expensive hobby over the past 30 years?

Those are some cold hard facts. Looking at it from my human stand point, somewhere I got it stuck in my mind that 3' of flex track should cost \$3 or less; a plastic locomotive should be \$19.95; and a Campbell's kit should be \$20 or less. Somehow my gut didn't adjust for inflation. When I see a \$200 price tag on a plastic steam locomotive, I feel my blood pressure rise. Then I do the math and realize that is only \$40 in 1977 money, and it's a better product than the 1977 equivalent. It's really a bargain at \$200.

A previous participant in this thread commented that we seem to be looking at prices with a 1970s measuring stick, and while we'd love to have those prices again, none of us want our 1970s salaries again. In many ways the hobby is stronger and less expensive than ever, and I don't see any weak points.”

I can't dispute “Phil's” numbers, but I can attest to his point, models now may well be more expensive, but the quality and detail put 70's models to shame. Having built my share of older kits, I strongly prefer modern laser cut structures to anything that came from the 70's. Is this part of the “dumbing” down of the hobby? I think not, granted I probably can't scratch build as well as my contemporaries from the early days, but by making the results more attainable the market has opened up to modelers who might never have become involved. I also know that my endeavors will at the least be on par with the older scratch builders. Sure, you can build a house with a wooden mallet and a hand powered drill but why not use the modern technology to help you along? All these benefits for a price that has, for the most part, just kept up with inflation.

So, is the hobby too expensive? I don't believe so. Is it dying? Well, it may be getting older but I see an awful lot of new talent on the horizon. Will we have the same numbers we did back in “the day”? Probably not, there are many things competing for our dwindling time, but I feel that there will always be a model railroading hobby.

Liked this article? Hated it? Send your thoughts and comments to our *Form 19* Editor.



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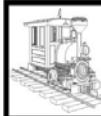
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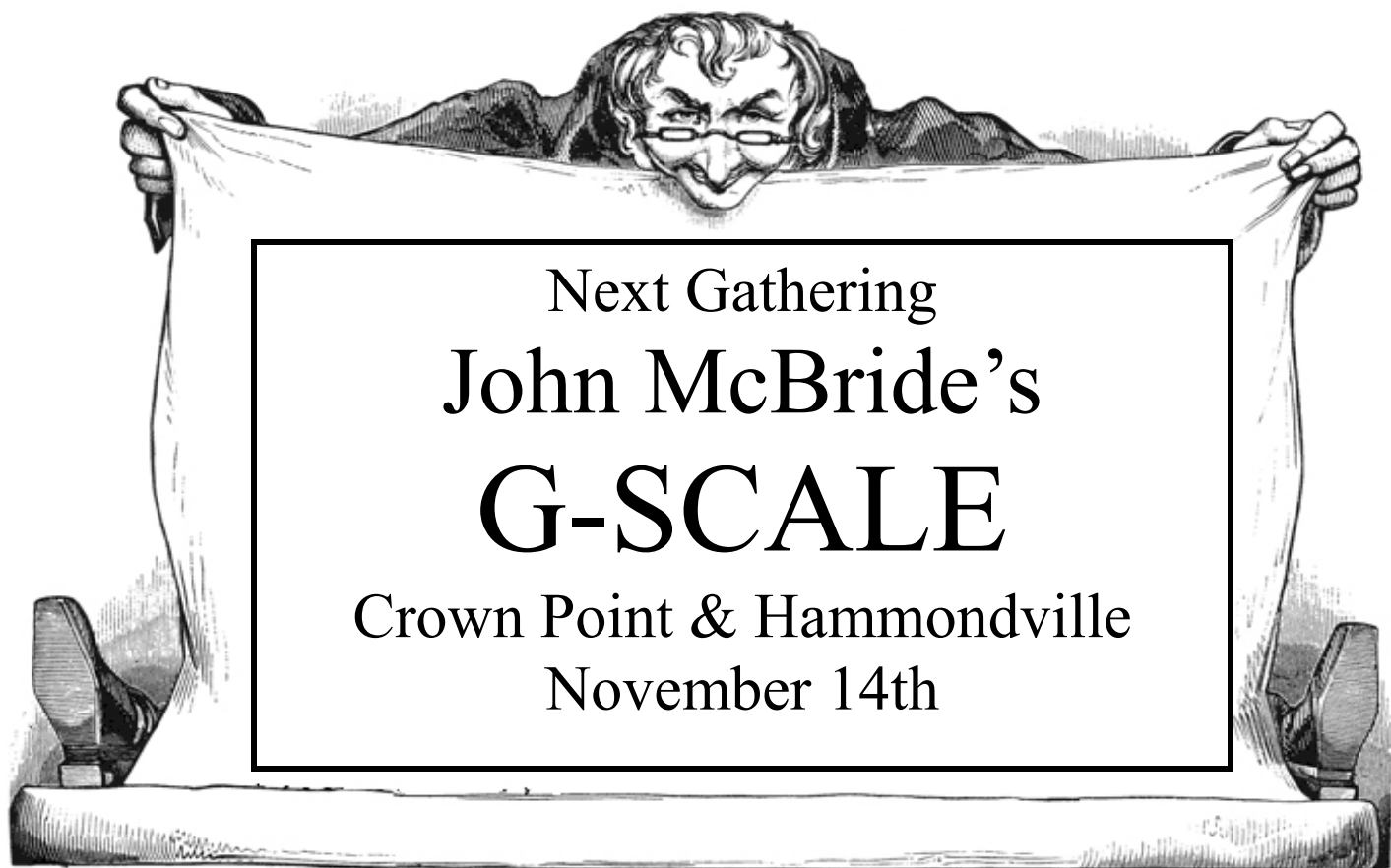
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Schenectady, NY 12304

