

FORM 19

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

January 2011

Order Number 269



HUDSON

NMRA — NER



BERKSHIRE

The Rutland's Ogdensburg & Champlain Branch by Andy Clermont



www.hudson-berkshire.org



FORM 19

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

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

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98 Railroad Avenue
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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*

World-class train display planned for Pottersville

POTTERSVILLE- A world-class, million-dollar exhibit of model trains complete with lavish layouts is planned for development in Pottersville, and area officials say may have a significant impact on tourism in northern Warren County.

"Railroads on Parade," a project of the internationally acclaimed set designer (and Hudson-Berkshire member-*ed*) Clarke Dunham, is on its way to become a reality in Pottersville, Dunham said.

Well known as the creator of train exhibits across the country, Dunham is acquiring the former Great Northern Auto Parts outlet in Pottersville, and he plans to set up four major, intricate model train displays that feature detailed, realistic, lighted model cityscapes and automated operation of dozens of trains.

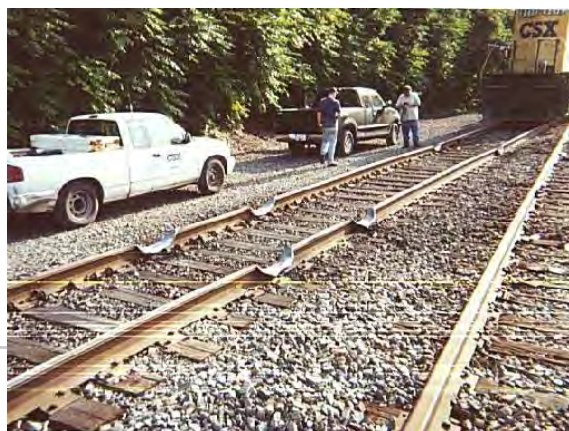
Dunham is the creator of the famed Citicorp train display in New York City as well as extensive model train layouts in Cincinnati, Chicago, Omaha, and Williamsburg, Va. that have been viewed by more than 5 million people. The Cincinnati display is a national attraction that exceeds 7000 square feet.

Dunham said he will be formally acquiring the Great Northern in January, and the target date for opening the train museum will be July 1. He now has a lease agreement in place for the property.

Dunham's plans call for the front of the existing Pottersville building and it's interior front lobby to be fashioned after a Victorian train station. The lobby is to include a retail shop featuring train memorabilia, model railroad kits, and souvenirs including engineer's hats as well as Adirondack-themed items.

Dunham said Railroads on Parade would dovetail well with Iowa Pacific's recent proposal to ramp-up the Warren County's railroad into a full operation with dome cars, ski trains, and tourist excursions. Dunham already has a modest train diorama set up in the railway's terminal, the Depot Museum in North Creek.

