FORM 19

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

Order Number 259

January 2010





In this Issue Results from the

Great **Train** Extravaganza

Jan 22-Mike Rein's C&O



www.hudson-berkshire.org

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FORM 19

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

Editor:

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

Form 19 is published (approximately) eight times per year, for members of the Hudson Berkshire Division plus for newsletter subscribers (at \$12.00 per year).

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

Contributing to Form 19

Form 19 welcomes contributions from the Hudson Berkshire Division membership. Letters, articles, photos, and other items may be mailed or e-mailed to the editor at the above address. Please include return postage if you would like materials returned.

THE BRASS HATS

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Membership Categories and Dues

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

Hudson Berkshire Division, NER, NMRA P.O. Box 4763, Clifton Park, NY 12065-7893 E-mail: trains@hudson-berkshire.org Phone (518) 899-5707 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

MAKING TRACKS IN MAY

a month of layout tours.

The board has decided for the month of May to have layout "tours" on each Saturday beginning on May 1st and ending May 22nd.

We are just starting to plan this and we are looking for anyone who would like to open their house/club to exhibit what they have been working on. You may not have the room to host the monthly meeting, but this is a great way to showcase your work to a smaller group. It also allows visitors to spend more time examining layouts and asking the owner questions in a much smaller group.

At this stage we would like to have 1 Saturday for Capital District and south/west, 1 Saturday for the Capital District north (Saratoga/Glens Falls), 1 Saturday for the Massachusetts area, and 1 Saturday for the Plattsburgh area.

Please let me know if you're interested in showcasing your work, also any and all Saturdays you could open your layout. We are trying to group the layout tours together geographically and will go with "majority" available.

I am hoping to have the tentative list together by no later than the February meeting, and then we will contact everyone and work out the dates and times.

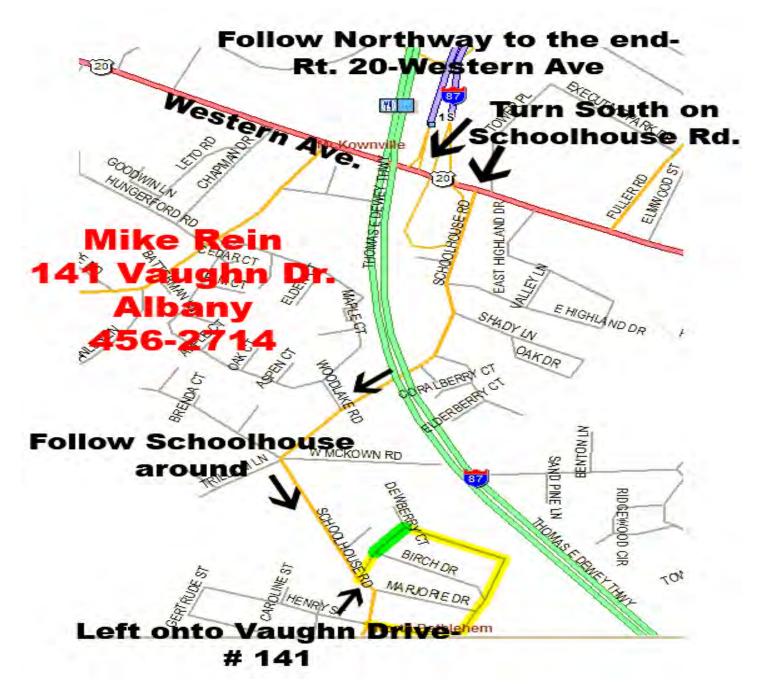
Please contact me at surmak@rpi.edu or spacity4@nycap.rr.com or call my house at (518) 583-1383.

Looking forward to seeing your work, Kevin D. Surman

ALL ABOARD!!

Welcome New Members!!

Dominick Amedio Clifton Park William Sinnott Mechanicville Bill Bibby North Creek **Brian Dow** Troy **Ballston Lake Arthur Krass** Castleton on Hudson Glenn Olf



This month we travel to Mike Rein's C&O Kanawha Valley. Two years in the making, this is a good chance for you to see benchwork techniques. A double track mainline and two branch lines(one narrow-gauge) depicts transition period coal-coke operations in Meadow River and Mann's Creek. The layout is also in transition DC to DCC . There is a duck-under to get into the main part of the layout.

Coming in February—Designing your layout for operations.

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The Ready Line

By Paul Hoffman

Happy New Year!!

This column will be short and sweet from my perspective to make room for lots of good stuff. In this issue you'll find VP Rich Smith's executive summary of the Great Train Extravaganza, Irwin Nathanson's fine write up of the efforts that went into making our show such a success and the first article of a multipart series on the Albuquerque Division.

Don't forget, this month will find us at Mike Rien's C&O layout in Albany on the 22nd. Mike has completely re-imagined his layout and I have to say it is awesome. This is a definite must see! On February, 19th we will be continuing our series on operations with another round table discussion; "Designing a Model Railroad with Operations in Mind". Our panel of experts will help get you on the right track for making your layout operations friendly. Speaking of the "right track", coming up is a visit to Vic Roman's New York Central and a very special event called "Making tracks in May", watch this space for further announcements. 2010 promises to be another exciting year, so climb aboard!!

Division news and some announcements!

<u>Kudos to Division member Andy Clermont:</u> Andy's Rutland layout will be featured in *Great Model Railroads 2010*, Kalmbach Publishing. Nice work! Andy's layout has been visited by the Division and I'm sure all those who have seen it would agree that it is a masterpiece.

Electronic distribution: This is our first issue to be electronically distributed, hopefully with no major glitches. For those who still get the paper edition I strongly recommend you try and get the E-version; multiple full color pictures really add a new dimension to the issue. I'll have a sample copy of the E-version for you to peruse at Mike's

<u>Member Information Forms:</u> We still have a few members who have not filled out the member info form indicating your preference (email or snail mail) and verification of your particulars. I will have forms with me at Mike's and the online form is always available. Please make an effort to fill one out and get it back to me. Those forms are a big help in organizing Division activities.

2010 Tracks and Tides: A joint convention with our region and the Maritime Federation of Model Railroaders is coming up on-Thursday, May 20, 2010 - Sunday, May 23, 2010 at the Fort Howe Hotel 10 Portland Street, Saint John, New Brunswick, Canada http://www.tracksandtides2010.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.



A view from the 2009 Great Train Extravaganza. If you plan on going to the train show in Springfield, we're going to ask you to pick up business cards from different exibitors. We hope to use these for future contacts to bring in more vendors.

At our February meet, we'll have a display table, so you're on notice to get something ready to show.



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The Beer Line

By Richard J.Smith

Great Train Extravaganza (GTE) 2009 Executive Summary

The show has come and gone, the bills have been paid, and the net profit this year is \$10,443.22! The 50-50 agreement with Upstate Train Associates means that our Division will have deposited \$5,221.61 to our treasury by the time this Form 19 goes to print. This alone is more money than the Hudson-Berkshire Division has EVER had in the treasury not to mention the \$750 donated from the NER plus our existing balance. As the GTE grows (and I fully expect it will), and as we optimize the show expenses, we will have the money that may open all sort of new doors for our Division. At our next Business meeting in February, I would like to start some discussions on new Division activities that we may have previously considered beyond our reach financially. Please think about things you would like to see our Division do and bring those ideas to the February meeting. I will mention a couple of ideas to get the ball rolling and get your creative juices going too. How about bringing in "famous" guest speakers like Tony Koester for a clinic night (how cool would that be!). Another idea is to charter a bus to take members to the Springfield show. Have we ever considered a Hudson Berkshire Division custom painted box car? Hey, it's fun thinking about how to spend money! But first, let me give you some more information about the 2009 GTE.

The attendance this year was a phenomenal 2936 paying attendees, plus another ~1200 kids under twelve! Compare that to about 1250 paid tickets last year. I give large credit to our train show advertising guru, NMRA member Irwin Nathanson. His article in this month's Form 19 provides an excellent write-up of our advertising campaign, with statistics from our public surveys. It turns out those 18" by 24" plastic lawn signs that Paul Hoffman acquired were VERY effective. You can bet we will be doing that again next year. I was shocked my WGY radio interview only dragged in 4% of the crowd ... it must have been that "duckling" comment! Anyway, the show was very crowded and full of energy. We talked to most if not all the vendors and they all said sales were brisk. Many said they did better than any of the last ten years, some said they had the best sales ever. Some vendors even told us they did better than the two day Syracuse show! We have already gotten word that more vendors are lining up for next year. This show is well on its way to recovery.

Although we had just about the same number of tables as last year (211 this year vs. 216 last year), we chose to consolidate all the vendors into the convention center, leaving only the clinics and Adirondack Live Steamers (ALS) in the Egg area. This gave the show a fuller appearance in the convention center proper, where we did not want any expanses of empty space with no vendors. This also gave the false impression that the show was smaller than last year. You are now armed with the facts, and it is my hope you continue to "talk it up" if you encounter one of those GTE naysayers. Vendor table sales and ticket sales gave us a total income of \$19,972.00. Total expenses of \$9528.78 included convention center rent, rental of table and chairs, OGS supervision and labor, security, printing, postage, office supplies, coffee coupons, lawn signs, and print advertising.

I felt very proud at the show when I walked around and saw all the Hudson Berkshire volunteers working hard. You guys are the best! From Ken Nelson running Tony Bucca's "time saver" with the kids at the NMRA table, to our faithful manning of the popular white elephant table by Dick Davis and Bill Doyle, to Carl Butler and Thomas Plesnarski providing muscle on the ramps, to Jim O'Hare and Joe Kavanah selling tickets, to Herb Insley and Jack Cutler stamping hands, to Greg Whittle and John McBride helping set up and tear down the layouts, to Tony Bucca snapping hundreds of photos, to Paul Hoffman fighting every fire that came up, our Division members had a very visible and positive presence at the show. I don't have enough space to mention everyone's duties here but we had a 28 NMRA member Hudson Berkshire Division contingent at the show. The total list of volunteers is at the end of this article. I want to give special thanks to Mike Rein and Kevin Surman for organizing the HBD White Elephant and NMRA tables, respectively. I also want to thank Sandy Surman (public surveys) and my wife, Maureen Smith (ticket seller), as well as my son, Samuel Smith and Paul Hoffman's son, Ryan for helping wherever they were needed. All this volunteerism speaks to the energy of our Division! This show has our stamp on it now and we should all feel great about that. Next year will be even better! 2009 Great Train Extravaganza Volunteers in Alphabetical Order: Vince Amoia, Tony Bucca, Karl Butler, Jack Cutler, Dick Davis, Eric Denny, Doug Dietrick, Bill Doyle, Jeff English, Bob Hamm, Paul Hoffman, Ryan Hoffman, Dick Hosmer Herb Insley, Joe Kavanah, John McBride, Bill McChesney, Irwin Nathanson, Ken Nelson, Jim O'Hare, Tom Plesnarski, Mike Rein, Tom Rhodes, Vic Roman, Ed Skowronek, Maureen Smith, Richard Smith, Samuel Smith, Kevin Surman, Sandy Surman, Scott Sylvester, Pete Sylvester, Greg Whittle



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Getting the Word Out...

By Irwin D. Nathanson

GTE 2009 is now history. And what a success it was! Despite the on-going recession, the number of exhibitors (as measured by the number of display tables) was essentially the same as last year. Visitor attendance, however, sky-rocketed from last year's count of approximately 1,250 paying adults to just under 3,000! How this came about is the focus of this article.

Background

As most readers know by now, 2009 was the first year that the Hudson-Berkshire Division (HBD) teamed with the Upstate Train Associates (UTA) to co-sponsor, plan and run the event. UTA had been running the event for more than 25 years and despite their best efforts, the numbers of exhibitors and visitors kept dwindling year on year. Rich Smith, who had been volunteering at the show for many years selling tickets or operating the UTA layout, personally knows show Chairman, Dave Halverson. Rich approached Mr. Halverson in early 2008 with a proposal for the HBD to team with the UTA on the show. The idea was discussed and agreed upon at one of our HBD business meetings and Paul Hoffman negotiated our first year (2008) and subsequent year's financial agreements regarding show profits with the UTA. The HBD determined that some "new blood" and "fresh ideas" were needed and UTA is very happy that we are providing assistance and leadership.

Publicizing an event such as GTE is aimed at two primary audiences: potential exhibitors and potential visitors. The latter target group can be further broken down into two general categories:

Established model railroaders and those generally interested in "anything train"

The general public, looking for a fun filled family activity

The Details

In the past, UTA employed print media almost exclusively to publicize the show to these two groups. This was mainly through print advertising in the model train press and local (to Albany) daily newspapers.

For GTE 2009, a much more diversified strategy was employed:

Print and Web Advertisements in Specialized, Generally Monthly Publications. Almost all of these were in classified ad format. This included all the major model train publications (such as "Model Railroader," "Model Railroad Craftsman," and "Model Railroad News"), specialized model train publications (such as "N Gauge News") and rail fan magazines (such as "Classic Trains" and "Rail Fan"). Most of these print advertisements were free but some had to be paid for; all the web advertisements were free. Overall, the number of such publications was double the size of the list previously used to publicize GTE

Web Site. In the past, GTE had no web site. Thanks to the creative efforts of HBD President, Paul Hoffman, a modern, inter-active site was created which was part of the HBD home page. Carefully selected search words were registered with the major search engines (Google, Yahoo, etc.) so that potential visitors could find our event. We took a lot of photos and videos at this year's GTE; this will give us great source material with which to enhance the web site for GTE 2010. I believe that we can likely be even more comprehensive and creative in registering our search words.

Paid Print Advertisements in Local, Daily Newspapers. As in previous years, paid display advertisements were placed in the "Albany Times Union," "Troy Recorder" and "Schenectady Gazette." This year, the ads were revised (in both look and content) and were approximately 50% larger. Our primary focus was on the Albany paper and our ad ran for the six consecutive days before the show. Based on the results of Visitor Survey (see more below), initial conclusions for GTE 2010 are not to advertise in the Troy and Schenectady papers and instead place two additional ads in the Albany paper; perhaps in the Thursdays two and three weeks before the show, in the special Events section, with the themes "mark your calendars" and "save your holiday shopping."



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Free Announcements in Local, Weekly Newspapers. This was new for GTE 2009. Press Releases were sent to approximately three dozen local newspapers in and around the greater Albany area. The results were not significant (see Visitor Survey) but since these Announcements are provided for free as a public service, we should do this again next year and even expand the coverage over a wider geographical area.

Posters and Flyers. As in the past, we printed a large number of flyers for distribution at local hobby shops, Stewart's shops, supermarkets, at other train shows, etc. These posters and flyers were all new for 2009, with new look and feel. One was 11 X 17 large size; another was standard 8.5 X 11. These were both black & white. A third flyer was printed both sides, in full color, on 8.5 X 11 paper and then folded into thirds. (I remember the "Fold the Flyer" session we had one Wednesday night at Bob Hamm's house in Saratoga!) A group of UTA and HBD volunteers, organized by Rich Smith, spent a full Saturday in November posting and distributing these signs. Having three choices to work with gave them a lot of flexibility. Based on the Visitor Survey, this effort should be repeated, and expanded (greater geographic coverage) for GTE 2010.

Plastic Street Signs. This was a new innovation for GTE 2009 inspired by HBD President, Paul Hoffman. These approximate 2 X 3 foot signs were "planted" all over the greater Albany area by Rich Smith and his team of volunteers. Based on the results of the Visitor Survey, this form of advertising proved to be especially effective! The clear conclusion is to do this again for GTE 2010 but with a few changes. The most important change will be to reduce the word count so that the remaining words can be printed in bigger and bolder font in order to make the signs more readable to passing motorists. The second most important change will be to post even more of these signs! More in the Albany area but also to expand the geographic coverage, for example south into Cooperstown and east into Vermont. The team will need to brain storm on this.

Post Card Mailing. Approximately 1,150 postcard announcements were mailed to the World's Greatest Hobby (WGH) mailing list. These were timed to arrive at the recipients' addresses the week before the show. This too was a new innovation for GTE.

Radio Interview. Rich Smith is now famous! The week before the show he was interviewed by Don Weeks of radio station WGY, Albany. This interview was enhanced by the talk show host's obvious personal interest in trains and model railroading. The interview talked about trains in general and model railroading as a hobby. Of course there was a big plug for GTE 2009! Another innovation, we really need to try and repeat Rich's performance next year. Maybe we can get him to shave off his beard as a change. Oh, I forgot, this is radio, not TV. Never mind...

Assistance from WGH

WGH is an industry trade association whose members are the model train manufacturers, importers, distributors, etc. The purpose of WGH is to promote the hobby on a general basis. WGH sponsors train shows of their own (road shows), publishes and distributes brochures and DVDs on the hobby and provides other related promotional services.

WGH also assists local train show organizers such as us. For GTE 2009, WGH provided the following assistance from Kurt Jablonski of their professional Public Relations Agency, CIA Incorporated:

- Polished our Press Release and distributed it to local daily and weekly newspapers
- Negotiated a package deal with the "Albany Times Union" so that we could get six advertisements for the price of three. And then WGH paid for half of this amount as an outright grant
- Prepared, printed and mailed the above mentioned post cards to their mailing list
 In general, provided expert advice and guidance on how to publicize a train show based on their vast experience doing this all over the country



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The organizers of GTE 2009, and UTA and HBD overall, extend their warmest appreciation to WGH and CIA for their find and professional assistance! We would not have been nearly as successful without them.

For more information on WGH, visit their web site at: www.greatesthobby.com

Visitor Survey

In the past, visitors to GTE were never surveyed to find out how they heard about the show. Without this information, the organizers were not able to gauge the effectiveness of their advertising, did not know what changes to make in the future.

At GTE 2009, a team of volunteers including Sandra Surman and Tom Plesnarski greeted the visitors with a brief survey.

The responses are quite conclusive since approximately 750 visitors were surveyed. This is about 25% of the visitors, a very large percentage for a Survey such as this. The actual number is slightly lower because many respondents heard about the show from several sources, such as seeing our advertisement in the "Albany Times Union" and seeing our plastic road sign. But the actual number is even and significantly higher because many respondents were the head of a family group of several people and we only counted them as a single response.

Here are some interesting statistics:

When asked "how did you hear about GTE," the results were as follows-

Newspapers	27%
Train Magazines	6%
Radio Interview	4%
Posters/Flyers	11.5%
GTE Web Site	7.5%
Outdoor Signs	26.5%
Postcard Mailing	3.5%
Previous Visitor	14.5%

Clearly our most effective advertising was the newspapers and the outdoor signs! Looking at each category somewhat closer, starting with newspapers:

Albany Times Union	70.5%
Troy Record	1.5%
Schenectady Gazette	15%
Local Newspapers	13%

The first three newspapers are listed separately because we used paid, display ads in these publications. Therefore, of all the newspapers, about 71% of the visitors who said they heard of GTE from the newspapers heard of us from the "Albany Times Union" and only 1.5% of them heard of us from the "Troy Record." The results from the "Schenectady Gazette" were also not very cost-effective.

The message is clear that for future GTEs, we should *only* spend money on the "Albany Times Union" and not on the other newspapers. We should continue to send our Press Releases to ALL the newspapers.

Looking at the train magazines...

Order Number 259 Page 9









Mohawk Valley Railroad Co.

2037 Hamburg Street Schenectady, NY 12304

518-372-9124

Since 1975

Model Railroader	51%
Trains	4.5%
Train Collector Association (TCA)	0%
Classic Toy Trains	23.5%
Others	21%

The first four magazines are listed separately because we used paid ads in these publications (classifieds in the all but TCA which was a display ad). Therefore, of all the magazines, 51% of the visitors who said they heard of GTE from the magazines heard of us from "Model Railroader" and no one heard of us from TCA." The results from the other magazines were also not very cost-effective.

The message is clear that for future GTEs, we should *only* spend money on print advertising in "Model Railroader" and not on the other magazines. We should continue to send our Press Releases to ALL the publications because, at a minimum, they will post our announcement for free on their web sites.

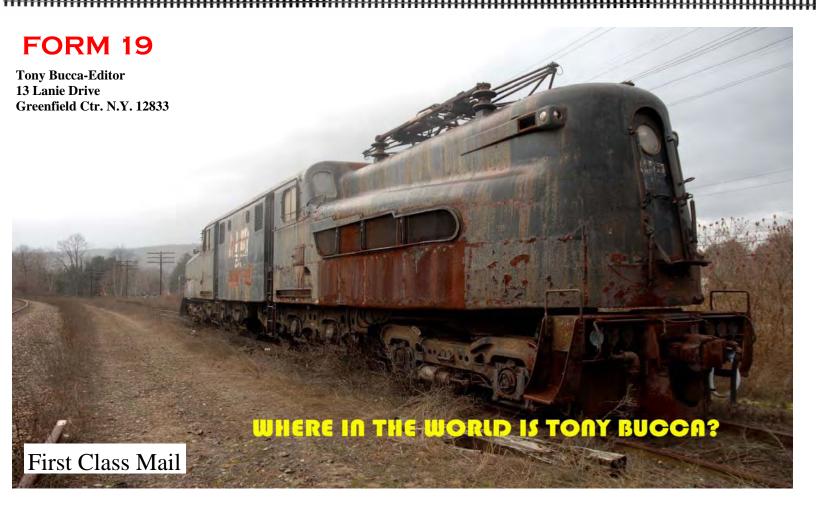
Of the posters and flyers, the best places to post them were model and hobby shops and at other train shows.

Implications for GTE 2010

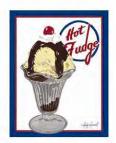
Due to the success of this year's show, it is quite likely that we will be able to attract even more exhibitors next year. And, based on the results of our Visitor Survey, we will be able to mount an even more effective advertising campaign for next year, attracting even more visitors. Who knows, let's shoot for 5,000...a number not unheard of in the earlier days of GTE.

This was a fun project to work on and the results were certainly rewarding!





























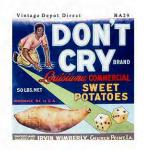












































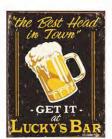














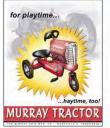
















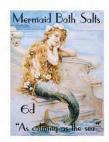


























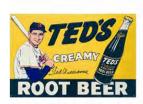


















Web page extra!!

Here's a couple of Pages of signage you can run through your Printer.

Paste them on your buildings and fences.

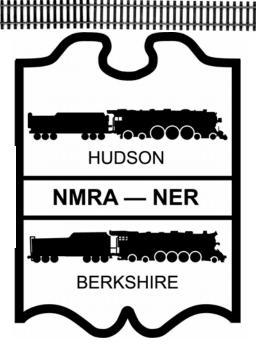


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Editor's Corner

Hey Folks!

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NER New York Director
Mike Evans
518 563-3989
evansm@co.clinton.ny.us

OF THE D This n

This month we travel to a new venue to continue our Round Table Discussions. We'll be in The AYCO Building on Wall Street in Albany to talk about how to design your layout with operations in mind. Slated to talk are:

By Tony Bucca

Greg Whittle-Layout Design Basics

Tom Rhodes- Layout Design & Practice - Fitchburg Northern- A Case Study

Richard Smith– Model Railroad Time Table Spreadsheet Application

Tony Steele- Yard Design from a Real Life Track Designer

PLEASE-PLEASE-PLEASE!!!

Bring something to show off for the MODEL SHOW-CASE.

This is NOT a judged contest. We REALLY want to see what you've been working on. Maybe you picked up something at the Big E. Bring it along, no matter what state of construction it's in.

We will also have a business meeting. We want to hear from you guys as to what activities you'd like to see & do.

FINALLY— We're still looking to do our layout tours in May. Please get in touch with Kevin Surman if you can open your layout for a couple of hours 1 weekend in May.

<u>surmak@rpi.edu</u>, <u>spacity4@nycap.rr.com</u> or 518-583-1383

Membership Categories and Dues

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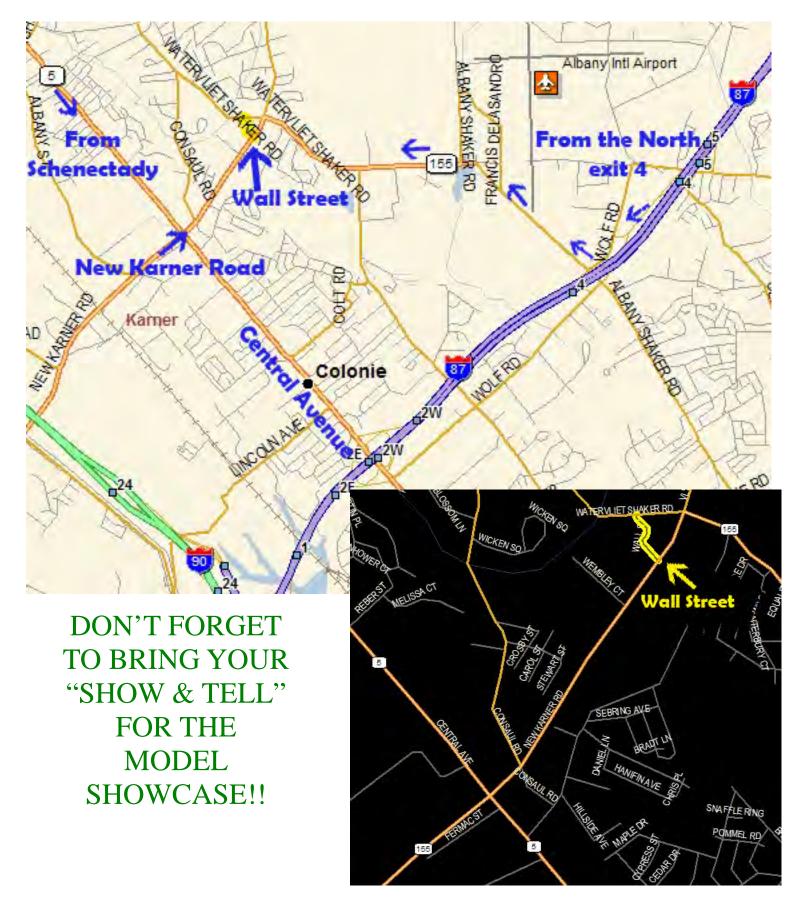
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National Model Railroad Association 4121 Cromwell Road · Chattanooga, TN 37421-2119 Dues: \$51.00 per year or \$39.00 without *Scale Rails* Welcome New Members

ALL ABOARD!!

Curtis Brueske, Menands Raymond Durkee, South Glens Falls Sandra Flynn, Delmar Jean Insley, Albany Gary & Peter Jones, Altamont

Designing a Layout With Operations In Mind Friday-February 19th- 7:00 O'clock. See the Ready Line for more Directions



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The Ready Line

By Paul Hoffman

I'm writing this about a week after my return from the Amherst Railway Society Show in Springfield. What a show! It seems like every year the Springfield show gets bigger and bigger. I don't know if my experience was unique or not, but I was having a harder time hunting out bargains then I have had at previous shows. Of course being a Santa Fe modeler on the East Coast has its own challenges, but it just struck me that many vendors were at or near retail for many items. Don't get me wrong, I did find some great items at great prices but those were the exception rather than the rule. Did anyone else notice the same thing?

One of my favorite aspects of the show is meeting the manufacturers and seeing what new products are on the horizon; this is always a treat. I was duly impressed by the new Baldwin Centipede that Broadway Limited is coming out with, gee; they ran in the Southwest desert, didn't they? The new freight cars by Exact Rail were very impressive and at a reasonable price point. I spent some time talking with the owners at their booth and I was happy to see some younger blood in the manufacturing end of things. Of course everything is assembled in China, as is the standard for the industry. It would surely be nice, in these tough economic times, to see manufacturing come back on shore. Personally I feel that all the outsourcing we have seen over the last 20 years will come back around and bite us in the butt. I don't think I'm too young to remember when companies cared at least as much about our country as the bottom line. Oh well, enough pontificating for today.

Hopefully all those who attended the show picked up business cards or flyers from their favorite vendors so we can expand our mailing list for the Albany show. Please bring any and all materials with you on Friday February 19th so we can gather them up and compile the data. Speaking of our next meeting, we will be continuing our Roundtable series on operations with "Designing a layout with Operations in mind". Our speakers are:

Greg Whittle - Lavout Design Basics

Tom Rhodes - Layout Design in Practice - Fitchburg Northern - A Case Study

Richard Smith - Model Railroad Time Table Spreadsheet Application

Tony Steele - Yard Design from a Real Life Track Designer

The meeting will start at 7:00 pm at the AYCO building on 1 Wall Street, Albany, NY. The use of the AYCO facility has been generously donated. The building is located on the corner of US 155 and Watervilet–Shaker road not far from the Albany Airport. The parking is located around the back. This is a locked building so please come to the side door, our Division board will mark the proper entrance so you can be let in. If you are having a problem please call me. Here is the agenda for the meeting, please bring a model to share with us for the model showcase. There will be a short business meeting to discuss Division activities and any other issues. This should be a great meeting and I look forward to seeing you all there. The conference facilities are state of the art and vending machines are available.

7:00 – 7:45 People Arrive - Model Showcase

7:45 - 8:15 - Business Meeting

8:15 - 8:30 - Break

8:30 – 9:45 – Round Table Discussion – "Designing a Layout with Operations in Mind"

9:45 – 10:00 Visiting - Model Showcase

I would be remiss without thanking Mike Rein for showing off his marvelous Kanawha Valley layout last month. The event was very well attended and Mike was a great host! Several new members showed up and it was great to spend sometime talking with them. For those who made it, glad you could come, for those who missed it, sorry you couldn't make it and I look forward to seeing you next time!

Division news and some announcements:

<u>Making tracks in May:</u> Kevin Surman is still looking for layouts for our month of layouts tour in May. Please contact Kevin at surmak@rpi.edu, spacity4@nycap.rr.com or 518-583-1383. Remember you are not volunteering to have your layout open the WHOLE month, just 1 Saturday for a few hours. Thanks!

Member Directory: it was announced at last month's meeting that a member directory is available. Unfortunately I spoke just a tad prematurely and caught our DB guru a little off guard. Yes, a membership directory will be available, hopefully in the next few weeks as we iron out the issues. Sometimes I tend to shoot first and ask questions later.

<u>Valley Forge RPM:</u> The Philadelphia Division MER, NMRA, is sponsoring the fourth bi-annual Valley Forge Railroad Prototype Modelers Meet on March 26-28. For more information and a registration form please go to http://www.phillynmra.org and click on the rpm meet link at the bottom of the page.