518-372-9124



Bob Hamm, Dick Elwell, Bill Duffe, Henry Propst, Ken Nelson, John McBride, Tony Steele, and Greg Whittle discuss the pros and cons of various operating systems at the Colonie Youth Bureau in October. Future Round-tables will focus on other aspects of our hobby. If there's something you'd like to see discussed, contact one of your officers or the *Form 19*.

Photos by Tony Bucca



FORM 19

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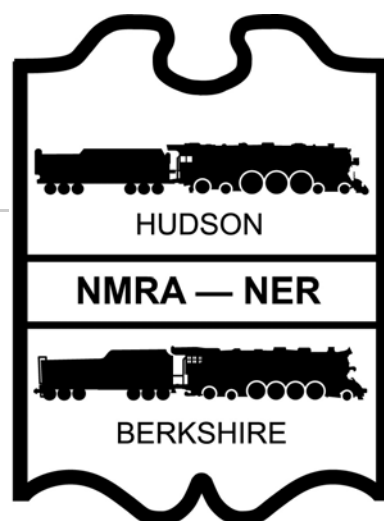
# FORM 19

THE OFFICIAL NEWSLETTER OF THE  
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 248

December 2008

## HAPPY HOLIDAYS!!



Toys For Tots

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



# FORM 19

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98 Railroad Avenue  
Boston, MA 02198  
Subscriptions \$7.00 per year- The Coupler (4 issues)

National Model Railroad Association  
4121 Cromwell Road · Chattanooga, TN 37421-2119  
Dues: \$51.00 per year or \$36.00 without *Scale Rails*

## Editor's Corner

FORM 19

By Tony Bucca

On the cover you'll see from left to right Sam Smith, Staff Sgt. Castilla, Paul Hoffman, Rich Smith, Sgt Larkin, and Gunnery Sgt Hale at Costanzo's Riverside in Waterford on November

22nd, where we turned over 50 trainsets to the Marines for their Toys For Tots campaign. Thanks to everyone who helped support this.

December 7th found us at the Empire State Plaza for the Train Show. We were well represented at our tables, and thanks go out to all of you who gave a couple of hours here and there to support our cause. Check out pages 4 and 5 for some pictures.

January will bring us to Ken Nelson's Poco Valley— a perennial favorite and source of Inspiration for many of us— Check out some past issues of the Walthers catalog to find some pictures.

# IN SEARCH OF STEAM IN THE SOUTHEAST- PART 2

By Dave Gould

Our vacation trip to the South West was calculated by me to see as many working and other surviving steam engines as possible, in addition to any natural wonders. Confounding the notion that objects as big and heavy, as (even narrow gauge) engines, would stay put, is the reality that they are frequently being moved to other locations! Thus you can never be sure, until the moment of encounter, which engine you will actually see.



