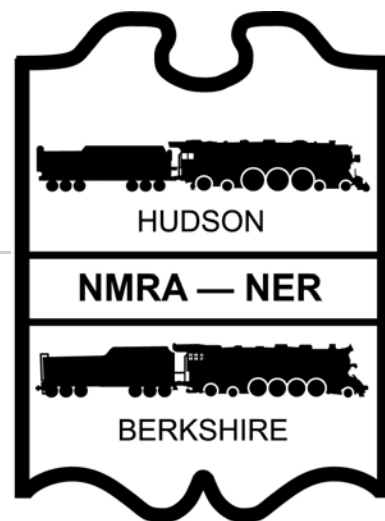


Form 19

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

Order Number 249

January 2009



Ken Nelson's
POCO VALLEY
January 23rd
7:30

In this Issue:

*Southwest Loco
Hunter*

The Ready Line

The Beer Line

*Riding the
Fitchburg Northern*



Photo by Tony Bucca

www.hudson-berkshire.org

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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Editor's Corner

By Tony Bucca

Hey Folks!

This month we drop in on Ken Nelson, one of our members who embraces all the evolutionary digital changes coming down the pike-keep your eyes open!

Don't forget-we'll be doing a white-elephant table AND the raffle returns.

February brings us back to the Colonie Youth Bureau, where we continue with our round table format, and tackle DISPATCHING! We will also do our model showcase, and a white-elephant table. You are now put on notice-you have a month to spruce up your show & tell. As before, this meeting starts at 6:30 sharp! Don't forget to re-new your NMRA memberships too!

Finally-thanks to all our contributors-our months of pleading and cajoling for articles has rewarded us with submissions, but we can always use more-Send me your .docs and jpgs.! SEE YA'S- Tony

Hudson-Berkshire Division, NER, NMRA
c/o Paul Hoffman, President
Gentlemen::

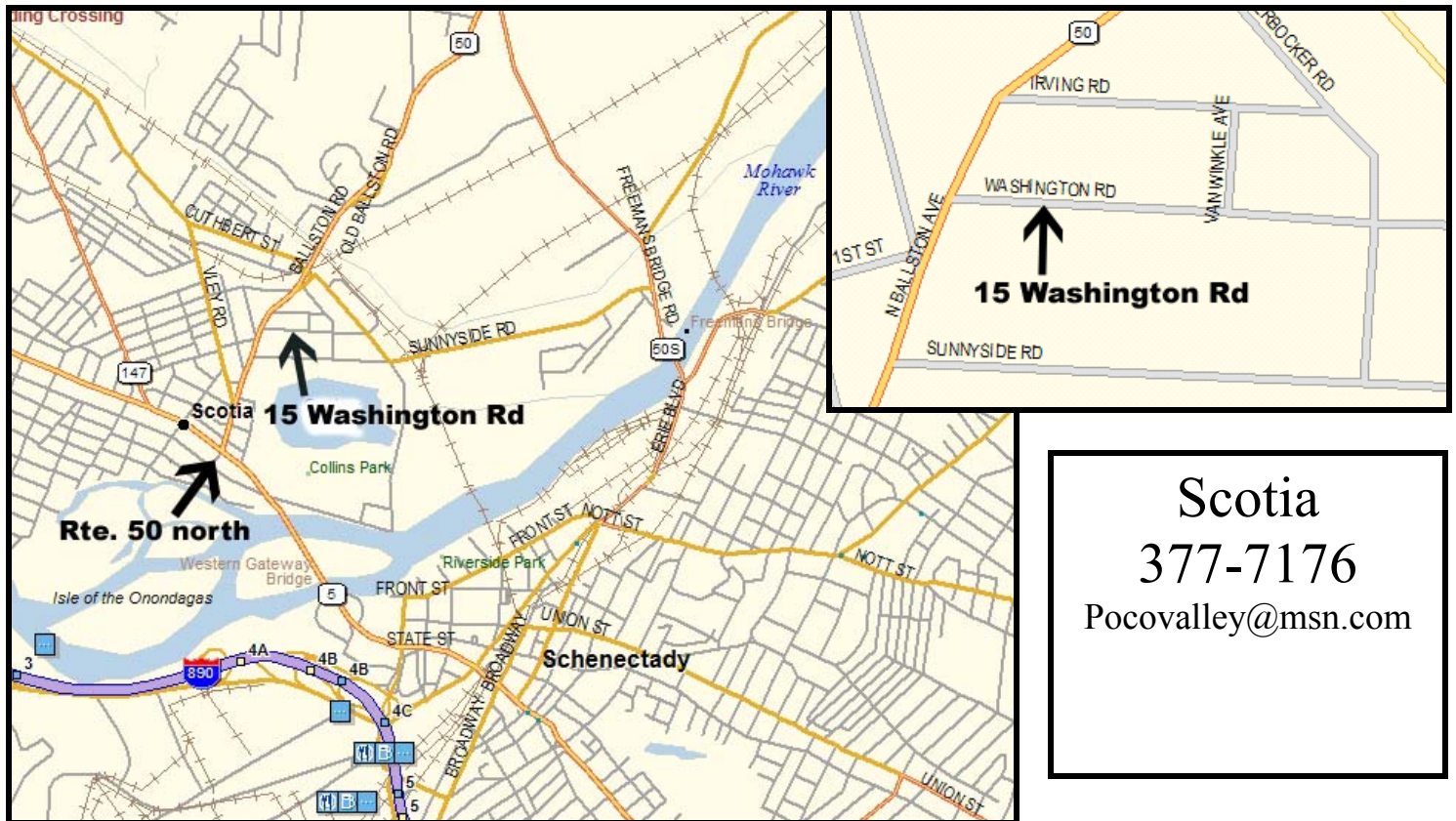
After three nights of motels and dining out--got to sample some different restaurants in Saratoga Springs and visit some old favorites--I am back home and a bit weary from handling brush and culling out what will become fire wood.

The reason for this note, however, is to express the appreciation of The Catskill, Adirondack and Berkshire Railroad for the assistance provided by Hudson-Berkshire members before and after the show at the EGG on December 7, both getting us set up on Saturday and loaded out into Club trailer and individual vehicles on Sunday. The H-B members worked enthusiastically and efficiently once they learned our procedures. Those H-B members assigned to us being Model Railroaders of course treated our modules with tender care showing their knowledge of the work that went into constructing them which we appreciated. This help for our group made the inconvenience of accessing the venue less of a problem for us and we hope such help will continue in the future.

Please pass our thanks along to all the individual H-B members who helped us out. Their help made the show more enjoyable for all the C A & B members present at the show.

The Catskill, Adirondack and Berkshire Railroad
by:
D. E. Hoadley, President

Welcome New Members
Stephan Trager Clifton Park
John Aldrich Ballston Lake



HUDSON BERKSHIRE VISITS THE POCO VALLEY

Ken Nelson

The HO gauge Poco Valley Railroad looks forward to hosting the Hudson Berkshire Division on Friday evening, January 23 at 7:30 PM. If you haven't visited the PV for awhile, there are several new items which you may not have seen.

Several diesel units have been added to the roster, including two sets of Proto 2000 Alco FA's. One of these has both units powered and the other uses a dummy B unit. Both sets have had the new QSI Quantum Revolution Sound Decoders installed. If you haven't heard these, they are the cat's pajamas. They can be used with either DC or DCC powered railroads, and are available from Tony's Train Exchange as well as other dealers. Many prototype sounds including horn and bell, coupler, cooling fans, dynamic brake, flange squeal, and air release, plus other sounds, are included. Alco has also sent its RS27 or DL-640 (Proto 2000) demonstrator for testing on the PV, and we are making very good use of it. It also includes the same Quantum sound decoder as the FAs. I also purchased a copy of the book by Chris MacDermot and Richard Steinbrenner on Alco's DL-640 Locomotive. I highly recommend it. The photos are great, and Chris's text is excellent. You are welcome to look at it while you are here.

The town of Hillside has now installed traffic signals, courtesy of Walthers. The intersection of Market and Depot Streets is now protected. These recent items from Walthers work very well and look great. I'll be eager to hear what you think of them. Railroad signals have also been added, and now protect several areas of the line. In addition, electric and telephone wires have been strung in two new areas, and I'm happy to say that none of them had any power loss during the recent December storms.

As part of our gathering in January, we'll also have a white elephant area, so if you have anything to sell, bring it along. Attach your name and price, and you may go home a bit richer than when you came. Or you may find that item you have been looking for.

We look forward to seeing you on the 23rd. Look for the sign on the front lawn, and don't forget your name tag.

In Search of Steam in the Southwest-part 3

By Dave Gould



Continuing our trip to the South West.....
On we went to Durango “where the Spaniards did Fandango” and the much celebrated Durango and Silverton. Durango has been over run by prosperity! Imagine Wolf Road at rush hour with a historic tourist railway trying to survive in the parking lots of Colonie Center and the Northway Mall! The difference between the atmosphere here compared to Chama and Alamosa was mind boggling. The encroaching modern urban environment has squeezed the rail line down to one track through town and a gated area at the major crossing near the station. Photo opportunities outside the very interesting museum in a portion of the new roundhouse are very limited. Local NIMBYs com-

plain of smoke, noise and whistles! The D&SNG has conceded to use a small diesel for switching and may have to consider oil firing! But the ride is grand, the extra fare for the original parlor car, ALAMOSA, is worth every penny, aboard it you may enjoy a recreational beverage and relax while viewing some truly remarkable scenes along the Rio de Las Animas Perdidas. In the museum I found RGS #42 a 2-8-0, class C-18 and #476 class K-28. I heard of, but could not see #'s 473 and 478. In steam were K-36s 480,481,482 and 486. Hidden in the roundhouse was #315, a restored 2-8-0, that was to be the star of rail fan weekend two days later, but “security” kept me from seeing and filming it. At Silverton was #493, looking rather sad as a static display near the depot. Silverton is very much a tourist town that pretty much dries up when the trains stop in October, but the old architecture and the brew pub make a good place to explore while waiting for the return trip.



above Departing Durango with the #486
left Along the High Line over Animas River
below Parlor car “Alamosa” at Silverton

Photos by Dave Gould



The Ready Line

By Paul Hoffman

Happy New Year!

As we start the great adventure that 2009 promises to be, I thought a review of the Division's 2008 activities would be an appropriate way to kick off the New Year. After all, knowing where you've been can help you decide where you are going!

It only seems like yesterday, but in fact it was twelve long months ago, that we found ourselves at the Colonie Youth Bureau. This was our first meeting there and we liked it so much that we have had several meetings at that venue since. Of course, Joe Kavanagh's presentation on his Luzerne Valley Railroad was a great way to break in the place! However, all was not sweetness and light; in January we lost a very dear and well respected member with the passing of Jim O'Dell, he is missed by many and forgotten by none. Fast forward a bit to June of 2008 and our Rail fan/ Family day on the Upper Hudson River Railroad. An absolutely marvelous day, one that will be remembered for quite some time.

We were back again in September with a new round of meets and activities, starting off with Dick Elwell's masterpiece Hoosac Valley. Another trip to the Youth Bureau followed with a novel and well received roundtable discussion on operations. This watershed event is being followed up with others of its kind. Keep an ear out for the February 20, 2009 meeting where the presenters will take up another facet of operations, dispatching. December found us as junior partners in the Great Train Extravaganza, the Albany show. What an experience, another milestone in Division history! Further on in this article you'll find VP Rich Smith's report out on the show and how we did, no peeking!! December of 2009 also saw the Division honored for its exceptional donation of 51 train sets to the Toys for Tots Organization. I personally can not begin to express my gratitude over the selfless generosity of this Division. Bravo, bravo, there are 51 very happy families embarking on the trip into our beloved hobby.

This brings us to January 2009 and our meeting at Ken Nelson's Poco Valley Railroad. Ken has been a long time member and stalwart supporter of the Division and his layout is a great testament to his love of the hobby! I would be remiss if I failed to mention and thank John McBride for allowing us to visit his Crown Point and Hammondville for our November meeting, despite the worry and concern he was feeling over his wife's recent injury. John was a great host and his wife is recovering from her fall. Thank you John!

So that was the year in brief. Along the way we saw Rich Smith's Wauwautoga, Andy Clermont's impressive Ogdensburg & Lake Champlain, Henry Probst's Mohawk Division, and another great clinic at the CYB with Jim Cesare and Bob Hamm.

Quite the itinerary and one we could only hope to equal in 2009! My guess is 2009 will be even better!

On the business end of things: The Division is financially very healthy and on sound footing to weather the current economic conditions. Our savings are federally insured and earning a modest rate of return. Membership has remained steady at 149, with new members joining at a rate of approximately 1 per month. Form 19 subscriptions have also remained steady. The member/guest issue is also resolving itself with nearly 71% of all Form 19 subscribers members of the NMRA. Our 501c7 status is awaiting approval by the state and our Toys for Tots fund drive was very successful. In addition we benefited quite nicely from our association with the Albany train show. (not yet, not yet, it's coming) All in all a very good year for your organization!

What do we hope to accomplish in 2009? Well, in a nutshell, more of the same! The Board has several initiatives planned including a closer relationship with area Scouting groups, a continuation of the Toys for Tots fund drive, further involvement with the UTA on the Albany Show and a greater emphasis on member relations and retention, all laudable goals that we should fully support. Personally, I plan to make a greater effort to meet and talk with as many members as I can. It seems that I'm usually so hurried that I find myself short of the time it takes to get to know you and learn of your concerns and issues. The Board will be meeting on January 18 at Rich Smith's to discuss further plans for 2009. Please feel free to give us any and all input so we can plan a year that you'll all be proud of.

(Continued on page 6)

OK, you've made it through all the above, here is Rich's report on the Albany show, enjoy!!!

The Great Train Extravaganza was held last December 7th at the Empire State Plaza, and frankly, turned out better than many of us were anticipating. The Hudson Berkshire Division acted as "junior partner" for the '08 show, giving us a chance to learn the ropes and help our show partners, the Upstate Train Associates (UTA). Given the bleak economy, a morning snow fall that Sunday, high winds that canceled the Plaza's Christmas tree lighting ceremony, and a general decline in the size of the show over the past several years, we were expecting dismal attendance. We were pleasantly surprised when the ticket sales were actually up 130 people, coming in at 1298 as compared to 1164 from 2007. Remember, ticket sales do not account for kids 12 years old and under who get into the show free of charge, which I estimate to be half again as many attendees, making for roughly 1900 total people ... not bad!

So, how did the Division do this year as a 25% junior partner? To end the suspense, our cut of the net profits is \$1068.76. At this point I want to say a well deserved **THANK YOU** to all who helped out. Whether you distributed show flyers at your local Stewart's shop, or helped set up and dismantle the CAB and UTA layouts, or sold tickets, or stamped hands, or pushed vendor carts up and down those awful ramps, or manned the NMRA table (and special thanks to Kevin Surman for organizing the NMRA table), ... no matter what you did to help, we really came together as a Division and a Team that we should all be very proud of. Most of all, the feedback from all the members that volunteered was they had a blast doing it. In the end, isn't having fun what it is all about? The feedback from CAB and UTA was also extremely favorable, calling our efforts exceptional and enthusiastic. UTA members want to continue the partnership for future shows to be run on a 50/50 basis.

Some general statistics on the show are summarized next. If you want a detailed breakdown, please contact me, as we intend on being completely transparent on all matters pertaining to Division finances in general and the train show in particular. Total income for the show comes from two primary sources, table sales and ticket sales. Table sales amounted to 198 tables at \$30 each (\$5940). Combined with miscellaneous minor income sources, the total income was \$12,522.00. Expenses associated with conducting the show at the Empire State Plaza, which include the Convention Center hall rental, table and chair rental, and OGS labor, came to a total of \$5119.00. Advertising in local newspapers and train magazines added up to \$2201.84, while \$926.14 was spent for copies, stamps, envelopes and other miscellaneous expenses. Total expenses came to \$8246.98, leaving a net profit of \$4275.02. This was very similar to the 2007 net profit, but is way down from previous years. Records from Dave Halverson (UTA's GTE Chariman) going back to 1991 show that 1998, 2001, and 2002 were banner years with almost \$10,000 net profit each year. On average between 1991 and 2006, the show netted about \$8000 per year. After 2004, but especially starting in 2007, a combination of higher expenses and lower vendor and attendee counts has taken a toll, leaving us where we are today. Although we may not be able to reach '98, '01 and '02 levels again (remember when people used to complain the show is too crowded!), the HBD Board believes we can grow the show to the right size with the creative participation of the many talented members of the Division. We will continue our dialog on the GTE both with the UTA and with our Division at future meetings and in the Form 19.

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.

The Beer Line

The Fleet of Foot – Part Three
“The Superdome and UP Colors”

By Richard J. Smith

Clearly Walthers has had a difficult time delivering the last two Hiawatha passenger cars in the orange and maroon dress, the Skytop lounge and the Super Dome ... but good things come to those who wait patiently. Early last summer, Walthers sent out a letter to hobby shops announcing the delay of the final two cars and the corresponding EMD E7's to finish the set, citing painting difficulties. Although the Skytop has been released, the latest date for the final pieces is set for January, 2009. If you are among those anxiously waiting for the Walthers 20th Century Limited train set release, take note and don't hold your breath for every piece! The good news, however, is that these models are very nice for the money.

In March of 1952, the Milwaukee Road announced it had ordered ten all new, full length dome cars from Pullman-Standard for use on the Hiawathas. By December of 1952, the first dome cars were delivered to the Road, and they were put into service on New Years Day, 1953. It seems the real thing was announced and delivered faster than the plastic version! (Note the ad on page 103 of the December MR calls the Super Dome a Budd product rather than P-S, but I'll take one anyway). The Milwaukee Road held a contest to name the new car with a \$150 award going to the employee who submitted the best name. The term Super Dome beat other names like Master Dome, Ultra Dome, and Panorama Dome. Of course the term Vista Dome had already been taken by the "Q". For the daytime Hiawathas running between Chicago and Minneapolis, these Super Domes were the only cars not built in the Milwaukee shops. In January 1953, the Super Domes replaced the older 1942 full-length tap cars, and at this point, the Twin Cities Hiawatha had all newer passenger cars from the 1947-48 building program. This represented the last significant change to the consist until the early 1970s. Yes, the Road ran a full diner, Super Dome, and Skytop parlor car on the Twin Cities Hi almost to the bitter end (better known as Amtrak Day or May 1, 1971). The six Super Domes assigned to the cross-county Olympian Hiawathas were sold to Canadian National Railways in 1964-65, when that service was suspended.

The massive 112 ton Super Dome cars were the first full length dome cars in the country, and with the Skytops, distinguished the Milwaukee Road Hiawatha as a modern, attractive, and quality conveyance. They were usually run ahead of the diner car and at a cost of \$320,000, there was only one in the consist. General Steel Casting's full coil suspension 6 wheel trucks were the largest ever brought to bear on passenger equipment. Because the dome ran the full length of the car, there was much more glass than any other dome car, 625 square feet to be exact. This required an enormous, 16 ton capacity air conditioning unit to be employed, which was regulated with special roof-mounted solar disks to measure the sun's intensity. Just for comparison, a typical 2000 square foot house in the Northeast needs about a 2 ½ ton air conditioning capacity. The upper dome area sat 68 passengers, mostly in doubles. Single seats were used in the right rear and left front of the car where the stairways entered the dome. Climbing the stairs into the dome, the passenger was greeted by mostly glass, except for the air conditioning duct down the center top of the car, which was painted light blue. The seats sat low and there was practically no forward view due the bulkhead. The rust-colored, upholstered seats were flanked by turquoise sides, each with an ashtray. Dark blue rubberized tile flooring was beneath the seats; cream and light blue was in the aisle. Bulkheads, window frames, and walls were suntan and hand railings on the stairs were aluminum. The lower café lounge sat up to 28 passengers in green or gold top-grain leather seats in various arrangements. The bar-lounge was just 2 feet above the rails and presented quite a design challenge with respect to passenger car under-framing. Although the Super Domes fulfilled their publicity objectives, they were not the most successful cars and were no match for the Budd-built short domes of the Empire builder, Northcoast Limited, and of course the Zephyrs. The biggest drawbacks were the lack of forward visibility and by Milwaukee Road standards, a rough ride. The Walthers set would not be complete without this car which can certainly be seen as a predecessor to Amtrak's Viewliners.

(Continued on page 11)

The Aspen Times

A Ride on the Fitchburg Northern

By Tom Rhodes

Reality note: Some readers may remember Tom Rhodes' Fitchburg Northern Railroad (the second of the name), formerly located in Malta, NY during the 1990s. It was a freelance line very loosely based on the Colorado Midland, and running from Basalt, Colorado, 18 miles west of Aspen, generally east and south to the Gunnison area. With only Forest Service maps available at the time, and no easy way to research the region further, real locations and routes were not especially represented in between (although Basalt was taking shape as a decent representation of the real place).

The first 30 feet of lower level bench work (and 12 feet of the upper level) for the third Fitchburg Northern is now underway. With the aid of Google Earth, photo sharing websites such as Flickr, on-line resources such as Colorado Historic Newspapers and a 1911 Colorado business directory, and a host of other sources, a more reality-based route for the still fictional (and still based on the Colorado Midland) Fitchburg Northern now runs from Basalt generally east to Salida, Colorado. As early as 1885 and as late as 1905, a real line was actually surveyed and almost built via most of the FNRR's route from Basalt and Aspen over Pearl Pass and down through Taylor Park to more civilized regions. Let us imagine, then, a ride, over the new Fitchburg Northern...

This reporter has been invited today to embark on an excursion over the Fitchburg Northern. It's a cool July morning, and we wait in Basalt for train No. 4, the eastbound Atlantic Express—the Fitchburg Northern's first class morning passenger train. Situated in the middle of the wye, the Colorado Midland's depot now also serves the Northern. The business district faces the depot directly across the Midland's main line. From the depot, we have a good vantage point to watch the Valley Local as it switches town customers around all three sides of the wye. At the Fitchburg Northern's stone engine house, across the east leg of the wye, one of the road's 2-6-6-0s simmers in the sunlight, waiting to

assist the next Fast Freight. No. 4 actually originated in Glenwood Springs, about 20 miles west of here on the Midland, but we hear that line is only represented by staging, and thus the scenery is none too interesting there, a good reason to board at Basalt.

We notice the Valley Local has just pulled in the clear and there is a sudden buzz of activity around us at the depot. A pillar of black smoke becomes visible just over the cottonwoods along the Roaring Fork River to the west as No. 4 approaches from the Colorado Midland's Alkali Division. Pulled by one of the Midlands chunky 2-8-0s, a long blast on the three-chime whistle announces the train's arrival.

The five-car consist today includes the Midland's plush dining car, the "Idlewild," and the mingled scent of fresh-cooked bacon and coal smoke reminds us to head to the diner as soon as we're underway. Station employees

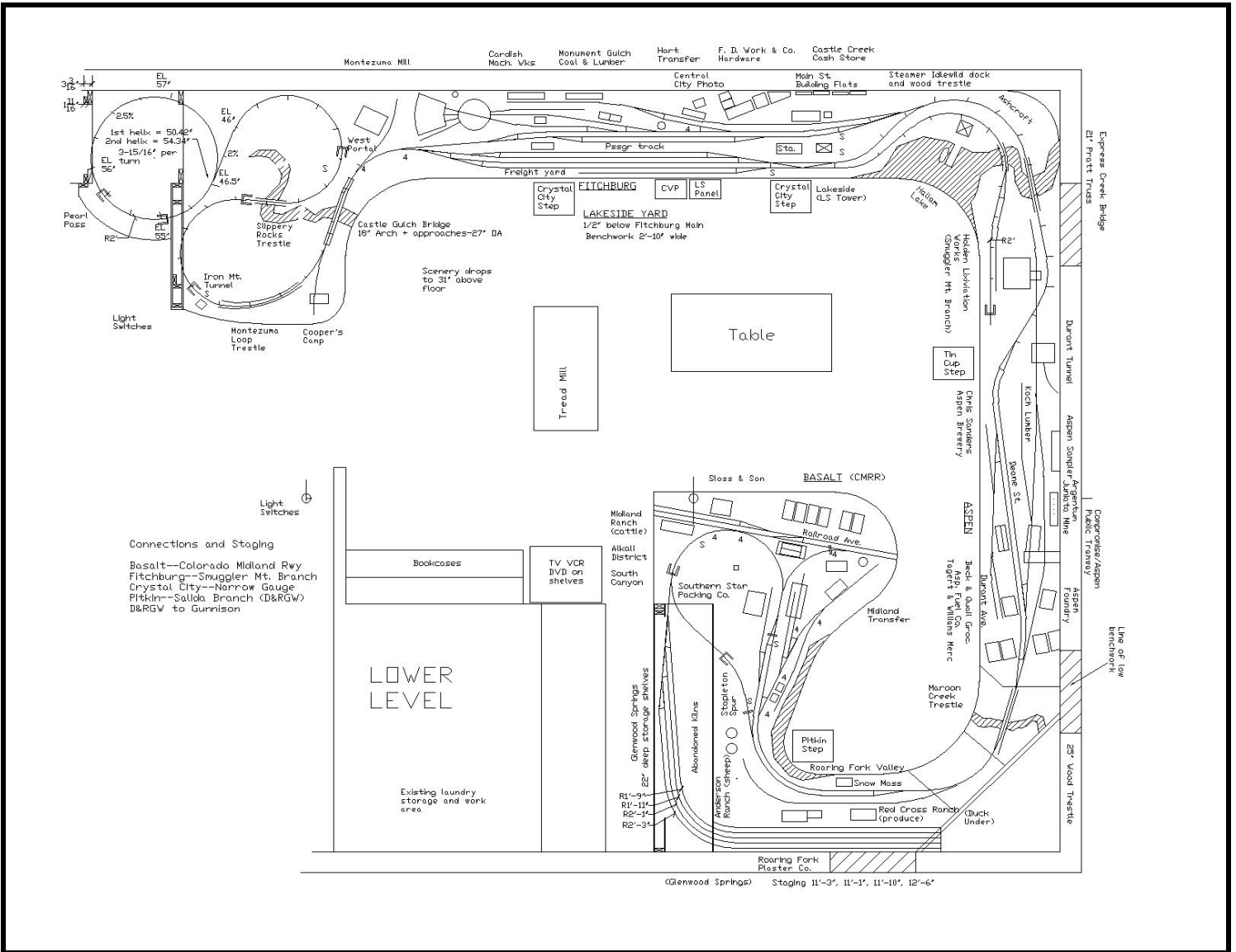
make quick work of loading fresh steaks from the Southern Star packing plant across the tracks, and trout, freshly caught from the Frying Pan River by local fishermen. The conductor's call and two short whistle blasts announce our departure.

Off to the right, the beehive-shaped structures are the ruins of charcoal kilns that once supplied fuel for Aspen's smelter. As we head up the Roaring Fork Valley, we pass the Anderson Sheep Ranch and the sprawling potato fields of the Red Cross Ranch. Further up the valley, the Roaring Fork Plaster Mill is nestled against a mountainside. Our train has no stop at the small station at Snow Mass, since the village is served only by the local mixed freights. The valley then narrows in a stretch known as Snow Mass Canyon.



Crystal City

No. 4 slows as we approach the 90-foot high Maroon Creek Trestle and Aspen. The tracks hug the foot of Aspen Mountain and then head down the middle of Deane Street as we roll into the fabled mining camp once known as the “Silver City.” The Clarendon Hotel is visible to the left as we cross Mill Street, while several mines and tram houses, including the Argentum-Juniata, Compromise and Durant, dominate the view to the right. The Aspen Turn crew patiently waits for us on the siding as No. 4 pulls into the somewhat modest depot. Directly across Durant Avenue from the depot, the small cottages are actually the working locations for Aspen’s sporting women. The city fathers are somewhat vexed by their presence, however the five dollar fines are paid on time every month by the ladies, so the sheriff rarely visits this neighborhood, at least not on official business.



We are on the move again as the Atlantic Limited departs Aspen and heads up Castle Creek, where the Holden Lixiviation Works, an ore processing plant, dominates the view with its towering brick smoke stack. Further up the valley is the ghost town of Ashcroft. A half dozen old timers still live here, but in its heyday, Ashcroft is said to have boasted a population of up to 3,500 and 20 saloons.

As we approach the head of the valley, steepening mountain slopes and towering cliffs form an impressive backdrop for Fitchburg, the railroad's headquarters. A freight yard is on our left, while to the right is the railroad's main engine shop. The company's Victorian station sits at the foot of the main street. This is also the helper station for trains crossing Pearl Pass.

On the rear of our train is an elegant Pullman observation car running through to Denver, and we are in luck today, as the conductor has invited us to enjoy the ascent to the Pass from the observation platform. Two whistles announce our departure. As the engineer gets a run

(Continued on page 10)

on the hill, we pass the famous Montezuma Mine and Mill, just before curving sharply to the left as we climb the side of Slate Mountain. Our train slowly crosses a spindly arch bridge over the cascading Castle Creek, far below. Cinders rain down on us as we pass Cooper's Camp, a small iron mining operation that feeds the mills in Pueblo. The tracks make more than a 180 degree turn here, an area known as Montezuma Loop, as flanges squeal in protest. The engine's heavy exhaust echoes loudly off the cliffs. Curving sharply to the right as the track winds around Iron Mountain, we cross a tall wood trestle and enter a short tunnel. As we approach the tree line, rocky spires on the north face of Pearl Mountain known as The Jaggeds loom into view. We can just make out the wagon road over the pass, high above us. A noticeable chill has settled into the air.