<u>Member Information Forms:</u> We still have a few members who have not filled out the member info form indicating your preference (email or snail mail) and verification of your particulars. I will have forms with me at the meeting and the online form is always available. Please make an effort to fill one out and get it back to me. Those forms are a big help in organizing Division activities and getting the Member Directory together.

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. 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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Track Warrants

By Greg Whittle



There are some problems on the Mohawk Division this morning. The crew working in Amsterdam has derailed a boxcar near the switch leading to the main line. The track department has people headed to the site but until they can check it out, Track #1 is out of service. In addition repair work is being done on the platform next to track #2 in Utica, so there is a slow order through the work area. The dispatcher has Train #26 the eastbound Twentieth Century Limited approaching Syracuse and he wants to make sure it passes over the division without delay. (Remember under track warrant control passenger trains do not automatically have rights over other trains.)

Continued Below

TRACK WARRANT

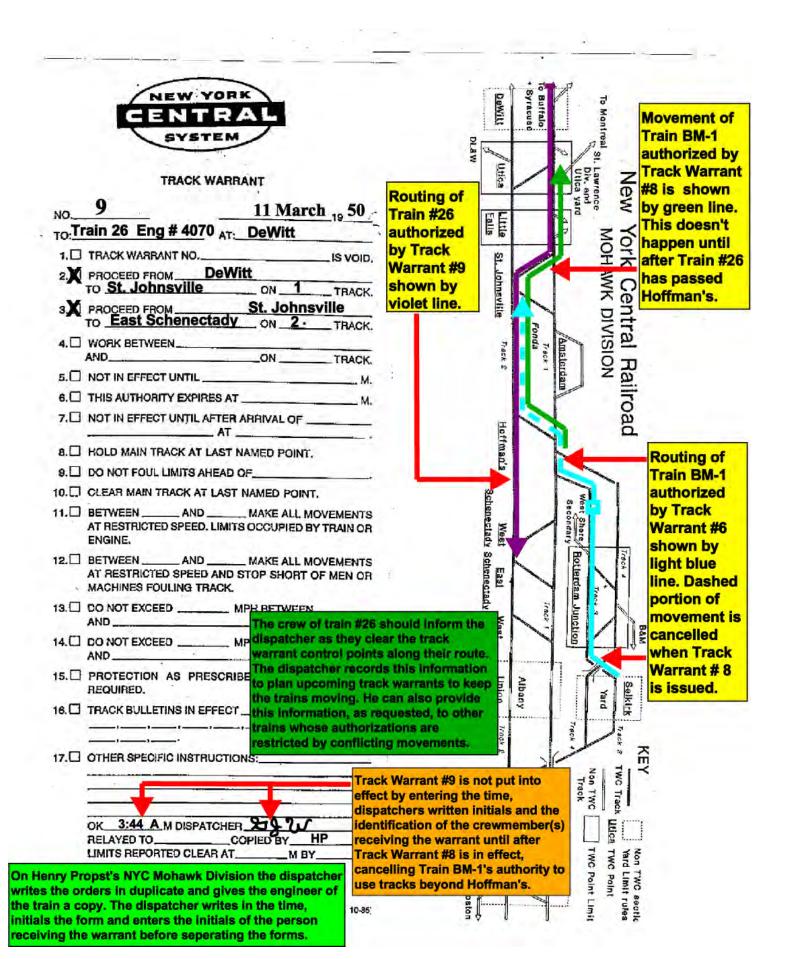
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The issuance of this warrant with a check in box 1 cancels the authorization for movement granted in track warrant #6. Since train BM-1 is enroute this takes effect at the location listed in the heading line of track warrant #8 (Hoffman's, the next track warrant control point). If marked mileposts on the railroad were used as track warrant control points the action could take place at the next milepost.

If there is a check mark and an entry in boxes 5 thru 17 there are special conditions imposed on the authority granted in blocks 2 thru 4. In this case Train BM-1 cannot follow the instructions in blocks 2 and 3 until Train #26 arrives at Hoffman's. If Train BM-1 arrives at Hoffman's and Train #26 has not arrived they must wait clear of the interlocking until the crew observes engine #4070 and its' train, with rear markers displayed, pass. If the BM-1 crew cannot positively identify Train #26 or it may have already gone by, they must contact the dispatcher to verify the location of Train #26 before they can proceed.

At the same time Train BM-1 is proceeding under Track Warrant #6 down Track #3 from Selkirk to Hoffman's and then onto Track #2 to St. Johnsville. However the conductor has informed the dispatcher that just past Rotterdam Junction the train has stopped due to a sticking brake and they will be delayed. To avoid delaying Train #26 the dispatcher issues Track Warrant #8 voiding the previous track warrant and by checking block 7 and entering Train 26's identification allows BM-1 onto Track #2 only after Train 26 has passed Hoffman's. Only when this warrant is received and repeated by the crew of BM-1 and in effect does the dispatcher issue Track Warrant #9 to Train #26 to run on Track #1 from DeWitt to St. Johnsville and then to cross to Track #2 from there to Schenectady avoiding the problem areas.

When the track warrant is sent by radio a crew member on the controlling unit of the train (but not the person operating a moving locomotive) must copy the order and his name is entered in this block. In addition the O.K. and time putting the warrant into effect must not be given until 1. If the conductor is not on the controlling unit the warrant has been read to and acknowledged by him or 2. If the warrant restricts the train while on the road the warrant has been read to and acknowledged by the engineer.



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The Albuquerque Division-part 1

By Paul Hoffman

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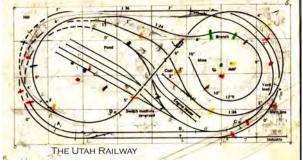
The Santa Fe Railway conjures up many different visions in the imagination of the reader; from the hustle and bustle of Chicago's Dearborn station, to the vast prairies of Kansas, from the plains of Texas to the star-studded clientele of Los Angeles and Hollywood. For many, the iconic image is one of gleaming red and yellow warbonnents speeding through the desert trailing long strings of stainless steel passenger cars, or maybe double headed 4-8-4 steam locomotives struggling over the Cajon pass.

Like many of you, my first exposure to the wonderful world of model trains was the ubiquitous Lionel set running around the Christmas tree. Although I must confess, those first engines, in my case, were painted in the famed Texas Special colors of the Katy. Nevertheless, a life long love and fascination with the train was cultivated. My father, who, in his youth, worked for both the D&H and New York Central, was a quintessential man of his times. He was a modeler and tinkerer who taught me much in the way of the tool and can be mostly credited with my love of the Santa Fe. For you see, although our "Christmas" set was indeed a Katy Lionel, my father was already hard at work on an HO layout that featured the Santa Fe. These were "his" trains and not to be confused with the once a year appearance of the Lionel set. My father's trains were his relaxation and stress relief and were not for consumption by my brother and me, except on special invite. Boy did I look forward to those invites! I remember fondly the "edict" from my father that we could only play with dad's trains when it hailed. Living in upstate NY, hail, although not unheard of, was not exactly a frequent occurrence. On those times when it did we would hound my father until he let us into the mysterious attic to see what he had been up to. Trust me, it was never a disappointment. The upshot of those viewings was making the trains a special activity that was a privilege to earn. A valuable lesson that I feel is sometimes lost in our modern world. When everything is "special" nothing truly is. Those trips to the attic were indeed special and set the stage for my love of the hobby.

By the time I was 10 years old, my father had moved on to other pursuits and activities and had bequeathed me with the rights to the train room and its contents. Even then, my dad made things special by having several locomotives that were his "pride and joys" that only could be used with his supervision and permission. So you see, even though he was no longer actively involved in the hobby, he was actively involved in playing trains with his kids, again making model railroading special.

Being the veteran of dozens of plastic model kits, from cars to planes to tanks, I tackled dad's 4x8 layout with relish and very big ideas. I immediately decided that the double track mainline and 3 industrial sidings were much too modest to represent the mighty Santa Fe. So with my friends, yes I was blessed to have 2 other friends who shared my love of trains and who also had fathers with layouts, we proceeded to plan an empire. I should note here that my friend's fathers were all remarkably consistent in their views of "their" trains; these were delicate items designed for adults that the kids could only use with permission. Dave Pritchard's father, a State Trooper, had the largest of the layouts, a UP inspired colossus that filled a good portion of his basement. Even the kids who didn't like trains loved it when Mr. Pritchard let us run on his layout.

Armed with our knowledge and dog eared copies of RMC and MR, we choose a track plan that we felt would do justice to our dream. Somewhere in my files I still have the plan that we used from RMC in the early 70's. I've reproduced it here for your enjoyment. Needless to say, three 10 year old kids, without the help of power tools, took a perfectly running layout and turned it into a conglomeration of plywood, green colored sawdust, plastic buildings and an interesting mix of flex track and snap track that ran fairly well. I still marvel at my father's patience, he let us make our mistakes and learn from them, all the while being supportive of our attic endeavors. I relate these stories only to illustrate the simple tenet that no one is born a great modeler, some may have more innate talent, but model railroading is a learned art and the best way to learn is by doing.



Now that I've set the stage, let's fast forward a number of years and see what happens.



Can you imagine standing at these controls?

By late 2003 my life had come full circle; my kids were growing up, my business was out of the early growing pains stage and I found myself with some free time. I had always had hobbies, from the trains in my pre-teens to military modeling in my late teens and early twenties to boating and classic cars in my late twenties to late thirties but I had not really kept up with model railroading. Sure, I'd buy the occasional MR just to see what was going on but I really had no serious involvement. In early 2004 I went back to my first love, model railroading and jumped in with both feet. I sold my 1967 Mustang Convertible and put my time and efforts into a layout.

My wife and I had finished the basement of our house in order to have a play room for the kids (5 at last count). Luckily for me, even with the pool table, TV and other accessories there was still room for a layout. With permission from the primary stake holders, I was deeded a section of the basement measuring approximately 13" x 11". Plenty of room I thought to myself, let's get to it! Over the intervening years I had fancied a layout called the Central Midland from Atlas's "Seven

Step by Step Layouts You Can Build" book. So without any further ado or planning I bought lumber, track and supplies, using the book as a shopping list, and started building. Had I bothered to check out the NMRA (of which I was a previous member), visit my local hobby shop more than once (JP's in Latham) or cultivated some friends in the hobby, things might have turned out differently. I was consumed

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with thoughts of my beloved warbonnents pulling those long passenger trains over the new layout. Needless to say, things had changed a bit since my first layout attempts in the 60's & 70's. Through the years both my father and I had managed to hold on to our train collections, but as I was finding out, short of nostalgia, those items were now useless in these modern times. No more fiber-tied brass flex track, it was all nickel silver now and in different rail heights to boot. F7 units that ran and looked so good that my poor Hi-F drive Athearn units were relegated to a display track on my office desk. No more control panels, which I must admit was actually one of my favorite things. Back "in the day" there was nothing more thrilling then standing tall at the control panel, hand on the power pack and running your empire like a mad NASA employee at Mission control. Today it was all walk around throttles and DCC.

So, I've invested, I don't know, say maybe \$1500.00 at that point and I have started building. The Atlas plans are very straight forward and easy enough to follow; besides I now have the benefit of power tools! In a few short weekends the bench work is up and awaiting track. By this time the track package has arrived, with promises of "everything you need" to build the Central Midland. Yes everything was there except for that old dollop of common sense. Hmm, let's see, twelve 85 foot passenger cars, ABBA lash up, 22" radius curves and a 3.1 % grade, what's wrong with this picture? I don't want to knock the Central Midland plan; it really is a nice layout if you consider its limitations.

I haven't let any of this stop me however. I lay the track, all snap track by the way, (solder all those joiners, what are you nuts?), and start testing things. Of course all the things one would expect to have issues with, I did. After having spent a lot of time debugging and rewiring, at last the layout was running perfectly!

I carefully un-wrap my new Athearn F7's and the 12 shiny new Athearn passenger cars and prepare for the inaugural run. As I am placing things on the track, the light starts to glow dimly in my subconscious, hmm, this looks like an awfully long train, and I'm not sure it's going to fit... Ignore that man behind the curtain! I place 5 of the 12 cars on the track and just an AB set of the F7's convincing myself, this is just a test, I'll run the whole train later. Off we go! At this stage the layout was wired for DC and block control, just like the old days, I had a shiny new Atlas commander in the box but I wasn't quite ready to commit to DCC and besides I didn't know the first thing about it having done virtually no research. The train leaves the yard and circles around the back side of the layout, all mostly level terrain, so far so good. I do notice quite a bit of overhang on those passenger cars but that's normal, isn't it? Down the grade they go, picking up speed, still no problem, I'll just have to remember to throttle down, I think. Into the tunnel, snick, snick, what the heck was that? The first 3 passenger cars have caught the corner of the tunnel portal due to that marvelous overhang, quite the thrill for the passengers. Even more thrilling for those 1:87 scale dignitaries and guests was when the dome car clips the tunnel portal and gets knocked over! I'll have to fix that I say, but how, there's not much clearance there? I remove the dome car and replace it with a coach and on we go. Around the 18" radius bend on the lower level and then up the grade. In a nearly balletic move, the locomotives stall on the grade and spin their little wheels furiously, the remaining consist train-lines on the turn/ grade combination and the whole shebang tumbles to the carpeted floor a mere 40" inches away.

All very funny looking back, but not so much then. I abort the trial run and resolve to get some help. I check the internet, hmm, forum upon forum of people who have built this layout and have listed its shortcomings. While pursuing this information, which I freely admit, I should have done before laying screw gun to screw, I see people talking about clubs and groups and friends and then the light in my subconscious starts burning like an LED and I finally figure it out. There is no reason to do this alone. I didn't as a kid and I don't have to now! As they say the rest is history.

I worked on the Central for about a year before I was ready to tackle the next layout. By that time, I had done a lot of research, learned a lot, joined the NMRA, joined the Santa Fe Historical and Modeling Society and gotten to know the members of the Hudson Berkshire Division. I had also picked up a good friend via the internet who was helping take my modeling to an entirely different level.

The Central was torn down and from its ashes rose another layout, the CCARM (Named after my kids, Cassandra, Connor, Adam, Ryan and Mark). Many of you saw that one and we'll discuss it a bit in regards to the ideas and concepts it provided for the current layout.

I'll close part 1 with a few pictures of my original Central Midland. Next month we'll discuss the first incarnation of the CCARM and how I met the guys that helped make the current version the layout that it is today. In part 3 we'll discuss the design philosophy and construction techniques used on the Albuquerque Division and in Part 4 we'll see where the layout is heading. Feel free to ask questions and I'll do my best to answer them. My email is phpcinc@gmail.com. Put something in the subject that pertains to trains so I don't delete your mail as spam.



The Central under construction before the illfated passenger derailment



"Some of my own twists on the original plan"





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Mohawk Valley Railroad Co.

2037 Hamburg Street Schenectady, NY 12304 518-372-9124

Since 1975

IN SEARCH OF STEAM IN KENT

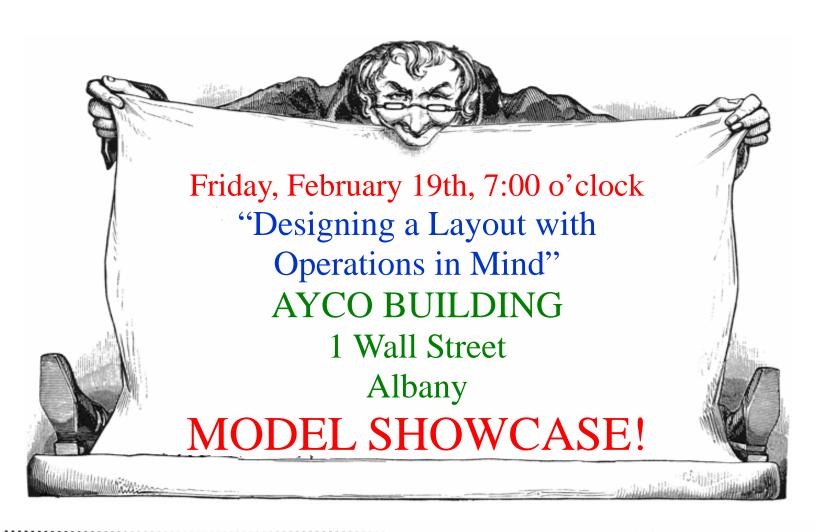
Or Bill and Dave's Excellent Adventure

By DAVE GOULD

In May, 2008 Bill McChesney and I followed George Cook's directions and paid a visit to the Connecticut Antique Machinery Museum (CAMA) located in Kent, Ct, just over the NY Stateline. We followed George's suggestions and traveled the Taconic Parkway down to Route 23, catching glimpses of the old Harlem Valley right of way. At Craryville we turned south on Route 22 until we reached Wassaic, the current north end of Metro North rail service. After a few rail fan shots we wandered on to the somewhat confusing rural roads which led to the village of Kent. The town boasts a nicely restored station, new professional offices, and a restored wooden baggage car circa 1890, in a nearby florist's back yard! Both also promptly recorded on film.

Just up the road and across the Housatonic RR tracks, was our intended target. The CAMA Museum is actually a grouping of varied small museums featuring auto, industrial, agricultural machinery collections and displays of mineralogy, iron making and brick making. Of course, we were interested in the rail related exhibits. These consist of three foot gauge industrial and quarry equipment, a small 0-4-0T, an ex Argent lumber 2-8-0 and the real gem, a live and steaming 2-4-2! Built for the Hawaian Rlwy by Baldwin in 1925, it is the smaller brother of the 2-6-2 that now operates on the Georgetown Loop. Although a nicely restored Tionesta Valley caboose rests in the car shop, and the collection includes two D&RG gondolas, the only place to ride is on the tender of oil fired engine No. 5. We happily made a cash donation and grinned as we shuffled back an forth on about a ¼ mile of 3 foot track with a real stub turnout leading to the engine house. This open house and steam up occurs on the first Saturday in May each year and is a very worth while whole family event to take in. But our fun wasn't over yet.

We pushed on up RT 7 stopping to snap the covered bridge at West Cornwall. We continued up to Canaan to see the restoration progress on the marvelous old station next to the former Central New England crossing. But our real target was the Housatonic RR shops just off RT. 7 below town. By carefully walking along the edge of the local golf club we got pretty good views of the entire roster. The Housatonic doesn't run on Saturdays and thus provided an opportunity to shoot several units. After a quick stop to purchase the May issue of RAILPACE at the Berkshire hills hobby shop we headed for home. We had such a good time that we repeated the trip on May 2, 2009! I hope this will inspire more readers to attempt an excellent rail adventure. CAMA can be reached at (860) 927-0050 or, www.ctamachinery.com.





Web Extra Pages

Tony:

Today I finished the last boxcar on the workbench. Theses two photos show the car before decals and again after.



Just thought you'd like to see.
Joe

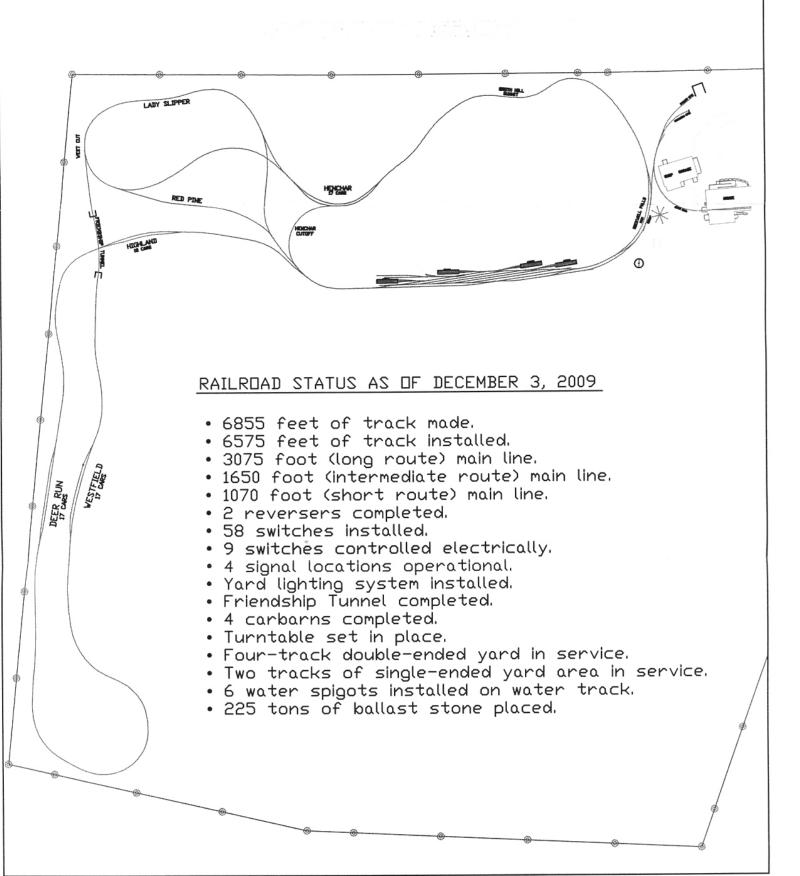


Via e-mail from Joe Kavanaugh

These are 1 inch scale for his Luzerne Valley Railroad. Note the stool in front of the boxcar. These cars are 36 inches long inside to inside!

LUZERNE VALLEY RAILROAD

A 1" SCALE DUTDOOR RAILROAD CHARTERED JULY 15, 2004





The "Hot Cargo Express" in the Cleveland Clinic picks up its radioactive load—the tiny

capsule of radon gas held in the long tweezers (above)-for trip from storage to laboratory.

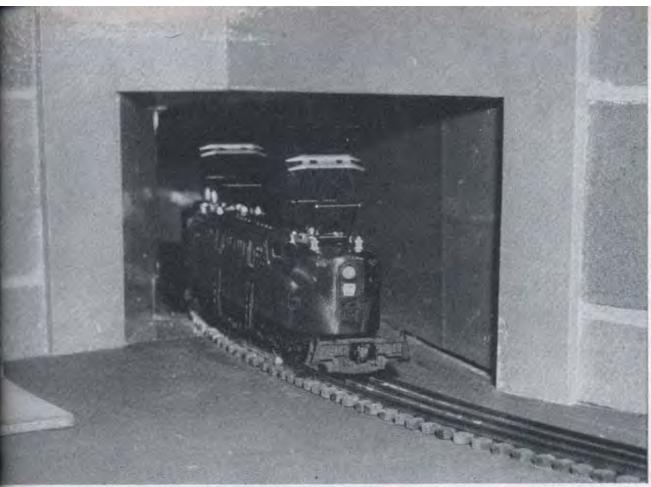
O-Gauge Pike

KIDS long ago became resigned to seeing Daddy play with their toy trains most of the time. Now some grown men have taken over a model railroad full time—and they are not just playing. The miniature electric train carries highly radioactive radon gas, used in cancer treatment and research, back and forth between a storage room and a laboratory, eliminating dangerous handling.

The model—a standard Lionel O-gauge locomotive copied from the Pennsylvania Railroad's GG-1—shuttles over a 21-ft. right of way, hauling its "hot" cargo in a lead-lined flatcar. It is the first part of a completely automatic system for transporting radon in the Cleveland Clinic. Eventually, reports Dr. Otto Glasser, medical physicist, the train will be equipped with an automatic dumping device to drop the radon capsule into a pneumatic tube. This will shoot the capsule directly to the hospital's surgery room. When this system is completed, technicians will hardly need come near the radon.



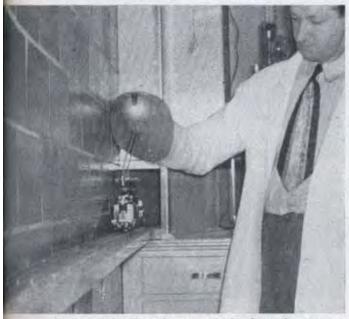
In the measurement laboratory, a technician checks the radioactivity of the radon-gas capsule with this instrument. The capsule itself is still in its lead-lined flatcar about six feet away.



There's even a tunnel on the 21-ft, right of way where the model train passes through the

wall separating the rooms. The radon, used in cancer treatment, is too "hot" to be held in hand.

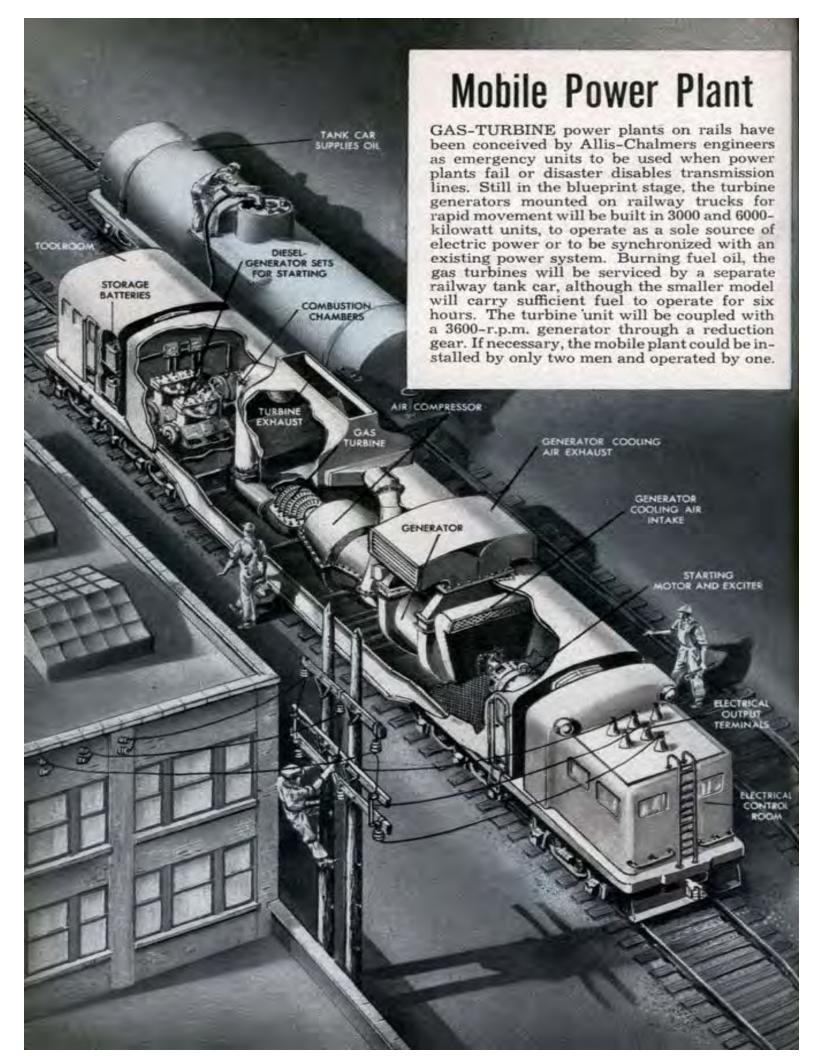
Highballs Hot Cargo



The train takes the capsule back to the storage room after measurement, and technician picks it up with tweezers. Remotely controlled dumper is being installed to unload car automatically.



Trip to surgery is now made in hand-carried lead box, but eventually pneumatic-tube system will be used. This will still further reduce the time scientists are exposed to the deadly rays.



RPM REVS UP AT NMRA 75.

It started 75 years ago in Milwaukee. A group of model railroaders intent in setting interchangeability standards for motive power, rolling stock, and track formed the National Model Railroad Association or NMRA.

It started 25 years ago at the 50th Anniversary NMRA convention in Milwaukee. A group of model railroaders interested in the contemporary scene formed The Modern Prototype Modelers. Over the years the emphasis changed to prototype modeling from all eras. As a result the name changed too, and the group became known as Railroad Prototype Modelers or RPM.

Over the years both the NMRA and the RPM continued to grow and now 25 years later, both are meeting once again in Milwaukee.

The event is NMRA 75, the National Model Railroad Association's 75th anniversary convention. From July 11 the through the 16th, RPM modelers and NMRA members from all over the world will join together to celebrate the accomplishments of two great organizations.

Just as NMRA standards spawned innovations that have changed the hobby, so too has the innovative modeling of RPM members. In fact the level of detail and the technical excellence of today's models owe much of their origins to the NMRA and the RPM. No doubt about it, there is much to celebrate, which is why you should come to this party!

An entire room will be devoted to RPM models from all over the world and you're invited to bring yours to display as well. The room will be open from Wednesday to Friday during convention week.

In addition to the RPM exhibit, NMRA 75 will offer a huge array of tours, clinics programs, and special events designed for model railroaders and their non-modeling family members. That means NMRA 75 makes for an ideal family vacation this summer!

Get all the details by visiting our website at www.nmra75.org. You can even register online. So join the party. Come celebrate 75 years of model railroading this summer at NMRA '75!

CLINICS AT NMRA '75 LOOK FORWARD AND BACK

Would you like to learn how to create a modern CTC panel for your layout using CATS? Or maybe you'd like to find out more about building kits made from brass etched parts, or increase your knowledge about chapel cars. Did you even know there were such things as chapel cars?

You can learn about these topics and many more by attending the clinics at NMRA 75, the National Model Railroad Association convention for 2010. This year the NMRA celebrates its 75th anniversary, so its altogether fitting that our national convnetion be held in Milwaukee Wisconsin, the city where it all began. The dates are July 11th through the 18th.

While NMRA 75 will take an affectionate look back at our hobby's days of old, it will also be looking ahead to the fresh and new. This year's clinic program reflects that idea very well. Of the 163 clinics scheduled to be presented, 123 are brand new and never before presented at an NMRA national convention. These new clinics will cover everything from scenery to structures to the newest trends in Digital Command Control. So if you're looking for fresh new ideas to enhance your modeling, NMRA 75 is the convention you must not miss!