Number 18 at Alamosa



Climbing La Veta Pass

Our next stop was Alamosa, Colorado. This one time “narrow gauge capital” is now the home of the Rio Grande Scenic Railway which is operated by the San Luis and Rio Grande regional line over the former D&RG standard gauge main line over La Veta pass. Here we rode in ex-Santa Fe dome cars (returned from Alaska) up to the summit of La Veta pass where the rain changed to snow and hail! Our engine was 2-8-0 #18, built by Alco Pittsburg in 1910 class SC4. This engine worked for many years on the Lake Superior & Ishpeming, hauling iron ore, before being the first engine to steam on the Grand Canyon Railway, moving to the Mt. Hood Railway in Oregon and then to Alamosa. See what I mean about peripatetic engines? Sister engine, #20 accompanied these moves and awaits overhaul. At the Alamosa station, now used by the local police and social services office, is mogul #1744, Baldwin 1901, ex Southern Pacific class M-6, looking like a full sized Bowser kit under going overhaul. This is a very scenic line with lots of modern heavy freight, including recent 2<sup>nd</sup> hand GE units, stored COORS brewery tank cars, and working vermiculite mining operations using many, many covered hoppers. Sadly, the line west of Monte Vista at least as far as South Fork, (over 20 miles) is used for storage for idle TTX and other owner’s single well container flats; signs of a weakening economy. A happy surprise, was the discovery of narrow gauge ten wheeler #169 at Cole Park, (see below) near our motel on the bank of the Rio Grande.



Restoration at Alamosa

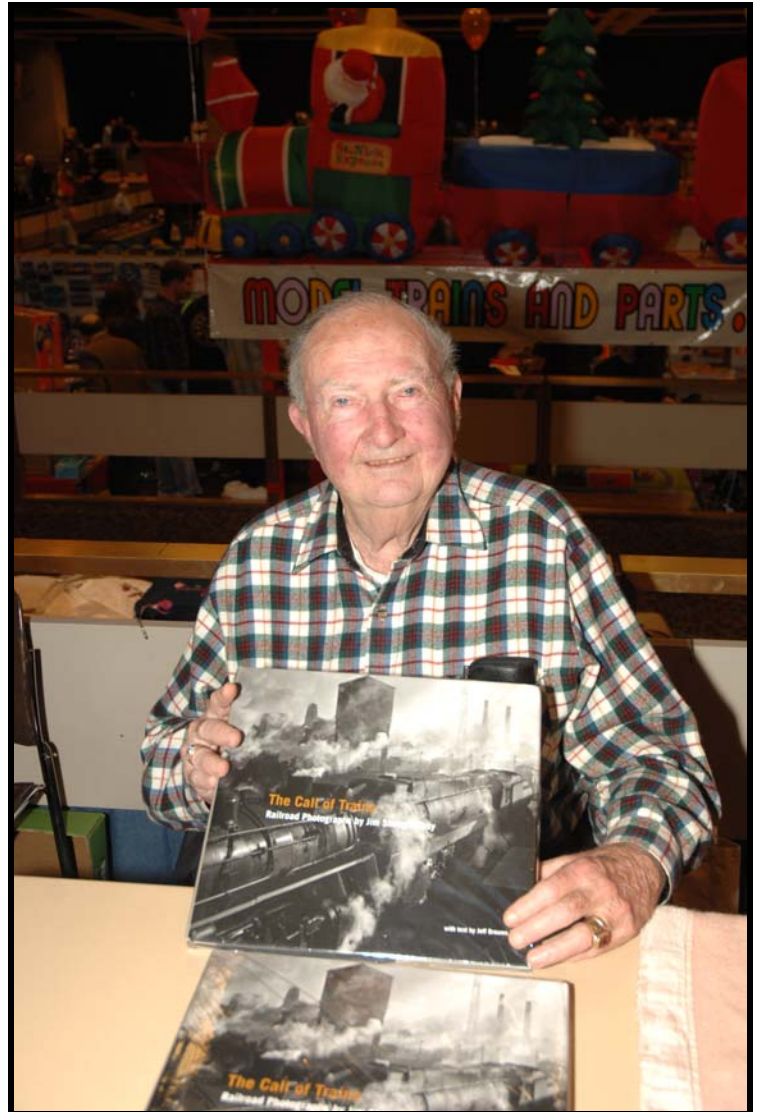
Photos by  
Dave Gould





*Above* Vic Roman demonstrates some construction techniques to the future of our hobby.

*Right* Noted rail photographer Jim Shaughnessy was on hand with his latest book "The Call of Trains" that I can attest would be a steal at double the price!







## Albany Train Show

Photos by Tony Bucca

*Right* Dick Hosmer puts his loco through it's paces under some watchful eyes.



*Left* One of the more popular displays was the Lionel Modular Layout on the bottom level.





Ho Ho Ho





**...AND Z, AND N, AND S,  
AND O, AND G, AND F TOO...**



From (just some of) a bunch of characters...