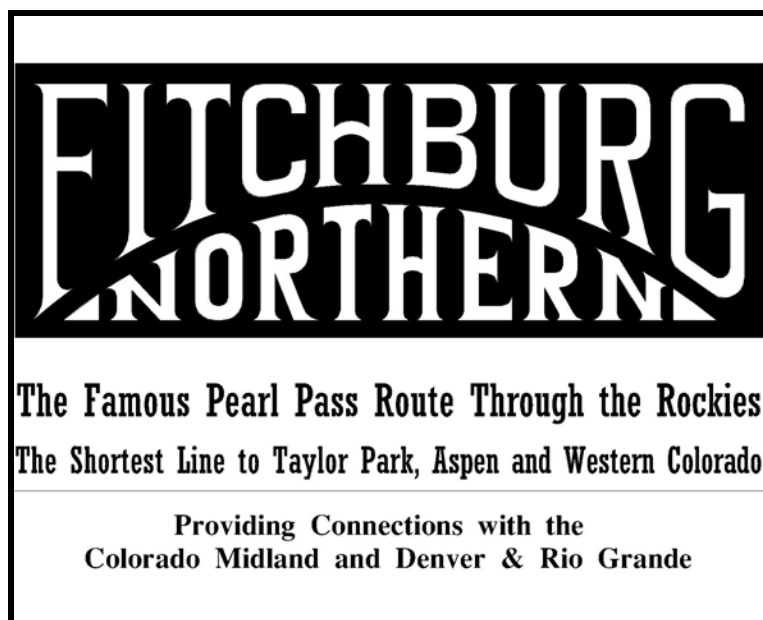
Just then the conductor ushers us inside, and checks that all the windows are closed as we are about to enter the long helix—I mean tunnel under Pearl Pass. The fireman takes special care to have his fire burning as smoke-free as possible. Still, it is said that the engine crews lie on the cab floor to avoid as much as possible breathing the smoke while traversing the tunnel. After what seems an interminable run in the dark, we unexpectedly burst into blinding sunlight. The great basin south of Pearl Pass is devoid of trees, populated by sprawling fields of boulders and brilliantly colored wild flowers, and a view as far as the eye can see. Unexpectedly, we are in another tunnel under Crystal Peak, and just as quickly out onto the ledges of Star Peak approaching Crystal City. Roaring safety valves indicate the beginning of the long downgrade ahead.

This sleepy town, formerly named Arrow, was once a lively construction town when the railroad was first built. The community clings to the foreboding slopes of Star Peak, which tower over it. Today it functions primarily as the terminal for the Fitchburg Northern's sole remaining narrow gauge line, which mostly serves summer tourists enroute to Conundrum Hot Springs. A number of the Atlantic Limited's passengers are detraining here to board the three-foot gauge connection. The Northern's last eating house here is still barely open, serving one scheduled train a day and of course the popular Wildflower Excursion specials.

As we get underway, the valley below us increasingly broadens as we follow the Taylor River into Taylor Park. Grand vistas of the western slopes of the Collegiate Range are off to our left, while herds of cattle, feeding on the high summer pastures are frequently spotted. Except for the cattlemen, this is a largely unpopulated area, what towns there were having long since disappeared before the railroad arrived. Most of the early settlers moved to nearby Tincup, which brings No. 4 to our next stop.

The Park Local waits in the clear for us on the Pieplant Branch. It serves a lone gold mill at—not surprisingly—Pieplant, named by early settlers for the rhubarb that grow along a local stream. The Northern's tracks proceed right down Grande Avenue to the station. To our right, the view down Washington Street reveals the entire one-block-long business district. Long controlled by gamblers and saloon owners, Tincup was notorious for being one of the more lawless towns in the old west. Across the tracks from the station, the Willow Creek Reduction Works still ships out ore concentrate.


Departing Tincup, the Atlantic Limited struggles up Gold Hill as it approaches the short tunnel that will take our train under Cumberland Pass. It is downgrade now, past the Gold Cup Republic Mine, following Quartz Creek as far as Pitkin. Logging and gold mining provide decent work for the local residents. Formerly operated by the old South Park and later by the Colorado & Southern, the line east with its treacherous Alpine Tunnel was purchased and standard gauged by the Fitchburg Northern. A new tunnel was bored at a lower elevation near Hancock, and the route is now operated as the Salida Branch. We will end our journey at Pitkin, as the Atlantic Limited continues around Sherrod Loop, past the Pandora and Carbonate King Mines, heading for staging...I mean Salida. The Salt Lake Limited, Train no. 5—our ride home—meets the Denver Flyer here at 5:45 PM, just in time for dinner in the dining car.



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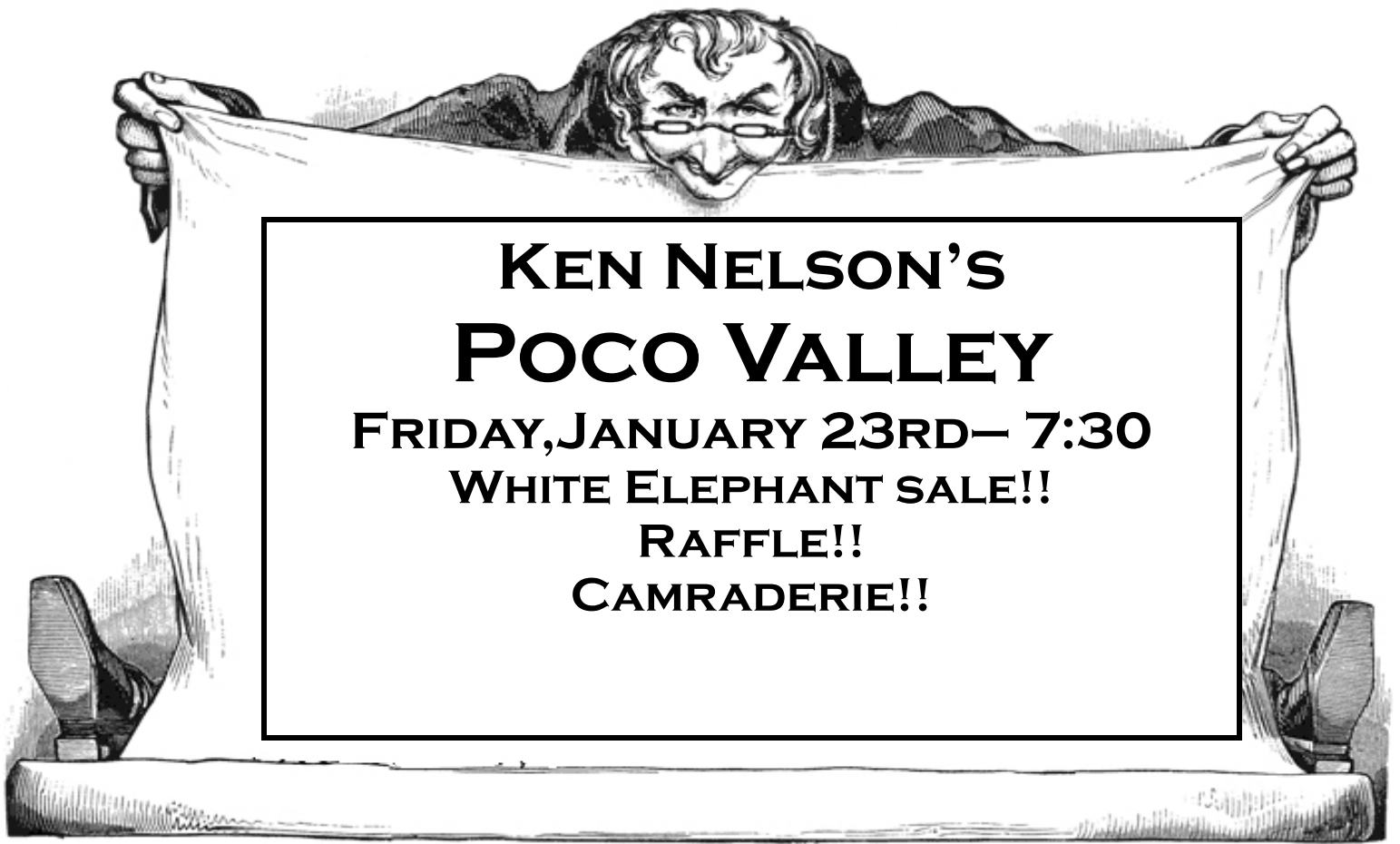
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 Since 1975

The Fleet of Foot

Continued from page 7

Just when I thought I was done buying Hiawatha passenger cars with the last Super Dome car, my prediction from many months ago has also come true. Walthers is offering the complete Twin Cities Hiawatha set in Union Pacific livery. Here we go again, 'cause you know I gotta have 'em. In 1955, the Union Pacific railroad was unhappy with the performance of their Chicago and Northwestern partner between Omaha and Chicago and was looking for another railroad line to run the famous *City* streamliners. The Road stepped in but Union Pacific insisted the entire consist be the yellow and gray colors. The original intent of the Milwaukee Road was to repaint only the cars assigned to *City* train service. After about one year, Milwaukee realized the new paint scheme was easier to apply, and weathered the elements better than the orange and maroon, and especially orange paint, which faded in the sun. The order went out and by 1958 all Milwaukee Road passenger trains were yellow and gray. To many hard-core Milwaukee Road rail-fans, this was an aesthetic low point. However, Jim Scribbins writes in his book, *The Hiawatha Story*, that, "during the streamlined era at least three other large systems have adopted liveries emphasizing orange, so traditional association of that color with the Milwaukee was already compromised." He goes on to say that yellow and gray, "even though it was originated by Union Pacific, may still be considered individual, since away from those two roads it is normally seen only in extensions of *City* streamliner service on Southern Pacific." For myself, I spent my childhood watching those Union Pacific colors blur by at sixty miles per hour in the Wauwatosa village. To me, yellow and gray with red trim was the norm. My first ride on the Chicago-Milwaukee route in 1969 was in a 1948 yellow and gray coach with red trim and those famous porthole windows, pulled by an E9 of the same scheme. Since I am modeling the mid-fifties, a mix of orange and maroon with yellow and gray is not only acceptable, it was the reality for a number of years and is just fine with me!



FORM 19

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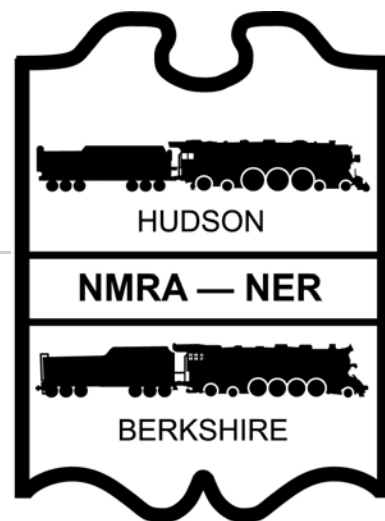


FORM 19

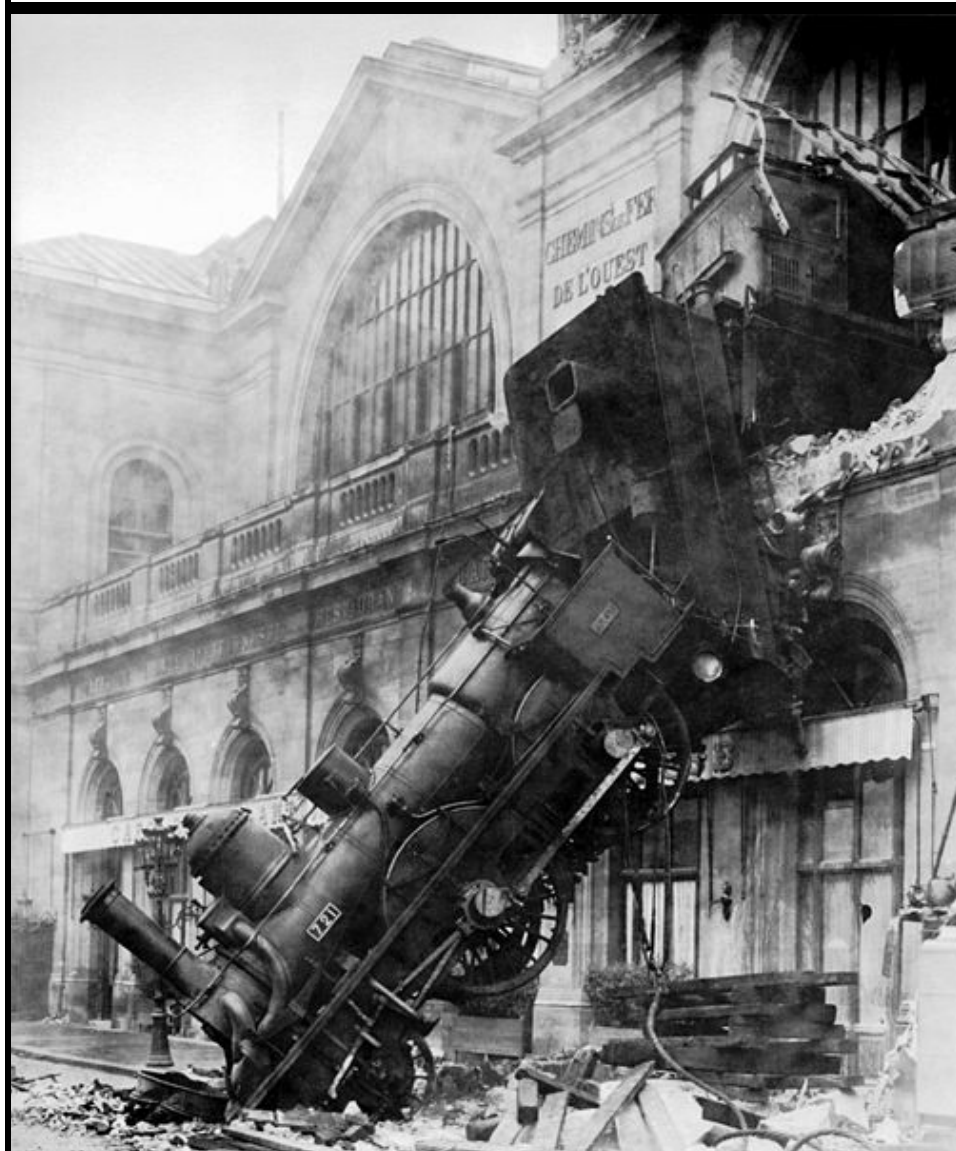
THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 250

February 2009



OOPS!



February 20th
Colonie Youth
Bureau
6:30 - 9:30

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www.hudson-berkshire.org

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

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98 Railroad Avenue
Boston, MA 02198
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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

I've gotten nothing but positive feedback from our last get-together at the Colonie Youth Bureau and our discussion about operations. We're going to continue this meeting by delving into the hows and whys of Dispatching. We'll also have some tables set-up for your show and tell-with the lower than average temps and higher than average snow-falls, you should have had time to put **SOME-THING** together, right?! We'll also be doing Our White Elephant table, so if you splurged a little too much at the Big E, or are sitting on some things you want to turn over, bring em by.

Don't forget, we start earlier at this venue- 6:30, so make sure you leave home on time. We need to wrap everything up by 9:30 so the staff can close things up.

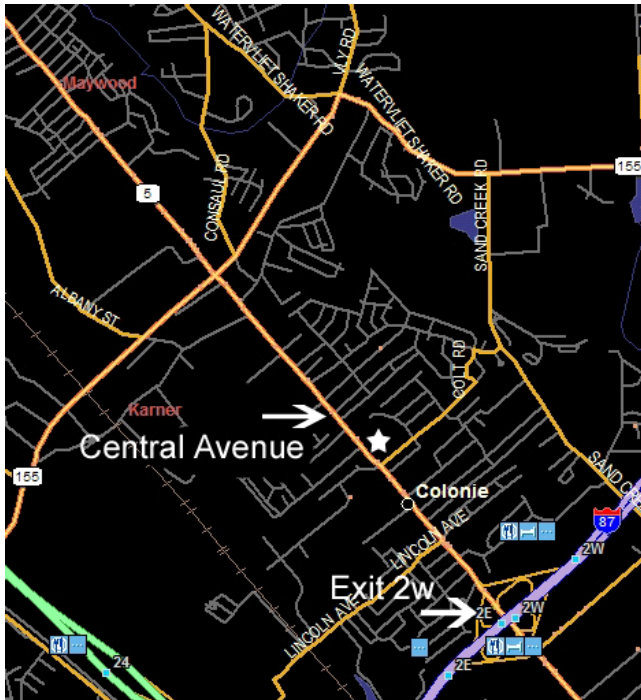
I want to thank everyone who has submitted articles and photos to our little rag, but again we come out with a plea for **MORE!**- I myself would **LOVE** to hear where you go rail-fanning, so I can check it out too. My last trip was to the Coopers-town and Charlotte Valley in Milford, NY. I wish I lived closer to these guys-I saw not 1, but **TWO** GG1's there.

Dick Hosmer, our Clerk-Paymaster wants to remind you to check your mailing label- If your expiration date is highlighted, it's time to re-new your subscription. While you're at it, check your NMRA subscription too.

Finally, It's time to puff out our chests-check out the February issue of *Scale Rails*- in the Division Business Car column on page 40, our little Division is mentioned with our donation of 50 Train Sets to the United States Marines Toys for Tots program.

Way to go guys!!

Tony



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

Round Table
Discussion-
Operations & Dispatching
Model Showcase
White Elephant table

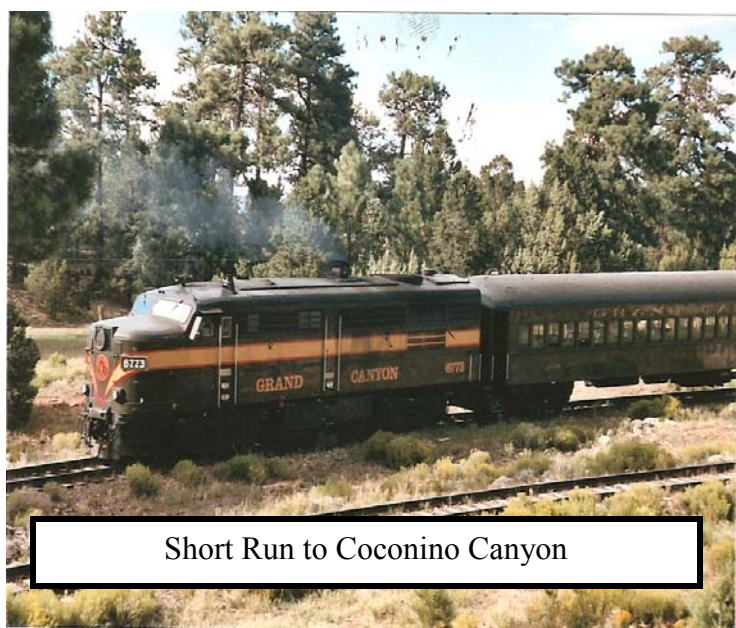


In Search of Steam in the Southwest-part 4

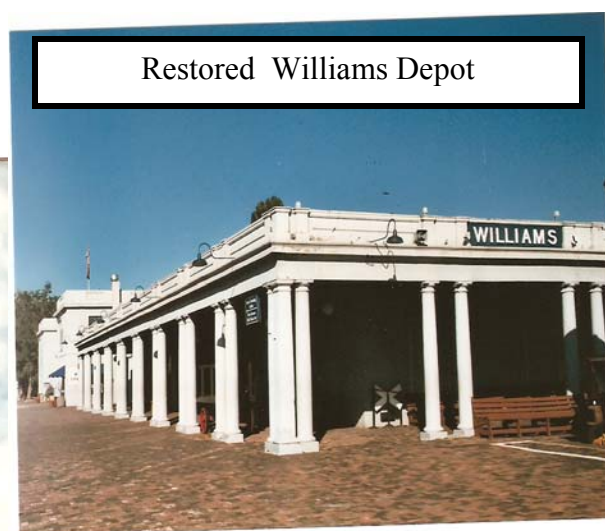
By Dave Gould

After touring Monument Valley we arrived in Williams, Arizona, and seat of the Grand Canyon Railway. Here we rode to the canyon in an ex Zephyr dome car pulled by #29, ex LS&I 2-8-0 (Alco Sctdy 1907, class C-2) and former VIA RAIL FPA-4 A+B. In the easily accessible shops, were #4960, an ex CB&Q 2-8-2, BLW 1923, class O1A, with a new, larger, oil tender. This engine and #29 have been extensively altered to improve fuel economy and efficiency, using the Lemphor rectangular exhaust nozzle and improved injectors. Some of this late high-tech steam technology was pioneered by Dante Porta in Argentina, South Africa and Cuba. Parked outside and looking very tired was #539 an ex SP&S 2-8-2 (Alco Brooks 1917) moved from Washington State, awaiting rebuilding. Only in late September did I learn that the Grand Canyon Railway is giving up on steam to end pollution and be "green" in the public eye, but mostly to cut costs.

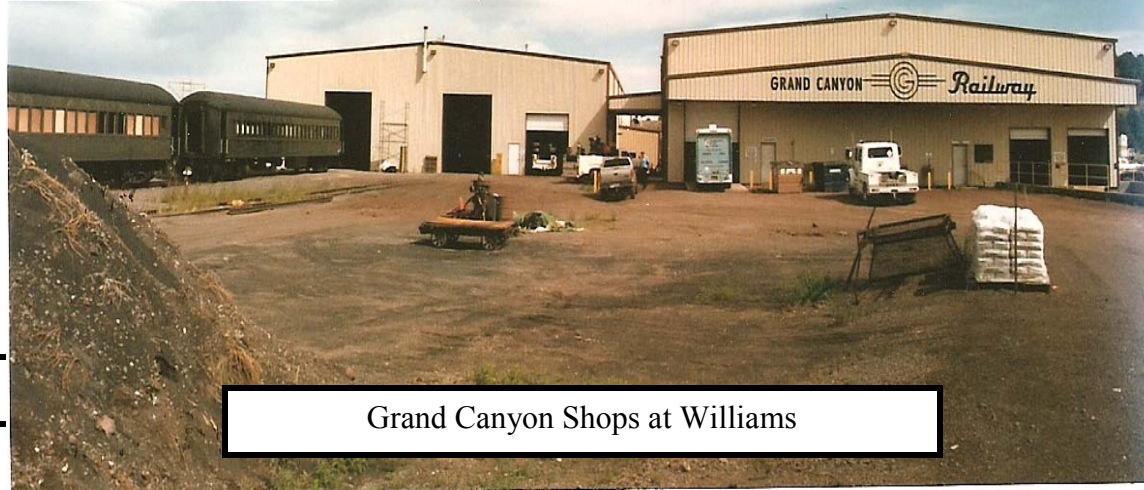
Also at the shops were at least two ex Amtrak F40ph units as well as two GP-7s in addition to the five Alco MTR FPA4 A and B units. Bad news for steam fans indeed! I wonder where the laid off steam mechanics and the now unemployed engines will migrate to. Good luck to #539. The ride to the Grand Canyon is very nice, especially the Coconino canyon and forest area. Despite the down turn in tourism caused by spiraling gasoline prices, the South Rim was mobbed, mostly by Europeans enjoying their superior Euro buying power. I personally dislike, to the point of fury, the on board third-rate singing cowboys and the phony train robbers that come aboard to extract tips from hapless tourists. I had hoped to avoid this by riding in the extra fare dome car, but alas, I too was victimized.



Short Run to Coconino Canyon



Restored Williams Depot



Grand Canyon Shops at Williams

The Beer Line

By Richard J. Smith

The Fleet of Foot – Part Four “Speed”

K4's whipping the *Detroit* and *Chicago Arrows* across the Fort Wayne Division in record time. The Great Steel Fleet rolling incessantly behind magnificent Hudsons ... Toledo, Collinwood, Buffalo ... mile after mile, night after night, averaging better than 60 miles an hour. Or closer to Chicago: rebuilt 2900's on the 400, “Setting the Pace for the World”; brave little *Electroliners*; shovel-nosed units bringing home the bacon with the world's fastest, the *Morning Zephyr*, No. 21. Or men: Harry Mayell notching his splendid GG1 away from a speed restriction. Or Engineer McGhee and Fireman Roop calling signals to each other above the clatter of their J making child's play of streaking four cars of the Powhatan Arrow across tidewater Virginia.

All this, and so much more, was what speed on railways was for others. For me it will always be most vividly illustrated by Milwaukee Road No. 100 when the E7's on the head end were permitted free rein to 100 miles per hour. The voice on the p.a. (“*The Hiawatha is now arriving on the eastbound track, way down near the highway for Portage, Madison, and Watertown, alongside the shelter for ...*”) is muffled by the approaching speedster. Its air horns sound a couple of off-note chords – E7's slide by, brake shoes sparking, bell ringing. Porters in the vestibules of the two head coaches beckon, for time is precious. Before a seat is reached, one hundred folks from the “Valley” have been loaded and an almost imperceptible motion starts the train. The roar of 4000 horses digging in echoes back. Though it is uphill much of the way, the first 7 miles is negotiated in only 6 minutes 45 seconds from the dead stop. Over the top, No. 100 seems to leave the rails and glide gently in space ...

Keeonk keeonk onk kee – onk. “Marchowsky's crossing, and the homes of Mauston flash by, almost blurred; a slight bounce at the double street crossing at the edge of the depot platform, and again, the sensation of being just above the rails, not on them. A moderate lurch on the curve east of town, then down the speedway with occasional bits of gravel hitting the coach floor. *Moving now*. The 10.6 miles to Lyndon are clocked in 6 minutes 25 seconds. Averaging 99.2. More gravel. The EMD's horn continually emits its raucous warning in advance of sandy little side roads. Suddenly – no advance indication – the brakes take hold ... speed drops from near 100 to about 70 – there's a bit of a jolt and the left edge of the coach elevates appreciably on the first of the series of curves along the Dells. In seconds the brakes release, the *Hi* is free. But not for long. A second, more severe application accompanied by the echo of steel pressing steel reduces speed to 40 through the reverse curve and across the high bridge: Wisconsin Dells. Off the span, the impatience of two pairs of V-12's becomes known.

Within a mile speed is back in the 80's *and increasing*. Again the train is like the wind, rushing violently along, overtaking and passing every vehicle on the parallel highway. Eight miles to go. “Portage will be the next in about five minutes. Change for Madison.” Three miles out; speed still in the 90's. Now only 8000 feet left ... the roar ahead subsides, the fleet Indian swoops beneath the highway overpass, the brakes take hold on the long curve. Remarkably smooth brakes, no rough stuff, nothing spilled. Thirty five at the west end of the platform. Twenty passing the operator's bay. “*Keep back, folks. Let 'em off, please.*”

The above is a piece taken from May 1961 TRAINS Magazine for a ride on the Hi from New Lisbon to Portage, WI. Hopefully in a few years, this action will be repeated in my own basement, where I will be modeling Sparta to Portage, with New Lisbon and the Wisconsin Dells along the way.

The Ready Line

By Paul Hoffman

The heart of winter is upon us, it seems like we've had snow on the ground for 12 straight months! This reminds me of the winters we used to have... back in the day! The good news is we are on the downward slope; spring will be here before you know it and summer soon after. In the meantime I hope everyone is making progress on their chosen modeling projects.

Last month's meeting at Ken Nelson's Poco Valley was very well attended. Ken was a gracious and helpful host and the layout looked and ran fabulously. Hats off to Ken and thanks for hosting!

This month finds us back at our old haunt, the Colonie Youth Bureau, for another segment on operations. The date is Friday, February 20th and the time is earlier than usual at 6:30 pm. We have quite the slate of speakers for this round table discussion on Dispatching, including a former dispatcher! I'm looking forward to this one, so bring your note pads and your questions. Don't forget that the White Elephant Table and Model Showcase will also be held that night.

In this issue of the **FORM 19**, you'll find a flyer for the upcoming National Convention in Hartford. The organizers have done a remarkable job, and this promises to be one of the best conventions ever. If you have not experienced a National, let this be your first. If you have attended before let this be the best. I heartily encourage everyone to attend, if not for the whole week at least for a day or two. I promise, you will not be disappointed!

On February 28, our Division will be participating in the Scouting Pow Wow at Siena College. We will be on hand with a table full of material and displays to answer questions and help solidify our relations with area scouting groups. I'll be there, along with several other members, promoting the Division.

Lately we find ourselves running short of new layouts to show off. I salute all of our old stalwarts for their continued desire to host but I'm sure we are all hungering for something new. So if you have desire to host (which garners you a 1/2 year's worth of dues to the NMRA by the way) please contact our VP Rich Smith. Thanks!

I had originally wanted to reprint a letter from the January issue of **Scale Rails** that I think is quite appropriate. Unfortunately space constraints prohibit that from happening, instead, I'll refer you to our website for a reprint of the article. As you know I'm a supporter of the NMRA, however that does not make me a blind follower. The author of this letter, Bill Kaufman, has laid out a plan to help make the organization better and I, for one, would love to see some, if not all, of his suggestions implemented. I'll leave you to check out the website or January's **Scale Rails** in the hope of generating some lively discussion. <http://www.hudson-berkshire.org>

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.

Garden Railway Etiquette

Visiting others' garden railways is one of the great attractions of our hobby. However, when doing so, we need to behave like good guests. Here are some guidelines that have proved useful over time.

Published: Thursday, November 06, 2008

Don't arrive early. Most garden railroaders tend to work frantically up until the last minute getting their lines ready. Arriving early can be disruptive.

Don't stay late. Our hosts are exhausted by the end of the day, so please leave by closing time.

Thank the host and hostess. Whether you liked the railway or not, the owners have gone to a lot of work to make you their guest. A thank you is always appreciated.

If you have kids, keep an eye on them. Kids love garden railways and most garden railroaders welcome well-behaved children. However, your kids' behavior is ultimately your responsibility. There have been far too many instances of kids who ran amuck while their parents were elsewhere or, worse, blandly looked on.

Don't step into a railway without first making sure it's OK. Sometimes there are obvious footpaths or signs directing you into the interior, but if there aren't, just ask.

Don't ever step over the track while a train is passing. This minimizes the risk of accidents.

If you bring a train to someone else's track, make sure you have permission before putting it on the track. In one memorable episode, a fellow brought his trains in and just plunked them on the track without asking. The result was a bad accident, as the track was not clear.

If you're running live steam and sharing a track with other trains, keep an eye on what's ahead. Any number of accidents have been caused by thoughtless or distracted engineers.

Sign the guest book. Owners like to know who and how many attended their event, so take a second to enter your name.

If you don't like what you see, keep your remarks to yourself until you leave. Critical remarks about someone else's work have a way of being overheard.

If you're a host, it's nice to have drinks available. Even cold water is appreciated on hot days.

If you're shooting video, be considerate of those around you. People hesitate to walk in front of someone with a video camera, even though they may have the urge to push him down the hill. Video-takers sometimes block proceedings in crowded gardens for minutes on end, oblivious to the fact that they were holding up traffic. Be aware.