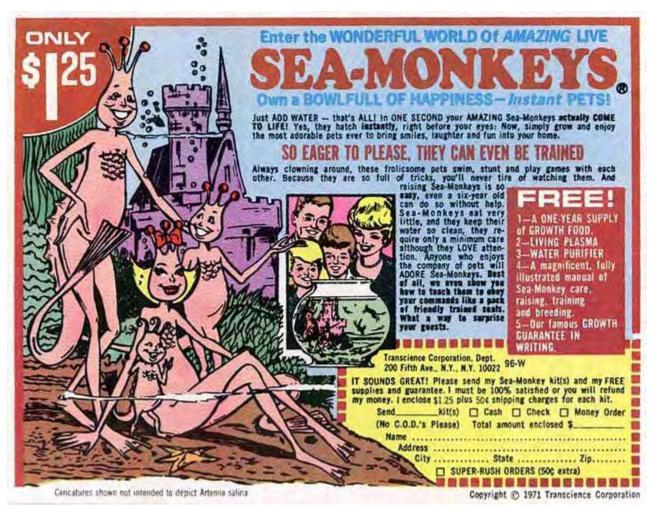
But not all the new clinics at NMRA 75 are about fresh new ideas. You can look forward to a couple of them that look back. Clinician Paul Hobbs will present Seventy-Five Years Of Development And Achievement In Model Railroading. Paul will review events, processes, inventions, companies and individuals that have made significant contributions to the hobby over the past 75 years. You might also want to see Steve Stewart's new clinic, Seventy-Five Years Of Railroading. Steve examines prototype railroading from what was in 1934 to what will be in 2011. And what could be more appropriate to bring the list of new clinics to an end than one about the history of Milwaukee Road Cabooses?

As an added bonus, many of the new clinics at NMRA 75 will be presented by some of the best-known names in model railroading. Names like Jack Burgess, Bruce Chubb, Chuck Hitchcock, Tony Koester, Sam Swanson, Bill Schaumburg, Andy Sperandeo, Tony Thompson and Wayne Wesolowski.

Of course NMRA 75 is about much more than clinics. To find out everything you need to know, visit our website at www.nmra75.org. You can even register online. Come celebrate 75 years of model railroading this summer in Milwaukee!

Oh and in case you were wondering, no actual cats were harmed in the making of that CTC clinic.





FORM 19

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

Order Number 261

March 2010

Vic Roman's **NYC-Hudson Division**





www.hudson-berkshire.org

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FORM 19

THE OFFICIAL NEWSLETTER OF THE HUDSON-BERKSHIRE DIVISION OF THE NER-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 \$12.00 per year).

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

Contributing to Form 19

Form 19 welcomes contributions from the Hudson Berkshire Division membership. Letters, articles, photos, and other items may be mailed or e-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 P.O. Box 4763, Clifton Park, NY 12065-7893 E-mail: trains@hudson-berkshire.org Phone (518) 899-5707 Subscriptions \$12.00 per year - Form 19 (8 issues)

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National Model Railroad Association 4121 Cromwell Road · Chattanooga, TN 37421-2119 Dues: \$58.00 per year or \$39.00 without *Scale Rails*

Editor's Corner

From what I see, we haven't visited Vic Roman's since November of 2005. I'll be looking forward to seeing what has been accomplished on the already gorgeous layout.

Thanks to everyone who brought something to show-off at our Model Showcase at our February meet. Check out the $E\text{-}Form\ 19$ online to see some pics .

Hi Tony

This attached picture is for the Form 19. We were going to have an operating session on the 23rd of February with the CA&BRR Modular Club. WHERE IS EVERYBODY!!

The next session is scheduled for March 23rd-weather permitting!

Thanks-John McBride

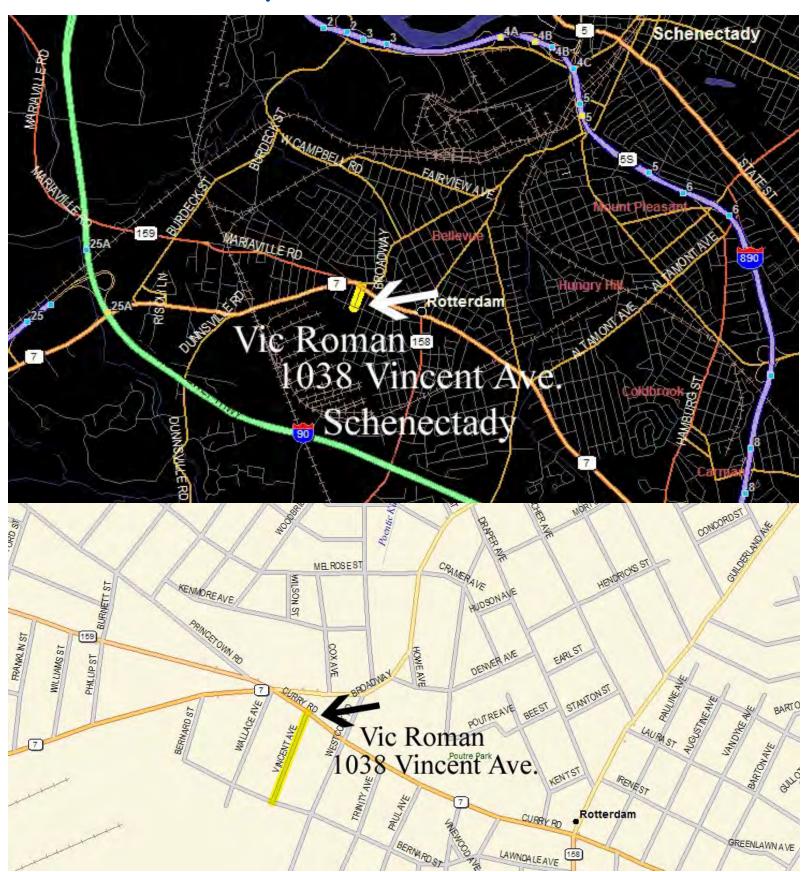
Via e-mail



ALL ABOARD!!

Welcome New Members

Darrin Nash, Frederick Steiz, Dave White, Schenectady Wynantskill Schenectady Friday, March 26th-7:00 o'clock Vic Roman's New York Central—Hudson Division 1038 Vincent Ave. Schenectady. 355-1367



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The Ready Line

By Paul Hoffman

Well, it looks like winter has fired one of its last salvos. I'm sure those of you in Greene County are glad to see the current warming trend. Rest assured we have plenty of good things coming up despite any curve balls the weather may bring.

Our clinic night was very well attended and I must say I was very impressed with the models that were brought for exhibit! Thank you one and all for taking the time to bring your handiwork and display it for us to enjoy. I also want to thank our fine presenters, Tony Steele, Rich Smith, Tom Rhodes and Greg Whittle. Your presentations were great and very informative. I must confess that I have always been weak in the operations area, so I learned a lot from the night, especially Greg's and Tony's talks. It was also nice to see some new faces and some members who haven't been in attendance in a while.

Coming up on March 26th is a visit to Vic Roman's HO scale Hudson Division layout. Vic has added some new scenery and finished off several sections since our last trip. This is definitely a world class layout and one you should see. It is one of the many gems in our Division.

On April 23rd we will be at the Saratoga Springs Train Station for another clinic night. This is a new venue for us and one I think you'll like. Our slated speakers are Bob Mahowski, who will be speaking on the history of the FT diesel, and Tony Bucca, who will fill us in on the progress being made on his Caboose and Kings Station restoration project. We are also planning on another model showcase so keep those projects coming!

May is still on tap for our Making Tracks program. Kevin Surman is in the process of setting up several layouts for us to tour in the Plattsburg area. We have modified the program to include just one Saturday and one geographic area. This will be an ongoing theme. Every so often we will set up a Saturday meeting that will allow you to see several layouts in a give area in lieu of our "regular" Friday night meeting. More details to follow, so watch this spot.

Division news and some announcements:

- Name badges: We are kick starting the name badge program. In the past you were able to get a Hudson Berkshire name tag to help identify you at our meetings, the cost was a minimal \$5.00 to cover the printing. That idea had sort of faded away, but now with our increased membership we are reviving it. The cost is still exactly the same for the members, \$5.00; the Division is picking up the difference. Please see me to order yours.
- Member Benefits: We are still actively soliciting ideas about additional benefits we can offer to our membership. Several ideas that have been suggested are; a charter bus to Springfield, Steamtown or some of the "destination" layouts (i.e. George Sellios's F&SM), a HBD "club" car or Railpass memberships to new members. All ideas are welcome!!! This is your Division and we want to know what you think.
- <u>Member Information Forms:</u> Thanks to those who filled out the Member info forms at the last meeting. We are closing in on 100% buy in, help us get there! If you haven't filled out a member form please see me at the next meeting or go online to our website, <u>www.hudson-berkshire.org</u> and fill out and email the online version.
- <u>Please remember to renew your NMRA membership:</u> A quick reminder, NMRA members receive the *Form 19* newsletter for free and are entitled to participate in all of our activities. So, when it comes time to renew your NMRA membership remember that your *Form 19* newsletter is included at no additional cost.
- Electronic Edition of the *Form 19*: We have received positive feedback on our first two electronic additions, thank you. If you have any comments or ideas please let us know. We want to make the *Form 19* a constantly improving newsletter, your suggestions and submissions are crucial to its success.

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.

Designing a Yard For Operations

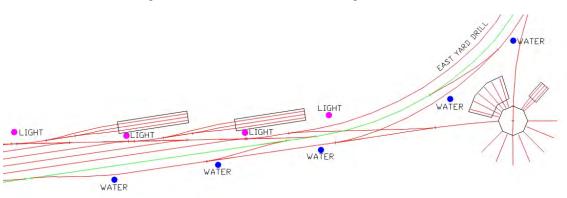
By Joe Kavanagh

The most recent e-version issue of the Form 19 presented the track plan of my 1" scale outdoor railroad. Just after that, the division held a meeting in which three members made presentations as to design considerations for model railroad operations. With all that, I figure it's the right time to illustrate the design of the yard for the Luzerne Valley Railroad and the design considerations that have gone into it. The yard is 450 feet long from end to end. There are double-ended tracks, stub-ended tracks, equipment storage sheds, a turntable, steaming bays, etc. It's not finished yet, but it is getting there!

Large scale railroads have many needs that are similar to those of smaller scales, and some that are distinct. Some of you already know that 1" scale is a ride-on scale. Well, an example of a similar need to its smaller cousins is that while a the typical in-home layout design must consider the overhang of equipment on curves and maybe the width of fingers to grab equipment on straight track, this ride-on scale must consider the width of the human rider, which is much more extensive than the overhang of any equipment, and is much wider on straight track, too. The equipment is typically 10 inches wide, whereas a person is much closer to 24 inches wide. Therefore, track centerline spacing is 36" wherever people can be expected to be on equipment on adjacent tracks. On tracks where people are not expected to be adjacent simultaneously, 30 inch centerline spacing is provided so walking between cars on adjacent tracks is possible, as on stub-ended storage tracks. In equipment storage sheds, 12 inch centerlines spacing is sufficient. An example of a distinct need, for instance, is the typical in-home layout does not have the need for real water in order for its steam engines to operate. For my steam engines to operate, the availability of real water is a must! Therefore, water spigots are provided at six locations along a side track connected to the main by several crossovers. All on the same side off the main, trains from either direction can use them and return to the main when done. And what about night operations? On in-home layouts, the lighting can be subdued to mimic night, but on this railroad, when the sun goes down, it gets dark! Therefore seven light poles are spaced along the yard ladders to provide soft illumination, so engineers don't trip over the equipment on the tracks.

On the Luzerne Valley, it is not planned that way-freight operations will be conducted. There are no industrial spurs to set out cars on. Most fellows just like to run their trains. As a result, little individual car movement needs to take place in the yard. Rather, trains will be assembled from strings of equipment taken from the storage sheds or from the four stub-ended storage tracks. Each of the three tracks in a storage shed is 24 feet long and each of the stub-ended storage tracks is at least 50 feet long between clearance points. Once assembled, a string of equipment can be left on one of the stub-ended storage tracks until it is needed. This means tracks must be planned so strings of cars can be moved in the yard without fouling the main line. For this, each end of the yard is provided with a "drill" track, a track which can be used to push and pull cars in and out of the double-ended tracks on ladders, all the while staying clear of the main. The yard has four of these double-ended tracks, each having over 85 feet of track between clearance points. These tracks are needed as the railroad runs bi-directionally, that is, trains can be expected to enter and leave the yard in either direction. In addition, there is a fifth double-ended track which connects to all four storage sheds and the four stub-ended storage tracks.

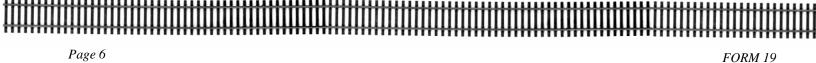
As you can see from the drawing, the main line, printed wider than the other tracks, separates the yard tracks from the turntable and engine facilities. A set of two diamonds cross the main to connect them. The idea is for an engine to be prepped in the engine facilities area, then brought across the two diamonds into the yard to be joined to its waiting string of cars. Once joined, the train can proceed out of the



yard and onto the main line. Upon returning to the yard, the engine can be uncoupled from the cars and return across the two diamonds into the engine facilities. There are two different situations a train might be returning to the yard for: a short break may be needed in order to perform some minor adjustment to the engine or cars, or an engineer may be finished running for the time being and an extended break is expected. In the first case, the string of cars would be left on one of the double-ended tracks where they would be readily available for the engine to pick them up again and continue running. In the second case, the string of cars would be moved into one of the storage sheds or onto one of the stub-ended storage tracks so as to be out of the way.

Now lets look at the east end of the yard. As the tracks curve around by the engine facilities, there are still three tracks, with the main line between the other two. The outside track connects back to the main and also to a track which leads to an equipment unloading ramp. This is a ramp used to load and unload 1" scale equipment from the vehicles of visiting friends. So let's imagine the sequence of events upon unloading a visitor's equipment. First, the engine is unloaded and brought on the scene. It stays to the right of the main and proceeds along the siding to the engine facilities where it is assigned a track around the turntable. Then the cars are unloaded. They are brought along, but this time they take the right leg of the track switch which leads to two diamonds crossing the main and the siding. Checking both ways that traffic is clear on the main, across they go, and from that point onward, the cars are already in the yard and clear of the main, so main line traffic can proceed unaffected while the cars are moved the hundreds of feet to a storage track. The design presents a minimum of interference between loading/unloading equipment and main line traffic. Something that is appreciated by visitors.

So that's it. Daytime, nighttime, water, engines, cars, people, traffic. I think I covered them all. Happy railroading!



The Albuquerque Division

By Paul Hoffman

1st, 2nd and 3rd Sub divisions of the ATSF Railway, including the CCARM Branch line.

Part 2 Friends & Modeling

Last month we discussed where it all started and how we are all products of what came before. This month let's look at the next step in the layout's evolution and how good things happen when you work alongside your friends.

The experience that was the Central Midland provided me with a good starting point, namely what I don't want in a layout. It also provided the impetus to get involved with my fellow modelers and learn from them. It was at this point that I ran into fellow Division member Mike Rein at JP's Hobby shop. Mike and I stuck up a conversation and he introduced me to Bill McChesney. To say these men were gracious would be a vast understatement, they were welcoming and accommodating and I am lucky to have met them. Truly, a fine example of what the hobby can and should be. Through Mike, who I count as a dear friend, I was "inducted" into the Thursday night round robin. Here a wondrous new world opened up, a group of talented and friendly modelers who were more than willing to help me with my dreams. The group fluctuates in size depending on our busy lives but the core is always present: Mike Rein, Vic Roman, Jim Kirby, Dick Davis and Karl Butler. Other members include Bob Hayner, Jim Cesare, Tony Dunlap and Bob Chase. These are the people I draw on; they are, first and foremost, friends, and beyond friendship they are vast repositories of knowledge and good will. Frankly, without them, the Albuquerque Division would not exist. I make it a habit of thanking these guys on every occasion and if you take nothing else from this series of articles, learn this: Friends and personal connections are what make this hobby great. Take the time to introduce yourself to someone you see at one of our meets. That person could be just the catalyst you need to spark your muse. Besides, in this day of lightening fast remote communications and technology, nothing beats the warmth of connecting with a fellow human being in the flesh, being able to look into another's eyes and see genuine understanding. Alright, enough waxing eloquent, let's take a look at the first incarnation of the Santa Fe.

By the time I started designing and visualizing the CCARM, I had the opportunity to operate on several layouts and see multitudes of others. Through the Division I've been able to tour some world class layouts and each was inspiring. Now I hold no illusions that anything I construct will hold a candle to some of what I've seen, but I do know that you can't get there without trying. Based on my experiences and with generous help from the Thursday night gang I began outlining my "givens & druthers". I'm sure that most all of you are familiar with Mr. Armstrong's terms, but for those who are not, givens and druthers" are a way to organize your layout concepts based on wants, needs, and constraints. I strongly encourage you to read John Armstrong's "Track Planning for Realistic Operation" or "Creative Layout Design". For that matter any of John's books or articles can be tremendously enlightening. A caveat to keep in mind, don't just rely on one person or method, become widely read, pick the best from each of the "luminaries" and sprinkle in your own thoughts and ideas; no one has all the answers to what will work best for you.

With pen in hand I started with my "like to haves" or druthers:

Wide radius curves (I'm a passenger fan, you remember those gleaming war bonnets pulling named passenger trains through the desert)

Continuous running.

Ease of construction. I had constructed several small test layouts after the Central Midland exploring different techniques, l-girder, open bench work, shelf style, etc. and I felt that a modified shelf system supporting l-girders would allow me to meet this goal and the next bullet point.

The layout needed to have space underneath for both storage and a work bench. This automatically meant that it would have to be unusually high and with minimal leg support.

The layout had to encompass several signature scenes of the ATSF, including the Canyon Diablo Bridge and the Zuni, NM Natural gas plant. Having spent several years working in a Chemical plant for General Electric I was very conversant with the design, look and feel of a chemical plant and I knew I wanted to model one. It also needed to be double tracked as per the prototype.



Shelf brackets & L-girder construction

Of course every boy wants a turntable and engine facility, ah yes, some dreams die hard.

A mine scene and several switching /industry opportunities.

A station/city scene.



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Walk around control, using DCC. I had operated on several different systems and found that I liked the NCE system best. The reason, I liked the feel and look of the throttles, yes, it was no more complicated then that. I have been pleased with my choice and find that the Power Pro system meets and exceeds my needs.

The list was fairly complete and now I started on my "givens", those immutable facts of space, time and talent that have to be balanced against the "druthers'

Space was a major concern, although the family had given me a fairly large chunk of the basement, (at least in their eyes), fitting in the trans-con mainline, double tracked with a minimum of 36" radius curves, into a space 11' by 16 ½' would prove to be major headache.

The signature Canyon Diablo Bridge, would have to be completely scratch built, and at over six feet long (full size to scale) would have to be selectively compressed. Coupled with the space constraints, this left but one location in the final plan.

Aisle width, in the space I had, with the things I wanted to incorporate, aisles in some areas were less then 18".

Layout height, in order to have useable space underneath and still be able to enter the layout without crawling in, I was looking at a base track level of nearly 61". Don't forget the bridge, the only space it would fit was at the layout entrance, meaning that one would have to duck under a scratch built, fully detailed bridge 3' long without destroying it or hurting yourself.

Staging, where to put the staging?



Woodland Scenic's roadbed

This is what I was up against. As I outline the solutions and compromises that lead to the construction of this layout pay attention to the themes and how they translate into the current layout.

As you can see from the track plan I was able to squeeze in many of my wants. What is not so readily apparent, though, is the lengths we had to go to in order to achieve this and how ultimately those compromises left me with a less than satisfying layout.

The mainline was indeed double tracked and I was able to incorporate 32" inside and 34" outside radii with easements. In order to do this and meet the goal of continuous running I had to adopt a basic oval configuration that left the tracks running parallel to the bench work. This was a mistake, not only did it prove to be visually un-interesting, it was boring to run, although I will say the "train races" my son and I had on the layout where quite amusing.

The center peninsula design allowed me to incorporate a station stop and engine facility and was actually, as designed, (it was never constructed) a nice area of compact trackage that would have been interesting to operate. There were several compromises, the turntable was forced out into the aisle way, thus reducing aisle space and forcing me to reduce the bench work width on that side of the layout. The passenger tracks were aligned as such that backing in was the only way to get your train to the station, a practice on the prototype but not the preferred method. The other problem was very little planning for structures or scenery, the track may all fit, but line side buildings would have been an interesting proposition.

The mine scene and reversing loop were also problematic, although the track fit, by the use of 22 inch radius curves, switching the mine would have been impossible due to reach constraints. Simply put, the height of the layout coupled with the fact that the mine trackage had to clear the mainline underneath put the two tracks out of reach. This area was actually constructed and even with the use of remote switch machines and uncoupling magnets, it was a nightmare to work.

We could go on all day about what was wrong with the track plan but let's discuss two more areas and then move on to the benefits and design concepts that I integrated into my current design.

I solved the staging issue by bargaining with the lease holders and gaining an 8' by 2' extension on one side and an 18" by 6' on the other. This allowed me the space to stage 8 east bound and 10 west bound trains, albeit of a very short variety. Ultimately only the main west bound extension was built and it was promptly turned into an industrial switching area which really was a lot of fun to operate. It was probably my favorite part of the layout. The second area was one of visual impact; I am a rail fan at heart and while I follow a prototype I am not slavishly devoted to laying every inch of track as it appeared in reality. I prefer a flavor of the Santa Fe, not a foot by foot accurate representation of it. As such it was important to me that things look good and in the final analysis this was were the layout did not meet my goals. In order to obtain a double tracked, wide curve mainline, there was no room for sweeping turns or ability to convey the vastness of the desert. The line that climbed off the main and up to the mine was sinuous and crossed over the east bound staging lead in such a way to represent a classic Santa Fe fly over. This was another favorite part; it captured the look I was trying to achieve. Unfortunately the layout as a whole did not create the "vibe" I was seeking.

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Let's talk about the physical plant, the construction of the layout. It is here that the greatest lessons were learned and it provides the basis for the bench work on the current layout. The height of the layout was a feature that many commented on; it was one of those things that were equal parts success and failure. From the standpoint of allowing me to place my workbench and provide for a place to keep all of my "train stuff" (my wife's term for the finely honed collection of apocryphal that I possess), the design was a smashing success. The 61" base height was also interesting in that it allowed you a true trackside viewing of your trains as they rolled along. You were not merely running trains but were right there on the ground with them. In addition it made the duck under a little less onerous. On the downside, it was very difficult to work at that height; everything was done from step stools and ladders. Wiring was very easy though. The height was a doubled edged sword when it came to tracks that rose off the main, while it was impressive to see a train raising to 65" it was impossible to do anything with that train from a practical standpoint.

In order to achieve this height it called for a little creative thinking in the support department. I had decided early on that I did not want any legs interfering with the clean space under the layout and I had to come up with a way to support long sections of bench work cantilevered over open space. Having been involved in some new building construction with one of my clients I was exposed to some specialty shelf brackets that are used as work station supports. These heavy gage steel pieces are capable of supporting 1000 pounds per bracket and measure 2 feet long. They fit my requirements quite nicely, the load bearing capacity and 2 foot length allowed me to support up to 8' of 1-girder with minimal deflection. Per the plan, luckily, there were only two sections of the layout where this would be put to the test. The long center peninsula was 90" and the mine corner was 65". The brackets preformed flawlessly. The rest of the bench work was 30" or narrower. Eventually I placed legs on the ends of the two sections not through any failure of the brackets but because I found visitors would lean on these areas.

Another conscious decision was to make the bench work table top style. This also proved to be a mixed blessing. The woodland scenic's riser kits I used have proven to be a very simple way to introduce consistent grades, on the other hand negative scenery requires that you cut into the tabletop, which I did in one section. Obviously table top bench work is very easy to construct and less labor intensive.

I had spoken earlier about visual impact, one design feature that I incorporated was the false wall, viewing shelf or leaning post, to achieve this. Along the top side of the layout we built a half wall that was approximately 6" below the base height of the layout. This wall served several purposes; it helped support the brackets on that section of the bench work, it helped separate the train area from the rest of the basement and most importantly it gave visitors a place to lean, place drinks and see the layout through a viewing "window". I'm not the first to come up with this idea, both Karl Butler and to a lesser extent, Bill McChesney have similar places on their layouts. Remember, ideas can come from a myriad of sources.

Many of the techniques and ideas were spawned by my friendships and experience with the modeling community. The execution of the layout was accomplished with the help of my Thursday night group, the design flaws were purely my own.

Here is the layout by the numbers with a few sidebars regarding choices of products and materials.

Name: Albuquerque Division/CCARM

Scale: HO **Size:** 11.5' x 15.5'

Style: Walk-in w/duck under **Mainline run:** 100 feet

Minimum radius: 32" mainline 22" branch

Maximum grade: 2% branch line

Benchwork: Tabletop/l-girder supported by specialty shelf

Height: 61" to 65"

Roadbed: Woodland Scenic Foam Track bed

brackets. 3/4 " plywood with homasote subroadbed

Track: Atlas Code 83 flextrack

Turnouts: Atlas Code 83 #6 and #8 on main, #4 on branch

Backdrop: ½ sheetrock Control: NCE DCC



Layout height & backdrop (that's a full size barstool underneath)

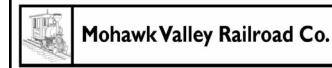
Several things deserve mention here: I used mostly Atlas Mark IV and Custom line turnouts with two exceptions, both double cross-overs were Walthers. Due to the tie height difference these had to be shimmed to match the Atlas track. Of all the turnouts on the layout these gave me the most problems, maybe it was due to their complexity but they where always plagued by issues such as slipping out of gauge and having the points come loose from the throw bar. I realize that two turnouts is hardly a significant sample but those problems lead to some design choices on the next layout; namely sticking with the same manufacturer for track and turnouts and constructing

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crossovers from individual components as opposed to all-in-one units. The track work and roadbed were all glued down using yellow glue. This technique and the foam roadbed make for very quick track work but be advised, the foam roadbed is impossible to remove intact when glued down and once painted it tends to loose much of its flexibility. In addition it does not hold spikes. It is exceptionally quiet and very easy to bend and work with. I have chosen not to use it on the current layout, mainly because I wanted to try the California Roadbed product

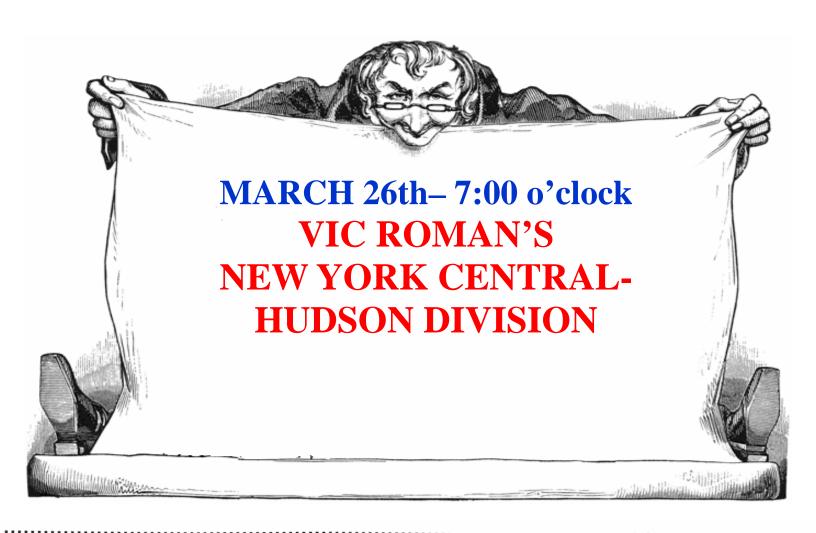
In regard to the bench work, I used a plywood product call sandply from Home Depot. It was no more expensive then regular plywood but it had several advantages, 11 plys (3/4 product) as opposed to 7 plys and both sides were finished to a smooth surface, not quite cabinet grade. The product is hit or miss at your local Home Depot and has increased somewhat in price since I used it. On the new layout I used the ½ version as I will explain in the next installment.

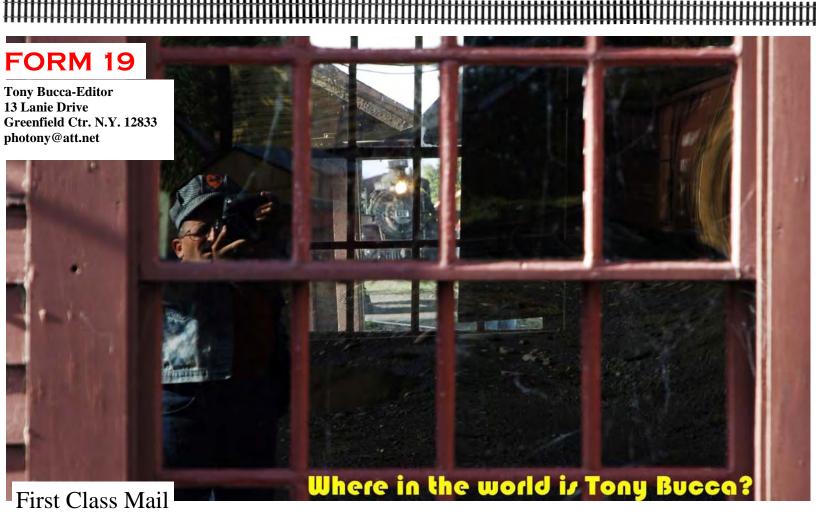
The backdrop was standard ½ wall board, the joints were taped and filled and the whole thing was painted a mixture of blue and white as per typical back drop methods. The clouds were hand painted using an airbrush. The corners were not coved. On the current layout I choose a different material.

Someone once pointed out that my bench work was "battleship" strong. A true statement and function of the materials I choose. Was it over-built, in a word, yes. On the new Albuquerque Division/CCARM much better use was made of the materials and while equally strong it is much more light weight.

When we dismantled the old layout to make way for the new, a lot of material did not get re-used primarily due to the fact that a different construction method was chosen. The brackets were re-used and some of the lumber. The track work was all salvaged and is being re-used were we can. The good news is nothing truly went to waste, I can confidently say that many of the materials have found homes as parts of other local layouts and very little was thrown out.

This version of the Albuquerque Division/CCARM served yeoman duty. It helped me sharpen my focus and gave me several ideas that I put to good use in today's incarnation. Despite its several flaws it was fun to build and my son enjoyed running it. The layout height was a great conversation starter and led to many lively discussions. The most satisfying aspect of the whole project was working with my friends, solving the problems and learning new methods and techniques.