## Your rights and remedies when stopped or confronted for photography

by Bert P. Krages, Attorney at Law; updated July 2004

*About this Guide: Confrontations that impair the constitutional right to make images are becoming more common. To fight the abuse of your right to free expression, you need to know your rights to take photographs and the remedies available if your rights are infringed.*

### The general rule

The general rule in the United States is that anyone may take photographs of whatever they want when they are in a public place or places where they have permission to take photographs. Absent a specific legal prohibition such as a statute or ordinance, you are legally entitled to take photographs. Examples of places that are traditionally considered public are streets, sidewalks, and public parks.

Property owners may prohibit photography on their premises, but have no right to prohibit others from photographing their property from other locations. Whether you need permission from property owners to take photographs while on their premises depends on the circumstances. In most places you may reasonably assume that taking photographs is allowed and that you do not need explicit permission. However, this is a judgment call and you should request permission when the circumstances suggest that the owner is likely to object. In any case, when a property owner tells you not to take photographs while on the premises, you are legally obligated to honor the request.

### Some exceptions to the rule

There are some exceptions to the general rule. A significant one is that commanders of military installations can prohibit photographs of specific areas when they deem it necessary to protect national security. The U.S. Department of Energy can also prohibit photography of designated nuclear facilities although the publicly visible areas of nuclear facilities are usually not designated as such.

Members of the public have a very limited scope of privacy rights when they are in public places. Basically, anyone can be photographed without their consent except when they have secluded themselves in places where they have a reasonable expectation of privacy, such as dressing rooms, rest rooms, medical facilities, and inside their homes.

### Permissible subjects

Despite misconceptions to the contrary, the following subjects can almost always be photographed lawfully from public places:

accident and fire scenes; children; celebrities; bridges and other infrastructure, residential and commercial buildings, industrial facilities and public utilities; transportation facilities (e.g., airports); Superfund sites; criminal activities; law enforcement officers.

### Who is likely to violate your rights

Most confrontations are started by security guards and employees of organizations who fear photography. The most common reason given is security but often such persons have no articulated reason. Security is rarely a legitimate reason for restricting photography. Taking a photograph is not a terrorist act nor can a business legitimately assert taking a photograph of a subject in public view infringes on its trade secrets.

On occasion, law enforcement officers may object to photography but most understand that people have the right to take photographs and do not interfere with photographers. They do have the right to keep you away from areas where you may impede their activities or endanger safety. However, they do not have the legal right to prohibit you from taking photographs from other locations.

### They have limited rights to bother, question, or detain you

Although anyone has the right to approach a person in a public place and ask questions, persistent and unwarranted conduct done without a legitimate purpose is a crime in many states if it causes serious annoyance. You are under no obligation to explain the purpose of your photography nor do you have to disclose your identity except in states that require so upon request by a law enforcement officer.

If the conduct goes beyond mere questioning, all states have laws that make coercion and harassment criminal offenses. The specific elements vary among the states but in general it is unlawful for anyone to instill a fear that they may injure you, damage or take your property, or falsely accuse you of a crime just because you are taking photographs.

Private parties have very limited rights to detain you against your will and may be subject to criminal and civil charges should they attempt to do so. Although the laws in most states authorize citizen's arrest, such authority is very narrow. In general, citizen's arrest can be made only for felonies or crimes committed in the person's presence. Failure to abide by these re-

quirements usually means that the person is liable for a tort such as false imprisonment.

### They have no right to confiscate your film

If someone has threatened, intimidated, or detained you because you were taking photographs, they may be liable for crimes such as kidnapping, coercion, and theft. In such cases you should report them to the police.

You may also have civil remedies against such persons and their employers. The torts for which you may be entitled to compensation include assault, conversion, false imprisonment and violation of your constitutional rights.

### Other remedies if harassed

If you are disinclined to take legal action, there are still things you can do that contribute to protecting the right to take photographs.

- (1) Call the local newspaper and see if they are interested in running a story. Many newspapers feel that civil liberties are worthy of serious coverage.
- (2) Write to or call the supervisor of the person involved, or the legal or public relations department of the entity, and complain about the event.
- (3) Make the event publicly known on an Internet forum that deals with photography or civil rights issues.

### How to handle confrontations

Most confrontations can be defused by being courteous and respectful. If the party becomes pushy, combative, or unreasonably hostile, consider calling the police. Above all use good judgment and don't allow an event to escalate into violence.

In the event you are threatened with detention or asked to surrender your film, asking the following questions can help ensure that you will have the evidence to enforce your legal rights:

- (1) What is the person's name?
- (2) Who is their employer?
- (3) Are you free to leave? If no, how do they intend to stop you if you decide to leave? What legal basis do they assert for the detention?
- (4) Likewise, if they demand your film, what legal basis do they assert for the confiscation?