As submitted by Dave Hoadley
From "Garden Railway Magazine November 2008"



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www.hn2009.org

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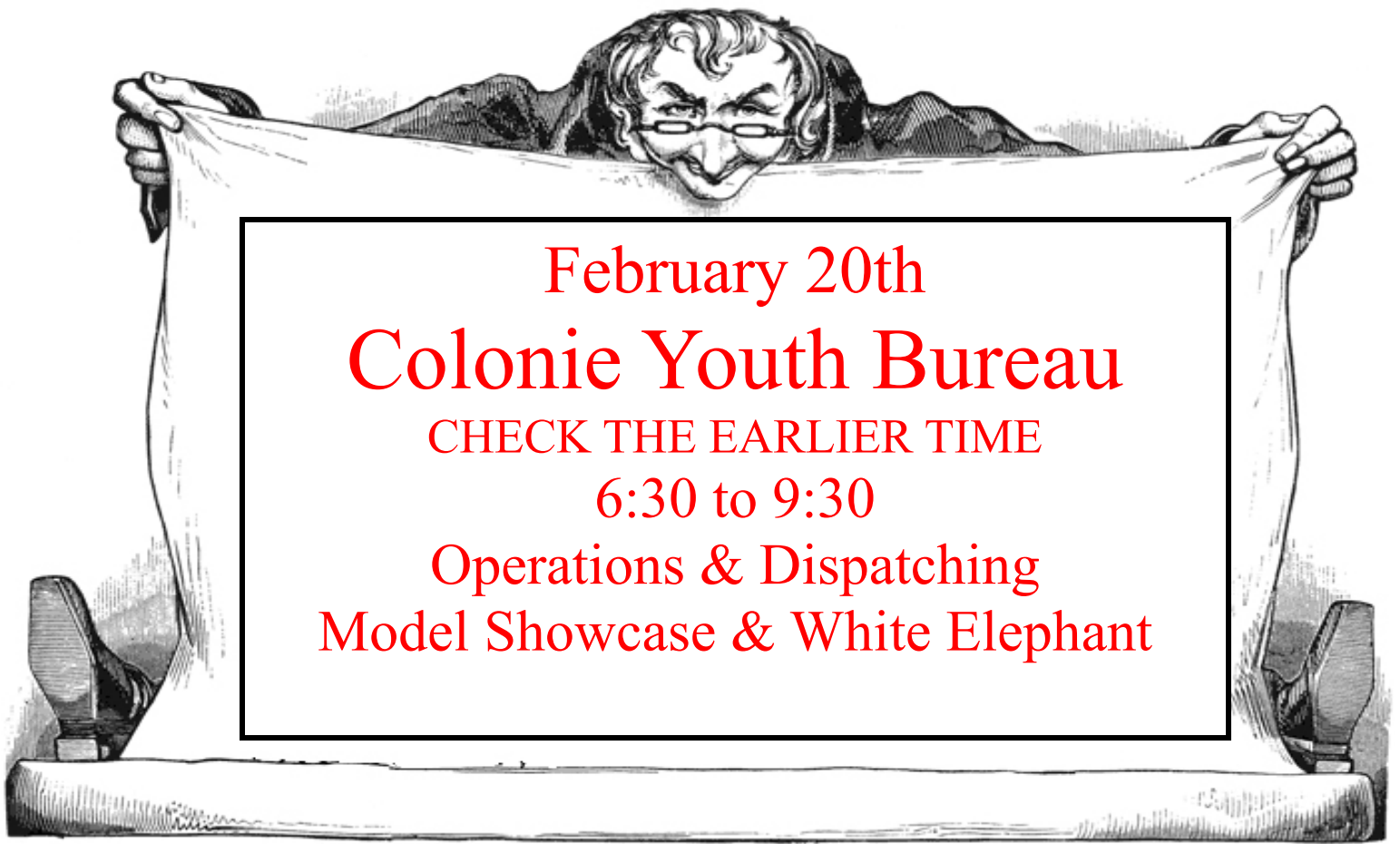


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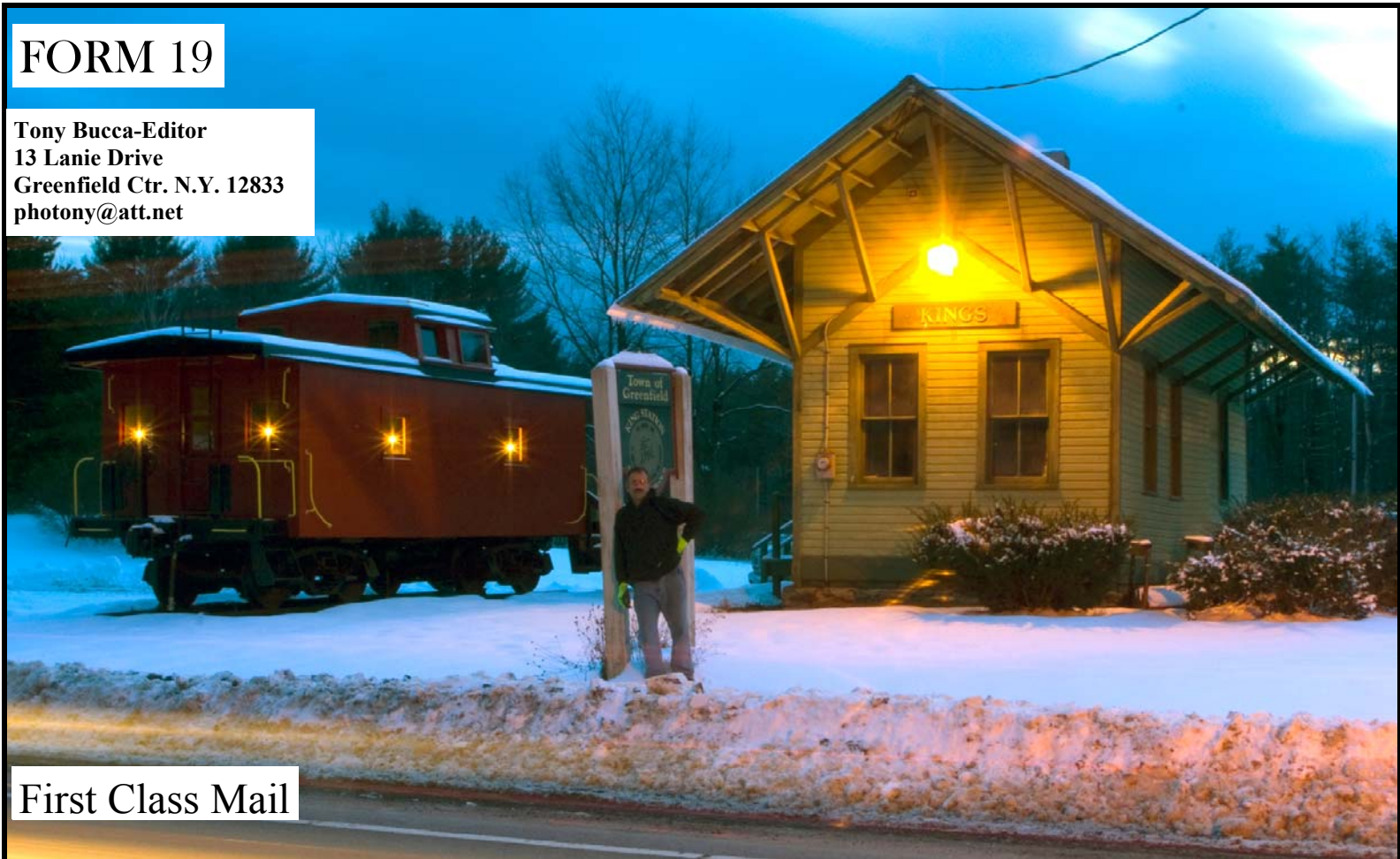
Mega-Model Railroader John Allen of Gorre & Daphetid fame came up with the *Timesaver* switching game. With five switches, five cars, and one locomotive, the board wound up being challenging puzzle at the end of long operating sessions. Many modelers have built their own, and run them as either a timed event, or as a least-amount-of-moves event. Minimum clearances make for head-scratching dilemmas. You'll get a chance to try one at the Colonie Youth Bureau on the 20th.



February 20th
Colonie Youth Bureau
CHECK THE EARLIER TIME
6:30 to 9:30
Operations & Dispatching
Model Showcase & White Elephant

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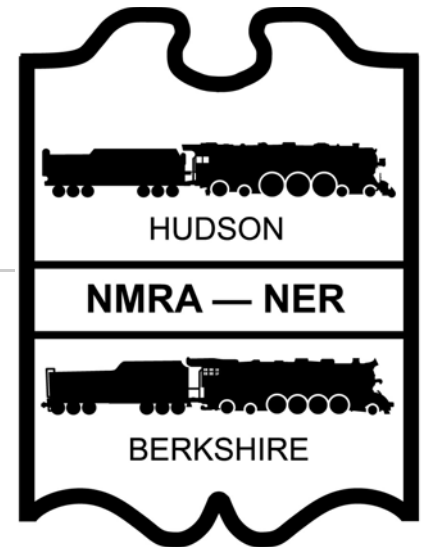
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FORM 19

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

Order Number 251

March 2009



Jim Cesare's NYC



Downtown Schenectady, 1943 on Jim Cesare's NYC

www.hudson-berkshire.org

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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

I've heard nothing but good reviews about our Round Table series we've been holding at the Colonie Youth Bureau. We want to hold more of these, and we'd like to hear what you would like to see covered. Are you contemplating your first DCC system? Maybe a Round Table on pros and cons. How About layout design? Or quest for the perfect substrate for your scenery? Let us know what you would like to see discussed.

Our Clerk-Paymaster Dick Hosmer want to remind you to check your mailing label. If your expiration is highlighted, it's Time to re-new your subscription. If you can't hook up with him at one of our meets, you can mail it to his address listed under The Brass Hats. Don't forget to check your NMRA membership too.

It's been about 3 years since we've been to Jim Cesare's, so I'm looking forward to seeing the placement of his Albany Union station that he gave a clinic on in May of 2008.

See ya's at Jim's

Tony

The Pigeon Hole

Letters to the Editor

Tony,

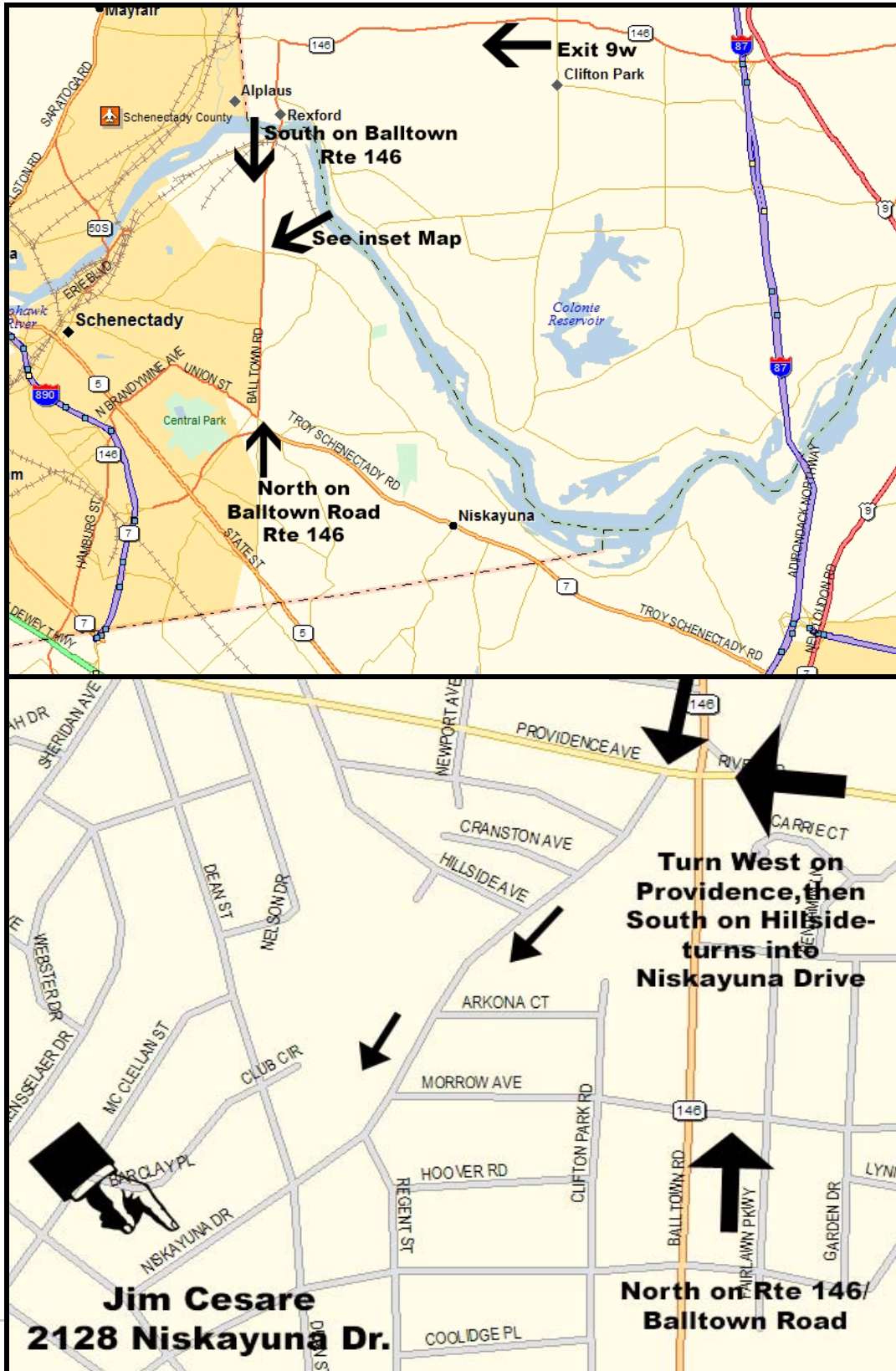
Thanx for the latest Form 19, in both formats. The cover photo is of an actual "service interruption" on the Chemin de Fer DE

L'Ouest (Eastern Railway) Gare (station) at Montparnasse. The photo is attributed to Godefroy and Gaillard, 1895. It documents the result of an arriving train that lost its braking power, whether vacuum or air I'm not sure, and crashed through the headwall of the station. In some ways it is a precognition of the errant GG1 that made a similar re-decoration of Washington Union station back in the '50's and ended up in the basement! I well remember a large poster of the French experiment in the use of locomotives for redecoration in the Amtrak crew room in the old station at Albany-Rensselaer. It carried the handwritten gag line, "Far enough on the Depot job!" a humorous, but useful reminder to the yard crews to be wary of errant trains. Thanx and keep up the good work! Dave Gould

Welcome New Members!!

John Bemis Waterford NY
John Aldrich Ballston Lake NY
Lynne Denny Troy NY
Alfred Muller Latham NY
Simon Winchester Sandisfield MA

Jim Cesare
2128 Niskayuna Dr. 374-4628
March 20th– 7:30



In Search of Steam In the Southwest-Part 5

By Dave Gould

STUFFED AND MOUNTED ON THE WAY TO ALBUQUERQUE

It is surprising how many steam locomotives have survived. Most are the result of gifts to local communities by major rail companies that sought good public relations above scrap value for retired steam engines in the 1950's. This is particularly so in the south west where the old CB&Q and the Santa Fe donated retired engines to online communities. Happily most are now associated with local rail museums, or have good volunteer caretakers. I spotted the following locomotives on a recent trip via Amtrak to the South West. The list is not exhaustive; as I'm sure we passed several in the dark of night.

Some familiar friends:

NYC 0-6-0 #6721, class B-11k at Utica, near the Children's Museum rail history display.

NYC 4-8-2 #3001, class L-3a Mohawk at Elkhart, IN, part of the NYC National Rail Museum

Some new faces:

CB&Q 2-8-2 #4978, class O-1A Mikado at Mendota, IL, part of a local rail museum.

CB&Q 4-6-4 #3006, class S-4 Hudson at Galesburg, IL star of annual "Galesburg Railroad Days"

ATSF 4-8-4 #2913, class 2900 Northern at Ft. Madison, Iowa near the Trans Mississippi rail bridge.

ATSF 2-6-2 #1073, class 1014 Prairie at Lamar, Kansas in Depot Park.

ATSF 2-6-2 #1024, class 1014 Prairie at La Junta, Co in Depot Park.

ATSF 2-8-0 #769, class 769, a Consolidation at the derelict Coal Mining Museum, Madrid, New Mexico. I did not see #870 2-8-0 said to be in overgrown engine house.

I did not see ATSF #2926 4-8-4 said to be at Albuquerque, nor did I see ATSF #5030 2-10-4 said to be at Santa Fe.

D&RG #169, 4-6-0 class T-12 Ten Wheeler, (1883 three foot gauge) with a restored business car in Alamosa, Co at Cole Park surrounded by double row wrought iron fences, which keep vandals out, but largely prevent photography.

South West Lumber Mills #2 2-8-0 Consolidation with slope back tender at Flagstaff, AR depot display.

Saginaw & Manistee 3 truck Shay #5 at Williams Depot near Grand Canyon Railroad station.



Madrid, NM



Shay #5

I have several publications pertaining to this trip and lots more info and opinions for any readers who are interested or plan to travel south and west in search of rail related adventures. Please don't hesitate to ask. Below are listed several engines that I stumbled onto and with the help of Dave Conrad's two volume reference, Steam Locomotive Directory of North America, I was able to identify. If your interested, see also; www.steamlocomotive.info, and www.steamlocomotive.com/. Warning, all three references can be out of touch with recent movements. My favorite site is www.rypn.org for the latest information on a remarkable number of railway preservation activities of all sorts updated daily.

The Ready Line

By Paul Hoffman

Beware the Ides of March....hopefully you won't befall the same fate as Julius Caesar. Speaking of a Caesar, this month finds us at Jim Cesare's New York Central Mohawk Division. This fine HO scale layout has undergone some expansion since our last visit a couple of years ago. The layout depicts the NYC as it runs from Rensselaer to Amsterdam in the late forties and early fifties. Jim is a great host and this promises to be a good time for all.

Our clinic night/roundtable discussion at the CYB was very well attended and a very informative evening. I particularly liked the stories told by former railroad dispatchers. Those stories and the perspectives offered by the storytellers meshed well with the fine examples and ideas proffered by the model dispatchers. It really was a winning combination. A big thank you to our panel of experts; Tom Rhodes, Ralph Balfoort, George Cook, Henry Propst and Greg Whittle. Check out our website and Yahoo Group for pdf files of the documents handed out during the discussion. Greg Whittle has also provided some additional documentation regarding his track warrants on the Yahoo group. By the time you read this I should have copies of his excellent track warrants setup on the website.

The Board met on March 2nd and discussed several items of interest, including the upcoming National Convention, outreach efforts, Scouting/HBD relations and future plans for the **Form 19** and our multiple Databases. We also discussed the Board's need for a recording Secretary.

Let's tackle that last one first: The Board is actively seeking a volunteer to act as recording Secretary. This position requires someone with good organizational and listening skills. Duties include attending monthly Board meetings and recording minutes of said meetings, distribution of these minutes to all relevant parties, maintenance of member lists, email addresses and other important information, coordinating distribution of the **Form 19** and implementation of one coherent database housing all appropriate member information. While the Board has managed to come this far without someone in this very important position, by spreading the load out among other Board members, it is becoming apparent that we need someone to tie these loose ends together into one role. Part of this effort is to help consolidate our 4 current "databases" into one whole. (The current lists we use are the official NMRA list provided by the National, Ken Nelson's member directory, Dick Hosmer's mailing list and the various and sundry email distribution lists that we all have.) The Board's goal is to have a place for "one stop shopping" of all our members' vital information. I must stress that any and all information we collect is purely for the use of the Division and will NEVER be used for commercial purposes.

So if anyone wishes to volunteer for this job please step up, your Division needs you!!!! Please contact me or Rich Smith with any questions you may have.

The Scouting Pow Wow at Siena was a phenomenal success! Not only did we spread the word about our Division and meet with scouting leaders from across the area, we also garnered several new members! During the 3 hours we were there, we handed out over 150 brochures, every spare copy of the **Form 19** that we had, and a bunch of **Coupler** newsletters. In addition we handed out all the flyers we had from our friends in the C.A.B. Thanks to Jim Cesare for arranging our table and thanks to Erik Denny for volunteering his time on a Saturday morning to help out.

The National Convention (Hartford, CT, July 5 through July 11, <http://www.hn2009.org/home.html>) has asked the Division to help procure boxed lunches and a nice place to eat them for the bus tour on Monday July 6th. We are awaiting a count and approximate itinerary in order to pick a central location. We may need a volunteer or two to help deliver the meals, more on this as it develops. If anyone has a recommendation for a good caterer that could provide those boxed lunches please contact me.

We are revitalizing our outreach program and will be sending a complimentary copy of the Form 19 along with a welcome letter to all new members moving forward.

Look for some big changes to the **Form 19** coming in September; watch this space for more details.

Don't forget to vote in the NMRA election. Your corrected ballot should be arriving shortly. This election gives us the opportunity to make some meaningful changes to the National organization and help make your NMRA more responsive to your needs.

Also, don't forget to renew your NMRA membership. If anyone has an interest in helping to sponsor NMRA memberships to old friends that have fallen on hard times in this "economy", please contact me in confidence.

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.

Track Warrants Example

By Greg Whittle

This is an example of a single line track warrant used to authorize the movement of a train NY-8 from St. Johnsville to Hoffman's. Once NY-8 reaches Hoffman's the warrant is fulfilled and the train must remain there until the crew receives another track warrant.

Warrants are numbered sequentially from the beginning of each day



TRACK WARRANT

NO. 1 10 March 19 50
TO: NY-8 Eng # 1617 AT: St. Johnsville

1. ☐ TRACK WARRANT NO. _____ IS VOID.
2. ☒ PROCEED FROM St. Johnsville
TO Hoffman's ON 2 TRACK.
3. ☐ PROCEED FROM _____
TO _____ ON _____ TRACK.
4. ☐ WORK BETWEEN _____
AND _____ ON _____ TRACK.
5. ☐ NOT IN EFFECT UNTIL _____ M.
6. ☐ THIS AUTHORITY EXPIRES AT _____ M.
7. ☐ NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____
AT _____
8. ☐ HOLD MAIN TRACK AT LAST NAMED POINT.
9. ☐ DO NOT FOUL LIMITS AHEAD OF _____
10. ☐ CLEAR MAIN TRACK AT LAST NAMED POINT.
11. ☐ BETWEEN _____ AND _____ MAKE ALL MOVEMENTS
AT RESTRICTED SPEED, LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. ☐ BETWEEN _____ AND _____ MAKE ALL MOVEMENTS
AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.
13. ☐ DO NOT EXCEED _____ MPH BETWEEN _____
AND _____
14. ☐ DO NOT EXCEED _____ MPH BE _____
AND _____
15. ☐ PROTECTION AS PRESCRIBED BY _____
REQUIRED.
16. ☐ TRACK BULLETINS IN EFFECT _____
17. ☐ OTHER SPECIFIC INSTRUCTIONS: _____

OK 3:24 AM DISPATCHER hgw
RELAYED TO _____ COPIED BY _____
LIMITS REPORTED CLEAR AT _____ M BY _____

(Mark "X" in box for each item instructed.)

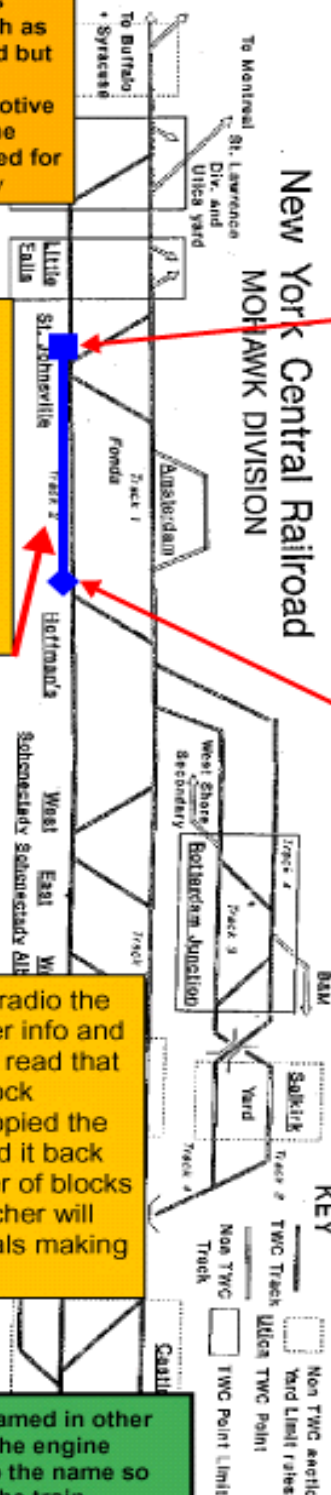
FORM 1714 STD

The train must be identified clearly by name or engine number plus direction. Additional words such as extra or passenger may be used but don't grant any superiority for movement. If the train or locomotive is not from the home railroad the other railroad name will be added for clarity. see additional note below

The train is only authorized to move on the track named in the warrant. Names of tracks such as main, runner, etc. or numbers should be clearly identified by signs or rule book diagrams.

If the track warrant is sent by radio the dispatcher will read the header info and then say "check block 2" and read that line. He will then say "one block checked". The crew having copied the info onto a blank form will read it back finishing by saying the number of blocks checked. If correct the dispatcher will give the OK time and the initials making the warrant complete.

Note: If the train will be named in other warrants or instructions the engine number must be added to the name so other crews can identify the train. Including the engine # in the initial warrant makes it on record for future use.



Initial Position of NY-8

Position of NY-8 when warrant is fulfilled. The authority of the warrant ends at the first siding switch of the second named point and NY-8 must stop short of the crossover.

KEY

Non TWC track
TWC Track
TWC Point Limit
TWC Point Limit

Freight Train Movements

By W. George Cook

Hello Tony,

I will further explain the way to move freight by blocking a train to work 5 stations after the origin by only making a cut and one back up move to drop off on one track, and pick up on another track and proceed with minimum delay. I will first use numbers for the station and Bold Number for set off section of train at the next station. As you can see in most cases you hold onto some of the head end of the train to make the move. I will then follow up with the New Haven RR stations as example where we did this. Station 1 was small and it only got set off at East bound and Picked up from West bound.

This is a east bound movement

Leaving origin station cars blocked in order 5,**1**,2,3,4

At station 1 Set off 1- no pick up.

leaving station 1: order 5,**2**,3,4

at station two: set off 2, and pick up 5,4,3

leave station two : 5,5.4.**3**,3,4

At station three, set off 3,3. Pick up 5,4. One extra move to get that 3rd block 4 together with rear 4 often the block was car less so the move not needed. Or that block 4 put into 3 for later forwarding.

leave station three with train blocks: 5.5.5.**4**,4,4.

Arrive station four and set off rear end and pick up 5

Depart with all **5.5.5.5** for final station.

In rear life this train originated at Maybrook and put together from the arrival of a Lehigh & Hudson River connection and a Erie Lackawanna Connection.

Station one was drop off at Poughkeepsie which was worked by NX-9 to local industries. Often to save time for a fast run home, it would leave cars at Poughkeepsie for a road train to pick up and bring into Maybrook, often all for one or the other connection, eliminating need to switch at MBK.

Station two was Danbury which had a lot of traffic for pick up but often did not have need to make a Providence block 4. So the pick up was 3, 4, 5 for New Haven, Providence maybe, or Boston.

Station three was for New Haven, big handle to remove the New Haven from the rear part of the train.

If cars not there from Danbury for Providence, small extra move not needed or the car cut into NH for later pick up to get it to Providence.

Train then leaves New Haven with half Providence and half Boston.

There are other ways to do this and reverse some moves, but it gives you the idea how to progress a road train, doing classification in the progress.

Sincerely,

Former TrainMaster Maybrook, NY

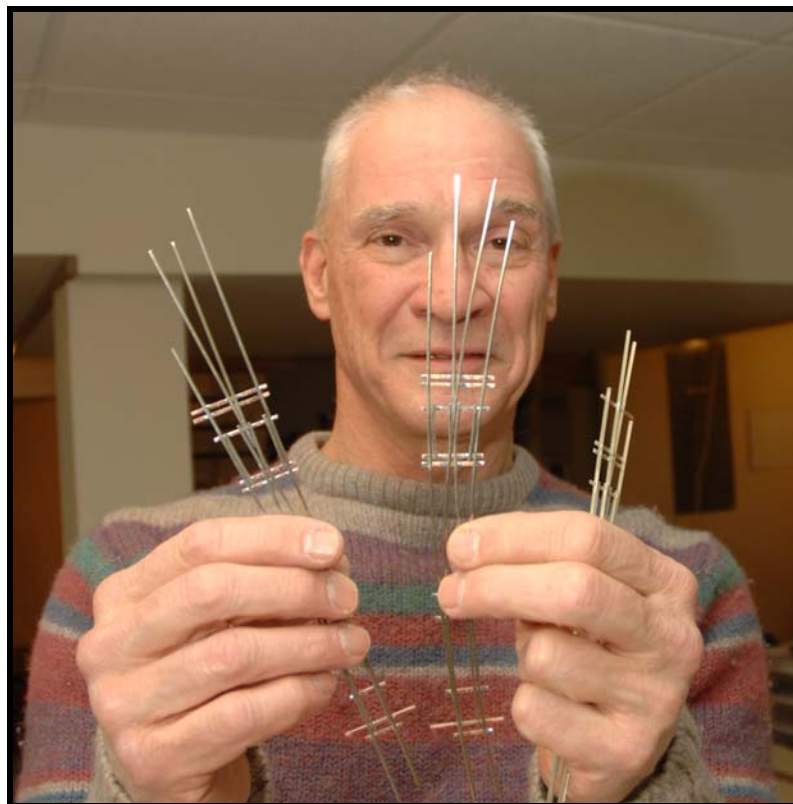
These are follow-ups from our successful Round Table Discussion on Dispatching at the Colonie Youth Bureau.

Ed.

Fifteen Seconds of Fame

By Tony Bucca

Bob Gatland of Wilton is a Hudson – Berkshire member who has been into trains since he was three. A retired teacher from Long Island, he's a member of the Upstate Model Railroaders. As such, he's rebuilding a section of their N-scale layout in Glens Falls. Here he holds a trio of scratch-built turn-outs, including a curved one that will wind up on the coach yard he's working on at his house. Also a member of the Albany N-Trak group, he's shown below with his module that depicts a portion of the Tunkhannock viaduct over the Tunkhannock Creek in Nicolson, Pennsylvania.