E-FORM 19 WEB-PAGE EXTRA

Model Showcase from the February Meet



Ed Skowronek



Steve, Jonathan & Corbin Jung



Henry Propst

Joe Kavanagh ______





Doug Dederick

John McBride





Charles Haley

Glenn Olf







Bill Trump





Ken Nelson

Ralph Balfoort

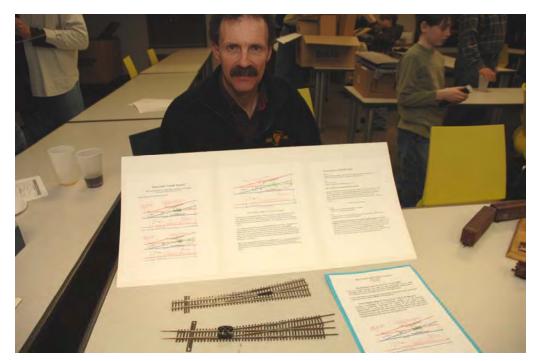




Bob Chase

Mike Hachey





Jack Cutler

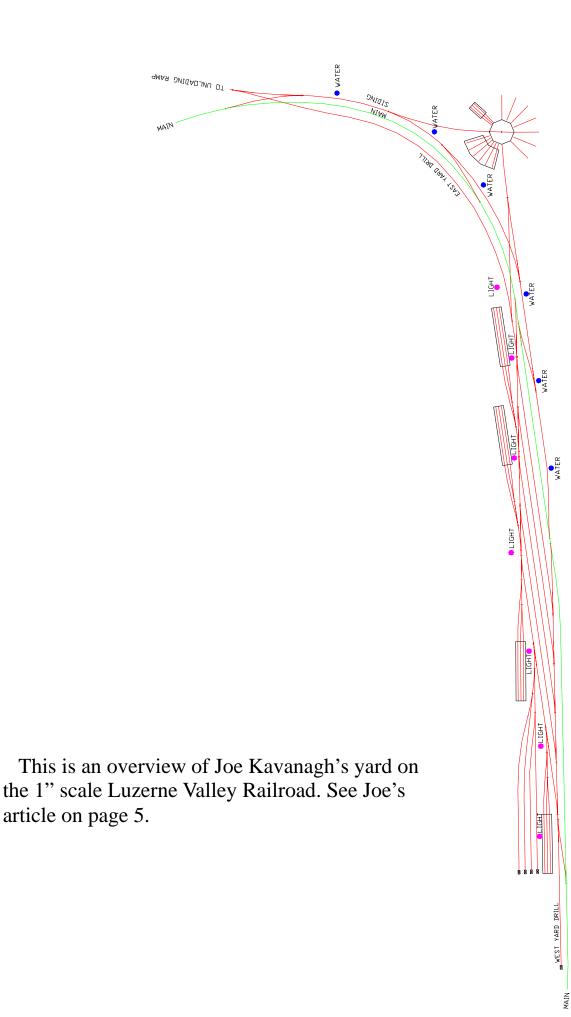








Greg Whittle



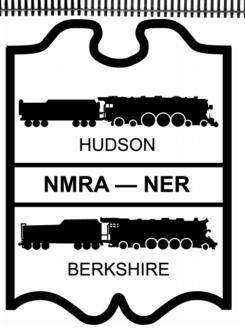
FORM 19

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

Order Number 262

April 2010





What do a Shiny EMD FT...

And a ratty caboose have In common? Find out at the Saratoga Train Station-April 23rd.

www.hudson-berkshire.org

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FORM 19

THE OFFICIAL NEWSLETTER OF THE HUDSON-BERKSHIRE DIVISION OF THE NER-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 \$12.00 per year).

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

Contributing to Form 19

Form 19 welcomes contributions from the Hudson Berkshire Division membership.

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

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BOB GOLDEN

The community and the hobby lost a good friend with the untimely death of Bob Golden. Bob was determined to bring back a dedicated train store in down town

Schenectady. Born October 11, 1950, Bob passed away on Monday March 29 after a strong battle with liver cancer. His widow, Pat, and a nephew have determined to keep Model Trains and Parts open, So your continued patronage is appricated. Condolences may be sent to Scott-Barbieri.com. Dave Gould

Tony-

I am in the process of disposing of the model railroad portion of a friend's estate. This includes a number of Cicuitron Tortoise switch machines and and several freight cars for the 1970-80 era representing the Delaware & Hudson and other eastern roads. These are in excellent condition. Also available are an Atlas RS-3 custom decorated for the Albany Port Railway and a Conrail SW-9 by ConCor. Anyone interested an contact me by e-mail at "hdonnelly@nycap.rr.com" for further details.

Many thanks - Hank Donnelly

Are you stymied as to where in the world Tony Bucca is? Check out the **E-Form 19** on-line this month and it'll all be revealed. You can opt to get your Form-19 as a PDF or go to:

www.hudson-berkshire.org

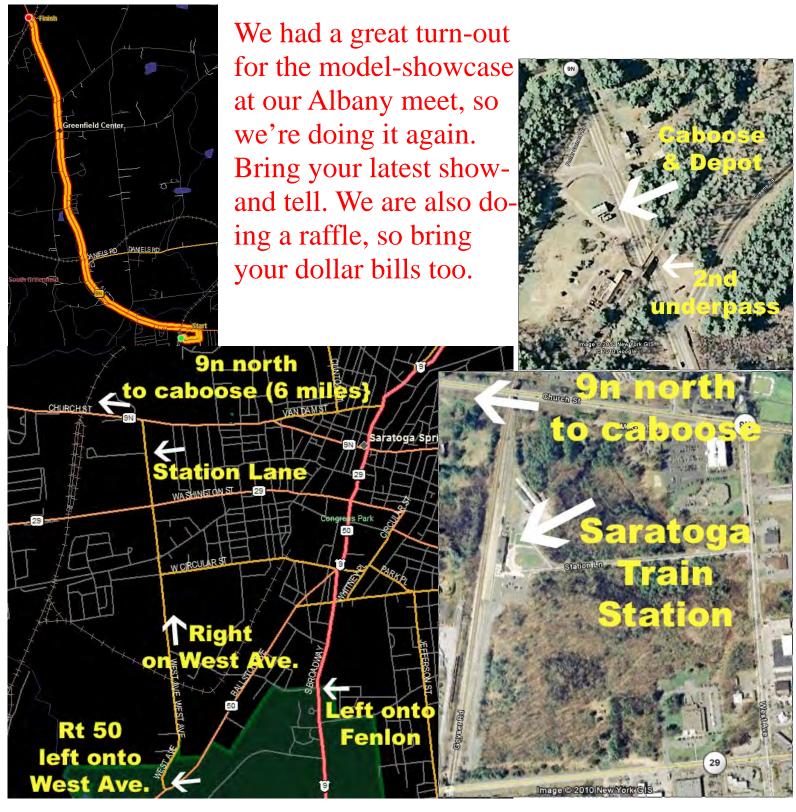
ALL ABOARD!!

Welcome New Members

William Craven Charles Haley Philip Stoddard

Delmar Troy Greenwich Order Number 262 Page 3

Friday, April 23rd at 6:30 (Make check of the time!) we'll be at the Saratoga Amtrak station. Bob Mahowski will talk about the ground-breaking EMD-FT Diesel, and Tony Bucca will talk on the caboose restoration at Kings.



FORM 19

The Ready Line

By Paul Hoffman

I find myself short on weather related opening paragraphs this month and it seems trite to mention everyone's "favorite" subject, taxes. So I think I'll just launch into the fray without any further exposition.

A round of thanks to Vic Roman for allowing the Division the pleasure of visiting with him last month, his layout was looking fantastic, no surprise there, and we had quite the turnout. To those who made it, glad you could attend, for those who missed it; we hope to see you this month.

I have some sad news to report, member Bob Golden, owner of Model Trains and Parts in Schenectady, passed away in late March. He will be missed. It is our understanding that the shop on State Street will remain open for the foreseeable future. Bob was a stalwart supporter of the Division and the Albany Train Show. The Capital District has been blessed by having three local hobby shops devoted to model trains; JP's Hobbies in Latham, and Mohawk Valley Railroad in Schenectady round out the group and we should do all that we can to support our local "family".

On a more upbeat note, VP Rich Smith has arranged quite the meeting for April. Rich has secured for us a novel meeting facility, the Saratoga Springs Train Station, and he has lined up two excellent clinics to keep our railroad juices flowing. On top of the clinics we will also be having a Model Showcase, a raffle and a wee bit of rail fanning. Here are the details:

The meeting is slated for Friday April 23rd at 6:30 pm! Yes, you read that correctly, 6:30 pm. We have opted for an earlier start in order to squeeze in as much fun as possible. It gets even better; Tony Bucca will have the caboose at Kings Station open for tours from 12:00 noon until 6:00 pm so you can stop by and take a look at all the hard work the C.R.O.C.K.S. have done. I'll let Tony tell you what CROCKS stands for, as a matter of fact, Tony is one of our featured speakers. He will be doing a presentation on the restoration of the caboose and station.

Our other speaker is noted author and former editor of Rail Model Craftsman Magazine, Bob Mahowski. Bob will enlighten us on the History of the FT Diesel. The agenda:

6:30 - 7:30pm - Members Arrive - Model Showcase

7:30 – 8:30 – Mr. Bob Mahowski – The History of the FT Diesel Locomotive

8:30 – 9:00 – Break – Raffle Prizes

9:00 – 10:00 – Mr. Tony Bucca – D&H Caboose Restoration Project

10:00 - 10:15 - Wrap-up & clean-up

I also promised you some rail fanning:

The Amtrak *Ethan Allen* is slated to make its regular station stop at 9:17 pm. We have been informed that we will be able to take photos from the platform. Remember, this is a working station and people will be coming and going so please use common sense when photographing the train. Be aware of your surroundings and practice Safety First!

This looks to be a great time! Don't forget to bring your models for the Model Showcase. We also have several great giveaways for the raffle.

Just because our April meeting looks so great, don't think we've skimped on May. Kevin Surman and Fred Gemmile have teamed up to bring you 6 fantastic layout tours in the Plattsburg, NY area.

On Saturday May 15th you'll be privy to Irwin Nathanson's HO layout in Diamond Point. Irwin's layout features Germany, England and the United States, Bill Rooke's HO scale Fawn Grove and Whitehall, a D&H branch layout from Plattsburgh to Whitehall. George Bissell's O-scale AT&SF and his D&H HO scale layout and Mike Evans' D&H HO scale double deck layout. His layout is not operable at this time but it is still very worthy of a visit. Last but not least is Fred Gemmill's N-scale P&MVS. Fred's layout features the BN between Fargo and Bismarck ND. It is 33'x23' and has 4.25 scale main line and 1.5 scale mile branch.

The fun kicks off at 9:00 am in Lake George and continues up the Northway to Plattsburg with those layouts being open from 10:00 am to 4:00 pm. Watch for the official schedule and directions in the May *Form 19*. What a great warm up for the <u>Tracks and Tides</u> <u>Northeast Region Convention</u> the following weekend!! Check out the website for more information: http://www.tracksandtides2010.org/Welcome.html

Division news and some announcements:

<u>Name badges:</u> If you have ordered a name badge please see me to collect it. If you'd like to order one of these snazzy accessories also see me. The cost is \$5.00.

<u>Please remember to renew your NMRA membership:</u> A quick reminder, NMRA members receive the *Form 19* newsletter for free and are entitled to participate in all of our activities. So, when it comes time to renew your NMRA membership remember that your *Form 19* newsletter is included at no additional cost.

(Continued on page 8)

Order Number 262

RAILROADING IN THE ROUND

By Dave Hoadley

Browsing through some old copies of "FORM 19" recently, I came across the March, 1995 issue in which a write-up appeared concerning formation of a modular group within the Hudson-Berkshire Division. The primary concept for this group was to provide Division members with an HO scale modular railroad as a platform on which to conduct clinics at local train shows on various phases of the hobby using partially completed modules. Nothing came of this proposed venture.

Although thirteen individuals from the H-B Division indicated an interest in joining such a group only three of these individuals subsequently became active in the local HO modular model railroad group, The Catskill, Adirondack and Berkshire Railroad (CA&B). The CA&B is an HO Modular Railroad whose members reside in the greater Capital Region.

The Catskill, Adirondack & Berkshire is the successor to a group formed by individuals outside the Hudson-Berkshire Division although a number of current CA&B members are H-B members or "Form 19" subscribers.

By displaying an operating modular railroad at various train shows and other venues in the area, the CA&B has brought members into the H-B Division – including some individuals already in the hobby who had no idea the Division even existed. At least two of these people have become very active in Division activities. The CA&B now fills a large amount of space on the floor of the GTE in Albany and last November exhibited an even larger railroad at the Syracuse Train Fair. As an operating railroad the CA&B is a drawing card to attract members of the general public to the GTE and the other shows we attend.

Through the urging of CA&B members, the H-B Division first set up a table a the Glens Falls Train show – I recall it was to promote the last NER regional convention held in Albany. Division attendance at this show has now become an annual occurrence and many members of the Upstate Model Railroaders Club in Glens Falls have become active members of the H-B Division.

A modular group from the Plattsburgh area has exhibited at the Glens Falls Train show for three years now and at last December's show they combined forces with the CA&B to present a sixteen foot by sixty-five foot railroad. Partly as a result of their presence at the Glens Falls show the Division is reaching out to the more northerly members of the H-B Division in part by sponsoring a weekend of layout visits featuring H-B member's railroads in the North Country.

The CA&B in short has been good for the Division.

The CA&B has recently re-established its web site. Our former web site brought us a number of opportunities to display at venues not associated with train shows where we could take the hobby to the general public. The new web site should enable us to again be seen by more of the general public. There is a link to the CA&B site at the Hudson-Berkshire Division web site.

The future of the CA&B, however, may well depend on the H-B Division. Younger members are needed.

The graying of the hobby, of which much has been written of late, is also affecting the CA&B. The scheduling of local shows in concentrated time periods has already resulted in the membership voting to omit displaying at some shows.

Where are the younger members of the Division? Where are the members without home layouts?

Modular model railroading offers the opportunity to build a railroad eight square feet at a time --- just right for someone on a limited budget or living in a small apartment. A modular club provides a means to experience all phases of the hobby in a limited space with more experienced hands and heads available for physical guidance and consultation when necessary. Shows provide an opportunity to run and show off that equipment you have been building.

Think about this: by building just four feet of railroad you would be able to run a 50 car train on it!

A reading of the NMRA requirements for the "Golden Spike Award" indicates that a person can satisfy the track, electrical, and scenery requirements by building just one two foot by four foot module. That module will then be available to display the required car and structure elements of the award. The Division and Regional award coordinators would of course have to approve your efforts but here's an opportunity to "cut your teeth" and get something to hang on the wall, too! The bonus of course is the ability to include your module in a public display and reap the adulation of the public while operating your train with the cars you would need to build to gain the "Golden Spike Award."

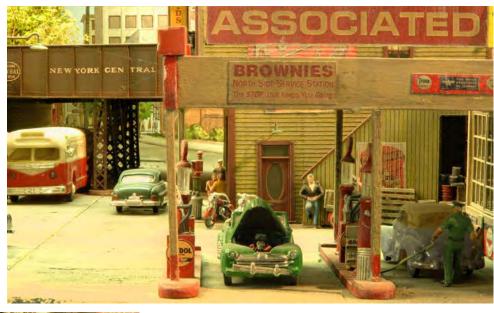
The CA&B members want to keep the "fun" in model railroading so we are a casual group. Our specifications permit individual expression once the basic modular requirements are met. There is no "purity of era" enforcement so each member can operate the trains he or she likes to see -- vintage 4-4-0s and SD70s can operate side by side. Thomas has even been known to make an appearance at some of our shows!

Anyone interested in promoting the hobby in general and the Division in particular while having fun should give the modular phase of the hobby a look. There are rewards there to be earned and enjoyed. The CA&B is always open to new members – see any member at a H-B meeting, a show or via our web site.

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Vic Roman's NYC

Here's a couple of pictures from our visit to Vic Roman's NYC-Hudson division. Looks like Brownie's is a full-service gasstation. Fonzie is watching in the background.

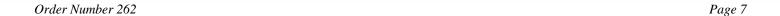




How many hours went into just the detailing of this scene at Stuffy's Brewing? Check out the weathering around the exhaust fan and the patchwork wall behind the stairs.

These pictures were done by shooting a series of shots at various focus points through the scene. The shots were then imported into a computer program that weeded out just the sharpest sections and merged them together. The resulting images are in focus from front to back. See more examples of these on our web-page. www.hudson-berkshire.org











On Friday, April 23rd, the caboose at Kings will be open from 12 noon until 6. It's located on Rte.9n north of Greenfield. Please stop by before our Meet at the Saratoga train station.





Page 8 FORM 19

The Desire For Excellence

By John Allen

Model rails are attracted to the hobby for quite different purposes. Some, whose jobs are over-exacting may find modeling a way to wind down. Others may find their life work under-utilizing their capabilities or even boring and use the hobby to stimulate their abilities and push interest. Quite naturally these two diverging reasons will produce different effort on the part of the modeler.

A model rail surgeon friend once told me that the hobby had much need to him, beyond the pleasure and satisfaction of building a good model. Often, when a difficult operation was to be performed the next day, or complications of a patient caused him great anxiety; he couldn't get the good night's rest necessary for the next day's efforts. He found that working on his model railroad or on a model took his mind off these anxieties and he could unwind and get a good night's sleep. Though this doctor builds fairly exacting models, this was of secondary importance.

The superb trolley and interurban modeler, Bill Hoffmann, once told me that when he was a young man he was making a periodic visit to a dentist. In the course of conversation they both found out that the other was a model builder and during the visit, the dentist showed Bill a few of his models. Bill was shocked by the lack of craftsmanship and never went back. He reasoned that anyone who took so little care wouldn't be a good man to work on his teeth.

Maybe there is a lesson to be learned here. Perhaps the dentist was a good craftsman in his profession and used modeling crudely as a means of relief. However, if one is in a profession that requires care and exactness, and enjoys fun modeling or painting with a broom with what appears to be tar; one shouldn't let his customers see the results. I know I would be reluctant to have any work requiring skill and precision, done by one who models clumsily or without care. I don't mean he would have to be concerned as much as if he were building competition models, the time and effort may not be worth his while, but that work which he does, should be done with care and good craftsmanship. This seems to be the general rule: The careful craftsman in his business also is careful in his modeling efforts.

Fine models, layouts and train operation requires dedication and effort. The trite cliché, "It doesn't matter what you do in model railroading as long as you are having fun," has little meaning to the modeler who cares. He finds little pleasure in doing poor craftsmanship and using little thought. He strives to push himself a little beyond his normal ability.

This doesn't mean the cliché quoted above isn't valid. Of course you should pursue a hobby as you see fit and no one has a right to degrade your results, unless you are working on a common enterprise with others. A hobby is for the satisfaction and enjoyment one receives, and if you get your kicks out of crude or silly modeling, it only concerns yourself. No one has a valid argument on how you choose to use your spare time provided you don't harm or damage the efforts of someone else. Our models and layouts are not in competition and should take the form that interests us alone.

The fact that I may half hide a full sized replica of a snake in my scenery, or a much oversized miniature alligator pursuing an unconcerned fisherman in a boat, is there because it amuses me, not that I don't know better. I may not take some aspects of the hobby too seriously, while overly concerned with others. I assume and recognize that others have the same rights. Fine model building, layout construction and good train operation doesn't come easy, and when you see it, it's the result of considerable time, thought and effort.

In this day of lackadaisical attitude in so many construction and maintenance trades, we often have to turn to hobbies to see the desire for excellence take form. I read somewhere a report that model railroaders were almost non-existent as criminals. Perhaps someday we might also be recognized as among the more careful craftsmen.

Reprinted from the January 1973 NMRA Bulletin

The Ready Line

(Continued from page 4)

Electronic Edition of the *Form 19***:** We have received positive feedback on our electronic editions, thank you. If you have any comments or ideas please let us know. We want to make the *Form 19* a constantly improving newsletter, your suggestions and submissions are crucial to its success.

Member Benefits: We are still actively soliciting ideas about additional benefits we can offer to our membership. Several ideas that have been suggested are; a charter bus to Springfield, Steamtown or some of the "destination" layouts (i.e. George Selios's F&SM), a HBD "club" car or Railpass memberships to new members. All ideas are welcome!!! This is your Division and we want to know what you think.

<u>Membership Directory:</u> Work is continuing on the membership directory and we hope to have one ready by the May meeting. Well, that's our hope anyways!! Sometimes the 'simplest' things can be fraught with complications.

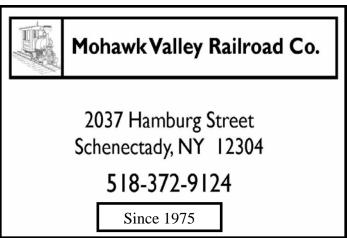
As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my "inbox" and telephone are always open to comments, both pro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

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What's Coming UP?

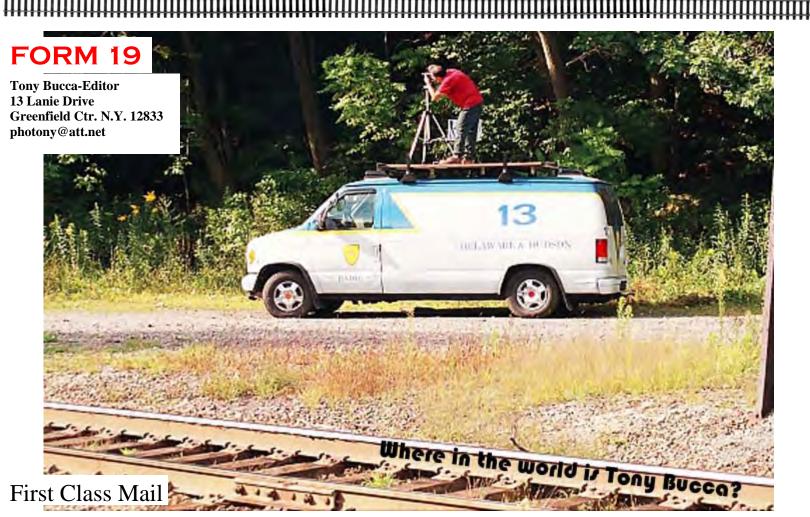
MAKING TRACKS IN MAY.

Coming up on May 15 we have six layouts to tour. From 9:00am to 11:00 am we have Irwin Nathanson HO layout in Diamond Point. Irwin's layout features Germany, England and the United States. The next five layouts are in the Plattsburg area and are open from 10:00 to 4:00. The first layout is Bill Rooke's HO scale Fawn Grove and Whitehall. This is a D&H branch layout from Plattsburgh to Whitehall. The next two layouts are George Bissell's O-scale AT&SF and his D&H HO scale layout. Mike Evan's is also going to host and he is building a D&H HO scale double deck layout. His layout is not operable at this time but it is still very worthy of a visit. Last but not least is Fred Gemmill's N-scale P&MVS. Fred's layout features the BN between Fargo and Bismarck ND. It is 33'x23' and has 4.25 scale main line and 1.5 scale mile branch. I also wanted to thank Fred for finding and coordinating the layout tours in the Plattsburgh area.

From Kevin Surman via e-mail

Watch for the next issue of the Form 19 for more information





E-FORM 19 WEB-PAGE EXTRA

Where in the World...

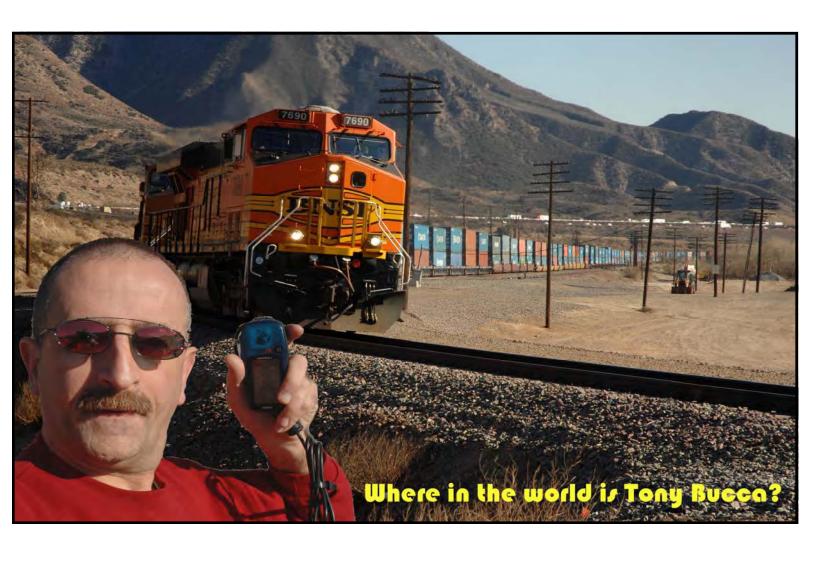
Some of you have asked me to put in the answer to my question "Where In the World is Tony Bucca" in each issue. I'll start to do that, but let's look back at previous ones.

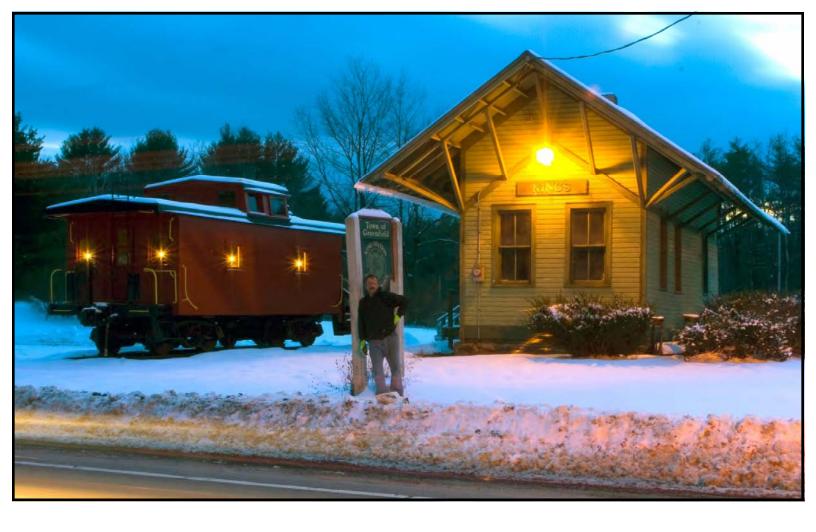
This one from the May 09 issue was taken on my third trip to Cass, West Virginia in July of 2007. I camp out in my van, and the one thing I'm sure to bring with me is my espresso pot, seen on top of the cooker. On this trip, I rode to the top of Bald Mountain, 2nd highest peak in WV.



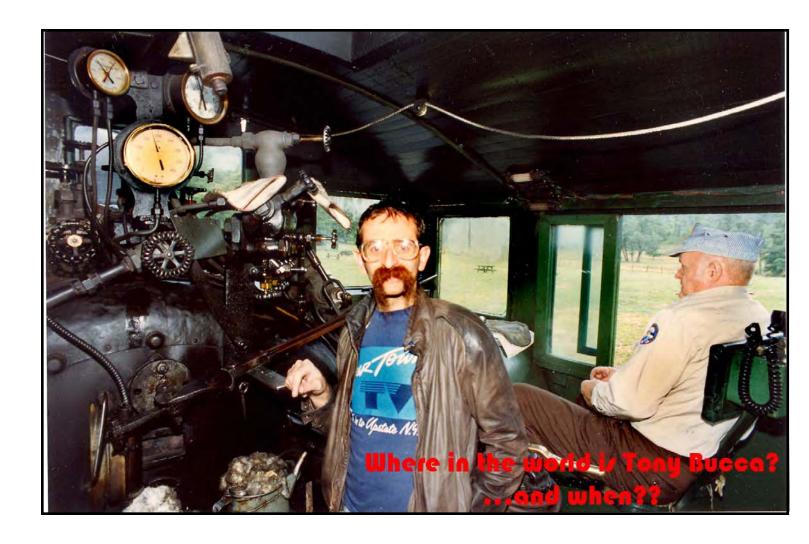
The September 09 issue found me in California at Cajon Pass. In this shot from February 07, I'm holding a Garmin E-trex GPS unit that hooks up to my Nikon. It records the Latitude and Longitude and altitude to the digital file. If you want to know where I was, punch in: Latitude—34,18.0882n

Longitude – 117,27.7076w At an altitude of 907 meters.





In December of 2008, I went up to the caboose at Kings to take this time exposure. You can see light trails from a car passing by. This shot took 30 seconds at f22.

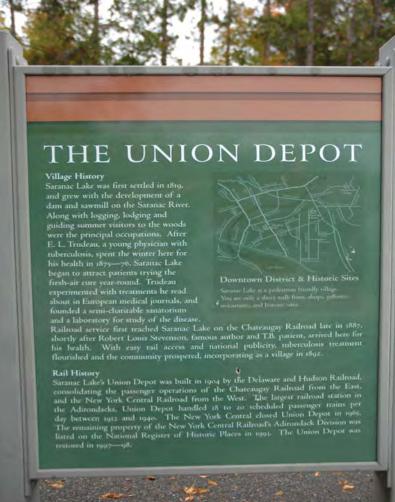


During the summer of 1988, I took my 1974 Ford van down to Cass to see the Shays on parade. When I told the engineer I had made the trip all the way from New York State just to see the sidewinders, he asked me if I wanted a cab-ride. I felt like a little kid as I climbed aboard, and the fireman took this shot of me.

This was on the back of the December 2009 issue.

In the middle of November of 2008, I traveled down to the Cooperstown and Charlotte Valley Railroad in Milford, New York. CMO Chris Lord helped me with the stencils I needed for the caboose re-paint. At the south end of the line at Cooperstown Junction, there are not 1, but 2 GG1's. That's on top of a couple of Metra FL9's, and some vintage rolling stock and passenger cars awaiting re-furbishing. Check out their web-site at LHRS.com.





For some reason, I got more questions about this location than any other. This was taken at Union Station in Saranac Lake in September of 2008. Check out the MOW unit.