### Disclaimer

This is a general education guide about the right to take photographs and is necessarily limited in scope. For more information about the laws that affect photography, (continued on page 43)

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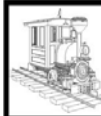
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This article appeared in the March 2005 issue of the Bridge Line Historical Society Bulletin. I had an e-mail request to re-print this. *Ed.*

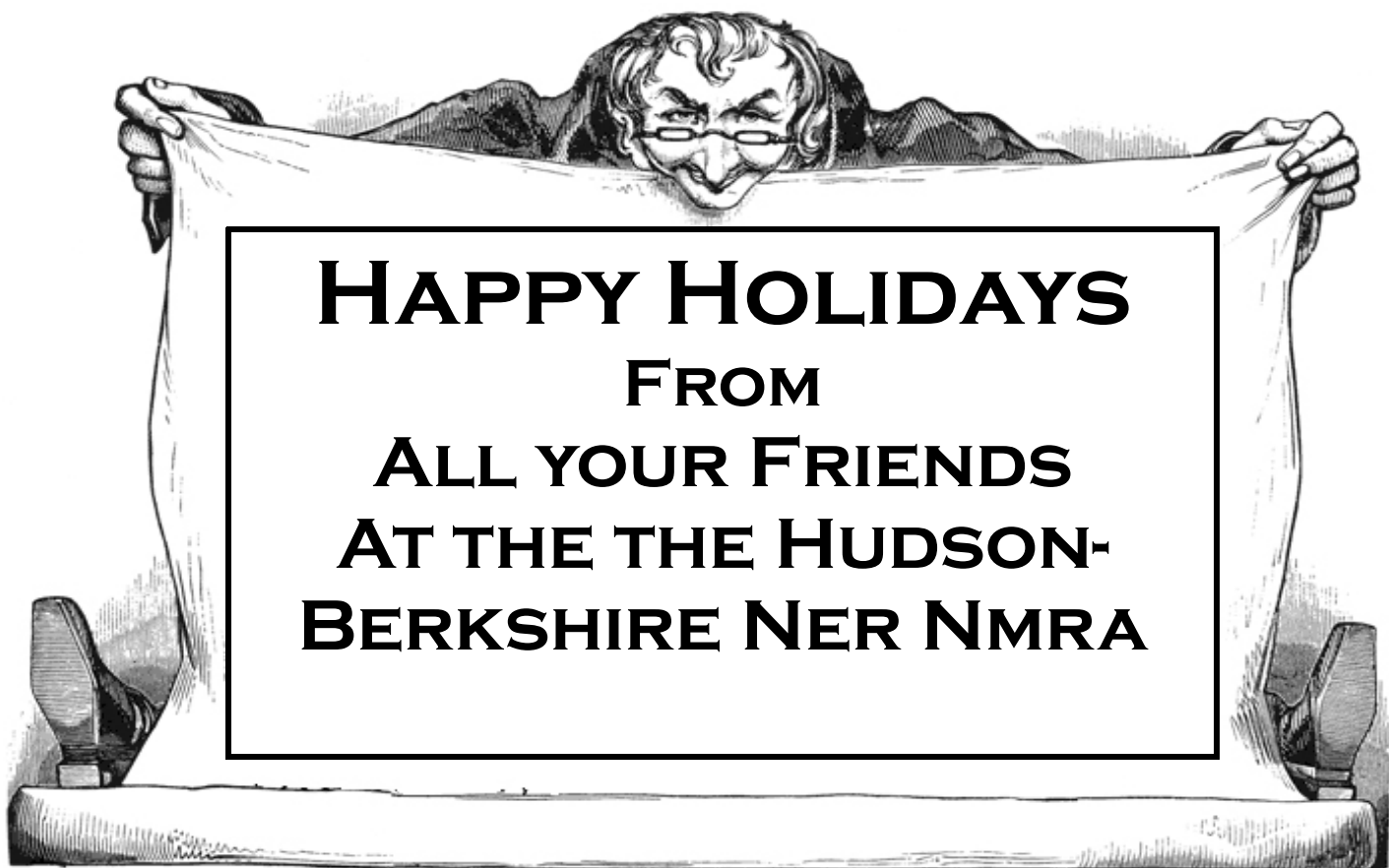
### **Photographer's Rights from page 41**

I refer you to my book, *Legal Handbook for Photographers* (Amherst media, 2002).

This guide is not intended to be legal advice nor does it create an attorney-client relationship. Readers should seek the advise of a competent attorney when they need legal advice regarding a specific situation.

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## FORM 19

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First Class Mail

Photo by Tony Bucca