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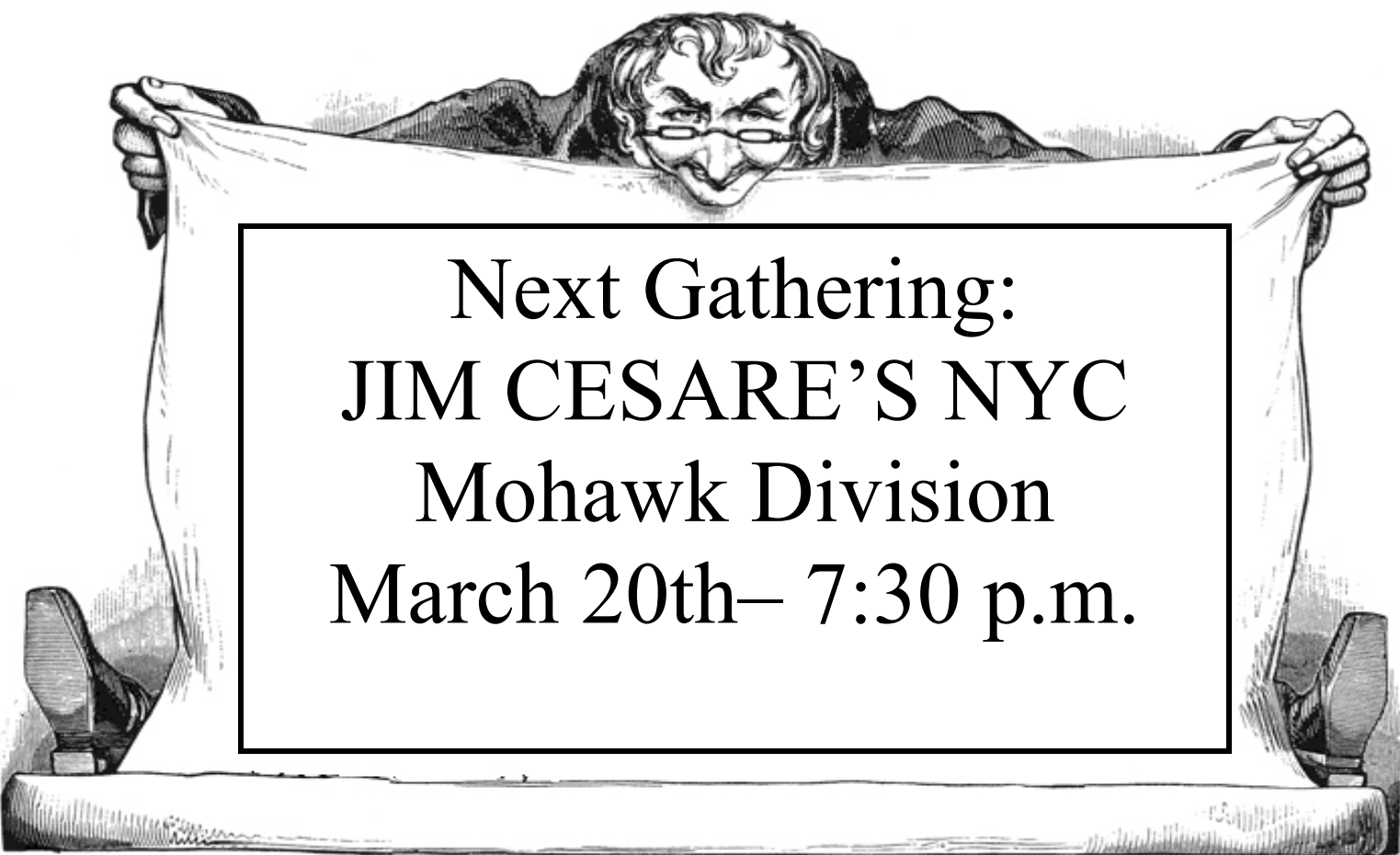
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Next Gathering:
JIM CESARE'S NYC
Mohawk Division
March 20th— 7:30 p.m.



FORM 19

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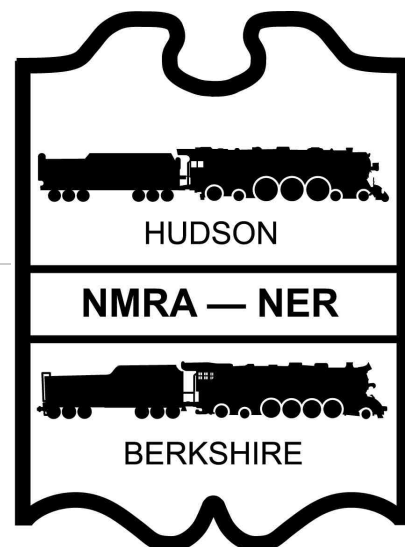
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FORM 19

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

Order Number 252

April 2009



Kevin Surman's New York & Long Branch Friday, April 24th



www.hudson-berkshire.org

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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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*

Editor's Corner

By Tony Bucca

Those of us in the Saratoga Round Robin group call Kevin Surman "The model railroader on steroids." (Note to group- we need a name!) From when we first looked in on Kevin's layout a couple of years ago to today, he has just about completely re-built all his benchwork. His track plan is evolving into an operator's joy. His scenery hasn't been forgotten either, as he models prototypical locations from photographs and memory. This young whippersnapper is also on the fast-track to his MMR with the Achievement Awards Program- putting some of us with gray(ing) hair to shame. If you haven't seen this layout, PLEASE come by Friday the 24th. You'll see what is becoming one of the outstanding layouts in our group, our division, and our region.

I also have ulterior motives for wanting you to come to Kevin's- I'm still working on getting pictures of everyone for our directory update, and I'll be roaming around with my camera (surprise) to catch your mugs- remember- "**Model Railroading is Fun!**"

SEE YA'S- Tony

P.S.- WE NEED STUFF FOR THE *FORM 19*!!

Submit to: photony@att.net

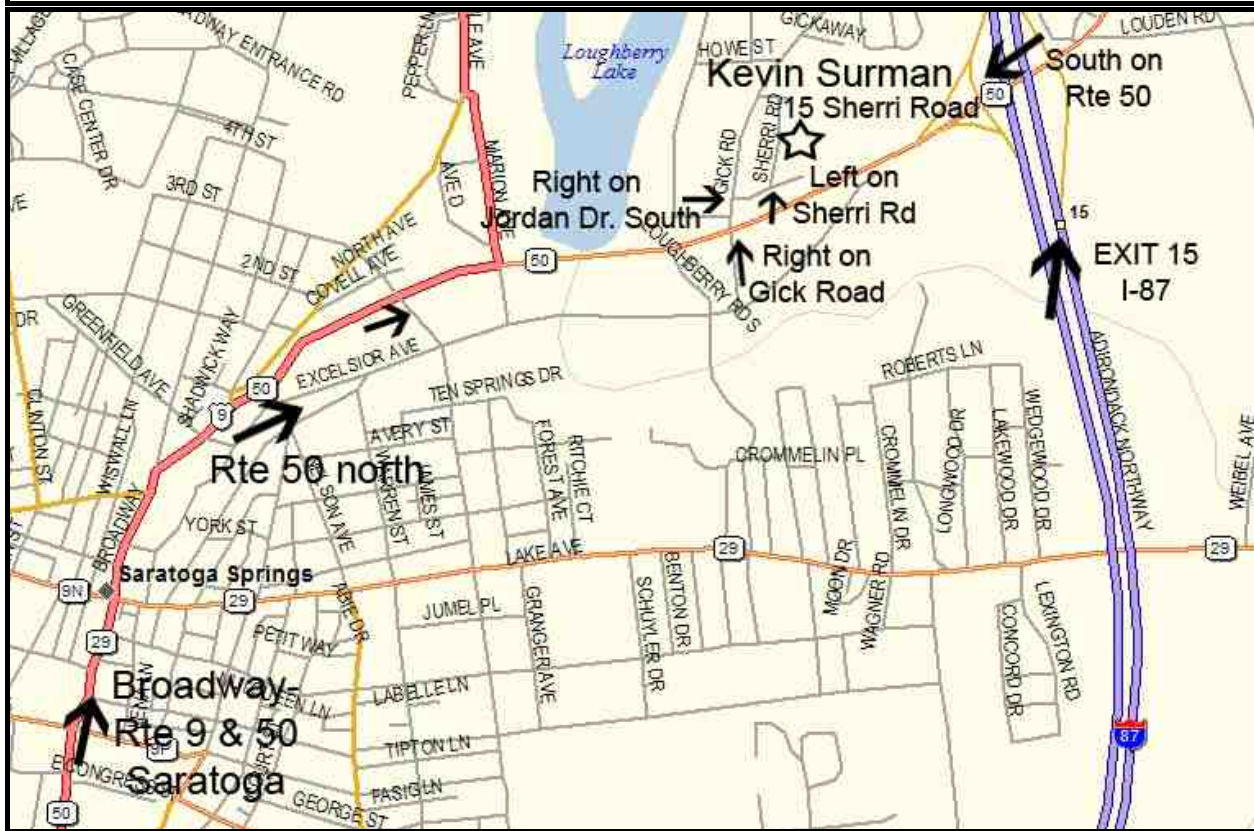
MODEL RAILROADING IS FUN!



Welcome New Members!!

Gary J Brandstetter-
Plattsburgh, NY

Kevin Surman
5 Sherri Road
Saratoga 587-1383

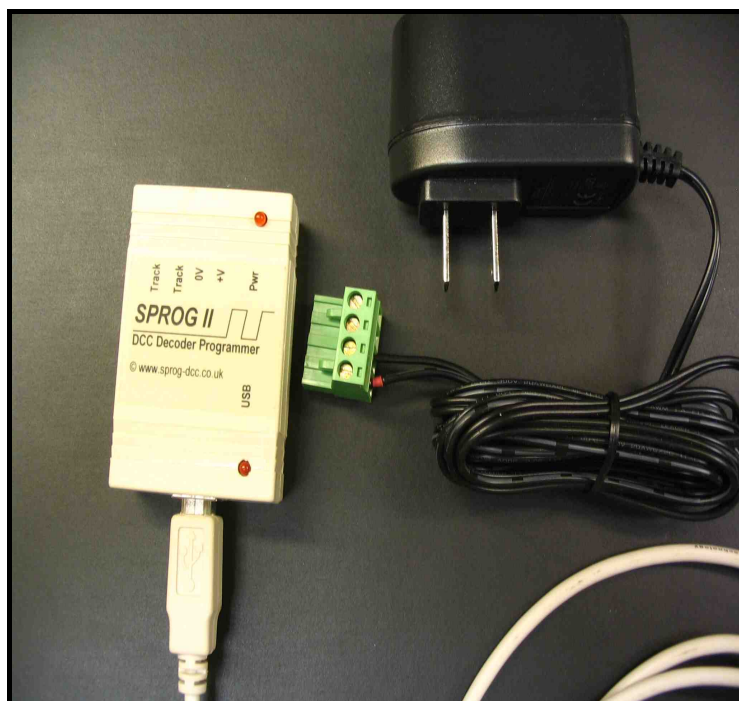


SPROG II Review

By Paul Hoffman

I was recently afforded the opportunity, thanks to the help of member Irwin Nathanson, to review the SPROG II by the SPROG DCC Company out of Great Britain.

What the heck is a “SPROG” much less a “SPROG II” you may ask? The SPROG II, II for second generation, is a neat little piece of DCC hardware that can help program DCC decoders. As you can see from the picture below, the entire unit is very compact, measuring a scant 2.5”x 2”. It consists of a SPROG unit, USB interface cable, power connector and wall wart power supply. It is designed to be used in conjunction with a computer and JMRI Decoder Pro software.



What does it do, and how does it do it?

Connecting the SPROG II is a multi step process. I would suggest installing the JMRI Decoder Pro software on your PC first. Once that is complete install the SPROG II by attaching the USB cable to your computer, powering up the SPROG and then attaching the other end of the cable to the SPROG. Using the provided disc, install the SPROG drivers to your computer system. When the SPROG II is recognized and installed properly, power it down and attach it to your programming track via the two track connections. Word of warning here, I would not attach the SPROG II to an existing DCC setup for fear of polarity issues. It is clearly stated in the SPROG II manual that the unit is NOT protected against track polarity mis match. After you have attached the unit to a programming track, power it back up again. Start Decoder Pro and tell the program about the SPROG II and you will be all set.

If you are familiar with Decoder Pro you will find using the SPROG II a simple matter. The screens you see for Decoder Pro are exactly the same as any other DCC system; this will allow you to set addresses, CV's, sound levels, lighting effects, etc, all with a simple click of the mouse. Since this is a review of the SPROG II, I won't go into using Decoder Pro, suffice to say, if you are comfortable with Decoder Pro, using the SPROG II is identical to using any other DCC system.

Pros and Cons

OK, you're familiar with Decoder Pro and have successfully hooked up the SPROG II. Is this thing useful? In a word, yes. The great advantage to a device like this is the ability to allow you to program locomotives at your workbench or computer workstation as

(Continued on page 8)

The Ready Line

By Paul Hoffman

I'm writing this on April 14th, one day before America's favorite deadline, Tax day! Hopefully you have filed your taxes and received a nice refund to help stimulate our model railroading economy.

The meeting at Jim Cesare's Mohawk Division was a great success. Jim was a marvelous host and the progress he has made on the layout since our last visit was clearly evident. We had several new faces at the meeting and I just want to extend a warm Hudson Berkshire welcome to all of you! We look forward to seeing you again this month.

Speaking of this month...we have a new layout to drool over, metaphorically speaking of course! Kevin Surman's New York and Long Branch pike. This will be our first trip to Kevin's and I have no doubt that you'll enjoy the visit. Check out Kevin's descriptive article on his layout in this issue of the **Form 19**.

Just some short Division business and I'll let you get back to those tax forms. Last month we called for a volunteer to act as recording secretary and we had several great candidates step forward. It is my pleasure to announce that member Jack Cutler will be filling the role and I, along with the rest of the Board, look forward to working with him. As part of Jack's first official duties he will be compiling a list of email addresses of all members. In order to make that project a little more manageable **PLEASE** send an email to the following address with "Member info" in the subject line;

trains@hudson-berkshire.org

In the body of that email please add any relevant information you feel should be updated, phone numbers, snail mail address changes, preferred scale, etc. Make sure to send it from the email account that you want the Division to use.

For those of you with out email access, please contact me at the Division mailing address; PO Box 4763, Clifton Park, NY 12065-7893, with the same information.

It is very important that you update this information!!! We can't tell you what's up if we don't know how to contact you.

The website has been updated to include all the materials from the Dispatching clinic, they can be found in the "Best of" section. There are also several new pictures in the various galleries, including some new shots of Kevin's layout. Please feel free to email me any pictures you'd like included on the gallery pages. The email address is the same as above, trains@hudson-berkshire.org, put "Gallery" in the subject line and include a brief description of the photo and your particulars.

Check out the "Event Calendar" on the website for upcoming dates and times of Division meetings along with other events of interest. The website is your best bet for the most recent and up to the minute happenings within the Division. Please feel free to send me any interesting events you think should be included in the calendar, same email address, type "Event" in the subject line, include dates, times and what its all about.

Don't forget to renew your NMRA membership! If anyone has an interest in helping to sponsor NMRA memberships to old friends that have fallen on hard times in this "economy", please contact me in confidence.

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.

New York & Long Branch

By Kevin Surman

Welcome to my New York and Long Branch inspired layout. The layout is loosely based on The New York and Long Branch Railroad which was a paper railroad that ran from South Amboy to Bayhead along the Jersey shore. The line was first operated by the Central Railroad of New Jersey. When the Pennsylvania threatened to build a competing line, joint ownership was granted to them. Both railroads operated passenger and freight trains but the local switching was only done by an official Long Branch Drill operating out of Red Bank and had CNJ power. The CNJ handled all the maintenance and the PRR handled the books.

When you first enter the basement on your left is my version of Newark station. This area has operating catenary put together with Model Memories kits. Next to that is a small yard which I have called Greenville. The real yard would be four times the size of my basement. Leaving Newark you first pass the Hudson and Manhattan Tube track on the left and cross over into Woodbridge. At WC tower the CNJ line from Jersey City {Now the location of Liberty State Park} connects with the Pennsylvania and enters Perth Amboy. Perth Amboy is a heavily industrialized area with a three track station built over and into a cut. There is a connection with the Lehigh Valley Railroad here and cars are interchanged. The tracks then pass through the utility/ shop area and enter the City of South Amboy. South Amboy has a major connection with the Raritan River Railroad and the Camden and Amboy branch of the PRR. Long trains of D&H hopper cars loaded with ilmenite ore from Tahawus would be switched out by the Raritan River Railroad for the National Lead Plant located close by in Sayreville. South Amboy was also the location for the PRR electrics to swap out for steam and diesels for the final run to Bayhead.



Head juice engineer Marcell Zucchini prepares to step aboard his L-6 to start his shift, as carknockers Bob Hamm and Rich Smith hide out from Yardmaster Paul Hoffman.

Leaving South Amboy the line is singled tracked {the prototype is double} and passes through Morgan and Cliffwood. Both towns had only a small shed for a station. The line crosses Matawan creek the location of three deadly shark attacks in 1916 and possibly the inspiration of the book *Jaws*. The pilings sticking up represent the wooden trestle that burnt in 1946 and severed the railroad in two. The last town on the lower level is Matawan. This was the connection of the CNJ line to Atlantic Highlands and Freehold. The town of Freehold was the home of the A&M Karagheusian Carpet Mills which closed down and inspired the song "MY Hometown" by Bruce Springsteen.



Photos by
Tony Bucca

After joining the Hudson Berkshire division of the NMRA and visiting and even operating some of the layouts I have been inspired to rebuild my first layout and raise the bar. Henry Propst and Dick Hosmer have inspired me to find out how the railroad really operated through employee timetables, track charts, and freight schedules, etc. Vic Roman and Rich Smith have inspired me to kick my scenery up a notch. Bob Hamm and Joe Kavanaugh have inspired me to get involved with the Achievement program and use it as a tool to become a better modeler. Bill Trump and Marcel Zucchini have reminded me to have fun and sometimes just play with your trains.

Steamtown & Lackawanna Coal Mine Bus Trip

Sponsored by Central New York Division

Sunday May 3rd

I am writing to let you know that we still have seats available on our Division bus trip to Steamtown and the Lackawanna Coal Mine on Sunday May 3, 2009. The CNY Division has agreed to subsidize a portion of the cost of this trip and we are extending our division member price to your members. The cost is \$35.00 per seat and includes the bus, admission to Steamtown and admission to the Lackawanna Coal Mine. We will be leaving Syracuse from the Home Depot parking lot in Camillus, NY at the corner of Hinsdale Road and Milton Ave, at 7:30 AM with a pickup in Binghamton at the Cracker Barrel Restaurant on Front Street for folks traveling from the Utica-Rome and Albany areas. We depart Binghamton at 8:50 AM arriving at Steamtown at around 9:45. I am working with the park staff to get a personalized tour of the locomotive servicing area then you are on your own to explore the museum and yards. We leave Steamtown at 2:30 PM for a 3 PM tour of the Lackawanna Coal Mine. We leave Scranton at 4:15 and stop at the Cracker Barrel in Binghamton for dinner then back to Syracuse at 7:30PM. Lunch and Dinner are on your own as is the train ride at Steamtown if you choose to take it. If any of your members are interested in this trip they can contact me at (315) 488-4193 or mail a check made out to "CNY Division, NMRA" to Ed Olszewski, 122 Blackstone Way, Syracuse, NY 13219

Testing the Sprog II

(Continued from page 4)

opposed to down on the layout. Its small size makes it a great accessory for desktop use. While it is a somewhat full featured DCC control system, and can technically be used for running a layout (along with a computer), it is under-powered for this role. It is decidedly at home as a Loco programmer.

In my tests I was able to program several brands of decoder, including Atlas, TCS, NCE and two sound decoders, QSI and Sound-Traxx, all with no issues. On the SPROG II website, and mentioned in some of the forums, were issues with Blueline decoders and the need for an in line resistor for BLI units. I didn't have a Blueline loco to test with but I was able to successfully program a BLI/QSI sound decoder with no issues. I would check with the SPROG II website for any updates and compatibility issues to make sure your decoders are supported.

The downside of the SPROG II is the aforementioned compatibility issues, very poor support for Apple computers and its price tag. The unit retails for \$120.00 including the power supply from BBM Company LLC in Oregon, or you can buy it direct from the manufacturer in England, SPROG DCC for approximately \$101.00 USD without a power supply. Power requirements are 12V regulated 1.25A.

Bottom Line

I would give this product 6 out of 10. It gets high marks for its usefulness and compact design; it loses points for its compatibility issues and price tag. I would also note that you must be familiar with Decoder Pro in order to use the SPROG II and somewhat comfortable with drivers and hardware installations on your PC. The install process, while not tricky, does need to be followed carefully. The unit ships with a CD that includes drivers and a Users/setup manual. The manual covers the setup fairly well but is rather skimpy on usage.

More Information

- <http://www.sprog-dcc.co.uk/index.html>
- <http://bbmgroup.home.comcast.net/~bbmgroup/sprog/index.html>
- <http://uk.groups.yahoo.com/group/sprog-dcc/>

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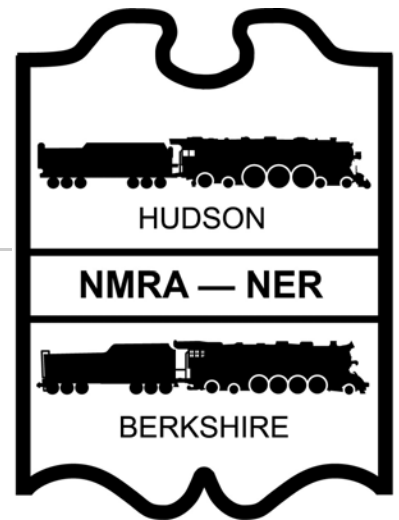
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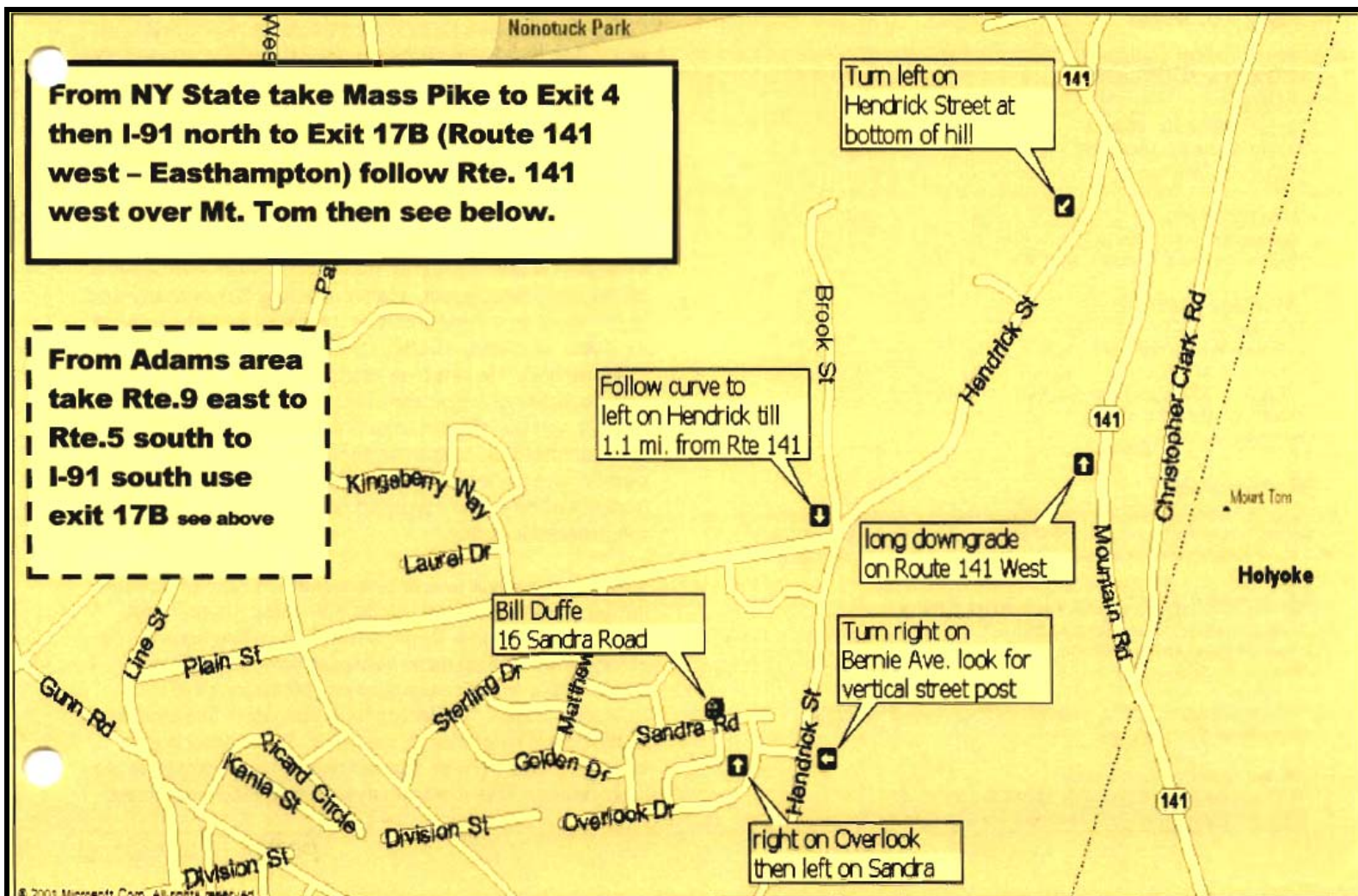
THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 253

May 2009



Bill Duffe's
LKJ&W Boston & Maine Rutland Div.
Friday-May 22nd



www.hudson-berkshire.org

FORM 19

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

Editor:

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Form 19 is published (approximately) eight times per year, for members of the Hudson Berkshire Division plus for newsletter subscribers (at \$7.00 per year).

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Contributing to *Form 19*

Form 19 welcomes contributions from the Hudson Berkshire Division membership.

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98 Railroad Avenue
Boston, MA 02198
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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



Doug Dietrich shows us his first scratchbuilding project- an N-scale version of the timber-frame station at Whitefish in Montana on the "Great Northern Railroad." That was his suggestion for the Saratoga Group's name. Also submitted was "The Milwaukee Road is Alive & Well In Saratoga" (Rich Smith); "The Colorado Midland Rides Again In Saratoga Springs Group" (Tom Rhodes); "Saratoga Spikes & Rails" (Rich Hennessey); "The Rutland Rides Again In Upstate New York Group" (Joe Kavanaugh); "Conglomeration of Railroads"-or ConRail for short (Bill Doyle), and my suggestion of "The Saratoga Iron Horses" got a vote.



IT'S MILLER TIME!

The Thursday night Group (What are they going to choose for a name?) lift the final section in place on Paul Hoffman's upcoming version of the Santa Fe. Carl Butler, Mike Rein (behind the brace) and Paul line up the brackets, as foreman Dick Davis keep an eye out on the alignment from the background on (surprise) Thursday night. Paul's family is getting their family room back!

The Ready Line

By Paul Hoffman

The days are getting longer and warmer and more of our time is being spent in the great outdoors. As the seasons change again so do our priorities, indoor model railroading tends to take a lesser role while rail fanning and other outdoor activities move to the fore. With only two meetings left before our summer hiatus, make some room in your spring/summer schedules to attend these exciting events!

The meeting at Kevin Surman's layout was outstanding. Everything looked and ran great and I want to say THANK YOU to Kevin and his family for hosting the group. Watch out for this guy, I feel he's going to be getting some National exposure before too long.

With that marvelous lead-in, let me tell you about this month's meeting at Bill Duffe's LKJ&W Boston & Maine Rutland Division. It has been a couple of years since the HBD has had a chance to see this layout. Bill's LKJ&W has been featured in MR and GMR 1998. You will be transported back to the 1950's during the Fall season to see what New England railroading was like. The layout features a stylized version of Troy and Mechanicville in addition to its many other charms. Influenced by another of our members, Dick Elwell, Bill has some absolutely breathtaking scenes, to say nothing of a well developed operating scheme. This is one not to be missed!

The following month will find us at Clarke Dunham's studio in Pottersville, NY for a Father's day weekend meeting that will be fun for the whole family. More on that next month!

As many of you know, I'm a technology guy. I like gadgets and new ways of doing things, mostly new ways of doing things that are more efficient and useful. That doesn't mean that I don't value or see the use of older, tried and true methods. As I spoke of in last month's column, the HBD is committed to doing things better and providing more value to the membership. In that article, I mentioned that there would be some changes coming down the line for the **Form 19**. I'd like to take a moment and address those changes that I, and the Board, feel will be beneficial to the entire Division. A little background is in order; the distribution of the **Form 19** has always been one of our most significant expenditures, and with good reason. The newsletter is a quality paper that not only delivers news and information to our members; it acts as our face to the outside world. Every editor we have had for the **Form 19**, without exception, has done a marvelous job capturing the spirit and joy of our group and imparting that feeling in print. From the typed and mimeographed pages of our first newsletters to the photo filled extravaganzas of today, each issue has been a pleasure to read and savor. Yes it is a significant expenditure, but one that is worth every penny. As we move a decade into the 21st century, the time has come to expand our newsletter's reach and capabilities and in so doing some changes will be made in the way many of you receive your **Form 19**. We will be embarking upon a digital email/download version of the newsletter that will allow us to include more pictures, more articles and most importantly, **COLOR**, without incurring additional mailing and printing costs.

Here are the details on how this will work: We have recently begun asking members to furnish us their contact information including email addresses, not only to update our database, but to also gauge the number of members with email addresses. That process is continuing and I cannot stress highly enough how **IMPORTANT** it is that we have your updated information. That is step number one. We will then determine the number of subscribers that would like to receive this expanded addition electronically. Being frugal model railroaders ourselves, we are "stacking the deck" in favor of electronic distribution by offering the following incentives:

- There will be two **Form 19** newsletters produced each cycle, the standard paper copy (10 page limit, B&W) and the expanded electronic version (No page limit and color with active links and embedded media)
- NMRA members will receive the expanded **Form 19** via email for **free**.
- NMRA members who do not have access to email will receive a standard paper copy via US mail (10 page limit) for free.
- Non NMRA subscribers will be able to receive the standard **Form 19** for \$12.00 per year (note this is an increase over the current \$7.00/yr cost)
- Non NMRA subscribers will not be eligible for the expanded electronic version

Our goal is to eventually publish the **Form 19** entirely in electronic format and distribute it via email or download from the website. I'm sure many of you have questions and I'll be happy to answer them, let me get a couple of the most pressing ones out of the way first:

Q: When is this going to happen and what about the money I've already paid???