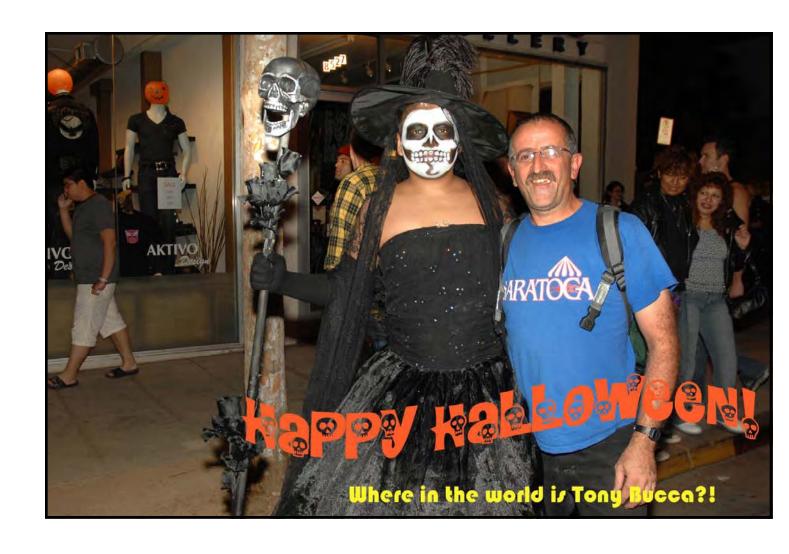


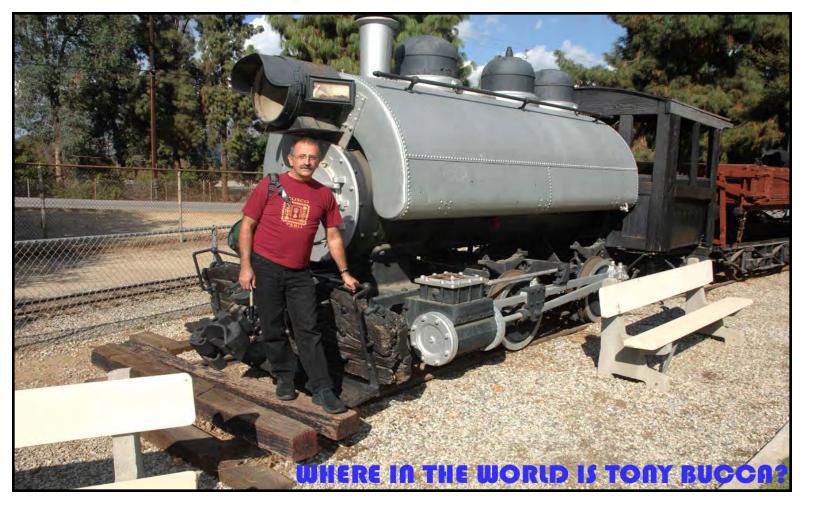




If you've seen the Cambell coaling tower, you'll have an idea of where I was in the September 2006 picture. I'm standing at the base of the coaling tower at Chama, New Mexico, shooting THROUGH the hoist house at the K36 of the Cumbres and Toltec Scenic. Bob Hamm and I took a working vacation to shoot panoramics for his narrow-gauge DRGRR. My cap got baptized by the cinders of the Durango and Silverton earlier in the week.

Though not in any way railroad related, I couldn't resist using this shot for the October 2009 issue. This was taken a year earlier in West Hollywood at an outdoor Halloween festival. I've gone to Los Angeles to take pictures of the Mexican festival of *Dia de los Muertos*, or Day of the Dead which is celebrated on Nov 1st and 2nd.



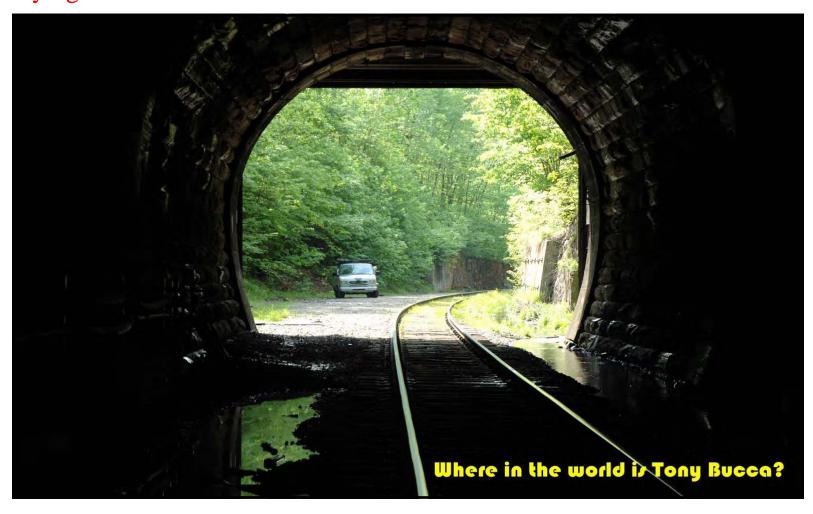


From the same trip as the Halloween pic is this shot from Traveltown on the outskirts of Griffith Park in Los Angeles, and within view of different studios in Burbank. This was my 4th trip to LA in two years. I had already seen Tehachapi, Cajon Pass, Roaring Camp & Big Trees, and the San Diego Model RR club. A fellow in a hobby shop told me about Traveltown, so that's what I hit this trip. This is where I saw my first Atlantic, the Southern Pacific 3025. Check out their website.

traveltown.org



In May of 2009, Dick Hosmer and I went rail-fanning on our way to Bill Duffe's Boston & Maine. We pulled off the road to get a look at the west portal of the Hoosac Tunnel. We did get some e-mails about the safety and legality of this shot. We do concur, and we do not advocate trying this.



The picture on page 10 of this issue was taken by John "Cully" Cullinan and shows me on top of my van at the EAST portal of the Hoosac Tunnel awaiting a Guilford slurry train. The east approach does have a parking area that you can rail-fan from.

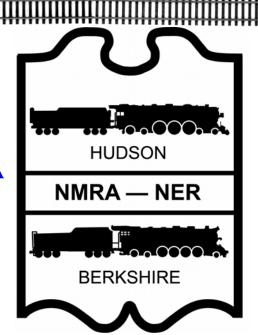
So where will Tony show up next?

FORM 19

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

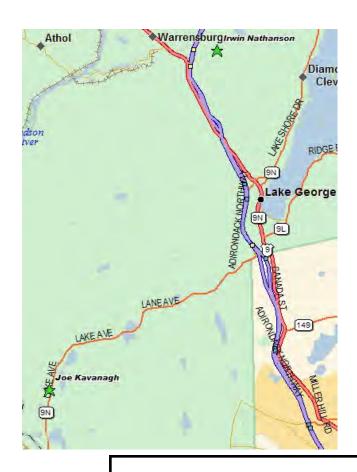
Order Number 263

May 2010



Making Tracks

Saturday May 15th-check out our Members to the north with 7 different layouts!!





www.hudson-berkshire.org

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FORM 19

THE OFFICIAL NEWSLETTER OF THE HUDSON-BERKSHIRE DIVISION OF THE NER-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 \$12.00 per year).

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

Contributing to Form 19

Form 19 welcomes contributions from the Hudson Berkshire Division membership.

Letters, articles, photos, and other items may be mailed or e-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 P.O. Box 4763, Clifton Park, NY 12065-7893 E-mail: trains@hudson-berkshire.org Phone (518) 899-5707 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)

Subscriptions \$7.00 per year. The Coupler (*1880es)

National Model Railroad Association 4121 Cromwell Road · Chattanooga, TN 37421-2119 Dues: \$58.00 per year or \$39.00 without *Scale Rails* Hey Hey Hey Grab your Pica-Nic basket..you're going on a road-trip. It's time to check out our member's layouts in the Northern Territories. From Lake Luzerne to Lake George, and up to Plattsburgh, we have 7 different pikes for you to see. Don't forget to bring a camera.

We've got all different scales to see ,from N all the way up to 1" scale.

Make sure you check out the caveats for parking at Bill Rooke's— He explains it on page 8.

Thanks go out to Kevin Surman and Fred Gemmill for putting this together!

p.s. Please make sure you wear your name tags so our hosts know you're not some hobo off a peddler-freight!

The Ready Line

By Paul Hoffman

May is a busy month around here. Between my coaching duties, homeowner obligations, getting two more of my sons off to college and my love of model trains and modeling in general, there seems barely a minute to catch my breath!

Luckily I have just the prescription and I'm quite happy to share it with all of you, Making Tracks in May! Kevin Surman and Fred Gemmil have put together a Saturday of layout tours that would rival any convention. Starting at 8:00 am on Saturday May 15th and ending at 4:00 pm, you will be able to see several layouts stretching from Lake Luzerne all the way to Plattsbugh, NY. Check out the rest of this Form 19 for maps and descriptions, gather up some friends or a significant other and spend a gorgeous Saturday taking an old fashioned car ride. Stop and enjoy the layouts and the scenery and make sure to get yourself an ice cream from a roadside stand. I remember as a kid my dad packing us in the car for some Saturday excursion, it usually involved trains and was always fun. Remember to wear your name badge to help identify you to the layout hosts and enjoy the day. I'm looking forward to seeing you folks "on the road"!

This will help get everyone in the mood for the Tracks and Tides Northeast Region Convention the following weekend!! Check out the website for more information: http://www.tracksandtides2010.org/Welcome.html

Saturday June 12 is slated as our Family Day. Two great events in Duanesburg and a cook out to boot! Mike Ledley's awesome Garden layout will be open for your viewing and operating pleasure. Mike says bring along some G scale stuff to run and Joe Merli will give us a tour of his Museum at Canal Street Station. Burgers and dogs will be available at Mike's. More details to follow.

Division news and some announcements:

- <u>Name badges:</u> If you have ordered a name badge please see me to collect it. If you'd like to order one of these snazzy accessories also see me. The cost is \$5.00.
- Please remember to renew your NMRA membership: A quick reminder, NMRA members receive the *Form 19* newsletter for free and are entitled to participate in all of our activities. So, when it comes time to renew your NMRA membership remember that your *Form 19* newsletter is included at no additional cost.
- *Form 19*: Call for submissions!!!! Send us your tired, your hungry, your articles crying out to be read. Hemingwayesque prose is not necessary, obviously, just read the drivel I write! But seriously, we are always on the hunt for interesting articles, stories, pictures, how to's, reviews or just about anything train or model related. Thanks in advance for your help!

• <u>Great Train Extravaganza</u>: Just a heads up, planning for the 2010 GTE Albany show will start in earnest shortly. Anyone who wants to help in the planning and execution of the show is welcome and needed!! Watch for upcoming announcements.

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.

Fred Gemmil's Layout





First stop on our tour is Joe Kavanagh's 1 inch scale Luzerne Valley with it's MORE than 1 real mile of trackage. Joe will be looking for you from 8 to 9:30.



Joe is on route 9n, almost a mile north of the stoplight in beautiful downtown Lake Luzerne. His driveway is directly across the street from O'Neal's Landscape & Nursery, on the west side of the road. He'll have railroad cross-bucks set up to look for.



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From 9:00 to 11:00 we hit Lake George to visit England, Germany, and the United States all on one layout! Irwin Nathanson has been putting in a lot of time tweaking his scenery. Make sure you stop to see an international operation. Enter the house

through the basement door.



North to Plattsburgh

Directions to Mike Evan's Layout Mike is building a double deck HO layout based on the D&H. The layout is in the basement of his addition. It is not operable at this time.

Parking is by his garage.

The address is 838 Mason Street.

Take exit 37 off Interstate 87, Route 3, Plattsburgh. At light at the end of the ramp make a left on Route 3. Continue 1.6 mi. on Route 3 to where Route 22B goes straight and Route 3 bears right. Take Route 22B 1.6 mi. to Morrisonville to just past the bridge over the river. Turn left on Mason Street 1.1 mi. to 838. Brick farmhouse on left with large addition on back.



Directions to Fred Gemmill's Layout

The P&MVS is an N-scale layout set along the old NP main of the BN between Fargo and Bismarck, ND. It is a fictitious regional railroad headquartered in Jamestown, ND. It does local switching along the BN mainline and has a branch line with a connection to CN. The layout is about 33'x23' with a 4.25 scale mile main line and a 1.5 scale mile branch line and has a 10 track double ended staging yard a scale mile long. Train control is with Digitrax DCC. The layout has ground level access. There is a 50" high duck under.



The address is 116 Sunnywood. Park by garage.

Take Interstate 87 to Exit 40, State Route 456 (Beekmantown-Point Au Roche). At top of ramp make a Right. Go to Stop Light at "T" (US Route 9) and Turn Left on US Route 9. Go about 3 miles to Dunn Road (on your right). Make a Right Turn onto Dunn Road and continue to Stop Sign at "T" by the Lake. Turn Left and go 1.1 miles along the Lake to Sunnywood Road. Sunnywood Road is marked by 7 or 8 mail boxes, the first has "Sunnywood" on it and there is an American Flag on the telephone pole. Turn Right on to Sunnywood Road. Follow it up the hill to "T" and make Left at "T". Number 116 (Gemmill-Birchwood) is about 0.6 mi from entrance and just past the tennis court on the Right.

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NEW JERSEY & NEW YORK RAILROAD COMPANY

The NJ&NYRR is an HO scale railroad layout based somewhat on the prototype railroads that served New York City along the Hudson and East River in the mid twentieth century (1950-1980). The layout is 13 x 22, point to point. There are several areas of the layout that are very close in design as the prototypes. The layout is served by railcar floats and features tracks in the street, large city structures, piers. Numerous industries are served by the railroad throughout the layout.

The time frame for this layout is approximately 1976 and is a subsidiary of Conrail. The majority of the equipment operated by the NJ&NYRR is that of the fallen flags of the anthracite railroads absorbed by Conrail.

The layout is DCC by Digitrax with tortoise switch machines.

Right now the layout is under construction, 10% of with is operational, with a goal of 100% operation and hopefully with 25% completed scenery in time for the September NER convention.







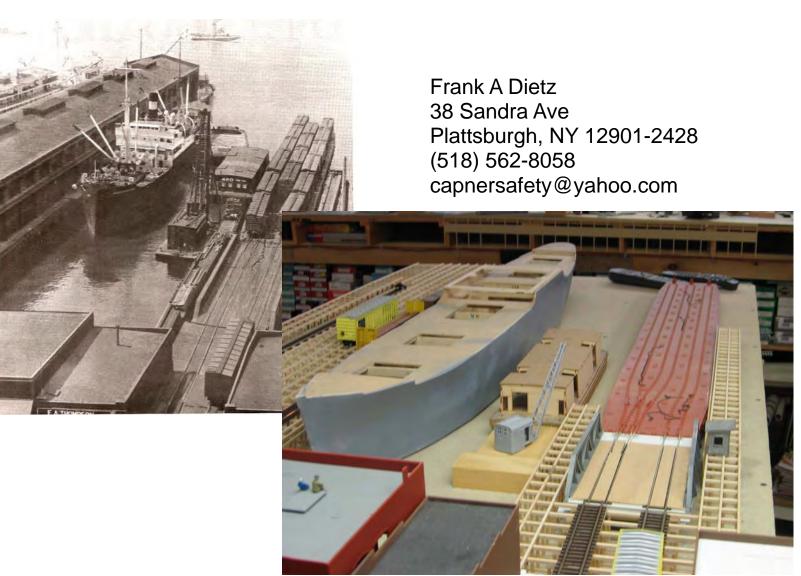


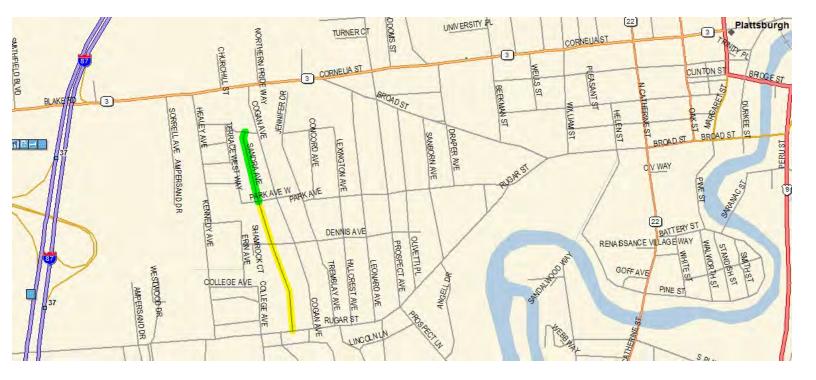






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Directions to George Bissell's Layouts

George has an O-scale layout based on the AT&SF and an HO-scale layout based on the D&H (?). George uses Digitrax radio throttles.

The layouts are in the basement of the former studios of radio station WEAV. The building still houses the transmitters and the three antenna towers are behind the building. The antennas are visible as you approach the intersection of Routes 442 and US Route 9.

There is a parking lot next to the building. Enter the building and make a fight thru the glass door to the far end of the building and make a left and go down stairs.

The address is 3206 US Route 9.

Take exit 35 off Interstate 87, Route 442, Port Kent/Peru. If coming from the south make a right at the top of the ramp, if coming from the north make a left at the top of the ramp.

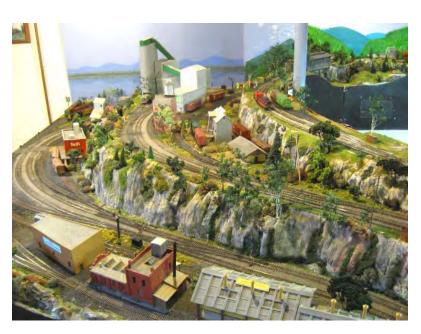
Continue about 2.7 miles on Route 442 to its end at US Route 9. Make a right and go 0.2 miles to the radio station building on the left.



Directions to Bill Rooke's

Bill's HO layout (Fawn Grove and Whitehall) is a branch line off the D&H (which is modeled from Plattsburgh to Whitehall). The layout is in his basement. Train control is by Digitrax radio DCC. Park on Cogin Ave. The address is 168 Rugar Street.

Take exit 37 off Interstate 87, Route 3, Plattsburgh. At light at the end of the ramp make a right on Route 3 (Cornelia Street), go 0.9 mi. (third light after the under pass) to Cogin Ave. Turn right and go 0.7 mi. to the end of Cogin Ave. 168 Rugar St. is the corner house on the right.





I'm glad you got the directions for the different layouts. Now there > will be a modification to the parking arrangements at Bill Rooke's. It > seems that SUNY Plattsburgh's graduation is Saturday, May 15. The SUNY

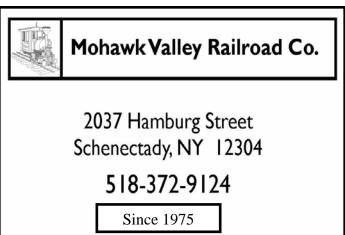
- > Plattsburgh Field House where the graduation will be held is right
- > across Rugar St. from Bill's house. As there is no parking on Rugar
- > St. cars will be parking on Cogin Ave. Bill will park his car on Cogin
- > Ave and then his driveway will accommodate 2 cars in front of his
- Ave and then his driveway will accommodate 2 cars in front of his
- > garage and one more on his apron if it is backed in. The graduation
- > ceremonies are being held at 10:00AM and 2:00PM and last for about 2
- > hours each. Therefore traffic in the area will be heavy between about
- > 9:30AM -10:00AM and 1:30PM-2:00PM. During the ceremonies the traffic
- > should be light, but there will be next to no space on Cogin Ave. for
- > a block or two. I also imagine that traffic will be heavy right after
- > the ceremonies end. Please note that only 3 cars at one time can be
- > accommodated in Bill's driveway at one time anybody else that will
- > have to take their chances on Cogin Ave.

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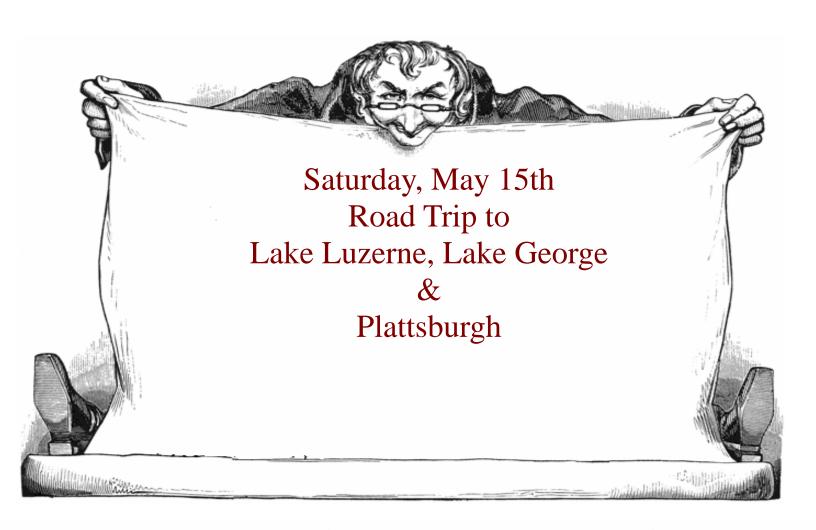




What's Coming UP?

We've got a special treat in store for June—We'll be in Duanesburg to visit Joe Merli's 1' (FOOT!) scale E-8 done up in NYC colors that'll be made into a diner at his Canal Street Station village museum, and just around the corner, we travel back to Mike Ledley's gorgeous G-scale garden layout. We'll see what's been accomplished since our last visit. This will also be a Saturday meet. If you're so inclined, there's also the Duanesburg skydiving club if you feel like taking a leap...

Watch for the next issue of the Form 19 for more information



FORM 19

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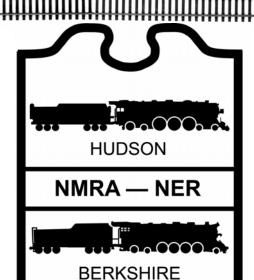


FORM 19

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

Order Number 264

June 2010



Where in the World.



www.hudson-berkshire.org

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FORM 19

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

Editor:

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Contributing to Form 19

Form 19 welcomes contributions from the Hudson Berkshire Division membership.

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

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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: \$58.00 per year or \$39.00 without *Scale Rails*

Waterford

Those of us of a certain vintage can remember our season ending visits at Mike Ledley's outdoor G-scale layout. From when I first saw it, way back in the last millennium, it was a garden-knome whimsy, but over the years, it's evolved to a full-fledged REAL railroad that has been featured in many publications. If you Have some G-scale goodies you'd like to run, bring 'em along.

If you've traveled along Western Turnpike, you may have seen the NYC E8. That's our other stop for our season ender. Check out Joe Merli's article on page 5. Joe will help you Reminisce.

We will be having a cook-out at Mike's, with hot-dogs, burgers, chips, and soda. Please wear your name tags. Both places will be open from 10 to 3– Joe will have two tours-one at 11:30, and one at 1:30.

Just cause it's summer, doesn't mean training stops-Do some rail-fanning on some of he local tourist lines, and write a review-that's your assignment for our return in September.

See ya's in Duanesburg!
Tony

Welcome Aboard! New Members

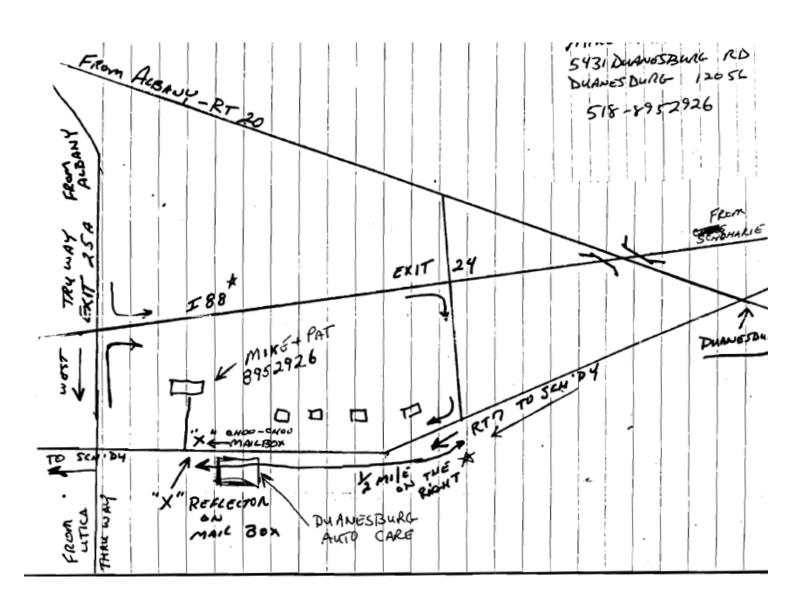
Bert Pflegl, Waterford

Melanie Sembratt, Voorheesville



June 12th-Saturday
Mike Ledley's G-scale Layout &
Canal Street Station on Rte 20.
2100 Western Turnpike-Duanesburg

Order Number 264



The Ready Line

By Paul Hoffman

The summer hiatus is upon us. What a great season we have had!! From our meeting at the Adirondack Live Steamers in September to our marvelous road trip to Plattsburgh last month, we have had an adventurous year. A round of thanks to all of our generous hosts this year:

The Adirondack Live Steamers

Paul Hoffman's Albuquerque Division

The Upstate Model Railroaders

Mike Rein's C&O Kanawha Valley

The AYCO Company for hosting our February Clinic Night

Vic Roman's NYC Hudson Division

The CDTA and the Saratoga Springs Amtrak Station for our April Clinic

All the layout hosts for our Plattsburgh trip:

Joe Kavanaugh

Irwin Nathanson

Bill Rooke

Fred Gemmill

Mike Evans

Frank Dietz

George Bissell

Jim Rothe

I'd also like to thank our Clinicians this year:

Tony Steele

Greg Whittle

Tom Rhodes

Rich Smith

Tony Bucca

Bob Mahowski

With out you folks this Division would be much poorer indeed. Let's not forget about those folks behind the scenes, making sure the Division business goes smoothly and that we have plenty of activities to attend. Your leadership team is proud to serve you! A special mention this year to Kevin Surman, Fred Gemmill, Rich Smith and Mike Romanowski who all did yeoman work in helping to organize this year's events.

It's "miller time"!! Every year we try to have a family day and outing as our last official meet. We'll this year we have a special treat, a double header. Joe Merli and Mike Ledley are teaming up to give us a full Saturday of fun!

We will be splitting our time in the lovely hamlet of Duanesburg, NY. Joe Merli will have his Museum at Canal Street Station open from 11:00 till 3:00 with 45 minute guided tours at 11:30 and 1:30 and Mike Ledley will have his garden layout open from 11:00 to 3:00. Mike has offered to let you run your G scale trains on the layout too, so bring 'em along! The Division will be serving hot dogs, hamburgers, drinks and salads at Mike's from 12:00 on. Please contact Rich Smith if you can possible help out with grill duty. This is a family event so bring your significant others and don't forget your name badges!!!

Look for parts 3 and 4 of the Albuquerque Division story in the September *Form 19*. I will be posting photos from the Plattsburgh trip over the next few weeks, check the website. I will also be updating the site throughout the summer. Rich Smith is hard at work lining up events for next season; keep your ears to the ground for new announcements. Thank you all for a super season, have a great summer and I'll see you at the Family day!!!!

Division news and some announcements:

<u>Name badges:</u> If you have ordered a name badge please see me to collect it. If you'd like to order one of these snazzy accessories also see me. The cost is \$5.00.

<u>Please remember to renew your NMRA membership:</u> A quick reminder, NMRA members receive the *Form 19* newsletter for free and are entitled to participate in all of our activities. So, when it comes time to renew your NMRA membership remember that your *Form 19* newsletter is included at no additional cost.

Form 19: Call for submissions!!!! Send us your tired, your hungry, your articles crying out to be read. Hemingwayesque prose is not necessary, obviously, just read the drivel I write! But seriously, we are always on the hunt for interesting articles, stories, pictures, how to's, reviews or just about anything train or model related. Thanks in advance for your help!

<u>Great Train Extravaganza:</u> Just a heads up, planning for the 2010 GTE Albany show will start in earnest shortly. Anyone who wants to help in the planning and execution of the show is welcome and needed!! Watch for upcoming announcements.

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.



Canal Street Station

By Joe Merli

Welcome members of the Hudson Berkshire Division of the National Model Railroad Association. I have been contacted by your vice president Mr. Richard Smith requesting a walking tour of our museum village at Canal Street Station. I would be available almost anytime to accommodate your tour group and walk you around several of the historic buildings and rolling stock that we have on display. We have in our museum a 1953 EMD E8 diesel electric passenger locomotive representing the lightening stripe New York Central System. We also have a 1900 Delaware & Hudson tool and track maintenance building. We have reconstructed the very popular Wallace Armer hardware store, originally located on Erie Blvd. in Schenectady, NY. This is now a historic general store museum with many of the original counters and supplies that were a part of Wallace Armer since 1889. We just acquired the 9 & 20 Diner from Castleton, NY. This Silk City diner was built in Patterson, NJ in 1941. We have also acquired the remains of the "Silver Diner" from Erie Blvd. in Schenectady to help with our diner restoration project. We have a man made recreation of the Erie Canal that represents water travel through New York State

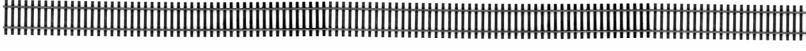
Also our tour includes a visit through the Merli Carriage Mfg. Co. factory. This is where we reconstruct turn of the century wagons and Victorian push carts for today's retail marketing and concept displays. In our village, we have a variety of commercial vehicles used for deliveries of cargo, retail store and home products from 1880 to 1956. And, not to forget our 1903 steel truss bridge now in the process of restoration.



For your lunch needs we can offer drinks and hot dogs and a BBQ or you can visit a newly restored 1956 stainless steel diner just one mile from our village on Route 20, The Chuck Wagon, moved here from

Here at Canal Street Station we are open by appointment to accommodate your tour dates and personal needs. We hope you will enjoy stepping back into 1930 for a few hours to relive the "American dream" of small mom and pop business and a way of life when U.S. Scenic Route 20 was the main trail to the west. We are looking forward to your visit.

Photos by Tony Bucca



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Upstate Model Railroaders

By Mike Romanowski

The Upstate Model Railroaders were at it again, as we hosted a very successful train show at the Aviation mall in Queensbury, in an effort to support "A Day Out With Thomas", and the Upper Hudson railroad. Many people came and enjoyed what we had on display. We had a child interactive Thomas display where in the children "ran" the show. Many children enjoyed running the many Thomas characters, and had about as much fun as we did building it! A heartfelt thanks to Joe D, Don M., John D. ,Don E., and the rest of our O Gauge Division for the hard work and dedication. And a VERY special thanks to Joe Devoe, who's generous donation of these Thomas characters made it possible for the children to run them.

Gert Shultz again took on the daunting task of building an HO scale display worthy of Sir Topham Hats railway, and for the second straight year he delivered on command! With his eye for unique and engaging track configurations, Sir Topham hat would be happy to hire him on as his railway superintendent any day! Aided by his son Eric, the HO layout was a hit as all the major characters came to life to the delight of all who were in attendance. Thanks Gert so much!

Another feature the UMRR brought to the table this year was the addition of an N scale layout. With The aid of Geoff Dunn and Albany N Trak we were able to field an impressive N track modular layout. Though it did not contain Thomas or his friends, it did bring a new look to model railroading. Many trains ran around this layout, as it was a hit with the more traditional modelers. The UMRR's VP Mike R., took on the task of constructing a transitional module. Thanks Mike. Assisted by David B, Andrew L, and John C.. the task was completed the day before we took to the mall. Great job Guys!

Michael Romanowski

Vice President Upstate Model Railroaders 2009 "The N in NMRA stands for N scale"

www.upstatemodel rail roaders.com



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FORM 19 Page 8

From the June 1999 issue of the *Form 19*

"The Garden Route" PM&I RATLROAD

Construction of the PM&J began in August of 1996, with the installation of the drainage system and the footings for the railroad tie walls.

During September, the railroad ties, (from the abandoned FJ&G R.R.), were assembled to form the walls of the garden. The Gazebo was moved into its position before final assembly of the walls.

The area between the ties, is filled with clean sand with about 5-6 inches of peat top soil. The rock used in the garden, is from New York, Massachusetts, Vermont and New Hampshire. Coal used by the railroad is from Pennsylvania.

With the walls up and the fill in place, work ceased in early

November '96, to let everything settle over the winter.

In the spring of '97 more top soil was added to level up, and more rock was added to build the cliffs and embankments.

There is over 150 tons of material used in the building of the PM&J, and more than half of it was moved by hand.

The construction of the 1/29 scale railroad was started in May, using almost 500 ft. of track and 15 switches. Many hundreds of feet of wire are used in the garage and Gazebo, and buried in the garden itself.

During the spring and summer, more than 300 plants, miniature trees. and flowers were set out. The mountains grew larger with more rocks, and

the pond was dug and filled with water, from the waterfall.

Trains started running by July 1st, with 3 trains operating at any one time on the outer line, inner line and in the yard.

The Reverse loop was started in the Fall of '97, and more storage tracks were added in the garage. With the completion of the Reverse loops in May of '98 total trackage is now over the feet and the started in the garage. ft. AND 27 SWITCHES in May of '98, total trackage is now over 🗪

ADVANCE NOTICE

JON LEE AUCTION SERVICES

HUGE RAILROAD MEMORABILIA AUCTION

SALE TO BE HELD IN 2 SESSIONS

SATURDAY, JUNE 19TH, 11 A.M., PREVIEW: 9 A.M. UNTIL SALE

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Order Number 264 Page 9



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Check out this month's

E-Form 19

to see pictures and highlights from
last month's Plattsburgh trip.

Thanks to Rich Smith for the photos.



FORM 19

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



E-FORM 19 WEB-PAGE EXTRA

North-Country Highlights

Joe Kavanagh Lake Luzerne



Irwin Nathanson Lake George



Bill Rooke Plattsburgh



Frank Dietz Plattsburgh



Fred Gemill Plattsburgh



Jim Rothe Plattsburgh



Mike Evans Morrisonville



Rich Smith Vulcan

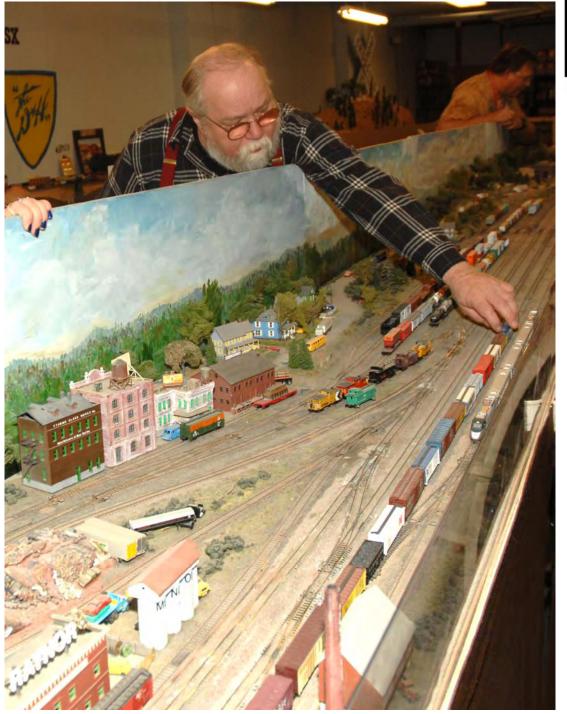


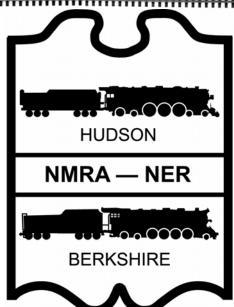
FORM 19

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

Order Number 265

September 2010





Upstate Model Railroaders

Glens Falls

Friday-September 17th

7:00 o'clock

www.hudson-berkshire.org

Page 2 FORM 19

FORM 19

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National Model Railroad Association 4121 Cromwell Road · Chattanooga, TN 37421-2119 Dues: \$58.00 per year or \$39.00 without Scale Rails

GLORIOSKI!

This summer was a LITTLE too hot for me, so I'm glad that it's starting to cool down. That means starting to think of indoor activities-MODEL RAILROADING!!

To help jump-start your creative iterations after months of lounging poolside, we're going to travel north to visit our friends at The Upstate Model Railroders in Glens Falls. They have 4 different layouts in a space to die for.

Our own Vic Roman will be doing a reprise clinic on rock molds and incorporating them into your layout. We start our show at 7, but you may want to go up an hour or so earlier to sample the goodies from Amie's Dinner, right above the clubhouse.

SO... Did you guys do ANY railfanning this summer? Well, why don't you share with your brethren? Send us your pics!

The #13 van is down with a sour motor, so I've been cruising on my Honda 50cc scooter. Took a 3&1/2 hour ride to Milford (1 way) to catch some action of a newly refurbished Jordan Spreader in action. Closer to home, the C.R.O.C.K.S. held an open house at the caboose. We had about 500 people come by. Your's truly was "engineer" Check out the WEB EXTRA for some coverage.

Hope to see you at Glens Falls! Tony

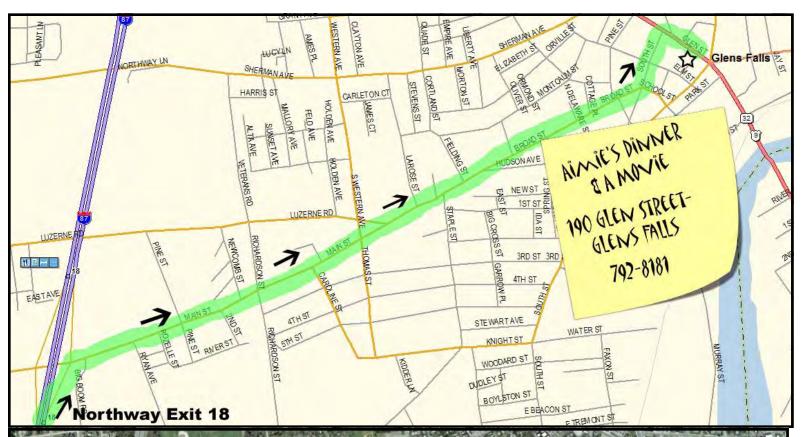
WELCOME **NEW MEMBERS!**

Doug Dederick Marilyn & Stephen Jung Benjamin Maggi John Tyndall

Rennselaer Schroon Lake Clifton Park Plattsburgh

Order Number 264 Page 3

Upstate Model Railroaders Clinic Night-Friday, September 17th-7:00 o'clock





Page 4 FORM 19

The Ready Line

By Paul Hoffman

Welcome back!!! I hope everyone had a fun and productive summer. Another new season is upon us and one I'm looking forward to. Thanks to Joe Merli and Mike Ledley for hosting our Family Day in June. Although the weather wasn't great, we had a nice turnout and a fine ending to a busy year. Thanks to all those who attended and braved the monsoons, hopefully the burgers and dogs made up for some of the wetness! While the membership was enjoying the well deserved hiatus your board was hard at work lining up some great events for this year.

Leading the parade will be our first meeting on September 17th in Glens Falls at the home of our good friends the Upstate Model Railroaders. We'll be starting off with a scenery Clinic lead by member (and great modeler) Vic Roman. Vic will show us how to carve his famous rock faces out of hydrocal. This is a fantastic clinic that Vic did for the group a couple of years ago. Along the way I'll squeeze in a State of the Division meeting and some discussion on were we our heading in the future. This promises to be a good time, with a raffle and all. I hope to see many of you there; this will be a great chance to have some input into the future of your Division.

October will find us visiting MMR Bob Hamm and his outdoor layout plus his fantastic indoor narrow gauge pike. This will be a Saturday event to allow us to take full advantage of the sunlight. The date and time will be listed as soon as we nail it down.

Come November we will be visiting with John McBride and his indoor G scale layout. John's layout is always a pleasure to see and his working hump yard is fun to watch.

December is, of course, our big train show, the Great Train Extravaganza. Vendor letters have gone out and we already have 34 signed up as of this writing. Irwin Nathanson is heading up our advertising push and Rich Smith and Dave Halverson are taking care of business. Rich will be soliciting volunteers very shortly to help out with the show and its preparations. The show this year falls on Sunday December 5th at the Empire State convention center. Check the website for further updates: www.gtealbany.org

2011 is even more exciting but we'll talk about that soon enough.

A short stand on the soap box and then the usual "end of note" bullet points.

As many of you may know, the NMRA has launched a rebranding effort. The most noticeable of the changes are a new logo and a renaming of the *Scale Rails* to the *NMRA Magazine*. While both of these changes are significant, there is a lot going on under the surface that bodes well for the membership and more importantly our Division. The National is making a concerted effort to be more responsive to each of the Divisions and in turn to the individual members. At this point in time I can see nothing but upside for our Division, a greater voice in national affairs, greater member benefits perhaps? The possibilities are exciting. There is a caveat, however, in order to partake of the good things I see coming down the pike you HAVE TO BE A MEMBER. You'll notice that I capitalized that, normally a breach of etiquette that indicates shouting. I am shouting, from the rooftops, that this is a great time to renew or join the NMRA. This is a chance to get in "on the ground floor" of some exciting times and dramatic possibilities. I see this as a chance to really change, for the better, the way things are done. So please, join, renew, climb aboard and let's see where we can take this train!!

As a side note, no less important, our leadership at the regional level is changing too, with Scooter Youst coming on Board as NER president. Change is in the air and I, for one, am very excited about it.

Division news and some announcements:

<u>Website updates:</u> Feel free to send me pictures and announcements for inclusion on the website. All content is appreciated. Email me at trains@hudson-berkshire.org

<u>Name badges:</u> If you have ordered a name badge please see me to collect it. If you'd like to order one of these snazzy accessories also see me. The cost is \$5.00.

<u>Form 19:</u> Call for submissions!!!! Send us your tired, your hungry, your articles crying out to be read. Hemingwayesque prose is not necessary, obviously, just read the drivel I write! But seriously, we are always on the hunt for interesting articles, stories, pictures, how to's, reviews or just about anything train or model related. Thanks in advance for your help!

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.



Joe Kavanagh accepts his Certificate of Achievement for Master Builder— Cars from Achievement Program Director Bob Hamm. He already has a wall full of Achievement Awards and is on his way to his MMR. The cars for this award are 1 inch scale.

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Seen at Joe Merli's and Mike Ledley's.





Order Number 264 Page 7



CANAL STREET STATION MARKET CO. JOSEPH J. MERLI

July 5, 2010

Richard Smith 15 Friar Tuck Way Saratoga Springs, NY 12866

Dear Members of the National Model Railroading Association, Hudson Berkshire Division

I would like to express my appreciation for your generous donation to help preserve Canal Street Station museum. Much has been accomplished so far to reconstruct and preserve our local heritage, but an extreme amount of work is still ahead. The restoration of the 1900 truss bridge, pouring footings for our 1941 diner and the reconstruction of our new Victorian train station are just a few of our many projects still to be developed.

The future of Canal Street Station village will be determined based on our economy, future volunteer help and financial support. Regardless, we will continue to forge ahead toward our goals so that in years from now, our museum will represent a time gone by to preserve our American heritage of how we lived and built the American dream.

Thank you for coming by.

Joseph J. Merli

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How about this! Doug Dederick entered his FIRST scratch-built attempt at the NMRA Convention in Milwaukee, and came away with 2nd place for Structure, & 3rd Place for Photo Match. The Whitefish Depot on the Great Northern is in N scale! Bob Hamm makes the Presentation. WAY TO GO





Order Number 264 Page 9





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WHAT'S COMING UP?

October – Bob HammIndoor & Outdoor Narrow-gauge
November – John McBride
G-scale logging layout





E-FORM 19 WEB-PAGE EXTRA

Scanning of the KML photos begins

By Gerry Leone, MMR NMRA Communications Director

If you're a subscriber to *NMRA Magazine* (formerly *Scale Rails*) you've seen the "Timeframes" series of photographs printed on the magazine's last page. Those are all shots taken from the Kalmbach Memorial Library (KML) archives. The fact is, our NMRA Library has over 100,000 images, negatives, slides, plans and drawings, and only a handful have ever been seen by NMRA members because it would have entailed making a personal trip to Headquarters in Chattanooga, Tennessee, to flip through the files.

Soon that will all change, thanks to the NMRA's Diamond Club. The Diamond Club is a fundraiser specifically designed to support adding enhanced content to our website at www.nmra.org. The first item on the list of is scanning those 100,000 images and making them available for download.

The good news is that scanning of the photographs has begun! In August of 2010, Historical Archives Services (HAS), the firm the NMRA Board of Directors hired to do the scans and design the photo website, began receiving and cataloging shipments of photographs from KML. HAS estimates that the first batch of photographs will be available for viewing online sometime in the first quarter of 2011, after a short period of beta testing late this year.

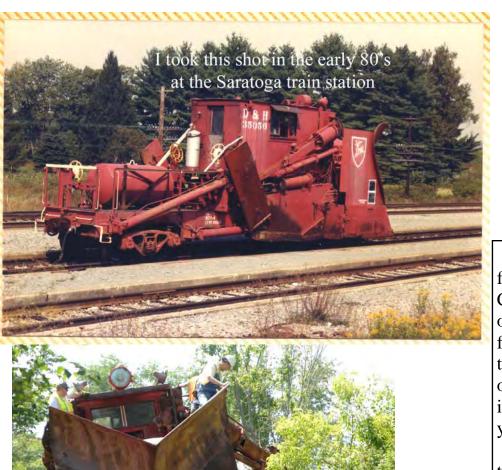
Putting the entire library online will be a costly, time consuming task, since each photo's listing will also contain highly detailed, searchable metadata, which is being added by the railroad experts at HAS. This detailed metadata will make it easier and faster for users to find exactly the photograph they're looking for. Current plans are to make the low-resolution thumbnails of the photographs available to everyone via the website around the clock. Users will be able to download high-resolution files, and NMRA members will receive a substantial discount. Proceeds from the scans will help fund the remainder of the project and future Diamond Club web projects.



Railroading experts at HAS begin the daunting task of scanning the Kalmbach Library's massive collection of photographs, drawings, slides, and plans. The first photos should be available online in early 2011.

As promising as this sounds, it's important to remember that the Diamond Club still hasn't reached its projected goal of \$75,000. If you haven't contributed to this worthy cause, please send your donation now to The Diamond Club, NMRA, 4121 Cromwell Road, Chattanooga, TN 376421, or do it online at www.nmra.org/

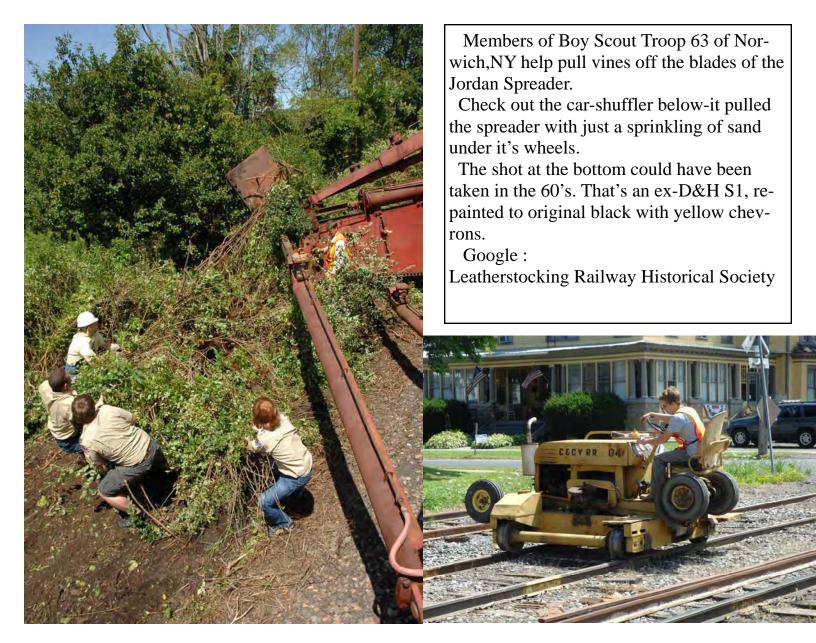




Tony goes Rail-fanning

In August, I scootered down to Milford,NY to the Cooperstown & Charlotte Valley RR. It was the second time they took out their refurbished Jordan Spreader to clear the right-of –way. I had taken a pic of this very one over 30 years before in Saratoga. It sat in Oneonta for 10 years, then another ten at Milford.

Here, we see the trucks lifting off the track as it gets pushed by the Alco S1 of the C&CVRR. The work-train extra makes it's way south to Milford after working just south of Cooperstown.





Photos by Tony Bucca



The C.R.O.C.K.S. (Citizens Restoring Our Caboose at Kings Station) held an open house in early August. We had a supply of classic cars on hand, and had a BBQ and bake sale to benefit the Greenfield Historical Society.

The crew from the Fire Department doing the parking told us they parked over 300 cars during the day. Counting kids, we had about 500 check us out.

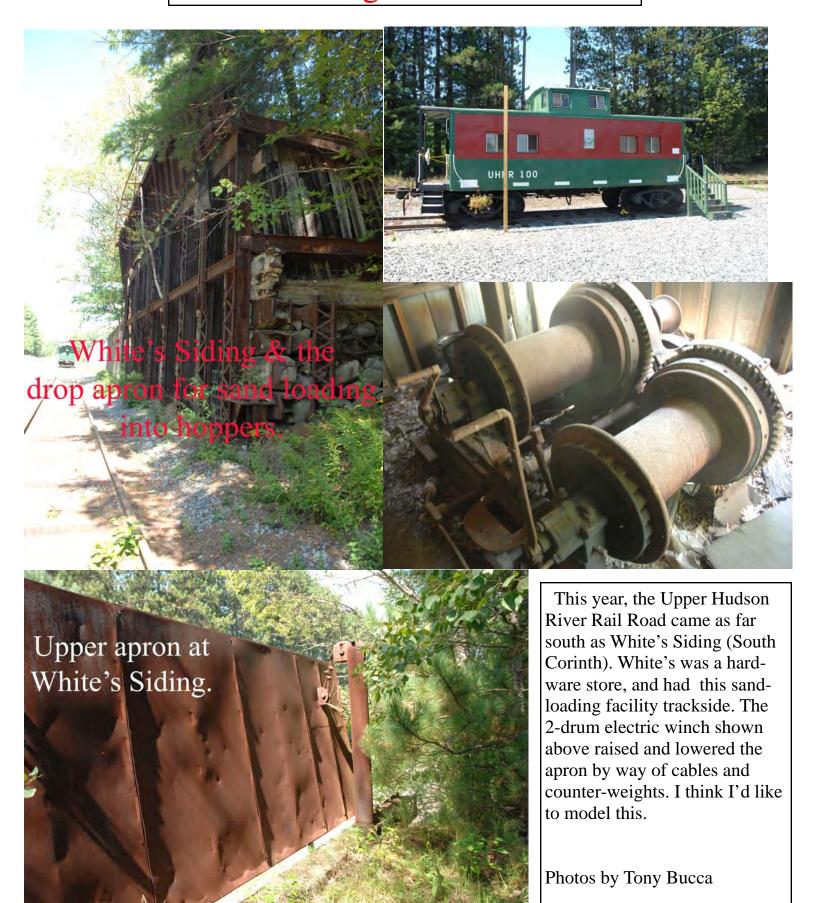


Photos by Tony Bucca



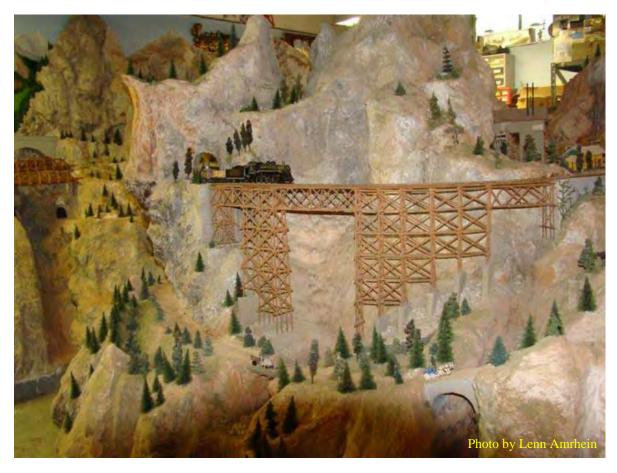


White's Siding in South Corinth



The members of the Hudson-Berkshire Division have been invited to attend the Central New York Division's next meeting on Sunday, September 19th. This info is from the latest *RED MARKERS*, their official newsletter. I hope some of you can put in an appearance.

NEXT MEETING . . . LENN AND CHRIS AMRHEIN'S SUNDAY SEPTEMBER 19, 2010; 1PM to 4 PM (NOTE EXTENDED TIME)



Join us for a joint meeting with the members of the Hudson-Berkshire Division. We will also get a first look at Lenn's new layout. You may remember that Lenn has been working on a revised layout now for some-time. We will also have a visit from John Roberts, our NMRA Eastern Director.

- 1) **SCALE LAYOUT** Lenn's layout has been going through a number of changes since our last visit. We don't want to spoil any of his surprises so you will have to come to the meeting and see for your-selves.
- 2) **JOHN ROBERTS:** Mr. Roberts is a proficient modeler and our NMRA Eastern Director. John has agreed to provide a clinic on his C&O layout and will talk to us about the changes going on at the National level.
- 3) **RUBBER ROCK CLINIC:** Gardner Cross will present a clinic about his rubber rocks and provide us with a number of hints and tips on how to use them on our layouts. There may even be an opportunity to get some "hands on" experience.
- 4) **RAFFLE:** We are planning to hold a raffle so bring your donations and your money.

PLEASE NOTE THE EARLIER STARTING TIME! We have a lot of ground to cover at this meeting and you don't want to be late.

LENN & CHRIS AMRHEIN

6306 MEADOW DRIVE, ROME, NY 13440

DIRECTIONS*:

From NYS Thruway take Exit 33 (Rome), turn RIGHT at end of ramp onto NY 365 East.

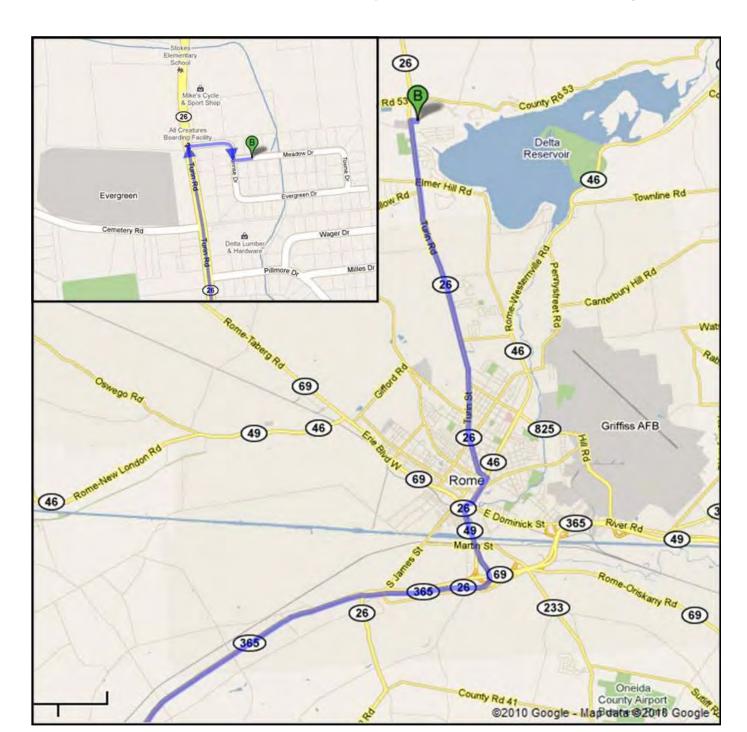
Continue on NY 365 East for 9.2 miles

Merge onto NY-26 N/NY-49 W/NY-69 W/Erie Blvd E via the ramp on the LEFT to Downtown/Rome Slight LEFT at Black River Blvd N

Turn LEFT at E Bloomfield St

Continue onto NY-26 N/Turin St for about 5.8 miles

Turn **RIGHT** at **Meadow Dr** and take the 1st **LEFT** to stay on **Meadow Dr**, Lenn's house is on the right.



FORM 19

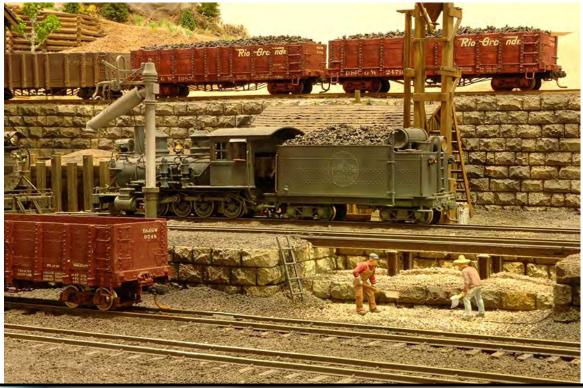
THE OFFICIAL NEWSLETTER OF THE HUDSON-BERKSHIRE DIVISION OF THE NER-NMRA

Order Number 266

October 2010







Come see the progress on Bob Hamm's HOn3 indoor & F scale outdoor layouts! Saturday, Oct. 16th-11:00 to 3:00



www.hudson-berkshire.org

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Form 19

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

Editor:

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

Form 19 is published (approximately) eight times per year, for members of the Hudson Berkshire Division plus for newsletter subscribers (at \$12.00 per year).

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

Contributing to *Form 19*

Form 19 welcomes contributions from the Hudson Berkshire Division membership. Letters, articles, photos, and other items may be mailed or e-mailed to the editor at the above address. Please include return postage if you would like materials returned.

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bbrown@cnyric.org

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 P.O. Box 4763, Clifton Park, NY 12065-7893 E-mail: trains@hudson-berkshire.org Phone (518) 899-5707 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

Welcome New Members! Chris Rossbach Gloversville OK you guys...

This time we're visiting one of our MMR's. Bob Hamm has been taking advantage of his recent retirement to put in some time on his layouts... Yes, plural. His indoor HOn3 is growing like a moss around his layout room, while the relatively rain-less summer has given him time to expand his outdoor F scale (G scale narrow gauge).

He's just returned from another fact-finding mission to the hills of Colorado and New Mexico.

Make note that this is a SATURDAY meet, starting at 11 in the morning to be able to check out the outdoor Silverton Northern. If you have a G-scale loco you'd like to try, bring it along.

Next month, we visit John McBride's F-Scale basement layout. Wait till you see (and feel) a working G-scale hump-yard.

Make sure you check out VP Rich Smith's Beer Line this issue—work has been progressing on the GTE show at Albany, and he puts out a call for volunteers-HEED the CALL...

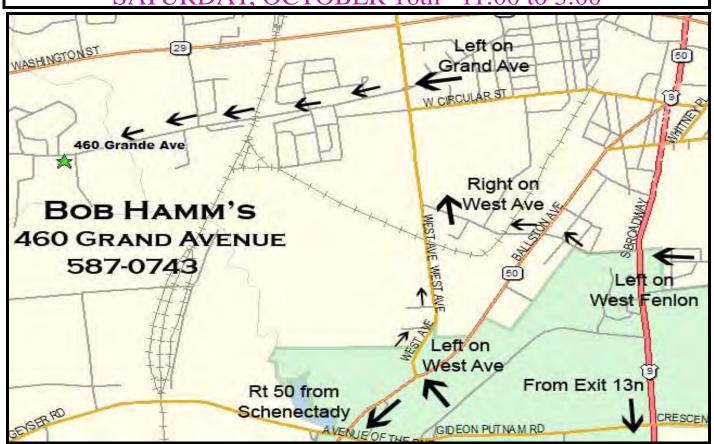
Thanks to those of you who have sent in things for the Form 19– If you don't see them in this issue, rest assured, we'll use 'em. As for the rest of you-did you do any rail-fanning lately? Share it with your crew!!

See ya's at Bob Hamm's Tony



Order Number 266 Page 3

SATURDAY, OCTOBER 16th- 11:00 to 3:00





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The Ready Line

By Paul Hoffman

Hopefully your basement survived the Great Deluge of 2010. I've owned my current home for the last 12 years and due to the preponderance of sand in the Malta area I have had a perpetually dry basement. That is until this storm. While we weren't flooded out, I merely had some damp carpet in one small section of the basement, away from the layout luckily; others had some pretty serious messes to clean up.

Thanks to the Upstate Model Railroaders. Our meeting there was well attended and Vic's clinic was fantastic as promised. I find it quite amazing to watch a talented modeler at work and this was no exception. In a matter of minutes, all the while explaining and talking, Vic created a piece of scenery I would be proud to have on my layout.