A: Great question, let's address the money first, those of you who have renewed your subscriptions will continue to get the **Form 19** as you always have until that subscription expires. At that point you will fall into one of the above categories and your cost will be based on your status. We will not be renewing any further subscriptions at the current rates. New members coming on board will fall into one of the outlined groups above. When is this going to happen? We are planning to implement this change-over starting with the January 2010 issue.

For example: NMRA member Thomas the Tank Engine has a current subscription to the **Form 19** that expires in March of 2010. He is entitled to a standard paper copy of the newsletter until then; in addition, because he is a NMRA member, he may receive the expanded addition via email starting January 2010 should he chose to. If Thomas does not have email access he will continue to receive the **Form 19** standard edition as long as he maintains his NMRA membership (any level of membership) for no additional

(Continued on page 8)

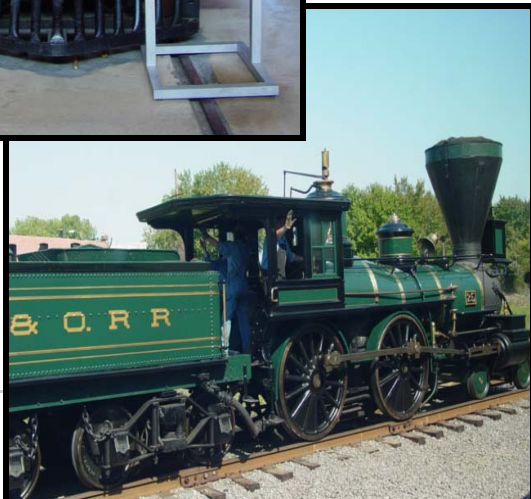
In Search of Steam in Baltimore

By Dave Gould

I have been a member of the B&O Railroad Museum for many years; but my various work assignments, especially with Amtrak, kept me from visiting until this fall. When I was notified of the annual Steam Weekend and realized that one of two working engines would be the 1856 "William Mason", I just had to go. So with my trusting spouse, we made arrangements for hotels and Amtrak tickets and plotted our pursuit. The ride down to Baltimore was uneventful and very smooth with only a 25 minute layover at Penn Station. Accommodations in Baltimore turned into a major hassle, but we did dine well (we both love oysters and crab) and spent nearly the full day on Sunday October 4th at the Museum. The 1884 Baldwin car shop roundhouse has been fully restored following the disastrous collapse caused by wind and snow. It is almost cathedral-like in the way the sunlight floods the now polished floor from the high lantern cupola. What a setting to display several of the Museum's gems. Although photography is some what difficult, the arrangement around the covered turntable is very inviting. Although two 19th Century engines that were badly damaged by the roof collapse remain on the floor walled in large plexi-glass boxes, all other pieces are readily accessible and can be closely examined and filmed. Information panels are minimal, but the aid of volunteer docents is close at hand; they are friendly, informative and enthusiastic. I spent some time admiring the recently restored 1848 "Memnon" 0-8-0, the Clinchfield's No1 4-6-0 (which still has its diesel throttle "black box" in the cab) and several other engines, including an AGEIR box cab CNJ 10000 from the infancy of diesel technology. On long term loan from the Smithsonian are the surviving elements of the original "Stourbridge Lion." displayed near the entrance to the car shop.

Of course the stars of the show and my reason for attending were the two engines under steam. The "Elizabeth" No.4 is an O-4-OT tank engine built by Porter in 1950, that Company's last domestic engine. The 1856 Mason 4-4-0 is my all time favorite. Most fans know it as the engine which played the role of the "General" in the Walt Disney film, "The Great Locomotive Chase." It has starred in several other films, most recently "Gods and Generals" and the silly remake based on the TV show, "Wild, Wild West". It was that film role which funded the overhaul at Strasburg Railroad shops and gave it its current green paint with gold striping. The green scheme is very attractive, but not as appealing to me as the older and arguably more authentic wine red scheme, which it wore from at least the Fair of the Iron Horse in 1927 and was the standard passenger color in the mid-19th century. That the engine survived is a wonder. The Columbian exhibition of 1893 saw the collection of many old engines and replica full scale models by the self-styled Major Pangborn as the B&O's contribution to the celebration. The exhibition was also, incidentally, the excuse for creation of the 999 and the replica "Dewitt Clinton" by the New York Central. The Mason engine, then No.55, was preserved as it was retired, no tender, tall "shot gun" stack and other non original details. The 1927 restoration to working order included a "new" tender, funnel stack, box headlight and other minor details. The original engine was built to burn wood, but within six months was converted to burn coal which it consumed for all of its working life as a passenger and local freight engine. For movie work the engine was converted back to wood fired, possibly for the Disney movie and continues so at present. The boiler pressure has been

set down to 76lbs. from 100; and the engine does not have air brakes, which is why it cannot under FRA rules pull an excursion train. Most remarkably, the lead driver is flangeless; yes, blind! I would not have believed it, until I walked up and stared. The B&O Museum engineman verified the missing flange and said it was only a problem on certain self-guarding frog switches. Research by John H White has confirmed that apparently many 19th century 4-4-0 engines had blind lead drivers. Quite a tribute to the balanced three point suspension of an engine that had a working life of over 35 years, and an even longer museum career!





Photos by Dave Gould

The B&O Museum has the original "First Mile" of track on which to operate its excursions. Accordingly, the 0-4-0T would back its train of retired MARC coaches out about a half mile and the Mason engine would chuff by with whistle blowing and bell ringing on a passing parallel track. The 4-4-0 would steam by again and the tourist train would back out to Mt. Clare junction and chug happily back to the Museum. Security and safety concerns made photography almost impossible, and the short trip isn't much of a ride. But, the process was repeated four more times that day so you could get a few shots in side the gated loading area. The building and track arrangements are very tight and the bright afternoon sun made shooting a challenge, but just watching the servicing and frequent moving of the engines made my day. Don't let my waxing lyrical about the Mason engine fool you, the tough little No. 4 is very impressive under steam. As every "Thomas the Tank" fan knows, "little engines can do big things."

Inside the adjacent shop building I examined the cab of Alleghany No. 1604 and the "President" class pacific, nearby were the streamlined C&O Hudson, and the first USRA Mikado No. 4500. Less happy were the badly shattered bodies of the wooden baggage car and one of the open platform coaches, often called "Civil War" cars, but which actually date from the late 1870s or early 80's. Outside a converted heavy-weight car held an excellent HO scale model replicating some of the B&O facilities in Baltimore and operated flawlessly. A quick trip to the rather small gift shop netted two books for the reading shelf; and then we decided it was time to "launch a Cutty." The next day, we spotted GG1 No. 4935 at Philadelphia in an Amtrak work train heading back to Strasburg after the weekend celebration of Washington Union Station's 100th birthday. All in all, it was a most excellent adventure. You can bet that I will renew my membership.

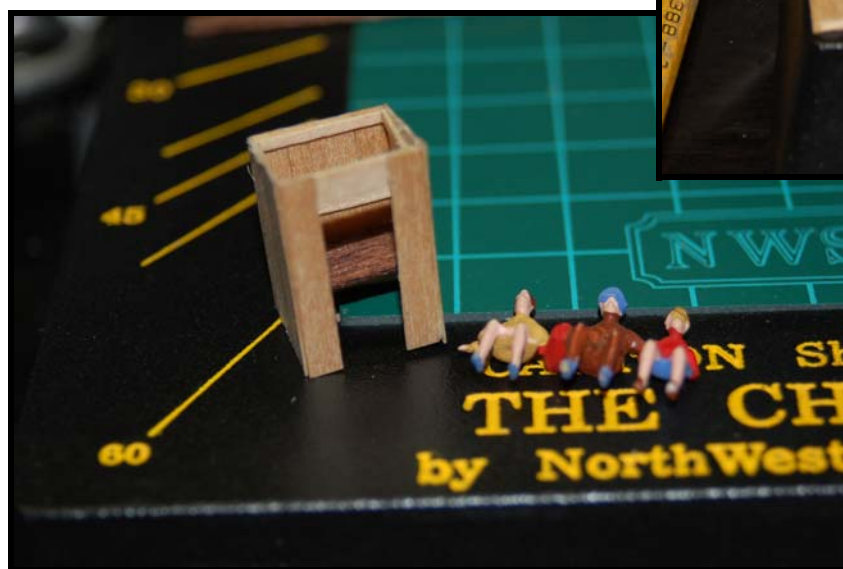
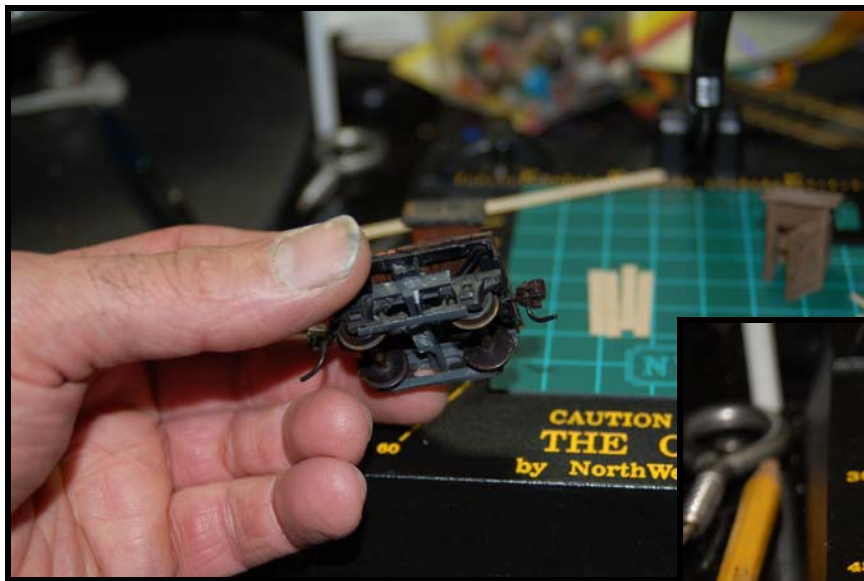
Tony : Here's one for the Form 19 I am sure someone in the division would like to model this!
 Dave Hoadley



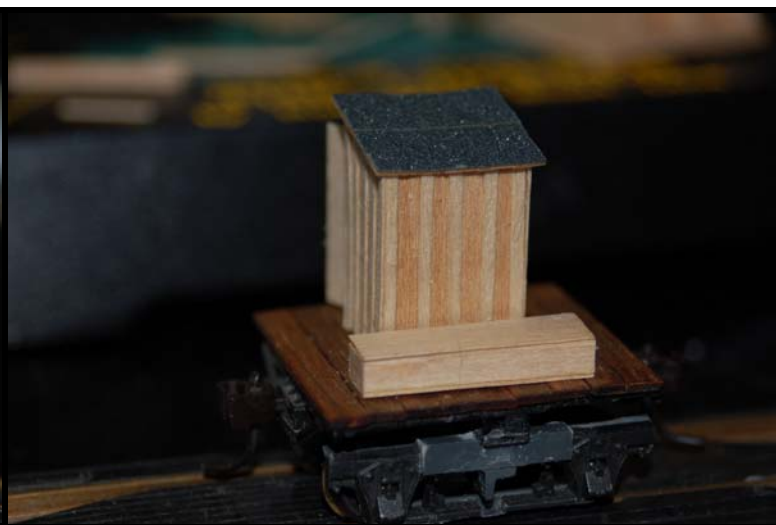
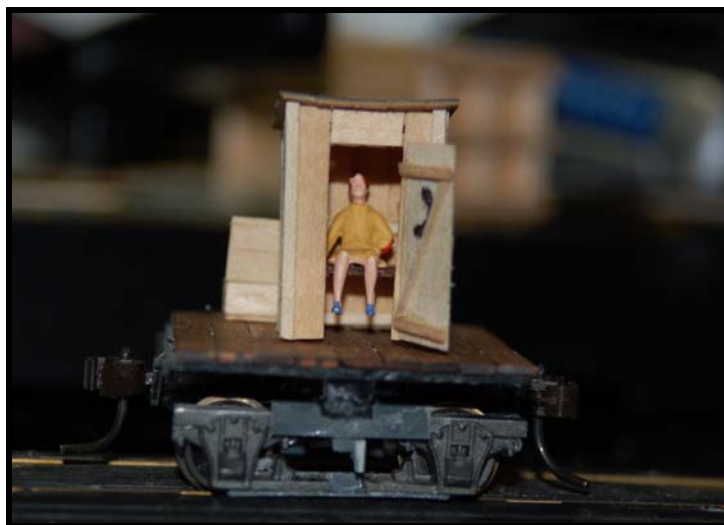
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Name	Type	Comments	Date
Paul Richardson	General	UP thinks of everything ;)	4/20/2009 10:06:43 PM
Pat Huemmer	General	You Pee...	4/20/2009 10:08:02 PM
Steve Evers	General	Where's the couplers ? LOL !	4/20/2009 10:38:46 PM
Jacob J. Nelson	General	At first i saw this picture and thought, what does this have to do with the railroad, then i saw the wheels for the rails, and then it all made sense :)	4/20/2009 11:19:12 PM
Doug Wolfe	General	Great shot. Looks like you have to drop in a couple of quarters for the usage rights!	4/21/2009 8:01:54 AM
Ted Marshall	General	Now that's original... Great catch!	4/27/2009 2:54:51 PM
Patrick Slayton	General	White flag for an extra "movement"	4/27/2009 6:05:21 PM

Thanks Dave-I'll get started on a steam-era version!
 Tony



Now doing "doodly" on the Adirondack Branch



(Continued from page 3)

cost. Of course we would strongly encourage Thomas to get an Email copy or download it from the website because of the additional features.

Example 2: Diesel 10, a subscriber to the Form 19, but not an NMRA member has paid his subscription fees up to September 2009. He will continue to receive a standard paper copy until that date, at which point he will have several choices: he may renew his paper subscription at \$12.00 per year, he may join the NMRA (at any membership level) and receive the expanded addition via email/download or he may receive the standard edition for free via USPS for as long as he maintains his NMRA membership.

Q: Why are you doing this?

A: There are a number of reasons, first and foremost, we see the **Form 19** as a benefit of membership in the NMRA/HBD. It is our desire that the members receive the best possible newsletter at the best possible price. Electronic distribution will allow us to create a high quality color newsletter and distribute it at a very low cost. For those of you who are curious, we are using the online only magazine **Model Railroad Hobbyist** as example of the type of newsletter we eventually aspire to. The magazine can be found here, <http://model-railroad-hobbyist.com/>

We understand that not everyone has or wants computer access and I am especially sensitive to that point which is why we will continue to offer the standard edition of the **Form 19**, free to NMRA members, and via subscription to others. While the paper copy will continue to be informative, it will not contain all the pictures and images and articles that we will have in the online version, it will be more of a meeting notice and flyer.

This change-over will come at some cost to the Division, both monetarily and otherwise. Our bank account is healthy and with the additional revenue stream of the Albany Train show, (more on that next month) we feel this is the right time to make this move.

I'm sure there are other questions or particular concerns you may have. Please contact me and I will answer them as they come up for your situation. Other general questions, along with answers will be posted on the website and in these pages. Here are the major points:

- The change over to Electronic Distribution will occur with the January 2010 issue. Everyone must decide how they will receive the **Form 19** by December 29, 2009.
- Subscription rates will change effective immediately; no further renewals will be accepted except as noted below. NMRA members whose subscription expires before December 29, 2009 will have their subscriptions continued, via paper copy until January 2010. Those whose subscriptions expire after the change date will continue to receive the paper copy until their subscriptions expire. You must still inform us of your choice of distribution by December 29, 2009. Non NMRA members whose subscription expires prior to the change-over will have the option to continue their subscription at the new higher rate or join the NMRA and become entitled to the above outlined protections for current NMRA members. You will still have to decide by December 29, 2009 how you wish to receive further issues. Subscriptions that expire after the change date will continue with the standard edition until expiration.
- We will need your email address and updated contact information prior to the change-over. SOONER IS BETTER!!!! PLEASE send an email to the following address with "Member info" in the subject line; **trains@hudson-berkshire.org** In the body of that email please add any relevant information you feel should be updated, phone numbers, snail mail address changes, preferred scale, etc. Make sure to send it from the email account that you want the Division to use. For those of you without email access, please contact me at the Division mailing address; PO Box 4763, Clifton Park, NY 12065-7893, with the same information.

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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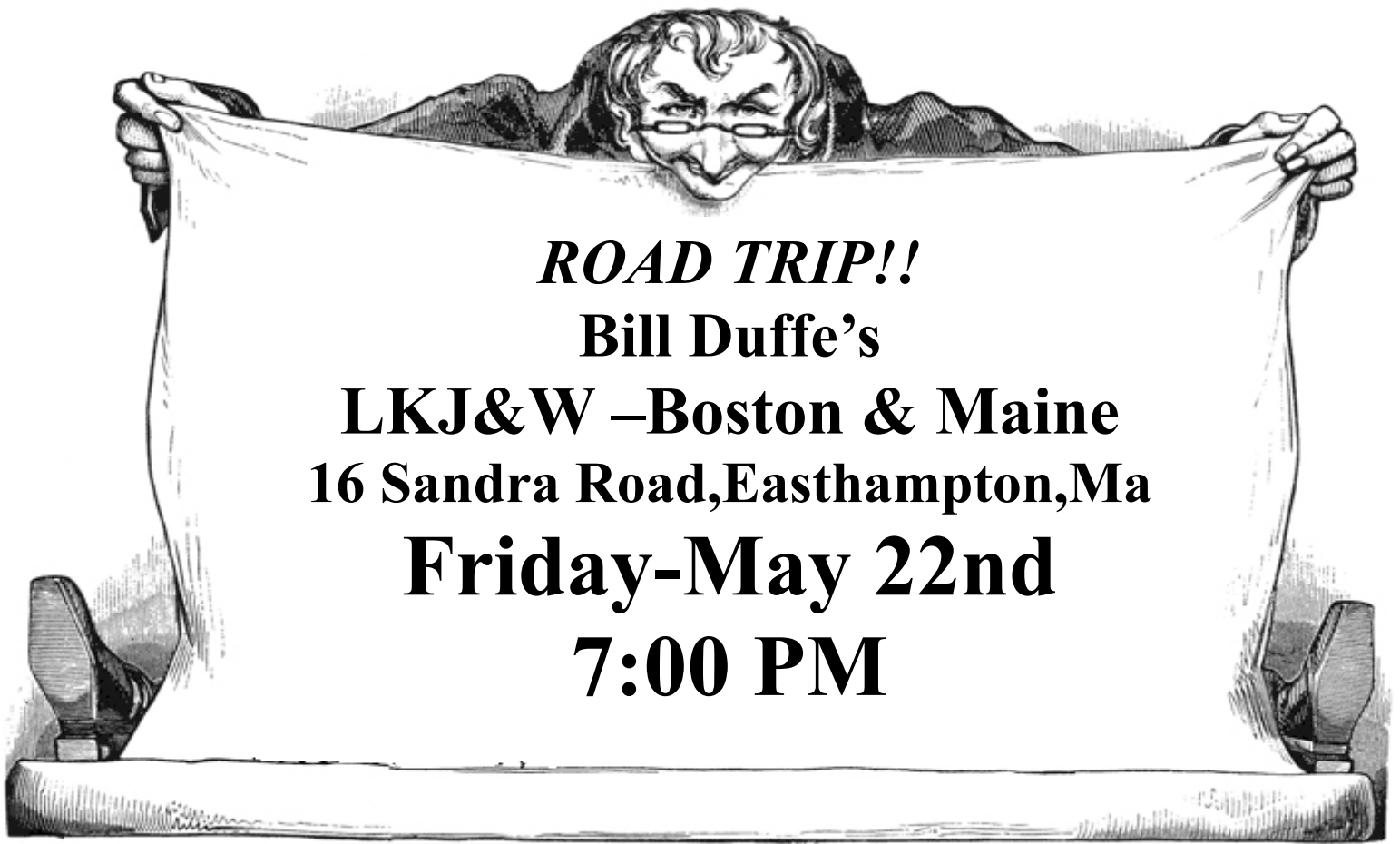


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Where in the world is Tony Bucca??

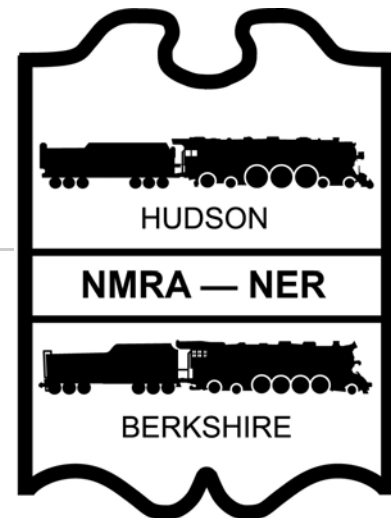
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FORM 19

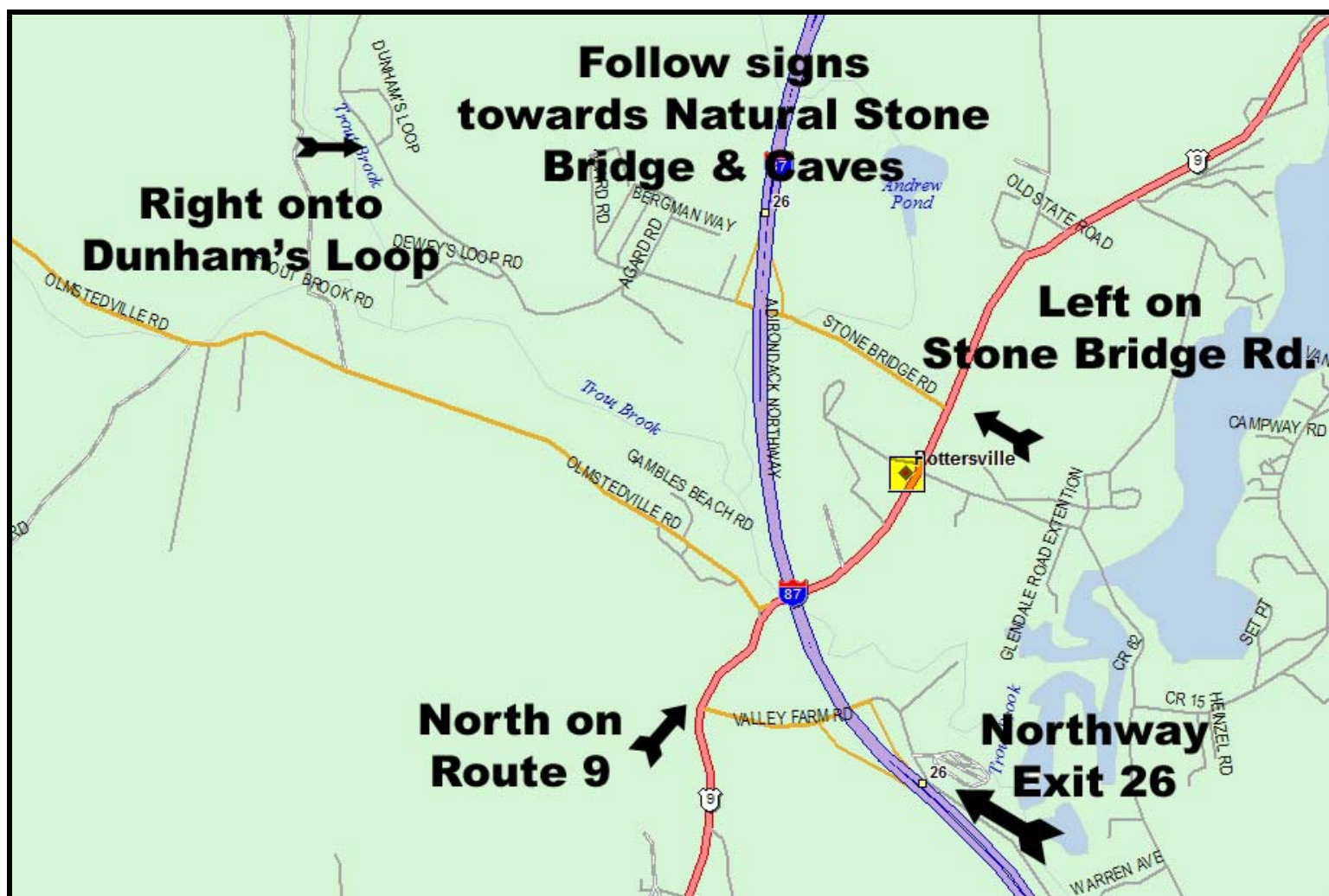
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Clark Dunham Studios
Saturday-June 20th 1 to 3 p.m.
Pottersville, NY



www.hudson-berkshire.org

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Editor's Corner

By Tony Bucca

From Clark's Website

Custom Model Railroad Layouts

The design and manufacturing of custom model railroad layouts is a business so new that it was almost unheard of even ten years ago. It has grown, I believe, from the increasingly frustrating task of attempting to build your own home layout, a frustration caused largely by the increasing technical complexities involved in model railroading and a perceived need to solve those problems by having an expert do it for you.

Indeed once you begin to appreciate the number of things you have to do well to have to a beautiful, smooth running home layout, the more desirable a custom supplier becomes. In my own case, though I'd been a Model Railroader for over thirty years, I'd never been able to master good track work or do sophisticated electronics or wiring. Lack of time or knowledge frustrated me every time. It wasn't until I put together the team that created Citibank Station in 1987 that even I had any realization of exactly how much I didn't know! And let me tell you, it's taken the equivalent of a five year immersion course in professional model railroading---being alternately the professor and the student---to have the knowledge and contacts that I have today. And you know what? Every day I learn something more! A new control system here. A new model builder there. And so the team that started out as five hardy souls at the beginning of Citibank Station has grown into a network of nearly fifty specialists: designers, craftspeople, model builders, theatrical and movie painters, carpenters, electronics designers, custom locomotive builders----all of us backed up by a growing network of manufacturers and wholesalers utterly unknown to me when we started doing this.

For the rest of this article, go to Clark Dunham's website.

<http://www.dunhamstudios.com>

The Ready Line

By Paul Hoffman

Another successful season draws to a close. We've had a great run of activities and I'm looking forward to our get together at Clarke Dunham's Studio on Saturday June 20th from 1:00 pm to 3:00 pm. What better way to celebrate Fathers Day weekend than a trip to the Adirondacks to visit the birthplace of dozens of world class layouts including the famous Citicorp display. Clarke tells us that there should be a clients' layout in the final stages of construction for us to see. Don't forget to tour Barbara's pet project (she's Clarke's wife), the home they share in Pottersville. I have not seen it but I hear it is magnificent.

Many thanks to Bill Duffe for his fine hosting over Memorial Day weekend, his LKJ&W expansion looked great and the layout was in fine form. For those who made the trip, it was well worth it, for those who couldn't be there, you were missed.

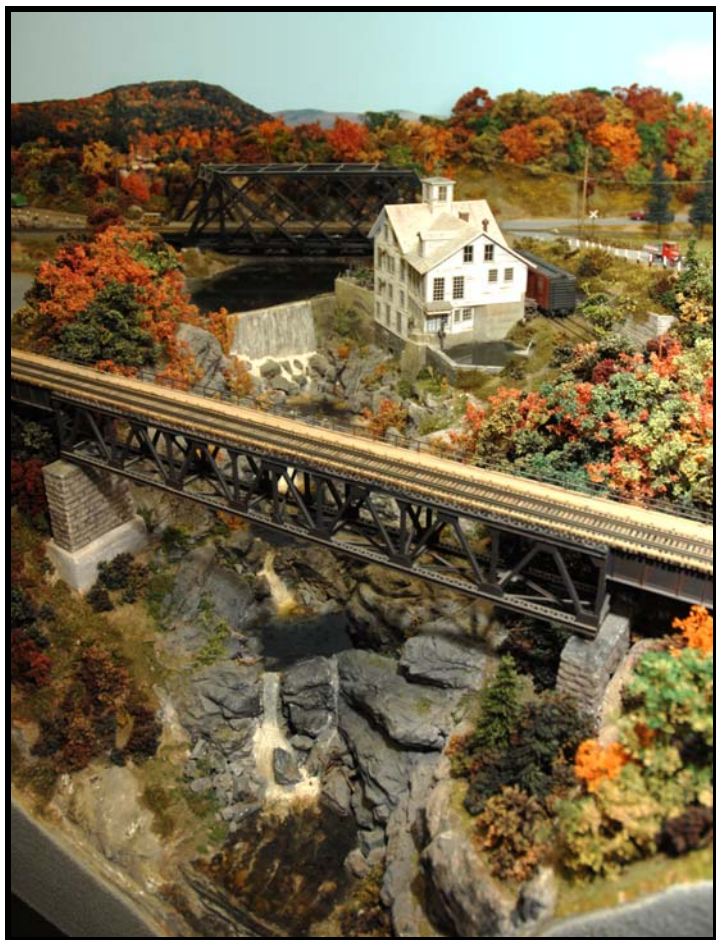
I have some Division news to impart and a quick blurb on the ALS and then you can get back to packing your coolers for the trip to Clarkes'.

- We have had a very warm reception to the idea of Electronic Distribution of the **Form 19** and a question:
 - **Q:** As an NMRA member can I receive both the Email edition and the paper copy?
 - **A:** The answer is yes, as long as you maintain your NMRA membership. Once any current subscriptions run out you will have to specifically request to receive both the paper version and the E version. Remember the content of the paper edition will be much less than the E version.
- There will be a test mailing over the summer to shake down the system in preparation for the January 2010 launch.
- **PLEASE CONTINUE TO FORWARD YOUR CONTACT INFORMATION TO trains@hudson-berkshire.org**
- As per our Constitution and Bylaws and in accordance with the changes we made in November 2008 we will be holding a general election in November of 2009. The following positions are open to nomination President, Vice President and 2 Board members. Please forward any nominations to the board by September 1st 2009. If there are no nominations for any positions we will hold a voice vote per the Bylaws to retain the current officers. Nominations are open to any HBD member who is a member in good standing of the NMRA.
- Don't forget the up coming Hartford National Convention, July 5th through July 11th. Registration forms and links to the convention site can be found on our website: www.hudson-berkshire.org
- Ken Nelson would like the membership of the HBD to know that the ALS (Adirondack Live Steamers) is currently looking for members. There is also the possibility of visiting the grounds as a guest of an ALS member. Please contact Ken for more details.
- Take a moment or two over the summer to write a short article for inclusion in the **Form 19**. All submissions are welcome!
- Planning for the December Albany Train show is proceeding apace. We will be soliciting volunteers starting in late August.
- Remember to renew your NMRA membership.