For those of you who asked, the formulations and materials he used are listed on the website in the "Best of" section; along with links to the suppliers. If anyone is interested in purchasing some of the Unifroth Vic uses in his wet water, please drop me a line. I will help facilitate getting enough users to split the cost of a 5 gallon bucket, or more if need be. http://www.hudson-berkshire.org

This month will find us at Bob Hamm's narrow gauge layouts. Yes, that's correct, layouts. Bob has both an indoor and outdoor layout, 2 for the price of one! Mr. Hamm has just returned from another modeling/fact finding trip to narrow gauge country in Colorado. I'm sure his trip with New York State director Bill Brown will help enhance an already great layout!

Remember this is a SATURDAY meeting in order to take in the outdoor portion of the layouts. Saturday 10/16/2010 from 11:00 am to 3:00 pm.

We have made a couple of changes to the roles and responsibilities of the Board of Directors. Going forward, Greg Whittle and Dave Hoadley will assist Editor Tony Bucca in finding content for the Form 19 and website. So please contact any of these three individuals with your submissions. In addition, we are reinvigorating our new member outreach and retention program for current and past members. Kevin Surman will be heading up this effort. If you are a new member and haven't received a direct contact from the Division, please let me know. For current members, look for a phone call over the next few weeks to see how things are going and to keep in touch. If your membership is expiring or expired please renew, we will be making a sincere effort to contact those members who have lapsed over the last year or two.

The Division has made some great strides over the last few years and the Board feels that member retention and growth are the keys to our future success. I have a personal goal of increasing our membership to 250 by this time next year. This is our next big challenge and I'm sure the membership is behind us 110%. So talk to your modeling friends, talk to the new members, reach out a warm hand and let's see if we can top 250 by 2011!

Division news and some announcements:

- Toys for Tots: We have officially kicked off the 2010 TFT campaign. Walther's has agreed to the same pricing for the sets as we had last year. So let's see if we can come up with enough donations to top our gift of 120 train sets to needy families and emergent model railroaders. The Toys for Tots campaign is run by the United States Marines and they collect new, unused toys so those families who might not be able to afford Christmas gifts can see the smile on their children's faces come Christmas morning. The Division has contributed new train sets for the past several years that are given out on the Canadian Pacific Christmas train that passes through our area. Please give what you can to this wonderful cause. Every dollar we collect is used to purchase train sets for this worthwhile program, your donations are not part of our general fund or operating expenses. To contribute please see any Board member. Checks can be made out to the Hudson Berkshire Division, with Toys for Tots indicated in the memo section. Thank you all for your continued generosity.
- Greenberg's Train show: the division will have a table at the up coming Greenberg's Show at HVCC the weekend of 10/30-31
- Name badges: If you have ordered a name badge please see me to collect it. If you'd like to order one of these snazzy accessories also see me. The cost is \$5.00.
- <u>Form 19:</u> Call for submissions!!!! Send us your tired, your hungry, your articles crying out to be read. Hemingwayesque prose is not necessary, obviously, just read the drivel I write! But seriously, we are always on the hunt for interesting articles, stories, pictures, how to's, reviews or just about anything train or model related. Thanks in advance for your help!

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Order Number 266 Page 5

The Beer Line

By Richard J. Smith

Great Train Extravaganza 2010 Update

This year, the Great Train Extravaganza train show will be held at the Empire State Plaza Sunday December 5th, from 10am to 4pm. Just as last year, the Hudson Berkshire Division is a 50-50 partner with Upstate Train Associates (UTA) running this train show. We have learned a lot from last year and plan to apply those lessons learned. Your board has already been hard at work preparing for this show and we are on track for another good year. Together with UTA, we pulled together a 400+ vendor mailing back in August. Division member Irwin Nathanson (our advertising guru) has already got press releases to the national model train related publications. Irwin is also working with larger local newspapers like the Times Union on print advertising, web advertising, and press releases to the local TV stations. He has also facilitated a new, bolder flyer that you can already see at the region's hobby shops. Paul Hoffman is redesigning the very successful "lawn" signs with bigger print. Paul is also maintaining the GTE website (www.gtealbany.com) so if anyone asks you questions about the show, feel free to direct them to the site.

Now we come to your part. This is our official call for volunteers. We had about 28 HBD members help out last year but I would like to see new faces this year. What is there to do? When do I volunteer? Who do I contact if I want to help out? The answers are below.

GTE Volunteer Jobs

If you wish to help or have any questions, please contact Rich Smith at (518-581-0535).

Saturday and Sunday, November 20th and 21st. This weekend is two weeks before the show and we distribute flyers and lawn signs all over the entire capital region. We meet on Saturday morning and give you all the materials you need. Often people work in teams of two and spend about 4 hours on Saturday or Sunday distributing flyers and planting signs. We'll assign you an area (or a travel corridor) to cover and give you written tips on where to post flyers and signs. Remember, those signs accounted for about 25% of the people that heard about our show last year!

Saturday, December 4th (9:45am – 4:00pm). There is a lot to do at the convention center the day before the show. Come for the day or come for an hour to help. Our local club layouts always welcome help setting up ... gee, setting up a layout and running trains doesn't even sound like work! We also help the vendors move their merchandise on removable ramps that are set up before the show. Recall the convention center is tiered and vendors need help with their carts. We also set up the clinic area, post signs, and generally tackle any issue that comes up.

Sunday December 5th (7:15am – 5:00pm). On show day there is work to do before, during, and after the show. Come when you can, stay for as long as you want. In the hours before and after the show, the help we need is much like Saturday. After the show the clubs also need help to tear down their layouts. During the show, we need 1 to 2 hour blocks of time for:

- Ticket sellers
- Ticket collectors (at the entrance to the convention center)
- Head table duties

Additional Fun Activities

NMRA Tables

During the show, we also need volunteers to staff the NMRA tables. We promote our Division, in particular, and the hobby, in general, at these tables. We meet and greet the public and tell them about our Division. We love to have members just sit down and build kits and work on projects, and the public loves it too, so give it a try. And don't forget Tony Bucca's "time saver" switching layout. This year Division member Kevin Surman has again volunteered to run the NMRA tables. If you wish to help, please contact Kevin at (518-583-1383) or surmak@rpi.edu. Oh, and there is a challenge from Kevin to you N-scalars. We want to show off much more N-scale than ever before!

Hudson Berkshire Division White Elephant Tables

Division member Mike Rein has again offered to lead the White Elephant Tables, which the Division purchases for you as a NMRA membership benefit. This was very successful last year. The rules are simple; bring in some items, clearly mark your price on each item, and price your items to sell. HBD members staffing 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. Since this is a member benefit, there will be no consignment fee ... you keep all the money! Mike needs help to staff these tables and conduct the sales. Call him at 456-2714 and put in an hour.

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What I Did Last Summer

Dave Hoadley

In response to honorable editor's plea for some rail fan stories and pictures, herewith my humble submission.

Ok, yes I did a bit of rail fanning on vacation. Actually it was mid-June not summer but who's counting? After attending the **Ontario Northland Railway** Historical and Technical Society convention in New Liskeard, Ontario last June, I stayed in the area to re-visit some sites of interest to rail fans.

During the convention we went as a group to Cobalt to photograph **Ontario Northland** (**ONR**) train # 113 northbound from North Bay to Englehart. The well weathered building in the left of the photo is the Right of Way Mine. The mine is actually on the right of way of the **ONR** and while the mine was producing silver franchise payments were made to the Railway.



Later that day we also caught ONR train #114 southbound from Englehart to North Bay as it passed through Cobalt



On the way to the convention we had stopped at Temagami, which is the first sizable settlement on the **ONR** north of North Bay. The depot here is probably the prettiest on the **ONR**. The group preserving the depot was to have had a model available in HO but the station was locked up so I could not check this out.



After the convention we set out north and caught the southbound **ONR** "Northlander" passenger train at a location called Uno Park.



The passenger cars are re-built **GO Transit** single level cars formerly used in Toronto commuter service. The APU is a former **Milwaukee Road** "B" unit.



Did you notice how cleverly the Canadians have solved the bi-lingual wording situation on the cross buck signs?





Order Number 266 Page 7

MODELING IDEAS

Dave Hoadley

On a June, 2010 trip to Northern Ontario re-visiting some places and getting acquainted with a few new ones, I found some locations which may inspire some model scenes. Two of these locations are the Ron Morel Museum in Kapuskasing and the Railway and Pioneer museum in Cochrane.

Both museums are located in retired railroad passenger cars headed up by retired steam locomotives.

The Kapuskasing museum is also partially located in the restored former Canadian National Depot.



Former CNR 4-6-2 # 5107 and two passenger cars are part of the Ron Morel Museum in Kapuskasing, Ont. The former CNR depot is to the right of the picture.

The Cochrane museum sits near the **Ontario Northland** (ONR) Station — now the Station Hotel. This depot was a union station until **VIA Rail Canada** ceased operation of its train from Montreal between Seneterre, Quebec and Cochrane The portion of that former **Canadian National** line from Cochrane through Kapuskasing to Hearst is now part of the **ONR**. Unfortunately the Cochrane Museum train is in disrepair and not currently open to the public



Former **ONT** excursion engine 2-8-0 # 137 heads up the now closed Cochrane, Ont. Museum. The <u>Canadian Trackside Guide</u> indicates No, 137 was a former **Canadian National** engine.

A Museum train could be a great way for a diesel era modeler to show off his retired steam power and older passenger cars. All you need is a piece of track long enough for a locomotive and a couple of cars and a few signs to explain what they are and why they are there.

Page 8 FORM 19

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Join the NMRA for 6 months for just \$9.95*!

Sign me up!

Fill out this form and include your payment. U.S.: Send \$9.95 (U.S.) to NMRA-Rail Pass Membership, 4121 Cromwell Road, Chattanooga, TN 37421-2119. Canada: Send \$9.95 (Cdn) to NMRA-Canadian Rail Pass Membership, 69 Schroder Cres., Guelph, ON NIE 784, Canada.

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*Rail Pass offer is for new members and those who have not been NMRA members for two years or more. Individuals can join at Rail Pass rates only once; membership renewal will be at the regular membership rate. Rail Pass members can attend conventions and participate in contests, but cannot vote or hold office and will not receive a New Member Pak.

- Have easy access to one of the world's largest railroad libraries...which includes over 100,000 prototype photos, 6,000 books, and over 50,000 modeling, prototype and historical society magazines
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- Have access to standards info and data sheets
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Visit www.nmra.org to see what you're missing!



So much bang. So few bucks.

The Beer Line

(Continued from page 5)

Clinics

The Division is attempting to put on three clinics at the show this year. **We need your help!** First we need a clinic organizer. Secondly, we need clinicians. We have made arrangements to use a very nice room adjacent to the Egg for our clinics that is much better than the noisy Egg area. We believe conducting three different, approximately 45 minute clinics is very doable in the time frame of our show, but we need help in this area. Again, call Rich Smith (581-0535) if you're interested.

By now you realize that you can really "make a day of it" at the show doing one or more of the volunteer jobs. Come early to help, but also see all the vender's wares before the public does. Of course, the show is free for you if you volunteer and the HBD will reimburse you for your parking on Saturday and/or Sunday. Finally, I want to say that this show is now a reflection on our Division and each of us. Tell your neighbors, tell your co-workers, and tell your friends that you are a part of this endeavor as a member of the Hudson Berkshire Division of the NMRA. Please consider helping and if you helped last year, I hope it was fun enough for you to come back.

Order Number 266 Page 9

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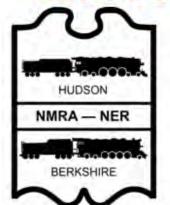
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National Model Railroad Association

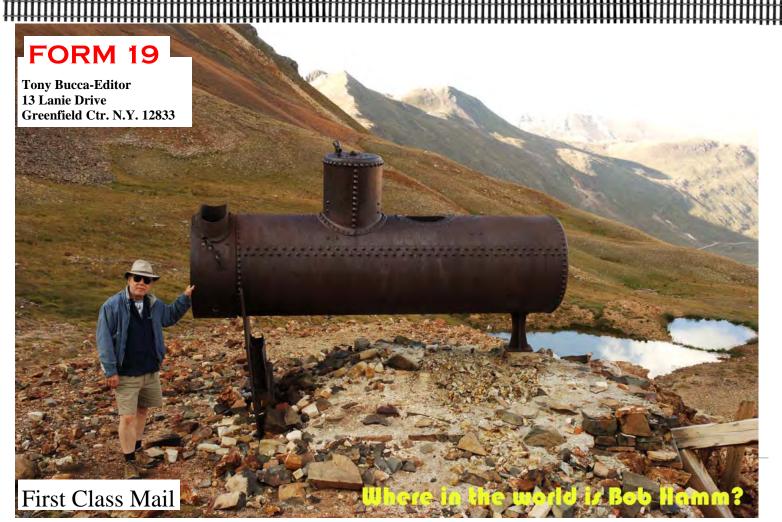
Northeastern Region



www.hudson-berkshire.org

Watch for our new Banner at upcoming events!

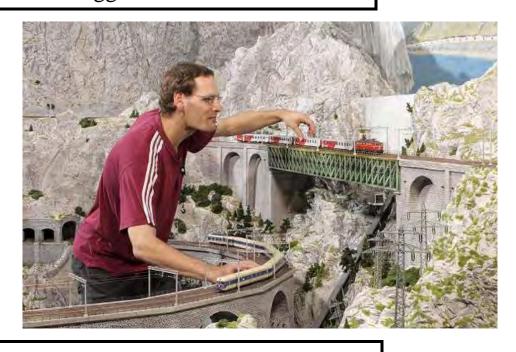




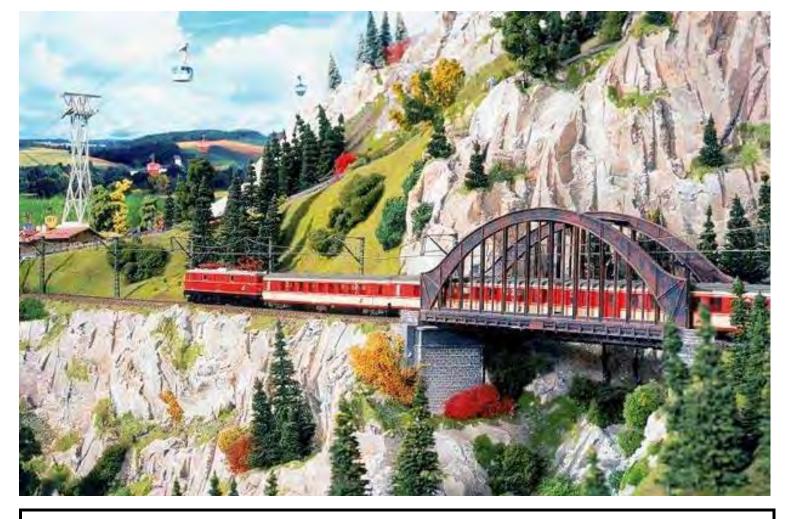
E-FORM 19 WEB-DAGE EXTRA



This is the world's biggest trainset...



Twin brothers, Frederick & Gerrit Braun began work on "Miniature Wonderland" in 2000.



The set covers six regions, including America, Switzerland, Scandinavia, Germany, and the Austrian Alps.



500,000 hours, and more than 8 million Euro have gone into the project so far.



It comprises 700 trains, and more than 10,000 carriages and wagons.

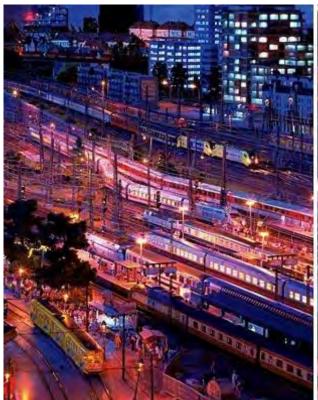
The longest train is 46 feet long.

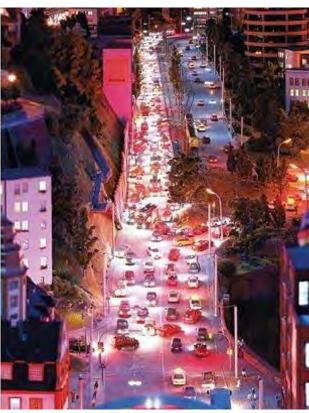




The scenery includes 900 signals, 2800 buildings, and 4000 cars, many with headlights.

250,000 lights are rigged to a timer to simulate day to night transitions.







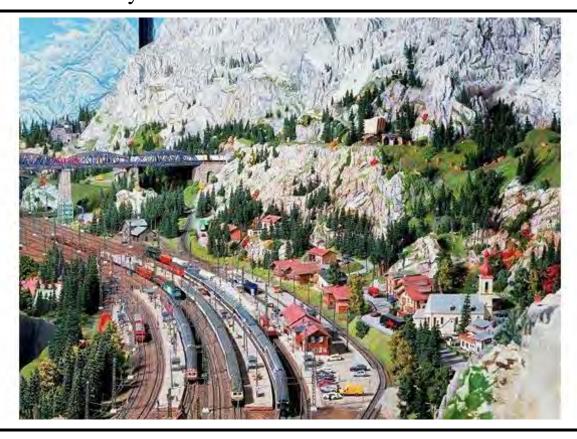
The Scandinavian section features a four foot long passenger ship floating in a "fjord."



Thousands ofpounds of wood and steel were used for the scenery.



The whole system is controlled from this "nerve center."



It is expected to be finished in 2014

Great Train

2010

Extravaganza

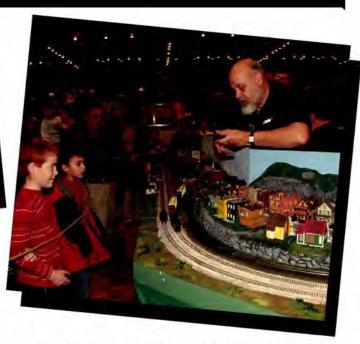
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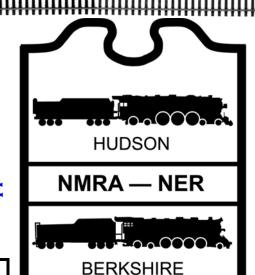
FORM 19

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

Order Number 267

November 2010

John McBride's CP&H RR





Friday-November 19th 7:00 o'clock

www.hudson-berkshire.org

FORM 19

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

Editor:

Tony Bucca 13 Lanie Drive Greenfield Center, 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 or e-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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Subscriptions \$12.00 per year - Form 19 (8 issues)

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Northeast Region, Inc. NMRA

National Model Railroad Association 4121 Cromwell Road · Chattanooga, TN 37421-2119 Dues: \$51.00 per year or \$39.00 without *Scale Rails* Hey All!

This month we wander over to John McBride's F-scale basement layout. F-scale is what they call G-scale narrow-gauge (instead of Gn3). We had the privilege of operating there last week, and we can see that John has been working hard on scenery and operations. I want an F-scale Shay!

Please check out Rich Smith's "Beer Line," in this issue. We're looking for clinicians for the GTE show in December. It doesn't need to be anything fancy—perhaps an introduction to scale & gauges with an example of each.

Don't forget the week after the GTE is the Upstate Model Railroader's show in Glens Falls on December 12th. LOTS TO DO!!

Tony

CALLING ALL CONTRIBUTORS !!

The President noted in the previous issue of "Form 19" that Greg Whittle and I are scouting for articles for "Form 19" from Division members. We know the knowledge is out there some of it just waiting for the chance to get on paper. Writing an article is a little like doing scenery – the hardest part is getting started.

Check out the "MODELING IDEAS" tidbits I have been putting in "Form 19." There is nothing too technical there yet there is something that could make an interesting scene on a model railroad.

If you have seen something you think would make a great model scene, share it with the rest of us – it might just be what someone in the Division needs to fill some space or inspire some modeling. Something whimsical on a model railroad is always an eye catcher. I would like to see a lot of these little Modeling ideas from the prototype appear in "Form 19."

When I am out with the camera I try to capture pictures for my "It Ain't Prototypical" file. The rotating truck atop a building as witnessed at the Glens Falls Club doesn't seem prototypical, yet we know it exists. These unusual items can be drawing points on a layout especially if you have the photographic evidence that they really do exist.

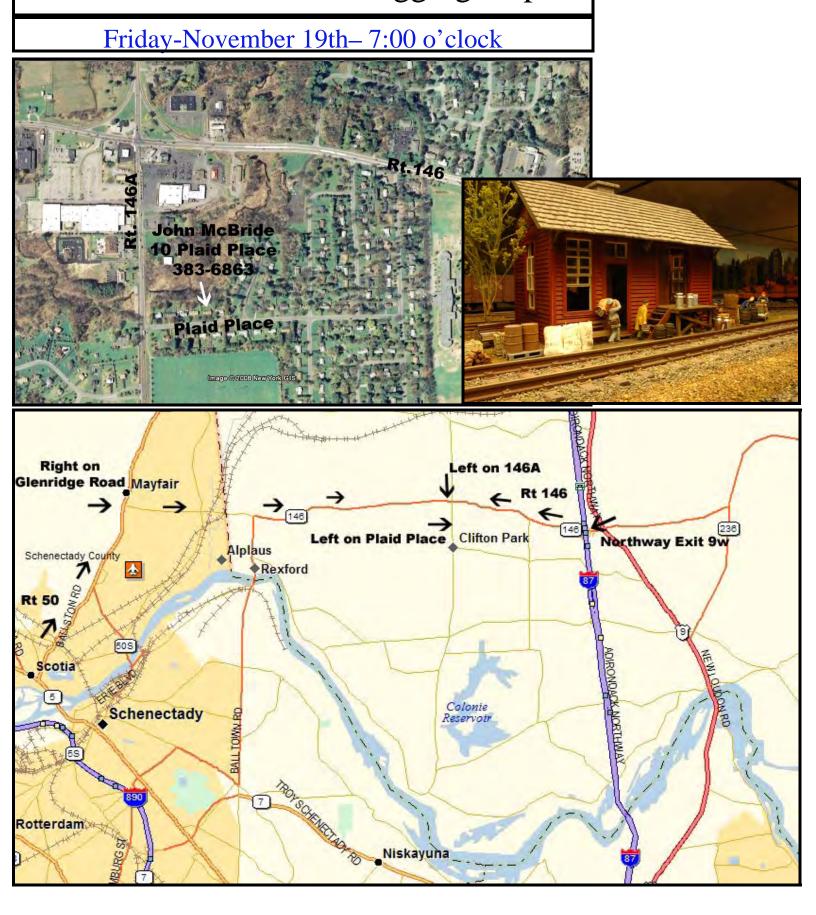
I know there are retired railroaders in the Division. How about sharing some of your accumulated knowledge of how the railroad really works (spare us the worst of the horror stories) with the group? Information from handling blocks of cars to locating crossovers would be helpful to members planning a railroad. How about special train operations? Anything from dimensional trains to fan trips to presidential specials can add interest to operations. What happens when the circus comes to town?

Prototypical and modeling articles are welcome. Greg and I can polish them for you if you like. Forward to Greg at greg464284@yahoo. com or me at Dehoad@aol.com.

We will be waiting!

Dave Hoadley

John McBride's F-scale logging empire



Page 4 FORM 19

The Ready Line

By Paul Hoffman

I feel like I'm living in Seattle, Washington these last few days. Cold and rainy, perfect weather for working on your layout! Bob Hamm has obviously been working on his, judging by the marvelous progress we witnessed last month at his place. Much thanks to Bob for hosting our group, he was very gracious and I, personally, just love his work shop space. Everything neatly organized and within easy reach, plenty of counter and flat space to spread out on and well lit for those of us with aging eyeballs! While we all might not have the luxury of Bob's room we can take some examples back to our shops of ways to arrange our work areas more efficiently.

This month we will be visiting John McBride's G-Scale Crown Point & Hammondsville layout. John's work is impeccable and his layout is designed for operations. John holds weekly operating sessions and is always looking for engineers. Hook up with him at the meeting and get yourself on the Call Board.

Going forward, we are in contact with a local modeler who would be willing to give the Division a presentation on Civil War railroads. I'll keep you informed on this possibility as we work to make it happen. In the meantime, 2011 will see at least 2 new layout tours, pikes we have not previously visited, and a clinic night. We are also working on the possibility of bringing in a well-known model railroader to speak to the group. No names yet.....

Division news and some announcements:

- The Division table at the Greenberg train show over Halloween weekend went very well. We were able to sign up 3 new members on the spot plus we received encouragement that others would be enrolling shortly. 250 in 2011!!
- <u>Planning for the GTE</u> is continuing apace, see Rich Smith's Beer line. The Vendor count is up from last year at this time and it looks to be a great show. We still need some help with a Clinic "Master", someone to help coordinate and run the 2 clinics we have planned. If you can help out in this regard PLEASE contact Rich ASAP.
- White Elephant Table: The Division will be offering, as a no cost member benefit, 3 tables at the GTE for you to sell your unwanted pieces. Mike Rein and several volunteers will handle the table and all you have to do is fill out the item tags included in this issue and bring your stuff to the show Sunday morning. Please follow the instructions on the sheet, one tag per item, if you need more sheets, run off more copies. The sheet is also available on the website in fillable fashion allowing you to type in your items and just run the tag off on your printer. http://www.hudson-berkshire.org
- <u>Toys-for-Tots:</u> Thank you to all who have donated, your generosity is truly amazing!! There is still time to contribute, please see any Board member. THANK YOU!!
- Website updates: The most recent Board meeting minutes can be found posted on the website, under the Board of Directors section. Feel free to send me pictures and announcements for inclusion on the website. All content is appreciated. Email me at trains@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.





Order Number 267

Great

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Instructions: Please fill in your name, phone number, item description and asking price.

One item per receipt. Print as many as you need.

Turn them in to the White Elephant table Staff the morning of the show. Be as descriptive as possible to help the table staff.

PLEASE BE SURE TO COLLECT YOUR ITEMS BY SHOWS END!



Order Number 267 Page 7

Comments from a New Member

I am a brand new member to the NMRA, having joined this summer after talking with several officers during a layout visit to Mike Ledley's magnificent backyard garden railroad. For many years, I had considered my self an average modeler who plodded along with my various projects but never felt the calling to join the National organization. Perhaps it was because of the initial cost of joining, which was perfectly reasonable in my opinion was just too much for too little in return. I didn't want to read some stuffy magazine or study different technical specifications. I wanted to run my trains! Also, I never would attend any of the regional conventions so I didn't need to hear about them in the newsletter. Finally, my opinion of the organization as a whole was that it was comprised of a bunch of old modelers who would rather spend an hour arguing about the location of a handrail then have fun. (I suppose to some that would be fun). But meeting at Mike's house, I heard about the NMRA "Rail Pass" again and decided to send in a check. What could it hurt? The cost was right, and more then anything else I wanted to meet and visit other local model railroads. Joining the Hudson-Berkshire subdivision of the NMRA seemed the best way to achieve that.

As you can tell, I joined and am really glad I did. I look forward each month to visiting a new member's layout. It is one thing to read about model railroads in a magazine, but quite another to actually look at them, talk to their builder's, learn new techniques, and enjoy the fellowship of others with similar interests. To that end, I was frustrated this month when my issue of *Form 19* came on October 12 announcing a layout visit only four days away. Considering it was a large-scale layout, that bothered me even more. There just aren't many of them around. A suggestion might be to mail out the issues at the end of the previous month, not the beginning of the month in question.

My Background

Now that I have gone on a bit, let me tell you all a little about myself. After growing up with an HO scale layout built by myself and my father, I moved to Albany for law school and traded in my equipment for the smaller N scale. I modeled the Burlington Northern's Camas Prairie in the 1970s for several years, but wanted more. I requested information from the local N-Track club and the local Live Steam club in Saratoga Springs, heard back from the live steam club first, and went for a visit. I was hooked! Since that time, my N scale interests have ground to a halt and I took up the construction of several 1/8 scale, 7.25 gauge, pieces of equipment. My mogul steam locomotive's tender is finished, I have a battery powered engine nearly operational, and a riding gondola that should be finished by next spring. After seeing their Gauge 1 track, I began building models to run there (as well as operate in my future garden railway). Because my indoor layouts were highly detailed to the point of burnout, I went a different route in Gauge 1 and began scratchbuilding 1:19 (16mm) models of British narrow gauge equipment. True, they probably would look better on Gauge 0 track (which would represent 2-foot gauge prototypes) but they look fine on the gauge 1 (which represents 3-foot gauge track). As we speak, I am already collecting plans to begin scratchbuilding a 1:13.7 scale model of a Maine two-foot gauge combine to run on Gauge 1 track. It will be huge!

My railroad interests don't just involve miniature trains. I am a minority shareholder in the Arcade & Attica Railroad in western New York, and have volunteered as a brakeman and conductor in the past. One of my greatest thrills was riding in the cab during one of our trips and working the horn for several crossings. Though we all sometimes dream about what it would be like to work for a real railroad, it is a lot of work and many times I am thankful that my models weigh a lot less, are much cleaner, and don't necessarily operate at strange hours of the day and night. At the same time, being involved with the only railroad in New York to operate both heritage diesel engines and a steam locomotive is a real thrill. One ride in the open gondola, your hair filled with coal cinders and your ears throbbing from being so close to the cylinders and exhaust, will stay with you for a long time!

I guess if I had to sum up my scribblings here in one sentence, it would be this: I am glad to have found such a welcoming organization that appears devoted to the promotion of the hobby of model railroading, and I hope that I can give back all that I plan to take!

Benjamin Maggi

Page 8 FORM 19

The Beer Line

By Richard J. Smith

<u>Great Train Extravaganza – Call for Help!</u>

Once again the Division is stepping up to help with this year's Albany train show. I am pleased with the turnout of volunteers that have contacted me so far. I would still like to see more new faces this year planting signs, selling tickets, stamping hands, and providing muscle on the ramps. If you haven't volunteered in the past, why not give it a try? Come on in, the water's fine. You will feel good about promoting our love of model railroading, and you will feel good about promoting our Division. Come early to help, but also see all the vender's wares before the public does. Of course, the show is free for you if you volunteer and the HBD will reimburse you for your parking on Saturday and/or Sunday. If you wish to help or have any questions, please contact me at (518-581-0535).

I am expecting this year's show to be at least as big as last year's show in terms of number of vendors and ticket sales. Given the state of our economy, I'll take it! Matching the success of last year will speak volumes about our Division and our character. I understand that spending 4+ hours planting signs and posting flyers or spending hours helping set up or tear down layouts is a huge time commitment for you in the name of our hobby. That is why each and every one of our volunteers represents a special kind of folk with an unparalleled love of the world's greatest hobby. I know I know ... I sound like a sappy cheerleader, but hey, that is part of my job as VP!

Right now my biggest gap is the show clinic arrangements. The Division is attempting to put on three clinics at the show this year. **We need your help!** First we need a clinic organizer. Secondly, we need clinicians. We have made arrangements to use a very nice room adjacent to the Egg for our clinics that is much better than the noisy Egg area. We believe conducting three different, approximately 30-45 minute clinics is very doable in the time frame of our show, but we need help in this area. Again, call Rich Smith (581-0535) if you're interested.

The Hudson Berkshire Division of the NMRA will have 5 exhibit tables at the show this year. Please contact Kevin Surman at (518-583-1383) or surmak@rpi.edu if you wish to staff the NMRA tables at the show. And as you have seen in this Form 19, the Division is providing you the use of two white elephant tables at the show to sell some of your unwanted models. This is a member benefit with no charge. Just fill out the sales forms and bring your stuff to sell. The forms are on our website (www.hudson-berkshire.org) or in this issue of the Form 19. If you want to help out at the white elephant tables, call Mike Rein at 456-2714.

Lastly I want to share a little story with you about a conversation I had with a vendor at the Greenberg show this last October. Always looking for new vendors, I was canvassing the Greenberg show to attract some new vendors to our show. I was talking with a Lionel toy train vendor who was modestly interested in coming and had December 5th open on his calendar. His wife approached a few minutes later and I showed her our flyer. Her eyes opened wide and she excitedly said to her husband, "that's the show I was telling you about!" They promptly took a vendor registration form I just happened to have with me. And so it goes ... we will bring this show back to its' former glory one vendor at a time. Talk it up!

Introducing the best deal in model railroading. Join the NMRA for 6 months for just \$9.95*!					
Sign me up! Fill out this form and include your payment. U.S.: Send \$9.95 (U.S.) to NMRA-Rail Pass Membership, 4121 Cromwell Road, Chattanooga, TN 37421-2119. Canada: Send \$9.95 (Cdn) to NMRA-Canadian Rail Pass Membership, 69 Schroder Cres., Guelph, ON NIE 7B4, Canada.	 Have easy access to one of the world's largest railroad librarieswhich includes over 100,000 prototype photos, 6,000 books, and over 50,000 modeling, prototype and historical society magazines Experience the fellowship and fun of getting modeling help and discussing the hobby with other members in your area 				
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Signature "Rail Pass offer is for new members and those who have not been NMRA members for two years or more. Individuals can join at Rail Pass rates only once membership renewal will be at the regular membership rate. Rail Pass members can artend convenions and participate in contests, but cannot vote or hold office and will not receive a New Member Pak.	Visit www.nmra.org to So much bang.				

Order Number 267 Page 9





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Hello Tony,

You asked for railfanning pictures from this summer so I have attached some. They were taken August 27, at the Arcade and Attica Railroad in Arcade, NY. Thanks for doing a great job with the Form 19 newsletter.

-Mark Sklar





FORM 19

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



First Class Mail

E-FORM 19 WEB-PAGE EXTRA



Railroad tracks.

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the US railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.



Why did the wagons have that particular odd wheel spacing?
Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.



So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.



Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

Bureaucracies live forever.

So the next time you are handed a specification/procedure/process and wonder 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)



Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah



The

engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.



So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important? Ancient horse's asses control almost everything.

FORM 19

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

Order Number 268

December 2010

HAPPY HOLIDAYS!!





www.hudson-berkshire.org

Page 2 FORM 19

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From the Mail-bag

Good afternoon Mr. Hoffman,

I just wanted to follow-up with a huge thank you to you and all of the folks who ran the Extravaganza. I brought my son and a friend of his, and their jaws both dropped when they saw the size of the event. My son just kept saying "This is awesome! This is awesome!"

We attended the talk with Conductor Dave, which was excellent. Very informative, but also friendly and accessible to children. And both boys were thrilled with their "make and take" box cars. The gentlemen running the clinic were extremely patient and helpful. The project was a bit more difficult than it seemed. Plus I think we were expecting the kits to be more of the "crafty" type kits that you usually get at kids make-your-own events (you know, thin wood or plastic that you color with markers), so the very excellent quality of the kits was a big and pleasant surprise. As soon as we got home the boys set up some HO track so they could use their new cars.

Again, a huge thank you to all involved. And a belated Happy Birthday to you.

Most Sincerely, Alyse P. Saratoga County

Welcome New Members!!

Paul Allen, George Lerrigo, Herbet Marsilio, Thomas Maule, Scott Pregont, Chris Rossbach, Scott Van Epps,

Latham
North Bennington, VT
Ravena
Sandisfield, MA
Mechanicville
Gloversville
Rensselaer

GTE-2010





The 2010 Great Train Extravaganza is in the books, with close to 4400 coming through the gate. IMMENSE thanks to all of you who volunteered your time to make this show a success!! Watch for the January Form 19 with reports from the Brass Hats.







Photos by Tony Bucca



Page 4 FORM 19

What I Did Last Summer

The

ONR's second largest yard after North Bay is at Englehart, a town named for Jacob Englehart one of the early chairmen of the **Temiskaming and** Northern Ontario Railway, the original name of the ONR. Jake Englehart was the **T&NO**'s version of the **CPR**'s W. C. Van Horn – an American who went north to Canada and built a railway.

Two sets of power headed up by SD75i's were idling at the Englehart engine terminal. Englehart yard receives and forwards big trains from and to North Bay. The yard here then re-classifies the cars and normally dispatches three northward freight trains daily to Cochrane, Timmins and Rouyn-Noranda, Quebec plus a local turn serving customers south of Englehart.

Cochrane is the third largest yard on the **ONR** and a terminal for its two passenger trains. The station lost its "union" status when **VIA** terminated its passenger train from Montreal at Senneterre, Quebec. When **CNR** abandoned its line east of Cochrane, the **ONR** took over the former **CNR** line west from Cochrane to Hearst which is the northern terminus of the **Algona Central** (now part of **CNR**).



Cochrane yard dispatches a freight westward on the former **CNR** line to Kapuskasing where it meets up with a train from Hearst before returning to Cochrane. The yard also dispatches a twiceweekly freight to Moosonee on James Bay which is Ontario's only salt water port. A regular pair of freights operates between Cochrane and Englehart. The "Polar Bear Express" (PBX) is now a year 'round six days a week passenger train. The PBX also carries "chain" cars – flat cars modified to carry motor vehicles – and express cars.

GP9 No. 1601 was assigned to the Cochrane yard job when we visited.



By Dave Hoadley



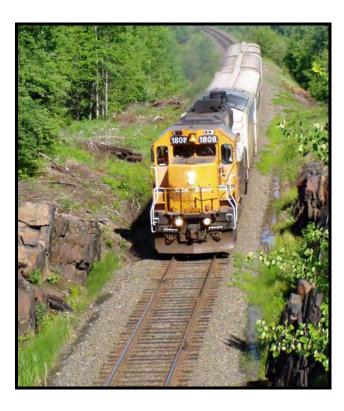


Here we see **ONR** train 313 departing Cochrane for Kapuskasing. GP40-2 No. 2201 has 35 cars in tow and local fans may remember her as B&M No 300. Hopefully business will pick up and this turn will return to a six day a week schedule.

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Train 313 was followed shortly by a work extra distributing new cross ties for the M of W Dept



Our return journey allowed one more picture stop for a southbound "Northlander" south of Swastika



The big railroad in Smiths Falls is the **CPR** and the yard engine was working the west end of the yard.

The Royal Mail Ship Segwun operates out of Gravenhurst, Ontario which is a stop for the **ONR** "Northlanders." The Segwun is the last coal fired steamship operating in Canada, probably in North America. We were fortunate to be on the first luncheon cruise of the season. A really great experience as we were able to visit the pilot house and see the workings of a real steam boat. The homeward leg of the journey included a stop

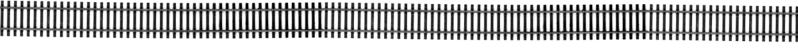
The homeward leg of the journey included a stop in Smiths Falls, which is home to the Eastern Ontario Railway Museum. Although not yet open for the season, it was possible to view some of the equipment collection from the street.





Northern Ontario is not without steam.. Real coal fired steam!

Canada is still an interesting place to observe railroading. The territory along the **Ontario Northland** provides interesting places to visit between trains and those interested in the mining and timber industries especially will find many sites to explore. There are industrial tours during the summer months, a "habitat" for Polar Bears that cannot be returned to the wild, a bookstore that would take days to fully explore and local and mining museums for those so inclined. And the "Polar Bear Express" will take you to a place you cannot reach by highway.



Page 6 FORM 19

Scribblings By Ben Maggi

Too many Irons in the Firebox

I am not sure what causes it but I have a hard time sticking to one subject for any length of time. Perhaps it is because there are so many different aspects to the hobby or maybe it is to avoid burnout in one area, I tend to drift between different modeling subjects and scales during the course of the year. Does this sound familiar? Are you one of us "rubber scale" modelers who cannot pick a specific scale, prototype, and era and stick with it? Then raise your hand and join the rest of us!

I started off with an HO scale layout when I was younger and modeled Conrail, which was the railroad that ran through my hometown of Rochester. However, when the late-1990s rolled around and it was split between CSX and Norfolk Southern I was crushed and looked for a different prototype to model. Falling back upon the Burlington Northern, which I always liked for its colorful paint scheme and initials that were similar to mine, I began in earnest to research it for a layout I was planning. Settling on the Camas Prairie in Idaho in the late 1970s so I could run high-hood Geeps and F-units with lots of mixes trains filled with lumber, boxcars, and tank cars, it seemed the perfect prototype. A move to Albany forced me to switch scales even smaller to N and I realized I could model a lot more in the same space. Thus, my N scale Camas Prairie layout was born.

Wishing to get out and meet more modelers, I wrote letters to the local N-Trak and Live Steam clubs in the area. When the Adirondack Live Steamers responded first I drove up there to meet them and see what they had to offer. As it turns out, an awful lot. Memories of visiting the Finger Lakes Live Steamers track as a child came back to me and I quickly joined. I discovered that the 1/8 scale trains were more enticing than my N scale ones and my layout languished.

At the same time, my wife began to become interested in G-scale trains and since ALS had a live steam track I began to investigate. I have always wanted a garden railroad and I saw no reason to not start collecting rolling stock now. First, I began modeling accurate 1:29 scale models of my favorite short line, the Arcade and Attica Railroad. Then, when the joys of being able to see every bolt and nut turned to the headache of researching it all, I decided to switch gears and model British narrow gauge trains. There is something quaint about them, and since they are much smaller then American prototype equipment I could get two boxcars (or "wagons") in the space of one regular boxcar. About a freight car and passenger cars later, I am looking for my next challenge.

Along the way, I started construction of an Gene Allen-designed 7.25" gauge mogul. I focused on the tender first to help me develop me skills of metal working, machine shop techniques, and to make sure it would get done. Usually, once the engine is finished the builders are too anxious to get out on the track that the tender doesn't get done! I also am working on a riding car to allow my wife to join me on my trips and a battery-powered Davenport diesel engine to use until my steamer is done.

I have since come back to HO scale and found the D&H to be an amazing prototype to model, and am focusing on building a layout modeling the portion of the line from Kenwood Yard to Mechanicville in the late 1970s. The Sterzing-era is just too compelling, if not screaming out loud, to be modeled with its Baldwin Sharks, colorful passenger trains, diverse rosters of long running Alcos. Without room for a layout, I have begun building and weathering kits to store for the future layout. Add to that the research involved... including photographing every structure that is still trackside in North Albany and Menands! The recent fire at the Central Warehouse building drove home the urgency of this task

Then there was the time I was sitting at our live steam club's Gauge 1 track and noticed how everyone else's trains seemed to be bigger then mine. Mine were nominally 1:19 scale and theirs were 1:20.3, but because the prototypes were different (D&RGW mikados are huge compared to two-axle freight cars) I started to wish for something bigger. I had been collecting *Garden Railway* magazine's pull out plans for awhile and noticed some for passenger cars based off of Maine two-foot gauge prototypes. These plans were scaled to 1:20 but I decided to enlarge them to be proper 1:13.7 models (2 foot gauge cars on Gauge 1 track). They were enormous... nearly three feet long! Since that time, I have been researching a few models and will begin this winter on trucks for a combination car run in Maine.

I have plenty of projects to last me for years, and yet there are still so many more I want to try. Maybe it is because I am always looking for a new challenge, or want to try out a different technique or modeling medium. Reading lots of modeling magazines which feature dozens of layouts in various scales certainly doesn't help. Of course, the best part of this hobby is that there are no wrong answers. Most of my projects will never get done, and of the ones that get started many will sit around for years until the inspiration to work on them returns to me. Still, there are worse problems to have then too many fun things to do!

Thanks to Ben Maggi for his Scribblings... There are more to come in future editions of the *Form 19*. If Ben runs out of projects, he can look on the next page for some ideas—I'm sure his wife won't mind...

Order Number 268 Page 2

Railroad Equipment For Sale

The Utica & Mohawk Valley Chapter, National Railway Historical Society anticipates immediate disposition of three items of historic rolling stock, now on outdoor display at the Children's Museum of History, Science & Technology, 311 Main Street, Utica, NY (next door west of Utica Union Station).

All are on panel track, not connected to active track, but adjacent to city streets and within 300 feet of a New York, Susquehanna & Western, a connection to CSX, and (across CSX) the Mohawk, Adirondack & Northern Railroads. The locomotive and diner share one panel truck; the caboose is on a second.

The U&MV Chapter will consider donating pieces to responsible non-profit organizations. Bids from private individuals or for-profit businesses are also welcome, but they should not anticipate donations of equipment. New owners will be responsible for removing the equipment as soon as possible, at their own expense.

1) ALCO RSC-2 (A1A-A1A) diesel road switcher, built in 1952 for Seaboard Air Line. Later Seaboard Coast Line, Florida Power & Light, Adirondack Railway (1979-80), and New York, Susquehanna & Western (for parts). CONDITION: Not operable: traction motors and numerous engine parts removed by previous owner. Painted Adirondack Railway forest green and gold in Dupont Imron.

2) Budd stainless steel dining car, built in 1937 as Atchison , Topeka & Santa Fe 1479. In Amtrak service 1971-early '80s.

CONDITION: 73-year old body testifies to durability of Budd's patented "Shot-Weld" construction, but needs many fogged windows replaced. One truck and one draft gear not roadworthy. Small gas hot-air furnace installed and 110-volt entrance installed for museum display.

3) Pennsylvania Railroad steel cabin car (caboose) 477594, model N5e built at Altoona Shops in 1929. Said to be one-of-a-kind. Penn Central and Conrail until retired in mid-a980s.

CONDITION: Carbon steel body generally sound but needs body work, window work, and interior restoration. Painted and lettered PRR. No modern utilities installed.

SERIOUS INQUIRIES ONLY PLEASE, TO: Utica & Mohawk Valley Chapter, NRHS P.O. Box 257, Whitesboro, NY 13492

NOTE to recipients in the rail preservation, rail museum, railfan, railroad, tourist railroad, dinner train, and private car communities: Please fell free to forward this notice to as many of your contacts as you think appropriate, and ask them to do likewise. We need to find good homes for these items as soon as reasonably possible.



Finding Schuyler Junction Switch

By Bob Hayner

While scanning B&W photos this summer I came across several prints marked "Saratoga and Schuylerville Fan Trip Oct. 12, 1947". The signs on the 2-6-0 and caboose read "Capital District Railroad Club" which reminded me of a great 1960's fan trip they ran that included open gondolas on the old West Shore and a mainline cab ride from Utica to Albany. After successfully scanning the photos I saved them in a photo file marked "Old Railroad Photos".





This fall my wife and I decided to walk a few Saratoga County nature trails listed on the Web. In October we found ourselves walking on a roadbed of rotted ties on the 'Bog Meadow Brook' trail. This trail is located north of Saratoga Lake between Saratoga and Schuylerville running in a north/south direction. Could this possibly the old Saratoga and Schuylerville Railroad? I did a little research on Google and found that the trail was in fact built on the old S & S roadbed.

A brief history of the S & S: In 1881 a 26 mile branch line was built north from Mechanicsville to Saratoga and Schuylerville. The B&M sold the line to the S&S in 1946 which lasted until 1956. The tracks ran north on the east side of Saratoga Lake crossing Mill Creek next to the NY 9P bridge. From there it continued north into the woods between Meadowbrook Road and NY 29 where it split at 'Schuyler Junction' to run east/west to Saratoga and Schuylerville. It appears on maps and timetables that 'Schuyler Junction' was not much more that a switch in the woods. I wondered if the location of the junction switch could be found.



In November we returned to look for the switch location. Parking at the 'Bog Meadow Brook' trail parking area near the east end of Meadowbrook Road we walked about a mile on rotted ties and over a foot bridge that may be built on the old track pilings. Just past the bridge we found signs that a track joined the roadbed from the east. Fifty four years and grading for the trail in 1993 made this difficult. One photo looking northwest towards Saratoga shows what appears to be where a graded roadbed diverged to the right. The other photo shows the stub end of an old telegraph pole indicating that the pole line on the west side of the roadbed split off to run east towards Schuylerville.



Order Number 268



in contests, but cannot vote or hold office and will not receive a New Member Pak



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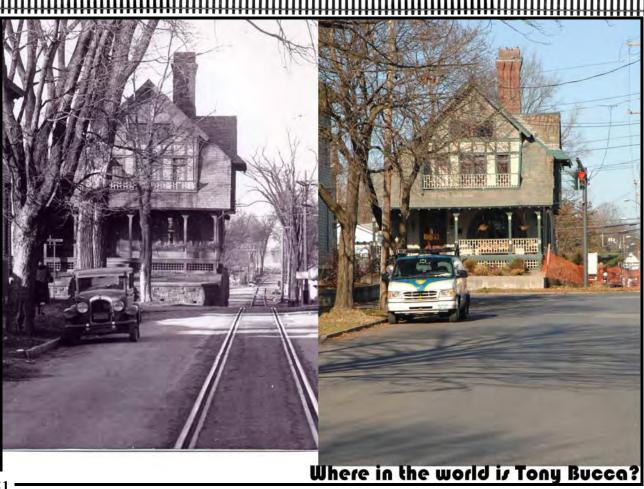
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see what you're missing!



FORM 19

Tony Bucca-Editor 13 Lanie Drive Greenfield Ctr. N.Y. 12833



First Class Mail

E-FORM 19 WEB-PAGE EXTRA

I'd bet a dollar to a dog biscuit that you haven't seen a group of Photos like these.

When I was a 16 year of kid (1943) I worked on the MKT railroad one summer out of Parsons, Kansas with a group of my high school buddies from Caney, Kansas. I was finally promoted to "timekeeper" on the work gang and so got to run up and down the track checking on different gangs. I had an older model car rather than a snazzy one like some of these.

You had to know the schedules of passenger and freight trains so you could "set off" on a siding at the appropriate time, otherwise you were in danger of getting smacked.



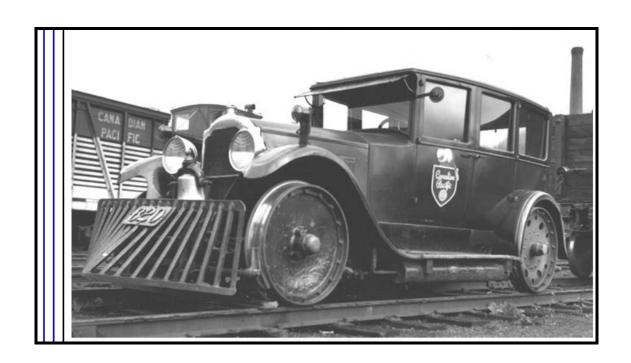


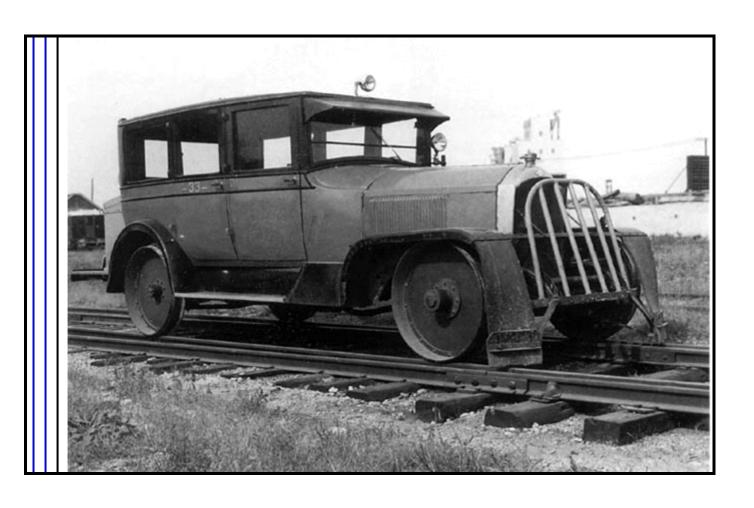




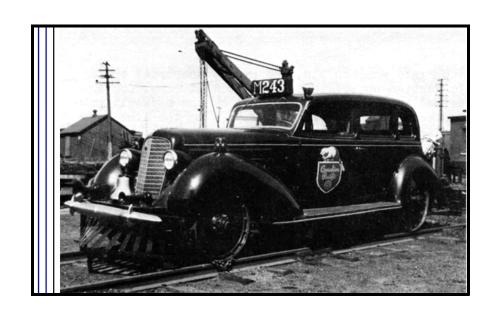










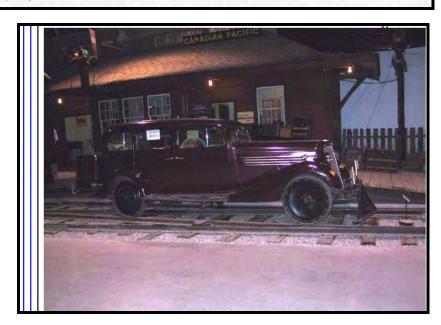


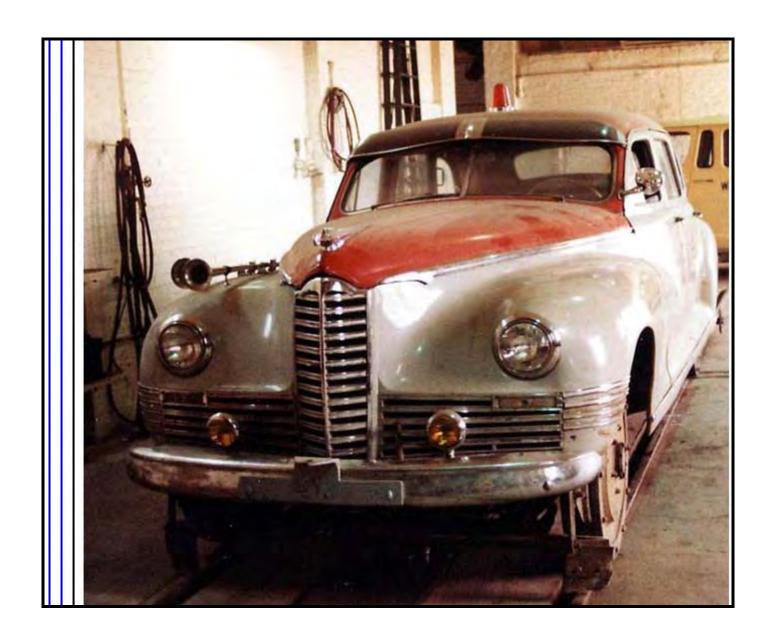
Looking Down – and Back

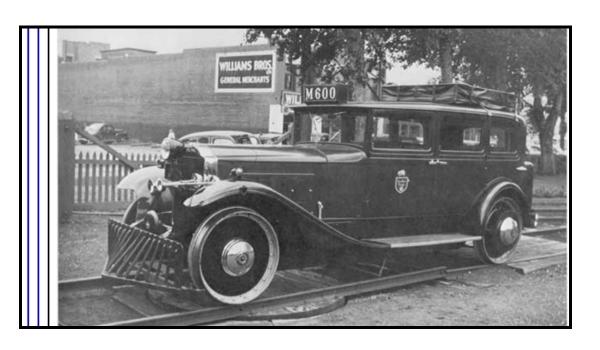
LOOKING down 314 feet from the top of the Company's high level bridge west of the city of Lethbridge is Mrs. G. S. Thorvaldson of Winnipeg, wife of the president of the Canadian Chamber of Commerce and daughter of the late J. E. Schweitzer, who designed and supervised the building of the bridge in 1908 and 1909.

With her is Superintendent K. R. Perry of the Lethbridge division. Mrs. Thorvaldson, who accompanied her husband recently on his current tour of western Canadian Chambers, saw the bridge for the first time when in Lethbridge. Her father also designed the famous Spiral Tunnels at Field, B.C., and supervised both projects. He was assistant chief engineer at Winnipeg when he designed the projects and Mrs. Thorvaldson recalls having watched him work on the plans. He moved to Montreal in 1911 as chief engineer for the CPR and died a short time later.

The bridge is 5,327 feet long and 314 feet high at its highest point. It consists of 33 steel towers and the whole project weighs 12,500 tons. The structure, famous to tourists, was built at a cost of \$1,500,000.



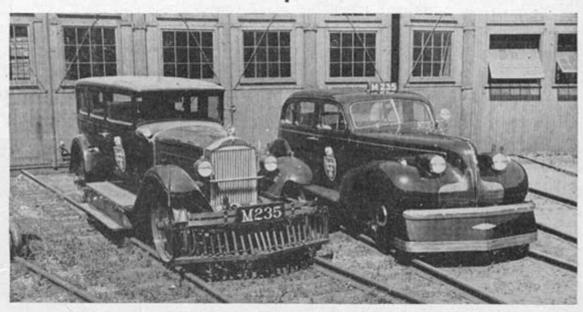








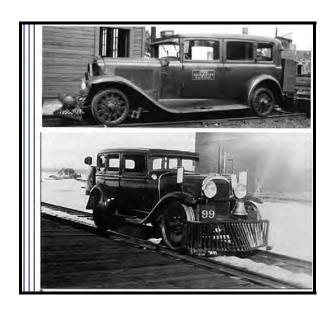
Track Inspection Car

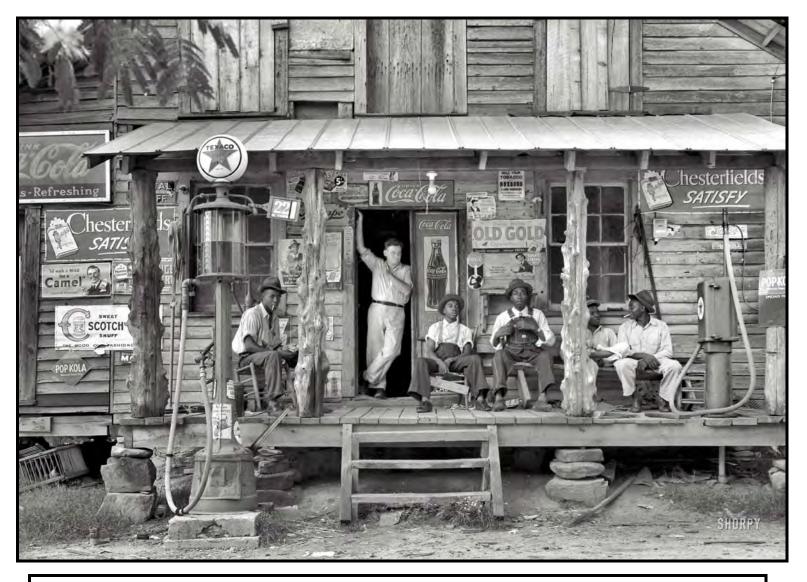


A new track motor inspection car (above right) has been designed for the Company's Ontario district to take the place of the former car used on the district (left), a modified 1929 Packard. The new car, a completely remodelled 1939 Buick, appears in this picture as being almost the same as any other 1939 Buick. But it isn't! In the first place the old drive was removed and a Ford truck rear axle replaced it.

In addition an entirely new suspension was installed. While no "hot-rod," the car will do an honest 72 miles-per-hour on the rails — that is it will if anyone wants to drive it that fast. The brake is still situated on the floor where you'd expect it to be, but it now controls an air compressor system for stopping the car. The steering wheel is the emergency or parking brake. To set it, just give a good twist in an anti-clockwise direction. For safety purposes an air horn and diesel locomotive bell were installed, but you can still sound the regular auto horn if you want.

All the standard running lights were applied to the car as well. In addition, tool boxes were fixed to the car, new instruments installed, flagging kits mounted on the rear fenders, a portable turn-table fixed onto the underside of the car, and the rear trunk outfitted with brackets to hold signal lanterns and a portable telephone set. Complete, the car without passengers weighs a little over four tons. The design changes and alterations were made under the supervision of O. R. Barefoot, superintendent of motive power, and the work was carried out at the Company's West Toronto Locomotive Shops, under general foreman Charlie Clarke.





Some of you have already found this website. Listed by Time Magazine as the 15th most interesting blogs, shorpy.com in a collection of hi-rez photos from the civil war, up to the 1950's. You can blow up the pics to large scale. If you log on to the site, you can add your own comments. These are very useful in identifying places or things in the shot. The one shown above is one of my favorites. I can see myself scratch-building this general store, with it's cobblestone piers and rough hewn pillars. This shot was from 1939, in Gordonton, North Carolina.



Featured on this site is a number of black & white photos that have been hand-colored(digitally,of course), and the effect is quite stunning. Check out the rooster...

I've started from the last "page," and have been working my way backwards through the site.

Country Store 2010

Submitted by coleimage on Tue, 03/16/2010 - 7:06pm.

My wife and I found the building and took theses pics. http://www.panoramio.com/user/1811082/tags/Gordonton

Born the same year as the creation of this image, the current owner is the nephew of the man in the doorway. The store stopped operating in the mid forties whereupon it was used as a tobacco curing barn.

It would be terrific if this structure could be preserved.



www.shorpy.com



Could this be Shay #1?

One program I've found as a free download is called FastStone Capture. It enables you to capture any part of your screen and save it where you want. This includes a scroll-feature that saves the whole length page. You can also "capture" a freehand section, or an active window. It makes it very easy to capture a picture complete with it's caption to save. If you download it, look for the help page to download along with it. The price is right...FREE!!

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