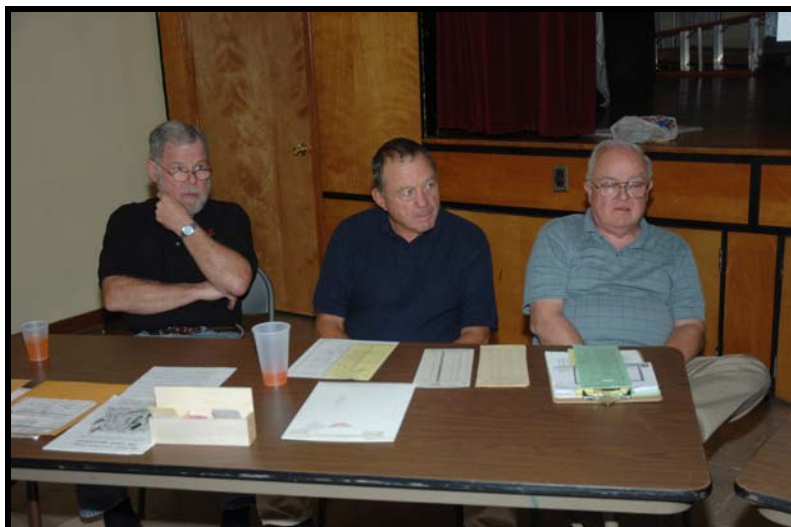
Have a great summer and I'll see you all at Clarke's. Barring that, I'll look for you in Hartford!

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.

Highlights from the 2008-2009 season



Dick Elwell's Hoosac Valley



Above: Operating your railroad discussed on two different evenings at the Colonie Youth Bureau.
Left: John McBride's G-scale Crown Point and Hammondville RR.



Left: Toys for Tots & our 50 train-set donation.

Below left: Albany Train Show.



Right: Ken Nelson's Poco Valley
Above Right: Jim Cesare's Downtown Schenectady.



All photos by Tony Bucca



Left: Kevin Surman's New York & Long Branch

Right: Bill Duffe's LKJ&W Boston & Maine



The Adirondack Live Steamers are now able to show off their work to invited guests. Ken Nelson on the Adirondack Southern SW1500, & John Lukasavage on a Pennsy K4 pause during a shake-down run.



Track Warrants— By Greg Whittle

After issuing track warrant #2 the dispatcher calls the B&M yard in Rotterdam Junction. The clerk says the local is working the yard and all interchange tracks are blocked. The dispatcher decides to have B&M #1575 East set out the interchange cars on the West Shore Secondary for later transfer. He calls B&M #1575 East on the radio and ascertains they are west of Amsterdam on track 2. He then issues track warrant #3 to reroute the train onto track 3, to make the setouts on the West Shore Secondary at Rotterdam Jct. and proceed to Selkirk yard. When B&M #1575 East is clear of the main in Selkirk yard the warrant is fulfilled and their run is finished.

Next warrant in sequence for this day.



TRACK WARRANT

- NO. 3 10 March 1950
- TO: B&M # 1575 East AT: Amsterdam
1. ☒ TRACK WARRANT NO. 2 IS VOID.
 2. ☒ PROCEED FROM Amsterdam TO Hoffman's ON 2 TRACK.
 3. ☒ PROCEED FROM Hoffman's TO Selkirk Yard ON 3 TRACK.
 4. ☐ WORK BETWEEN _____ AND _____ ON _____ TRACK.
 5. ☐ NOT IN EFFECT UNTIL _____ M.
 6. ☐ THIS AUTHORITY EXPIRES AT _____ M.
 7. ☐ NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____
 8. ☐ HOLD MAIN TRACK AT LAST NAMED POINT.
 9. ☐ DO NOT FOUL LIMITS AHEAD OF _____
 10. ☒ CLEAR MAIN TRACK AT LAST NAMED POINT.
 11. ☐ BETWEEN _____ AND _____ MAKE ALL MOVEMENTS

There are specific rules governing the operation of trains within yard limits (designated by a sign along the track and listing in the timetable). Any train or engine may operate on the main track not protecting against other trains or engines within yard limits at restricted speed (able to stop within 1/2 range of vision short of any equipment, obstruction, etc.), but not more than 20 MPH. A train authorized under track warrant authority to pass through the yard on a designated track must still proceed at restricted speed but other engines observing the train approaching must give way soon as possible.

16. ☐ TRACK BULLETINS IN EFFECT _____
 17. ☒ OTHER SPECIFIC INSTRUCTIONS: Interchange cars for Boston & Maine Railroad to be set out on West Shore Secondary track at Rotterdam Junction.
- OK 3:50 AM DISPATCHER B&W
- RELAYED TO _____ COPIED BY _____
- LIMITS REPORTED CLEAR AT _____ M BY _____

The dispatcher issues the new warrants to the train at the next named point on their route. When the new warrant is complete the old warrant is void and B&M #1575 East must follow the instructions in this warrant. Since there is no switch on Track 2 in Amsterdam the operating rules define the location as the station sign.

Initial Position of extra freight led by Boston & Maine Engine # 1575 and routing from warrant #2 is shown in blue.

When B&M #1575 East receives warrant 3 at Amsterdam their new routing is that shown by the violet line. They should still inform the dispatcher when the rear of their train is on Track 3 clear of Hoffman's.

B&M #1575 East enters the yard limits at Selkirk and puts the train into a track as directed by the yardmaster. When the train is clear of the designated main track the crew indicates this to the dispatcher and warrant #3 is fulfilled. see note on yard limits

B&M #1575 East stops at Rotterdam Junction and sets out the interchange cars on the West Shore secondary as directed in the specific instructions.

Note: Once the last car of the train has passed through the interlocking at Hoffman's and is on Track 3 the crew informs the dispatcher and he records that information. He then can issue other warrants for the use of the segments on Track 2. The fact that the rear of the train has passed that named point voids the warrant authority up to that point since the train is not authorized movement in the opposite direction.





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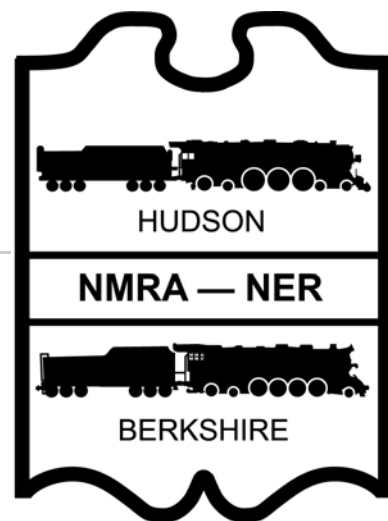
Where in the world is Tony Bucca?

FORM 19

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

Order Number 255

September 2009



ADIRONDACK LIVE STEAMERS

Saturday-September 26th

11 am to 3pm



www.hudson-berkshire.org

FORM 19

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

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

WE hope you all had a great summer, and that you were able to get out and do some rail-fanning. If you have any pictures from your travels, send them to us.

Our first meet back brings us to the Adirondack Live Steamers for a Saturday/bring your family/bring your picnic lunch get together. Hiking type shoes would be a good thing too.

We've been scheming other events for the upcoming season, but we still need some hosts. How about some of our new members? If you'd like to host, contact Rich Smith or myself. I'll try to get some pictures for the Form 19.

Any articles/book reviews/how-to's are greatly appreciated.
See ya's at ALS!

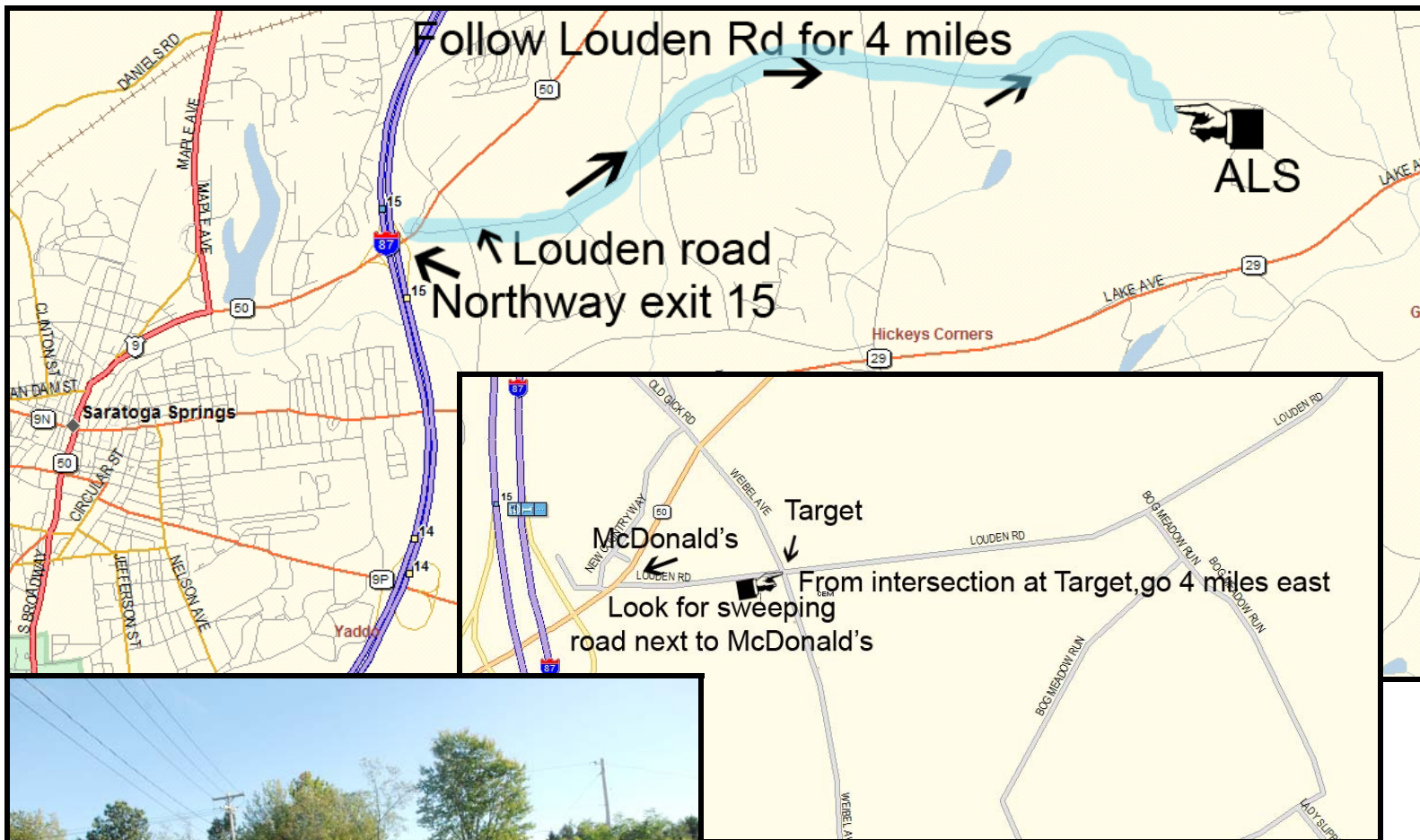
Please check out the new web page for ALCO Historic Photos.

alcohistoricphotos.com

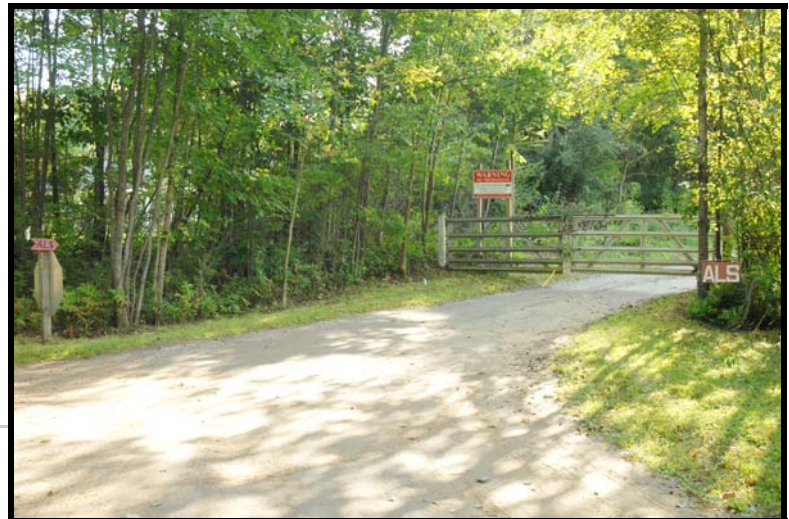
Thanks for looking.
Dan T

Tony - if we have not mentioned this in Form 19, might be worth while, maybe with a sample...
Some, not all of the buildings are appropriate to our part of the country, and some are just neat !! These links will give you a good start:

<http://www.illinoishistory.gov/ps/images/build/pdfs/Hall's.pdf>
<http://www.illinoishistory.gov/ps/images/build/pdfs/gardner.pdf>
http://www.state.il.us/hpa/ps/Construct_Mainstreet.htm
Good stuff !! Thanks go to Jeff Martin for the site and some examples he's been building.
And - nearly INSTANT backdrop buildings...
Bill M.



Look for dirt road on left. Continue past Sign for Hidden Acre Farm. Entrance to ALS is on right-Please park in field on the right past entrance. Don't forget your camera or camcorder!



The Ready Line

By Paul Hoffman

Welcome back - I hope your summer was enjoyable! As we start our new season I'd like to take a moment and thank Clarke Dunham for hosting the Division at his studio in Pottersville. Clarke was a great host and his studio was fascinating!! Thank You!!!

We have a great lineup slated for 2009-2010. We'll start with a visit to the Adirondack Live Steamers on September 26. The ALS has extended a special invitation to the Division to come on up and enjoy their fabulous 1-1/2" to the foot live steam layout. They also feature a smaller 7.25 layout and a #1 gauge setup. Benches and picnic tables are available so pack a lunch and bring the family for a great day. The grounds will be open from 11:00 to 3:00 on Saturday September 26th. Remember this is a SATURDAY meeting. As with any Division meeting, Courtesy and SAFETY are the watchwords of the day, treat the Live Steamers with the same care and respect you would a full size steam locomotive.

In October you'll have a chance to see the progress on the newly rebuilt Santa Fe Albuquerque Division. I'll be hosting the group at my layout in Malta. Looking just a little further out, November will find us at our clinic night with the Upstate Modelers in Glens Falls at their clubhouse in the basement of Aimee's Dinner and a Movie. More details to follow.

Before the Division news, a mea culpa: In the past several newsletters our Editor has run a humorous photo section called "Where's Tony". These pictures have been shot all across the country and are quite interesting. Unfortunately, the photo in the June issue was just a little too "interesting". It showed a shot of Tony's ubiquitous van from inside a tunnel, deep on railroad owned property. I just want everyone to know that the Division does not condone or promote trespassing on private property or even more importantly, putting yourself in a potentially dangerous situation. Use your head while rail fanning, that "great" shot is not worth your life or getting into trouble. Please accept our sincere apologies.

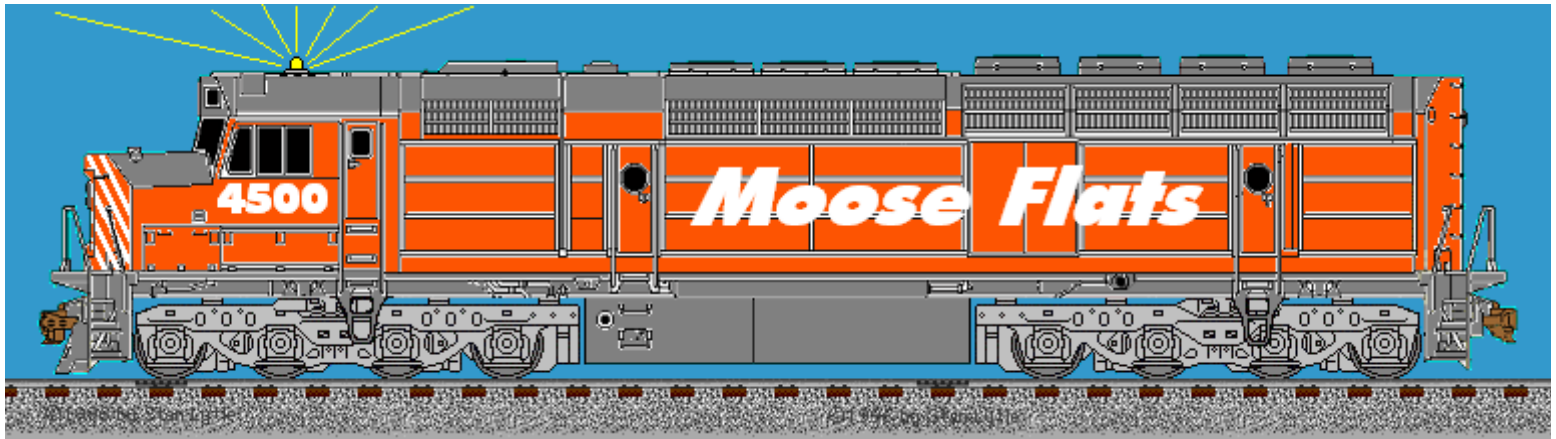
Some Division news and then on to the ALS!

- The Board has not received any nominations for the positions open for re-election - President, Vice President and 2 Board seats. Each of these carries a 2 year term of office. Nominations officially closed on September 1st but the Board has decided to allow one more chance for nominations. We will need to hear from any interested parties by the end of the September 26th meeting. If no nominations are forthcoming, pursuant to the By-laws and Constitution, a voice vote will be held at the November meeting to "re-elect" the current holders of the open positions.
- The member database is nearly complete, kudos to Jack Cutler on his hard work. The last step is the hardest, data verification. This is where we need your help. Please update your information either via e-mail or fill out the attached form with your info and get it to Jack or any Board member. It is vital that we have accurate and up to date information, including the email address you use. **PLEASE CONTINUE TO FORWARD YOUR CONTACT INFORMATION TO trains@hudson-berkshire.org**
- Based on our successful Toys for Tots drive last year, the Board has decided to once again commit to the program. We would like to raise enough money to provide 50 train sets to deserving boys and girls via the Toys for Tots organization. The program will work exactly as it did last year, with your donations being tax deductible. Our goal will be the same, \$2000.00. Please be as generous as you can and help spread the hobby to another generation of children. Please see any Board member or myself for details. More on this subject to follow in the next **Form 19**.
- We are now looking for volunteers to help us out with the Great Train Extravaganza, (AKA: The Albany Show). Please see Rich Smith if you can help on the day of the show, December 6th, or help handing out/posting flyers before hand. There will be a flyer posting party a week or so before the show to fan out and blanket the area with posters. Pizza will be provided for the volunteers, you're on your own for beer. Date to be announced.
- We can also use your help with addresses or contact info for any local or regional papers. Please contact Irwin Nathanson at irwindnathanson@fastmail.fm
- We are always soliciting articles for inclusion in the **Form 19**. All submissions are welcome!
- We have started posting minutes of our Board meetings on the website. Go to www.hudson-berkshire.org and click on the Board of Directors section, the minutes link will be on the right.
- Remember to renew your NMRA membership.

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.

From The Moose Flats Railway

By Jeff Brzezinski



The FD45 is a brutish shop-built locomotive peculiar to the Moose Flats. The background story is simply a matter of buying Santa Fe FP-45 and Union Pacific DD trade-ins from EMD. The extensive Moose Flats Shops took care of the rest. I made the first model of the FD-45 when I worked in a hobby shop in 1982. There was a humongous Sagami motor that never sold and I was wondering what I could use it for. We also had a pair of DD40 trucks in with the Athearn parts. When I held the trucks up to a dummy FP-45, it just seemed right. I had a customer who offered to take the frame home and mill enough off both ends of the fuel tanks to clear the 8-wheel trucks. I made new bolsters out of brass stock with the correct spacing. The Sagami motor was attached to the Athearn frame with silicone adhesive, and connected to the trucks with Hobbytown universals. I tried my hand at making lost-wax castings for custom-fit weights, and barely avoided being caught in a lead volcano as the hot metal turned the water in the plaster coating to steam! The finished locomotive was the reigning tug-of-war champ on the shop layout, until I sold it to move on to something else.

The new batch of twelve locomotives is starting construction now. For the year before I moved here I collected the parts: Used Athearn DD40's and dummy FP-45's, and the 28mm NWSL motors, which are close to the Sagami I used before. Changes to the new design include the addition of an additional radiator and fan in the space where the steam generator was, and a third dynamic brake fan. This is to enhance the aura of power and justify the DD trucks. These locos won't be quite as heavy as that first one, since space inside will be taken up with motor and sound decoders, full lighting, and a speaker. Still, I'll add weight where I can. The paint is the "Corporate" Moose Flats scheme.

Although the new Moose Flats Railway is still in the layout-design stage, I'm excited about the prospect of having a fleet of these iconic monsters cluttering-up the engine facilities.

Book Review

By Dave Gould

OUR RAILROAD by Paul K. Larnner, The History of the Fonda, Johnstown & Gloversville Railroad (1867-1893) , Author House 2009

Most local fans and modelers are quite aware of the intriguing Mohawk Valley short line, the FJ&G. Bill McChesney once modeled it and Jim Shaughnessy has photographed it, along with a great many others, including myself. Now we have a first rate detailed history by Paul Larnner. The first of three volumes covers the post Civil War period up to the time of take over by New York Central interests and the building of the Cayadutta electric line which paralleled and competed with the steam road. This is the era that I for one knew practically nothing about, but which cast a long shadow on the rail line and the area it served right up to abandonment. Some might say they don't want "ancient" history, and would prefer more recent steam and diesel years. Surprise, the lengthy introduction by Eber Davis, recalls every day operations in the 40's and 50's; and sets the tone for a lively, primary source account of the Company's early years. I must candidly recuse myself from being entirely neutral in reviewing this book; as Paul Larnner recently retired from Amtrak, and I am proud to have worked with him and regard him as a great friend and fellow railroader. That said, I think any one interested in the region and the railroad will find the stories, photos and frequent controversies a great summer read. I especially like Appendix A, which is an alphabetical list of FJ&G employees from 1870-1893. This was compiled from Company payroll records in the NYS Archives, applications for employment and local newspaper accounts. Each person, not all men, has a brief description of job title and often, rail related injuries. It is sobering to see how many men were killed or crippled coupling cars and jumping to avoid collisions, cold but fascinating facts.

The book is well illustrated, especially surprising for this period, has extensive notes and rosters of equipment and a bibliography. Paul dedicates the book to David F. Nestle, who long ago produced a paper back book on the FJ&G with William R. Gordon, now out of print. I suspect the hard-bound copies are already gone , but the paper bound edition is well made and will make a great summer read. I look forward to the next volume.

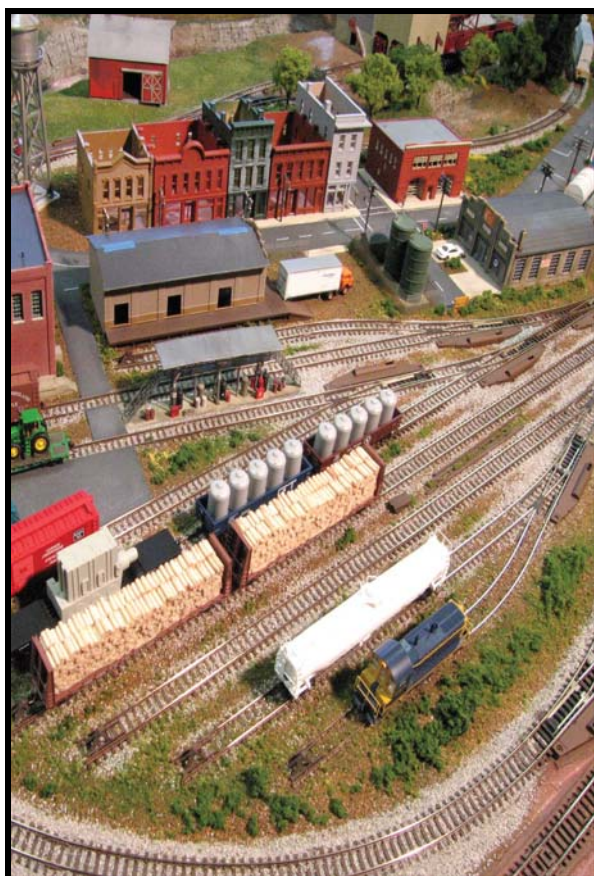
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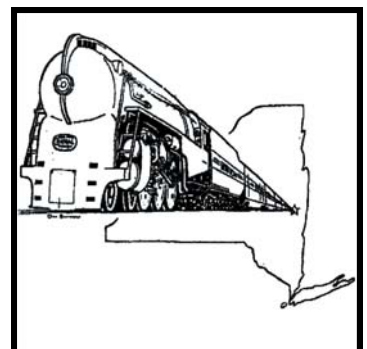
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Saturday, September 26th
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11-3

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First Class Mail

Where in the world is Tony Bucca?

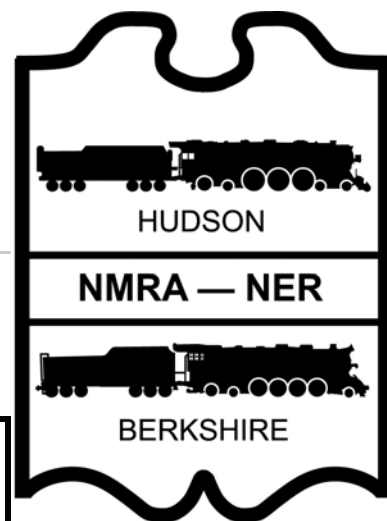
FORM 19

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

Order Number 256

October 2009

October 23rd-7:00 PM
Paul Hoffman's
ATSF-Albuquerque Division



www.hudson-berkshire.org

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Editor's Corner

By Tony Bucca

I think that of all the months of the year, October has to be my favorite. I like it when you have to wear a sweat-shirt. I use my motorcycle more during this month, and I use my camera more this month for MY OWN pictures, just because of the contrast between the oranges, reds, and yellows of the trees, and the brilliant blue of the skies. That is the time period I'm trying to emulate on my layout, and I'm hoping that this year, I'll spend LESS time on the lap-tops, and MORE time in my train-room. A friend E-mailed me this, and it FIT!!

"O suns and skies and clouds of June
and flowers of June together,
Ye cannot rival for one hour
October's bright blue weather"
by Helen Hunt Jackson - for the complete poem follow the link:
<http://www.potw.org/archive/potw10.html>
Happy Autumn -

On The Cover:

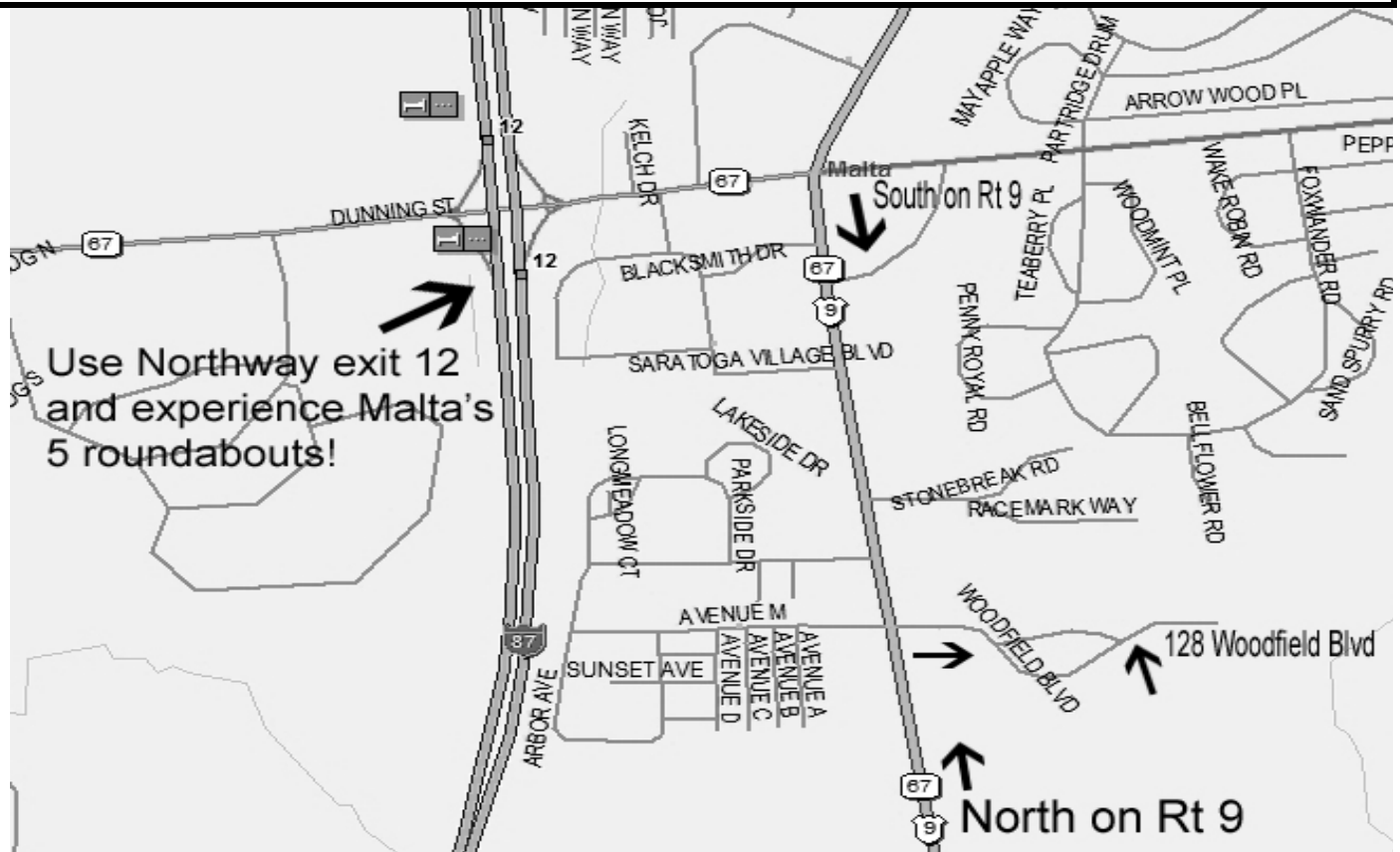
Mike Rein (back to camera), Karl
Butler and Paul Hoffman scramble
to get the ATSF-Albuquerque Division
layout ready
for our upcoming visit.

Welcome NEW MEMBERS!!

William Collins
Don Clairmont
Ralph Balfourt
John Carpenter
Elroy Davis
Robert Kennedy
Scott Koczela
Richard Paczosa
John Pearson

Albany
Eagle Bridge
Albany
Scotia
Manchester VT
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Savoy MA
Adams MA
South Glens Falls

Paul Hoffman's Malta-Northway exit 12



The Ready Line

By Paul Hoffman

The frost is on the pumpkin, as they say, the weather is turning a bit colder and our basement empires are beckoning. In contrast to the cold weather, our Division is definitely turning up the heat!

First and foremost, a very big **Thank You** to the Adirondack Live Steamers for hosting our Division! What a great time! Our hosts were very welcoming and congenial; in fact they even brought the hamburgers and brats to make us feel right at home. I saw several new faces and many of our regulars, I'm glad you could make it. For those who couldn't, we're sorry we missed you.

This month will find us in my basement for a peak at my ATSF/CCARM RR – Albuquerque Division layout. The layout has been completely rebuilt since the last visit from the HBD. With the inclusion of a helix and three decks it is quite a change from my previous endeavors. I think you'll find it interesting.

Our clinic night is scheduled for November 13 at the Upstate Model Railroaders club in Glens Falls. Ooooh Friday the 13th. We'll see you at Aimie's Dinner and a Movie, 190 Glen Street. We have a couple of great clinics in store for you in addition to our annual business meeting. (Short and sweet, I promise, the BM, not the clinics, alright, Business Meeting instead of bm, boy, you guys are a tough crowd)

Division news and some very important announcements!

- Nominations for the open leadership positions are officially closed. Since we received no new nominees we will have a simple voice vote at our November meeting in Glens Falls to allow the current officers to continue in their positions. While the BOD and Officers are more than happy to continue on, please consider running for a position at our next election. The HBD can only get better with greater participation, come on in, the water is fine. If an elected spot is not your cup of tea, consider volunteering on any of our committees to get a taste for how things are run. Please see Rich or I and we'll get you right on board.
- The member database is providing us with a wealth of information and making our Division stronger than ever. We have had an enormous response to our entreaty for member information forms. You will find the form on the reverse side of the letter included in this month's **Form 19**. An electronically fill-able form is available on our website for those with computer access. Please continue to forward your information to us!!
- Electronic distribution of the **Form 19** is slated to begin with the January 2010 issue. It is vitally important that we have your email address and preference before then. Just fill out the member info form and send it in!
- **Important Announcement number 1:** Our Toys for Tots drive is in full swing. We understand how tough things are under the current economic conditions, but please consider a donation of any amount towards our goal of \$2000.00. Help us bring the joy of model trains to another generation of children. Please see any BOD member or Rich and I to make your tax deductible donation to this very worthy cause. Our Division came through like true champions last year and I know we can do the same this year!
- Please see Rich Smith to volunteer for this year's Great Train Extravaganza. Rich is looking for all manner of volunteers, from ticket takers to floor help to poster, flyer and lawn sign setup. The date of the poster party is set for Saturday November 21. Catch up with Rich for all the details on this fun event.
- With the upcoming need for additional content for the electronic version of the newsletter, we are soliciting articles for inclusion in the **Form 19**. All submissions are welcome!
- We now have a new video section on the website. Check it out! If you have short videos you'd like to see posted please contact me.
- **Important Announcement number 2:** If you check the upper right hand corner of your mailing label you will see the expiration date for your NMRA membership, if the date is highlighted in yellow you are due to renew. If the date has a red line under it this will be your last **Form 19** until you renew. **Please renew your membership.** You can renew online at www.nmra.org or grab the forms off our website and mail them in. Of course you can also get paper copies directly from me or any BOD member, at our meetings.

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.

The Beer Line

By Richard J. Smith

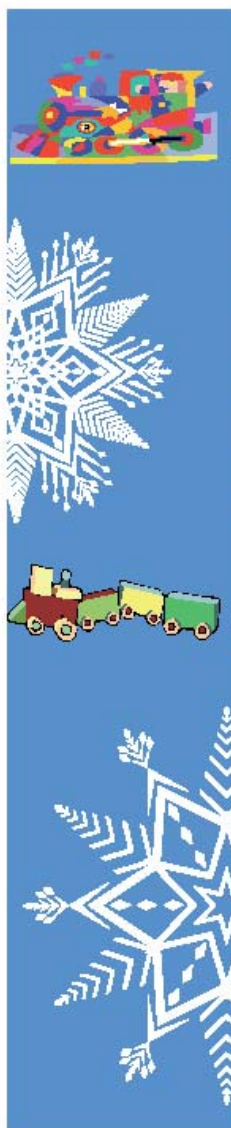
Great Train Extravaganza 2009 Update

This year, the Great Train Extravaganza train show will be held at the Empire State Plaza Sunday December 6th, from 10am to 4pm. Our division's participation in the show is in full swing and I wanted to take this opportunity to give you a status report. If you didn't already know, the Hudson Berkshire Division is now a 50-50 partner with Upstate Train Associates (UTA) running this train show. That is a testament to the HBD support last year, which demonstrated to the UTA we are committed to not only keeping this show alive, but bringing excitement and growth back into this Albany tradition. And along those lines I am making a call for volunteers for this year's show. Please feel free to call me (581-0535) or email me (rsmith1@nycap.rr.com) if you wish to help out this year. Just like last year, we need volunteers for the day before and the day of the show. We help vendors move their merchandise (remember those ramps!), we help set up and take down the various train layouts, we sell tickets, stamp hands, and provide general assistance. As always, our Division also sets up our own set of tables to promote the hobby and the NMRA. At our table you can simply sit and build a kit, meet and greet the public and answer questions, display your models, and conduct "mini-clinics". It's a lot of fun and every year we pick up a couple of new members to boot. Kevin Surman (583-1383) has agreed again to lead the NMRA table, so give him a call if you are interested. The HBD is also planning on purchasing one (1) table this year as a pilot program to hold a Division white elephant sale as a membership benefit. The rules are simple; bring in some items and price your items to sell. HBD members manning this table will not negotiate prices. Contact me if you wish to help man this table. Last, we need helpers two weeks before the show to post flyers around town. On the weekend of November 21st, we plan to hold a "flyer posting party" with HBD and UTA members. I need about 12 HBD volunteers for an approximate 4 hour block of time to post flyers wherever it is legal to do so (Stewarts, Hannaford, libraries, you get the picture).

So now that I've made my pitch for your help, you may be wondering what we have been doing thus far. In this second year of participation in the show, Paul Hoffman and I have been learning the ropes from UTA member and GTE Chairman, Dave Halverson. He has been running the show for some 20 years now and has a lot to teach us. We have taken on many new responsibilities for putting together the train show including coordinating a mailing to about 400 potential vendors. A great deal of our time this year has been spent getting things like mailing lists, tracking lists, electronic forms, and vendor documentation set up using productivity tools on our personal computers. Next year should be easier ... I hope! And I would be remiss if I did not say a big "thank you" to Division members Kevin Surman, Greg Whittle, and Eric Denny for helping fold and stuff 400 vendor letters on a Sunday afternoon in August. I also want to point out that our President, Paul Hoffman, has put in an extraordinary amount of time for the GTE in general, and on the GTE website (www.gtealbany.org or www.gtealbany.com) in particular. All this in addition to day to day Division responsibilities demonstrate that Paul is a tireless advocate for our Division. Let's all try to give him a big "thanks" next time you see him!

Advertising is our biggest focus this year and both organizations (HBD and UTA) agree that advertising must be improved for this show to remain viable and grow. Better advertising means increased attendance, increased attendance means attracting more vendors, and more vendors encourage patrons to come back year after year. And this brings me to another key player for the train show this year, HBD member Irwin Nathanson ... you know, the guy with England, Germany and the United States in his basement with interconnecting rail lines! If you don't know him, check out his layout in the photo gallery on www.hudson-berkshire.org). As I said earlier, advertising is the BIG focus this year, and Irwin is heading up the effort. He brings a wealth of experience and business acumen to bear on this task, and I must say he is an unstoppable ball of energy! Early in the

(Continued on page 6)



Glens Falls Civic Center

**Saturday, December 12th,
Time: 10AM to 4 PM**

Upstate Model Railroaders Holiday Train Show



**Operating train layouts and vendors
selling trains, model cars, buildings, and
parts for all scales of model trains. Door
prizes available.**

**\$4.00 Admission for adults and children
over 12.**

Contact 518 743 9420 for more information or visit our website below.



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The Beer Line

(Continued from page 5)

game, Irwin wrote an all-new vendor registration letter, which stressed our advertising plans and included new flyers and brochures for the show. In all, there are two new flyers, a show poster, and a tri-fold brochure that Irwin has delivered. Irwin also lead the charge to get press releases to *all* the national model train related publications much farther in advance than usual, and has compiled a much larger list than usual. These include national publications like Model Railroader and Trains magazines, as well as smaller independents like Model Railroad News. Currently, Irwin is working with larger local newspapers like the Times Union on print advertising, web advertising, and press releases to the local TV stations. Irwin also plans on sending press releases to all of the small local papers within a 50 mile radius of Albany. And last but not least, he has contacted the Worlds Greatest Hobby organization and solicited help to promote the show. They offer numerous avenues of assistance and consultation that we intend to take advantage of including possible financial assistance. Wow! Take a bow (and a breath) Irwin, you are the best!

Next month I will give you another update for the Great Train Extravaganza. Together I think we can bring this show back. It is certainly worth a try. I hope you consider donating your time to this worthy event. What struck me the most last year were the HBD volunteers that came up to me and Paul and thanked us after the show. You worked your back sides off, *and actually thanked us*. How cool is that? Very cool.

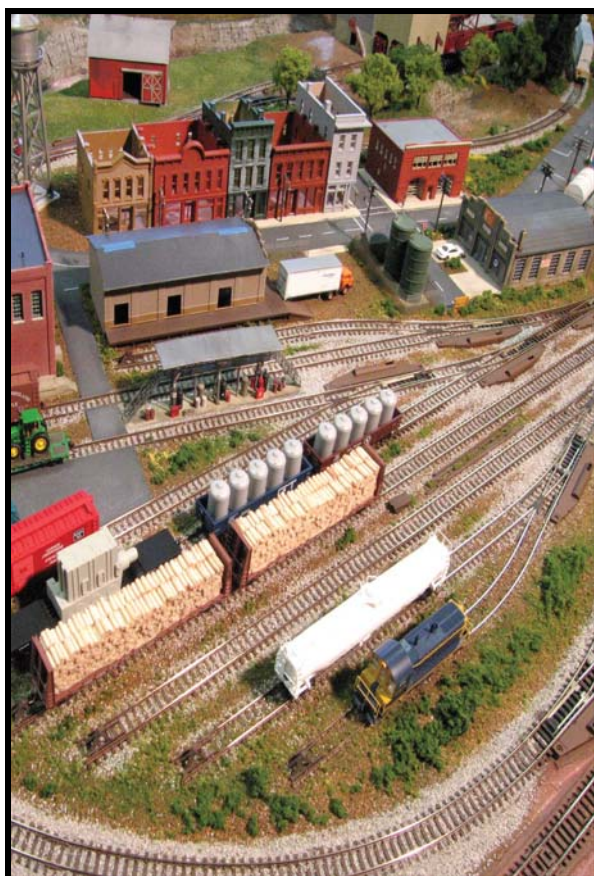
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Great Train Extravaganza 2009

www.gtealbany.com

Sunday, Dec. 6th, 2009

10 am - 4 pm

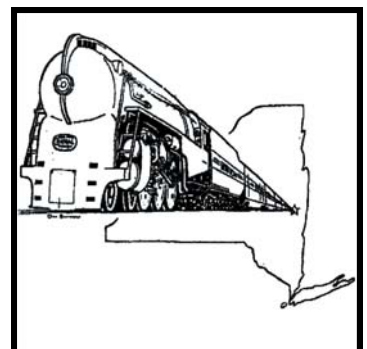
Adults: \$5

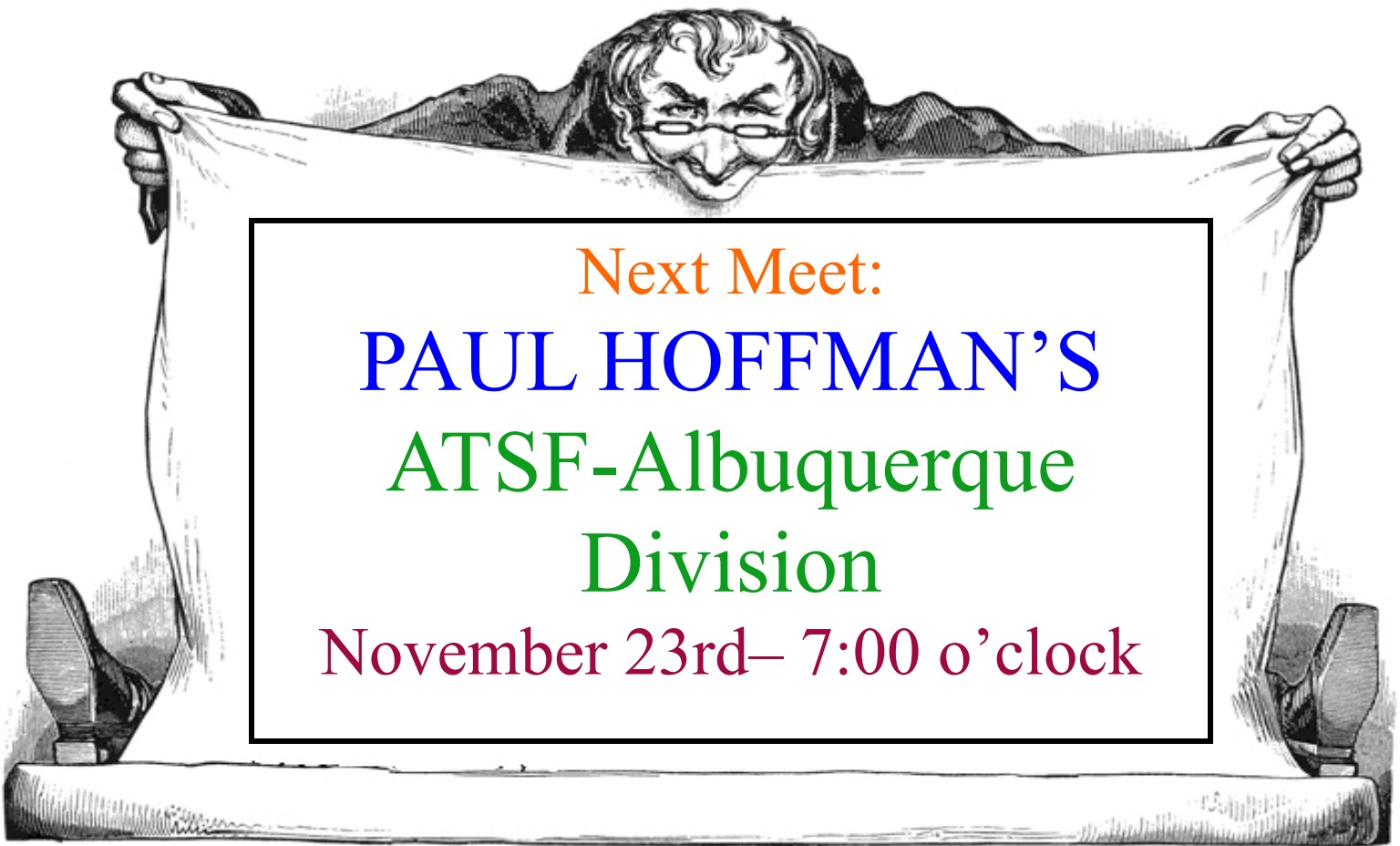
Pre-teens: Free

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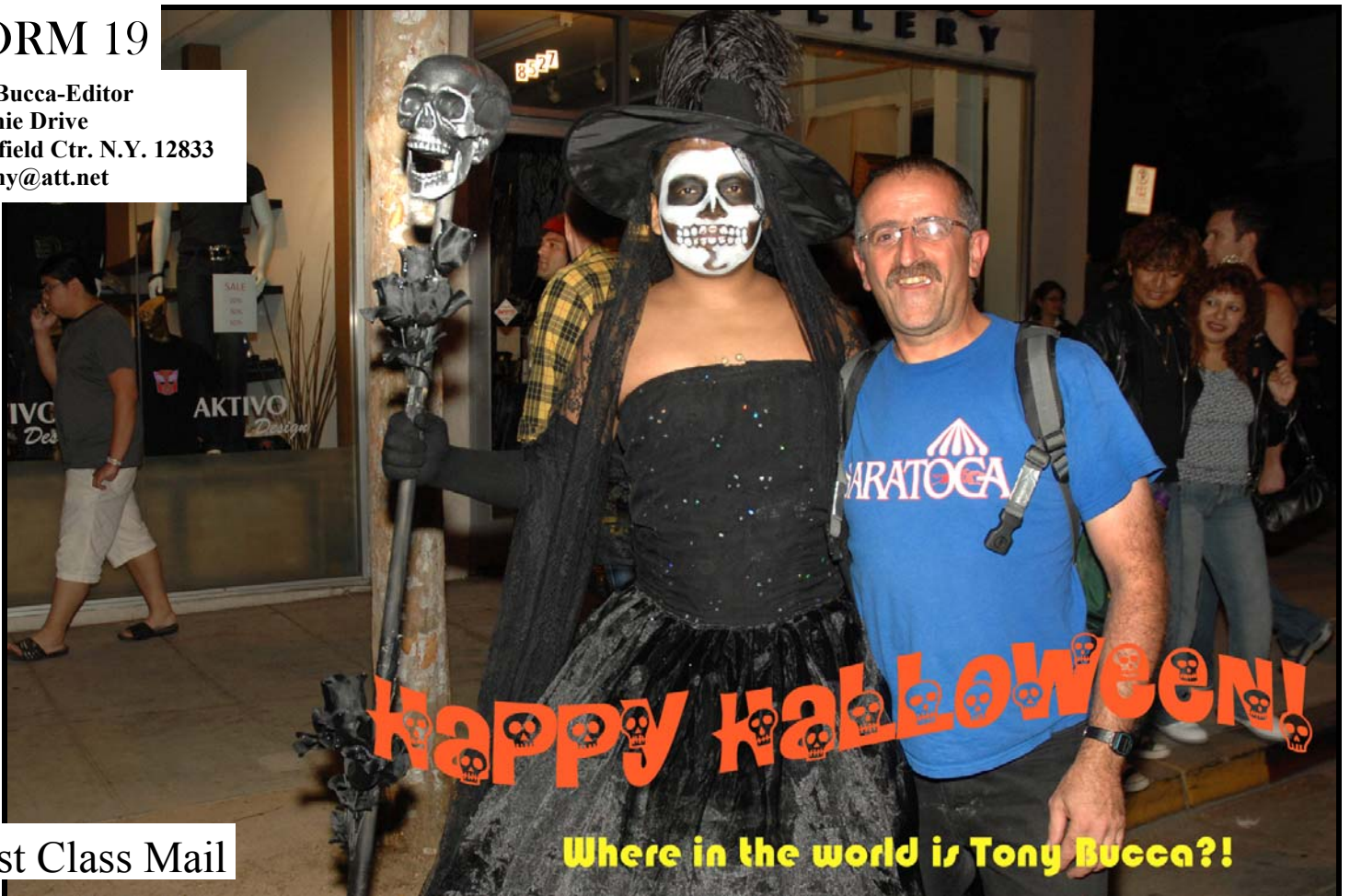




Next Meet:
PAUL HOFFMAN'S
ATSF-Albuquerque
Division
November 23rd– 7:00 o'clock

FORM 19

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



Happy Halloween!

Where in the world is Tony Bucca?!

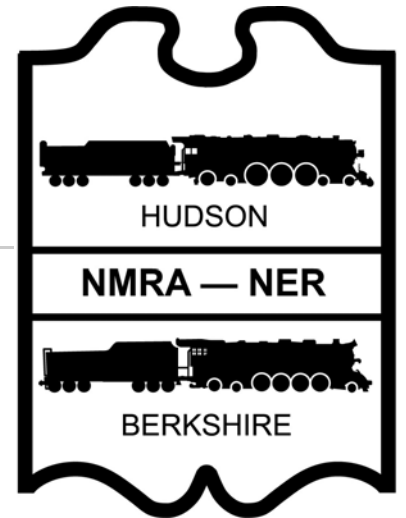
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FORM 19

THE OFFICIAL NEWSLETTER OF THE
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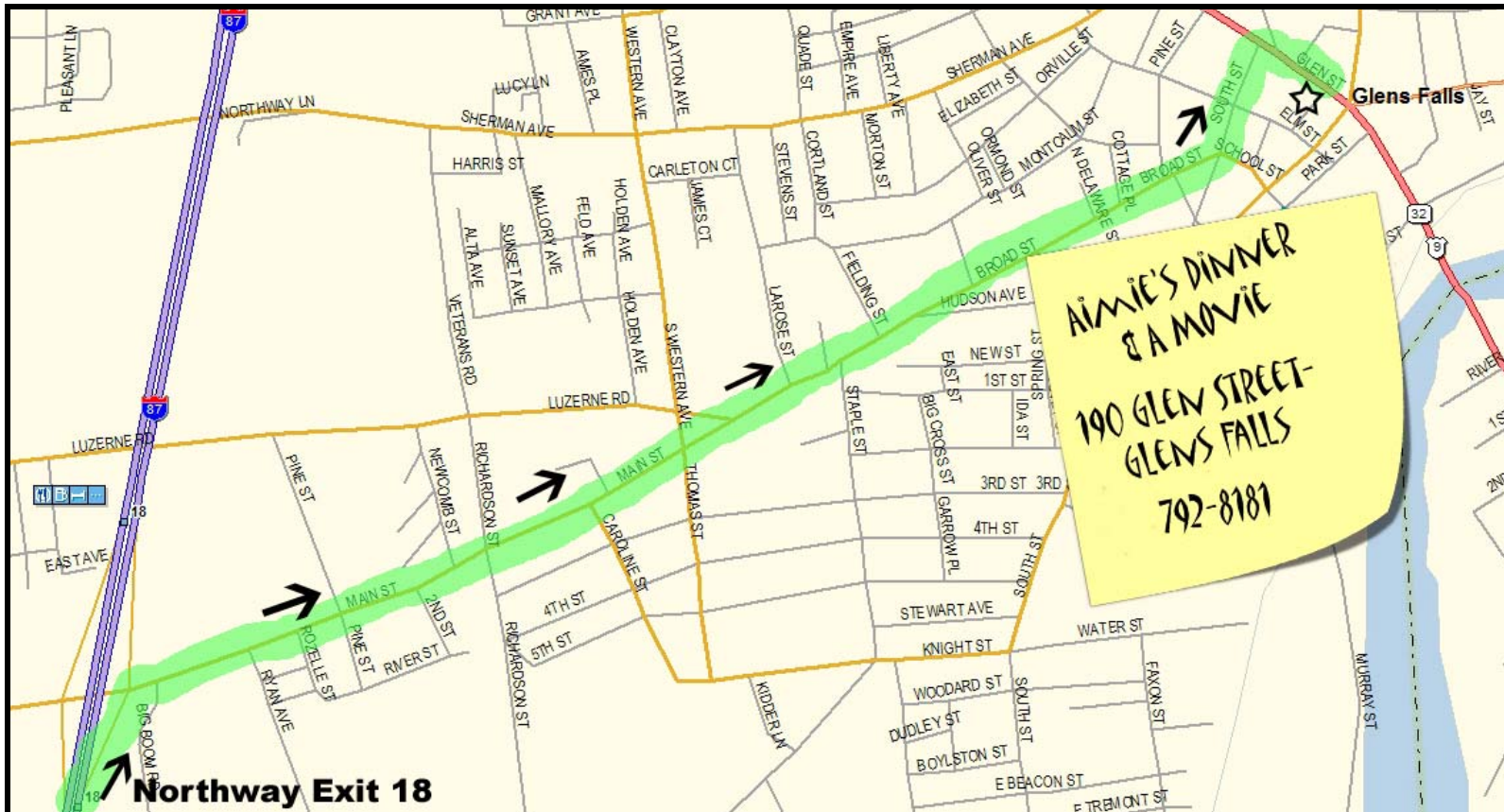
Order Number 257

November 2009



November 13th— 6:30 - 10:00

UPSTATE MODEL RAILROADERS Clinic Night



www.hudson-berkshire.org

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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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.

Hudson Berkshire Division, NER, NMRA
PO Box 4763

Clifton Park, New York 12065-4763

Subscriptions \$12.00 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 \$39.00 without *Scale Rails*

GTE 2009 – Message from NMRA Table Chairman Kevin Surman

Dear Fellow Hudson Berkshire Members,

As many of you know, the Hudson Berkshire Division together with Upstate Train Associates is sponsoring the Great Train Extravaganza. This year we are going to add hands-on take away clinics with the goal of drawing people into the hobby that have already showed interest by going to this show. We will be building Athearn 40' boxcar kits. A lot of us got started in the hobby by building one of these kits and then modifying and upgrading them. Athearn has just announced that they have stopped producing these kits and they do not have any on the shelf to send us.

The division is still going to go ahead with this clinic and I am asking for donations of un-built Athearn 40' box car kits that we could use for this clinic. I am hoping that some of you may have older kits that you could donate to the cause. Please bring any donations to the next meeting or call or e-mail me to make other arrangements.

Thank You in Advance

Kevin Surman 518-583-1383 surmak@rpi.edu

Letter to Editor

Although I have been a member of the Hudson Berkshire for a number of years now, I have never been an NMRA member. I have come to know quite a few fellow modelers through the Hudson Berkshire and have become friends with many of them. I enjoy sharing this hobby with them and many others. Being part of this group has allowed me to operate on a number of great local layouts and I have grown immensely as a modeler because of it.

In September I received my Form 19 and found a letter attached stating that if I was not an NMRA member and I did not join the NMRA I would no longer be allowed to participate in the Hudson Berkshire group. My first reaction was one of disappointment and dismay. You may ask me why I felt this way. I have never been a fan of the NMRA for a number of reasons. One reason being that I am an "N" scaler. The NMRA no doubt has done great things for this hobby. However I feel they do not represent my scale very well. I almost get the feeling that it is looked down on as a sub par scale. This may have been true a number of years ago but not anymore. The equipment today is as good as any in HO scale or any other. There are a number of manufacturers with a wide variety to choose from. N scale for years as been thought of as a substitute for HO when you do not have the room for a large layout. This may be true for those of us with room restraint. However I look at N scale as being so much more. Imagine what type of layout you could have in a large space. A chance to run long prototypical trains through great scenery. Yards that are also more prototypical and so on. There are other reasons why I am not a fan of the NMRA but we will leave that for another time.

After my initial reaction I started to think about what I really enjoy about the Hudson Berkshire and what it means to me. I am not sure you can put a value on this group we call the Hudson Berkshire. There are a great number of resources in many aspect of this hobby to pool from this group. If you are looking for some help on some project there is always someone there to offer a hand. I have formed many new friendships with many of its members over the years. I personally have learned so much from this knowledgeable group. Most of all it has been the opportunity to share this hobby with some of the best in it.

Although I have my opinion on the NMRA I do realize that not being part of the Hudson Berkshire would be a mistake. This is because of its members and not because it is an NMRA organization. In this case the sum of its parts is greater than its whole. Without its members the Hudson Berkshire is only a name and its members is what this organization is all about.

Douglas Dederick

Hey Folks!!

This month we're trekkin north to Glens Falls to see 4 layouts of the Upstate Model Railroaders. They're located in the basement of Aimie's Dinner & A Movie at 190 Glen Street. Doors open at 6:30 for layout perusal. We'll be holding a short business meeting, then we'll have two clinics. Bob Gatland of UMR and Jack Cutler of NER will show how to scratch-build turn-outs, then Jeff Martin will show you how to stain your rocks. We will also be doing our raffle.



BLUE BOXES

Please make note of Kevin Surman's letter on page 2. If you have any Athearn box car kits sitting around, please bring them with you. The more we have, the more people we can get involved in model-railroading at the Albany show.

The Ready Line

By Paul Hoffman

As I'm writing this the little ghouls and goblins are happily running through my neighborhood. As many of you know I've got 5 kids of my own and it's always a pleasure to see the joy on a child's face when they are having fun. I even had one little boy come to the door dressed as an engineer, what a treat that was! He had on coveralls, gloves, duckbilled cap and a red bandanna, what a great outfit. When I asked him if he liked trains his eyes lit up and he said "I LOVE Thomas". He was probably no more then 5 or 6 years old and already on his way.

Normally this is where I would launch into a discussion of our Toys for Tots Fund drive or the need for volunteers or some other request from the Division, not today. Today, I think I'll just enjoy the hobby without the demands and burdens that running an organization usually entails. Today, we'll take a break and just have some fun. Of course there are some announcements that have to be made and some Division business to conduct but that will be at the end of the piece.

I would like to thank everyone who attended our meeting last month. It truly was a pleasure to have you over to visit my layout. I counted approximately 50 people, quite the turnout, and I hope you all had a good time. The questions about the layout were all interesting and I hope my answers were informative. As I said that night, and it's worth repeating here, having a great group of friends and "train buddies", as my wife refers to them, is a sure key to success in this hobby. Being the "social" guy that I am, nothing makes my day more then seeing people happy and enjoying themselves. This is what we strive for in our Thursday night group. Yes, we help each other build our layouts, but more importantly, we help each other have fun. I take as much pride, maybe more, in seeing one of my Thursday guys advance their layout as I do advancing mine. To me there is nothing like learning a new skill from my friends - what a feeling of accomplishment. They are proud to be able to pass on their knowledge and I am happy to be a willing student. Whether it is electrical knowledge from Karl, (a electrical wizard by the way), track laying prowess from Dick, carpentry from Mike (and helix design too), modeling skills and an eye for detail that is unsurpassed from Vic or the pure value of friendship and talent that Jim and Bob bring to the group, each of them give unselfishly and without strings attached.

This is the true essence of the hobby; the joy of becoming more then the sum of the parts, of being part of a greater whole, of accomplishing more together then you could ever do by yourself. So, be thankful for your friends, and strive to make new ones, become part of that greater whole and take a drink from that well of knowledge.

In response to the many questions and positive comments, starting in the December issue of the *Form 19* will be the first of several articles chronicling the construction and philosophy of the CCARM/Albuquerque subdivision of the ATSF.

Those of you who have signed up for the online edition of the *Form 19* (which will start in January of 2010) will be treated to additional photos and details in glorious color.

Enjoy the hobby, enjoy your time with friends and family and most importantly, give freely of your knowledge and passions, you'll find the rewards beyond measure. Some news and announcements and then I'm off to the workbench to finish construction on my Branchline kit of the Laura Station. Hmm... maybe there'll be an article on that down the road.

Division news and some very important announcements!

- Our next meeting will be a clinic night. It is scheduled for November 13 at the Upstate Model Railroaders club in Glens Falls. We'll see you at Aimie's Dinner and a Movie, 190 Glen Street. We have a couple of great clinics in store for you in addition to our annual business meeting. Bob Gatland and Jack Cutler will be presenting a clinic on Fast Track switch making jigs and Jeff Martin will host a "hands on", get dirty, clinic on coloring rock castings. Come on up to the club and learn by actually coloring a rock casting. It should be a ton of fun. The meeting starts at 7:00 pm but the club will be open before that so you can check out their four layouts, N, HO, G and O scale.
- Electronic distribution of the *Form 19* is slated to begin with the January 2010 issue. It is vitally important that we have your email address and preference before then. Just fill out the member info form and send it in! The form is attached to your *Form 19* and available on line at our website <http://www.hudson-berkshire.org> To date we have heard from the vast majority of you but we still need to hear from everyone.
- **Thank you to all those who have contributed to the Toys for Tots fund drive!** With your generous help we are well on our way to our goal. I have contacted Walthers and in association with JP's Trains and Hobbies we should be able to secure the sets at wholesale as we did last year. We are currently in discussion with a significant Corporate donor who we hope will be able to get us "over the top" for this year. More on that as it develops.
- **Explaining your mailing label:** If you check the upper right hand corner of your mailing label you will see the expiration date for your NMRA membership, if the date is highlighted in yellow you are due to renew. If the date has a **red line under it** this will be your last *Form 19* until you renew. **Please renew your membership.** You can renew online at www.nmra.org or grab the forms off our website and mail them in. Of course you can also get paper copies directly from me or any BOD member, at our meetings. This same nomenclature holds true for our subscribers. Yellow highlight, you are due for renewal, redline, last issue. The current subscription rate for non-NMRA members is \$12.00 per year.

(Continued on page 6)

The Beer Line

By Richard J. Smith

We are on track to having a very good train show this year. The Great Train Extravaganza will be held at the Empire State Plaza Sunday December 6th, from 10am to 4pm. I have heard from a number of you who wish to help out but still need more. Please feel free to call me (518-581-0535) or email me (rsmith1@nycap.rr.com) if you wish to volunteer the day before or the day of the show. If all you have is an hour or two, that's fine. If you want to set up layouts or would rather interface with the public at our Division's NMRA tables, that's fine too. Anything you do is a help and greatly appreciated. And after all, the effort goes to increasing our treasury and ultimately benefiting our Division and the hobby. Also, please don't wait too long to let me know if you wish to help.

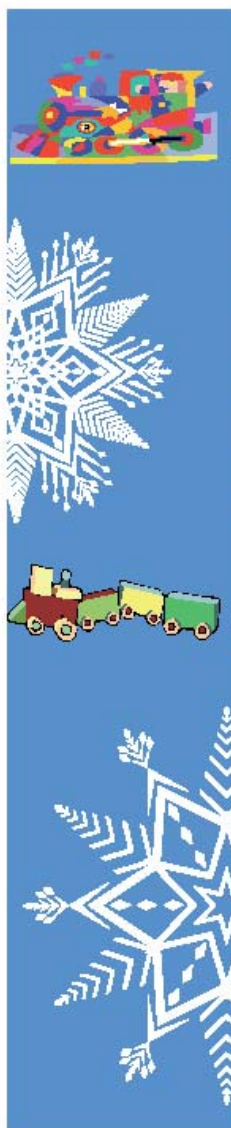
We also need helpers two weeks before the show to post flyers around town. On November 21st from 12:00 to 5:00 pm, we plan to hold a "flyer posting party" with HBD and UTA members. I need about 12 HBD volunteers for an approximate 5 hour block of time to post flyers all around the capital region. We have 8 volunteers from UTA already ... don't let those guys show us up! We will provide you with all the materials you need. To make the task a bit more palatable, we will break up into teams of two so you have some company while out on your trek. We are also trying something new this year. Paul Hoffman acquired 100 18" by 24" plastic lawn signs for the show. We posted an example sign at the last Division meeting and the UTA guys have seen the sign too. Overall reaction has been great. And think about it. A well placed sign can easily get between 1000 and 10000 cars per day passing by. Some locations are as many as 20000 cars per day. If we assume an average of 5,000 cars per day, that's 500,000 viewings per day, for fourteen days before the show. If you apply the rule of seven, those fourteen days should pay off. The rule says a prospect needs to see or hear your marketing message at least seven times before they take action and buy from you.

GTE 2009 – Hudson Berkshire Division White Elephant Table

This year we are trying something new. The HBD is purchasing one (1) table as a pilot program to hold a Division white elephant sale as a membership benefit. The rules are simple; bring in some items, clearly mark your price on each item, and price your items to sell. HBD members manning this table will not negotiate prices. Mike Rein is running this table and will give you a form to fill out so he can track each sale. This table represents an excellent opportunity for you to reach thousands of potential buyers. If this program turns out to be very popular, the Division may expand to more tables next year. Since this is a member benefit, there will be no consignment fee ... you keep all the money!

GTE 2009 – Talk It Up!

Word of mouth is an important advertising tool. The old adage says when someone likes a service or a product, they tell three others about it. When they are dissatisfied, they tell ten. While making my rounds to distribute GTE show flyers to all the local hobby shops, I had a number of interesting conversations. I will not name names or shops. Let's start with shop A. I met a guy who asked me why he should go to the show again saying, "I'm an HO guy and there is too much Lionel junk at the show!" At shop B I ran into another guy who complained, "The show should be more of a toy train show." Another guy chimed in, "The vendors don't sell stuff cheap enough!" Just earlier that day, I had opened a vendor request letter for a vendor who was getting two tables. He wrote the tongue in cheek comment in the special request section of the form requesting "customers that actually buy my stuff." Let's face it; it's hard to be all things to all people ... no it is impossible. But let's stay positive. After all we (the HBD) are becoming a bigger and bigger part of this show, and it reflects on all of us. You may encounter people that have opinions about the GTE too and I hope you tell them this show is coming back and it's coming back largely due to the hard work and good ideas of the Hudson Berkshire Division of the NMRA. Tell people we have contacted 50% more vendors to come to the show. Tell people that the show will have bigger and better layouts. Tell people that this year includes World Greatest Hobby video presentations and a clinic where you can build a boxcar and keep it. Tell people the Adirondack Live Steamers are coming back. Tell people there is a brand new website (www.gtealbany.org) that our President, Paul Hoffman, put together. Tell people about our vastly improved advertising plan executed by Irwin Nathanson, as discussed in last month's Form 19. Tell your neighbors, tell your friends, tell your co-workers, and especially tell them you are part of this endeavor as a member of the Hudson Berkshire Division of the NMRA. Let's talk it up!



Glens Falls Civic Center

**Saturday, December 12th,
Time: 10AM to 4 PM**

Upstate Model Railroaders Holiday Train Show



**Operating train layouts and vendors
selling trains, model cars, buildings, and
parts for all scales of model trains. Door
prizes available.**

**\$4.00 Admission for adults and children
over 12.**

Contact 518 743 9420 for more information or visit our website below.



WWW.UPSTATEMODELRAILROADERS.COM

The Upstate Model Railroaders are having their show on the week-end after the Albany show. We could use a couple of bodies to man the NMRA table on that Saturday-contact one of us if you can help.

The Ready Line

(Continued from page 4)

- With the upcoming need for additional content for the electronic version of the newsletter, we are soliciting articles for inclusion in the *Form 19*. All submissions are welcome!
- We now have a new video section on the website. Check it out! If you have short videos you'd like to see posted please contact me.

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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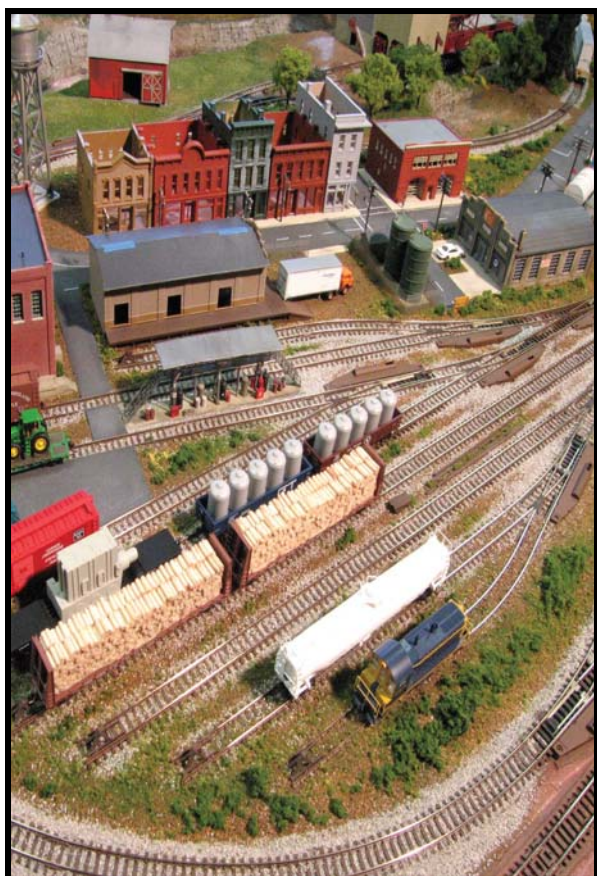


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Great Train Extravaganza 2009

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Sunday, Dec. 6th, 2009

10 am - 4 pm

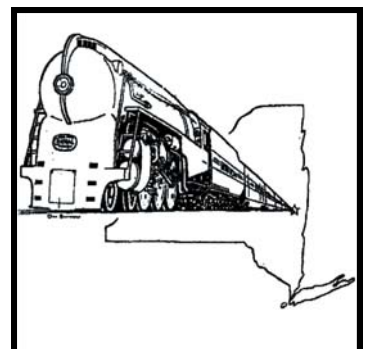
Adults: \$5

Pre-teens: Free

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Next Get-together:
UPSTATE MODEL RAILROADERS
Clinic Night
Aimie's Dinner & A Movie
4 layouts in the basement
190 Glen Street-Glens Falls
NOVEMBER 13th- 6:30 to 10:00

FORM 19

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



First Class Mail

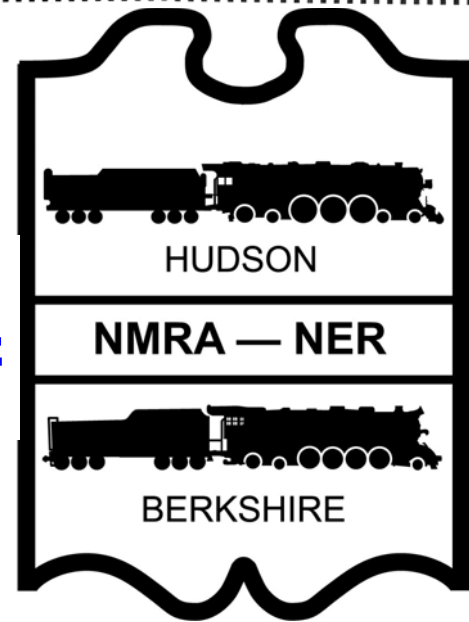
WHERE IN THE WORLD IS TONY BUCCA?

FORM 19

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

Order Number 258

December 2009



Happy Holidays!!
The Canadian Pacific
Holiday Train passes
through Saratoga
at the end of November.
Santa waves on his way
out of town.



www.hudson-berkshire.org

FORM 19

**THE OFFICIAL NEWSLETTER OF THE
HUDSON-BERKSHIRE DIVISION OF
THE NER-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 or e-mailed to the editor at the above address. Please include return postage if you would like materials returned.

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National Model Railroad Association
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Railroad Museum announces partnership with NMRA

Published: Wednesday, December 02, 2009

SACRAMENTO — The National Model Railroad Association and California State Parks have signed an agreement to develop a model railroad exhibit at the California State Railroad Museum. The anticipated 3,500-square-foot exhibit is to be designed and constructed by the association in the museum's Roundhouse Gallery.

With a working title of "The Magic of Scale Model Railroading," the proposed exhibit will complement the subject matter already covered in the museum's "Small Wonders" toy train exhibit. It will trace the hobby of scale model railroading from the early 19th century to the present. Vintage models created in machine shops will be included, contrasting with today's models and layouts to illustrate the constantly changing nature of the hobby.

The proposed exhibit is expected to cost between \$500,000 and \$750,000 to develop; the association is providing the funding. In addition, both parties have agreed to explore possible relocation of the association's library in Chattanooga, Tenn., to Sacramento. The museum library staff would administer the collection.

Tony,

Thanks for coming last night; our club may not be what everyone wants in a model railroad club, but we do seem to be filling a need and our membership is growing while other clubs are closing down.

A number of people asked about the inexpensive pine trees we are using and I offered to provide the information to Form 19.

They are available from www.bakingshop.com/cakes/animals/plants.htm at \$13/gross for the small ones, \$22/gross for the larger ones. I learned of them through a thread on the Atlas HO-scale forum. Several posters showed how they improved these trees with trunk extensions, paint and ground foam. All I used was some Krylon camoflauge spray paint (it's dead flat). Go to www.atlasrr.com, then click on "Forums," then "HO Scale" and search for "Pine Trees." The thread we want is entitled "Super deal on pine trees, a Walmarts story," dated April 9, 2009.

Thanks.

Jeff Martin

The Ready Line

By Paul Hoffman

The Holidays are fast approaching with Christmas just around the corner. By the time you read this the Great Train Extravaganza will have come and gone - I'm predicting a huge turnout!! (This is being written the week before the show) I would like to thank Rich Smith for all of his hard work and dedication to the show; without him and Irwin Nathanson the show would have probably died a slow death. I'd also like to thank each and every one of the volunteers who helped out on Saturday and Sunday, without you there would be no show. Next month I'll have some numbers and another round of applause for everyone involved. If you get a chance, check out Rich Smith's interview on the Don Weeks Show from WGY that aired before the show; you can find it here http://www.wgy.com/pages/onair_weeks.html and on our website <http://www.hudson-berkshire.org>

While I'm on the subject of giving thanks, a tip of the hat to Bob Gatland, Jack Cutler and Jeff Martin for the fine clinics they gave at the November meet in Glens Falls - well done gentlemen! Thanks also, to our hosts that night, the Upstate Model Railroaders Club for their fine hospitality. Our raffle that night was a success and we split the profits equally between the two groups. A win/win for everyone!

The next meeting will be at Mike Rein's newly reconstructed C&O layout, yet another marvel of ingenuity!

Our Toys for Tots drive has been a giant success!! Between the enormous generosity of our members and the kindness of our Corporate donors we were able to raise enough money for 120 train sets for distribution on the Christmas Train, BRAVO!

Our corporate donors:

Railex (Thank you Bill Collins)

JP's Trains and Hobbies (Thanks Paul Werschler)

Northern Trust and PHPC Inc. (Thank you John and Paul Hoffman)

Last, but surely not least, **Wm K Walthers** for giving us such a large break on the price of the train sets!

Division news and some very important announcements!

- **Electronic distribution** of the *Form 19* will begin with the January 2010 issue (that's the next issue) for those who have opted in. If you'd like to receive the *Form 19* via email please fill out the member info sheet found on our website and return it to the Division. Remember the *Form 19* is a benefit of your membership in the NMRA, it costs NMRA members nothing. If you are not an NMRA member I would strongly encourage you to join, you may still subscribe to the *Form 19* but the cost is \$12.00 per year. Just to make sure there is no confusion: NMRA members = *Form 19* at no cost. All others = *Form 19* at \$12.00 per year.
- This was the notice from last month but it bears repeating: **Explaining your mailing label:** If you check the upper right hand corner of your mailing label you will see the expiration date for your NMRA membership. If the date is highlighted in yellow you are due to renew. If the date has a red line under it this will be your last *Form 19* until you renew. **Please renew your membership.** You can renew online at www.nmra.org or grab the forms off our website and mail them in. Of course you can also get paper copies directly from me or any BOD member, at our meetings. This same nomenclature holds true for our subscribers. Yellow highlight, you are due for renewal, redline, last issue.
- With the upcoming need for additional content for the electronic version of the newsletter, we are soliciting articles for inclusion in the *Form 19*. All submissions are welcome!

Happy Holidays and I hope 2010 brings you the best of everything!!!!

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.

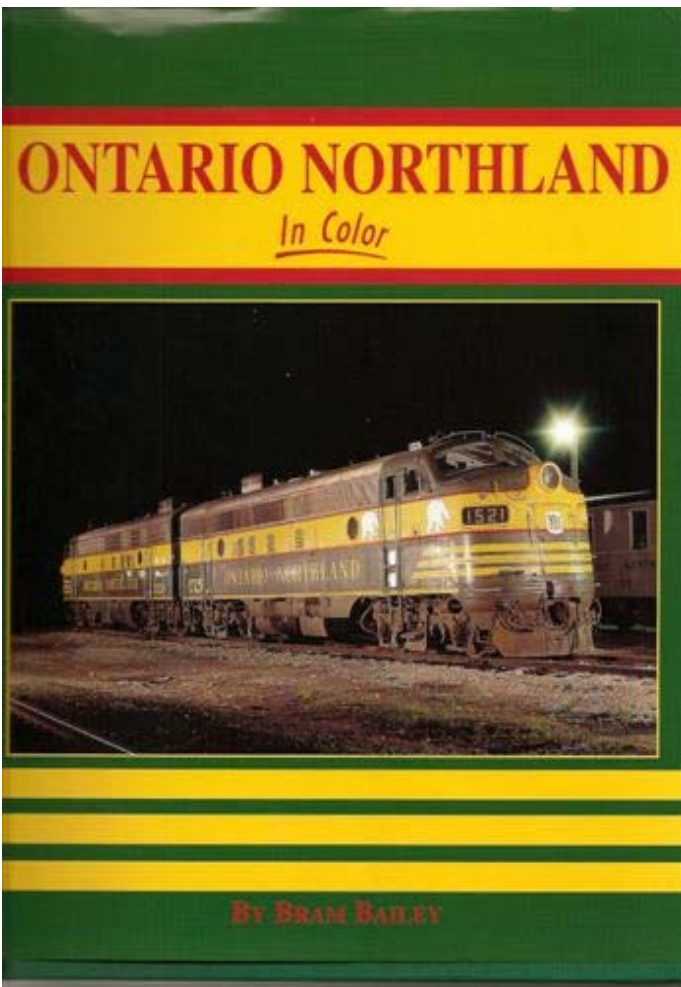
BOOK REVIEW

ONTARIO NORTHLAND IN COLOR

By

Dave Hoadley

Those Hudson-Berkshire members who go trackside to observe and photograph trains have probably seen the blue boxcars with the three yellow chevrons (or lightning bolts) and ONT reporting marks on trains coming from or returning to Canada. Or maybe you have heard or read about the "Polar Bear Express," which this railroad operates, possibly you have even ridden this train down to Ontario's only salt water port. For those individuals who are curious about this railroad and want to learn more about its current operations, Bram Bailey's recent book **Ontario Northland in Color** published by Morning Sun Books Inc. (www.morningsunbooks.com) can satisfy your curiosity.



The ***Ontario Northland Railway*** – formerly the ***Temiskaming and Northern Ontario Railway*** – is one arm of a provincially owned corporation whose initial and continuing purpose is to serve the population and aid in the development of the agricultural and mineral resources of Northeastern Ontario. The railway at present operates north from North Bay, Ontario to Moosonee, Ontario near James Bay and west from Rouyn/Noranda, Quebec to Hearst, Ontario. Ontario Northland also operates highway coach services linking Northern Ontario to Toronto and telecommunications services in Northern Ontario.

Bailey starts with a thumbnail historical overview of the railway, then he takes the reader on a pictorial tour of the eight subdivisions and major spurs of the railway stopping at major railway yards and terminals for closer inspection. After the tour of the railway, remaining sections of the book cover the joint passenger trains to Toronto with ***Canadian National*** and later with ***VIA Rail Canada***; the imported 'TEE' trains used for the "Northlander" day train; a review of the five locomotive paint schemes seen in the book; and a section on ***ONR*** people and miscellaneous equipment. There is also a complete diesel roster with a special section on the FP7s since the ***Ontario Northland*** was the last original owner of FP7s to run them in regular train service. The book ends with a night photo section.

This book was especially appealing to me as I have visited ***Ontario Northland*** territory a number of times and had many good memories re-freshed during the reading of this book. The area the railway serves has witnessed more than one gold rush and gold mining and exploration continue to this day. Although the two iron mines on line have ceased operation, the copper, Zinc, and lead mining and smelting operations at Kidd (near Timmins) and Noranda provide traffic for the railway. Paper mills at Iroquois Falls and Kapuskasing are still major traffic sources as is a recently established Potash mine east of Hearst. The book provides a good introduction to the Railway and the territory it serves – a good way to preview a trip to Northeast Ontario.

Tips and Techniques for Programming DCC

by Jack Cutler

Part 1: Sound Equipped Locomotives

NOTE: My experience is only with an NCE Power Pro DCC system. Therefore this article is specific to that system. However, it is my understanding that all DCC compliant systems will have similar problems and solutions (e.g., PowerPax works for all major DCC systems).

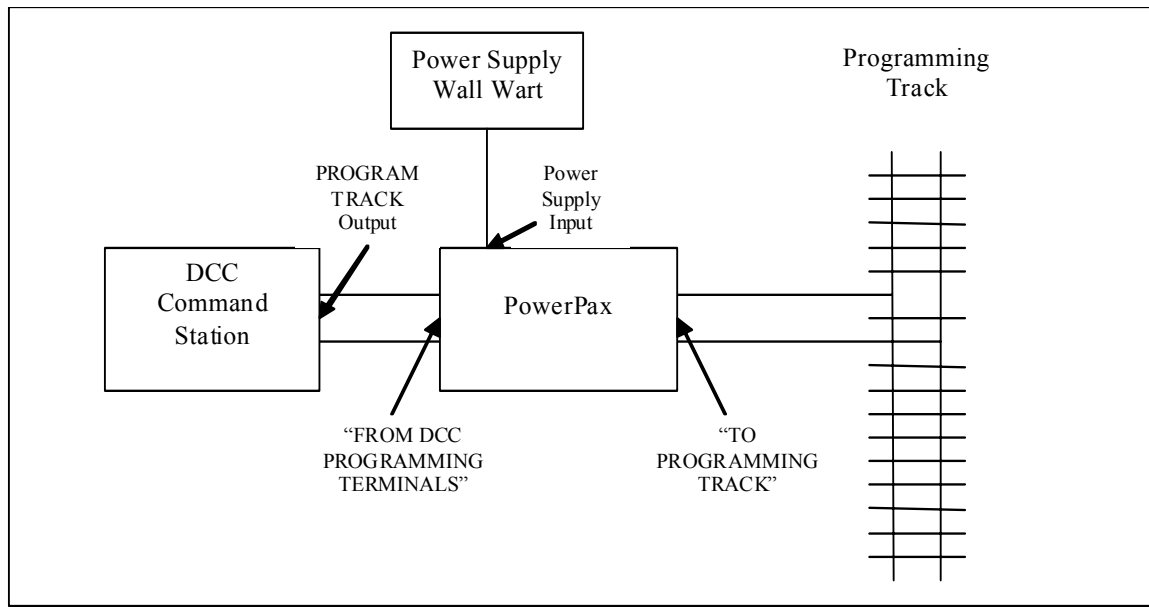
Many of today's sound equipped locomotives draw more current than the DCC system's command station programming output can supply. This is because most DCC manufactures designed their systems to meet the NMRA DCC standards and recommended practices, which were written before sound systems became the "norm". The NMRA RP-9.2.3 Section B.2 states: "Service Mode operations should be performed in an environment with limited energy to prevent damage to decoders during programming. For the purposes of this RP, limited energy is defined as 250 mA, sustained for more than 100 ms...". Note that the NMRA "Service Mode" is the technical term for programming done on the programming track. Thus the specifications limit the programming output to not exceed 250 mA. This is done to protect both the decoder and the DCC system command station from mis-wired decoders.

This current limiting when programming on a programming track sometimes makes it difficult to program sound equipped locomotives. The symptoms of this, for an NCE Power Pro system, is the PROCAB display will give an error message "CAN NOT READ CV" when the decoder MANUFACTURER number is being read. Although you can continue to program by ignoring this and subsequent NCE error messages, you won't be able to use the program mode in its "read back" mode. The "read back" mode provides the capability to read the values already stored in the decoder CVs. This mode works only if the decoder is connected to the locomotive motor (more on this in Part 2) because the decoder actually pulses the motor to produce a current which is detected by the DCC command station. For sound equipped locomotives, the motor pulse plus the sound system power demands exceed the allowable current from the programming output.

The fix that I applied to this problem was to procure a "PowerPax" from DCC Specialties (see Photo 1). I purchased the PowerPax from Tony's Train Exchanged for \$50.



The PowerPax is easy to connect. It is installed between the DCC system command station programming output and the programming track (see Figure 1). Once installed, the PowerPax allows the DCC system to read back CVs on sound equipped locomotives. The PowerPax does this by supplying the power demanded by the load (e.g., the locomotive motor and its sound system) while translating the load to a level that the DCC system command station can handle. The load power is supplied by the PowerPax from its own independent power supply (it comes with a "wall wart" that plugs into an ordinary 120 VAC outlet).



Think of the PowerPax as a “DCC Transformer”. A typical AC voltage transformer has an input side (two wires) and an output side (two wires). An AC voltage applied to the input side is “transformed” to a different (higher or lower) AC voltage on the output side. If the output side is higher voltage, then it is a step-up transformer. For the PowerPax, the two wires from the DCC command station PROGRAM TRACK output connect to the PowerPax input side (labeled “FROM DCC PROGRAMMING TERMINALS”). The two wires from the PowerPax output side (labeled “TO PROGRAMMING TRACK”) connect to the programming track. The low current on the input side is “stepped-up” to a higher current on the output side. Conceptually (from a black box viewpoint), the only difference between a transformer and a PowerPax is that the transformer is self-powered whereas the PowerPax has an external power supply. Thus the PowerPax has a power supply input.

So how does the PowerPax work? Very well, thank you. I tested it on a Broadway Limited E7 equipped with an older QSI sound decoder (see Photo 2), and a Precision Craft Models PRR I1Sa 2-10-0 steam locomotive equipped with the latest generation QSI sound decoder. Both locomotives suffered from the “CAN NOT READ CV” problem on the programming track, but once I installed the PowerPax, I could program both locomotives will full CV read back.



Part 2 of this series will be about how to program “Dual Decoder Locomotives (e.g. Blueline)”.

Seen at the Great Train Extravaganza

Photos by Tony Bucca



C.A.&B setting up-the calm before the storm; Bob Hamm assists at the Build your own box-car clinic; Kids give the Hudson-Berkshire Timesaver a try; Ralph Balfoort guides a train around the CAB; ALS shows off a ten-wheeler.



Welcome New Members!!
 Rick Nash Latham
 Paul Wershler Latham
 Bill Bibby North Creek
 Glenn Olf Castleton on Hudson
 Brian Dow Troy
 Arthur Krass Ballston Lake

Taking the Fast Track to An Achievement Certificate

by Bob Gatland

The need and the interest in building turnouts economically came first. But of late, I've been looking at the requirements for earning the NMRA's Civil Engineering Achievement award. Hey, I think I can do this.

What about you? Are you ready to add an achievement certificate to your list of accomplishments in model railroading? The Civil Engineering achievement may be your best bet.

The first requirement is to design a plan of a model railroad. You won't need a pencil and paper for this since there are a number of computer programs available that will help you to design a layout that incorporates all of the elements of track design required for the certificate.

The second requirement calls for the actual construction of a section of a model railroad with at least six basic track elements. The track and its surrounding elements has to be sceniced. So far, so good, right?

The third requirement is where the FastTrack tools come into play. You are required to build three different track elements. Using their jigs to file points and frogs to perfect angles and to solder rails to copper clad ties will make the going easy. I would bet my money on a turnout and a crossover to start with. The third track element may be a bit more of a challenge. I'm going for a double slip switch using the FastTrack jigs. Check the requirements for other choices. Perhaps a section of gauntlet track could make use of the jigs for part of the project.

Your work has to be judged at some point for both its appearance and derailment free operation, and supporting paper work must be prepared. And that's it. You will be a civil engineer. The complete details can be found at the NMRA's web site.

Prediction: Sometime in the not too distant future a group of Hudson-Berkshire members will gather together for a work session where they will share the use of FastTrack tools to build track work elements that satisfy the requirements for the NMRA civil engineering certificate.

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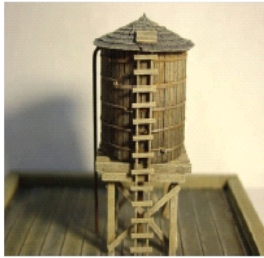
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WABASH CANNONBALL

Chorus

Listen to the jingle, the rumble and the roar,
 As she glides along the woodland,
 through the hills and by the shore.
 Hear the mighty rush of the engine,
 Hear that lonesome hobo squall,
 traveling thru the jungle on the Wabash Cannonball.

Alternate chorus wording

Listen to the jingle, the rumble and the roar,
 As she glides along the woodland,
 through the hills and by the shore.
 Hear the mighty rush of the engine,
 Hear the lonesome hobos call,
 As the ride the rods and breakbeams on the Wabash
 Cannonball.

Verses

From the great Atlantic ocean to the wide Pacific shore.
 From the queen of flowing mountains, to the south bells
 by the shore.
 She mighty tall and handsome and quite well know by all,
 She's the combination of the Wabash Cannonball.

She came down from Birmingham one cold December
 day,
 As she rolled into the station you could hear the people
 say,
 There's a girl from Birmingham, she's long and she is
 tall,
 She came down from Birmingham on the Wabash Can-
 nonball.

Here's to Daddy Claxton, may his name forever stand,
 And always be remembered in the courts of Alabam,
 His Earthly race is over and the curtains 'round him fall,
 We'll carry him home to victory on the Wabash Cannon-
 ball.



Happy Holidays!!
Our Next Meet will be in
January
Watch for the next issue
of the *Form 19* for
more details...

FORM 19

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Where in the world is Tony Bucca?
...and when??

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