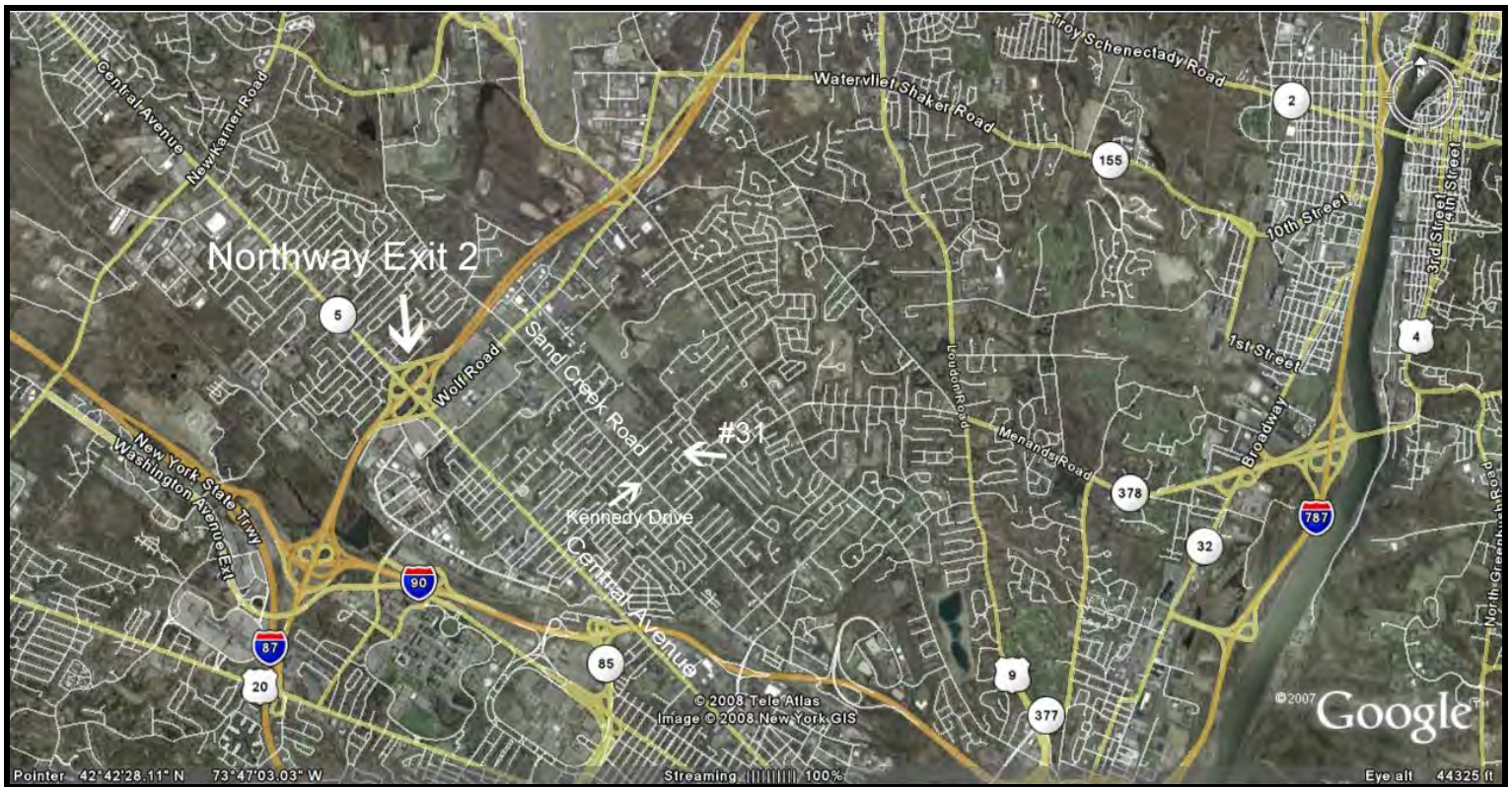
By Thom Randall in the November 20, 2010 issue of Adirondack Journal



Flat-spots

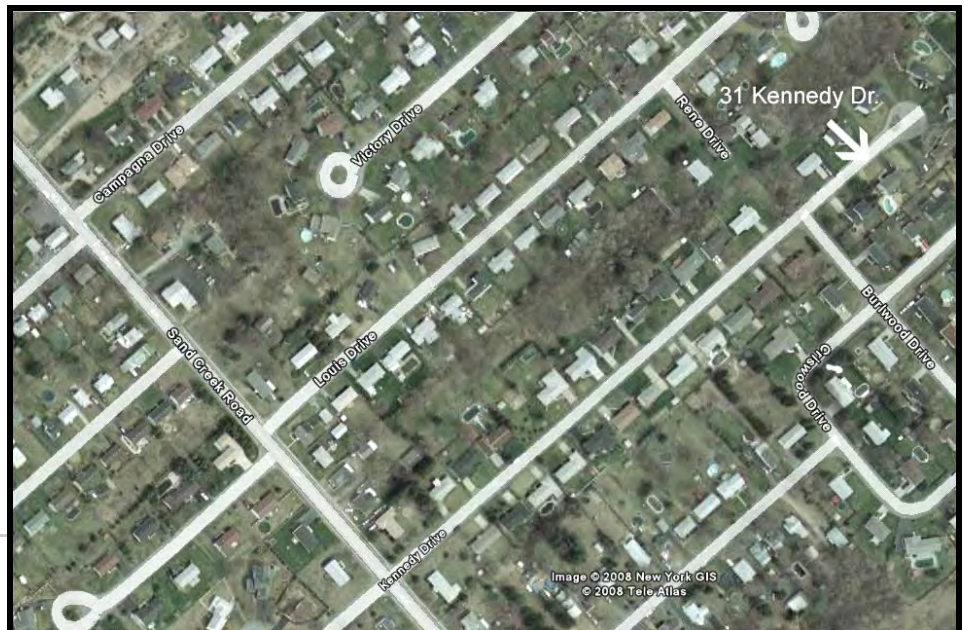


Andy Clermont's Ogdensburg & Lake Champlain on the Rutland



January 22nd
Saturday

Please note revised time
7:00 to 10:00
31 Kennedy Drive,
Albany NY
518 435-0942
We will be doing
our raffle too.





The Ready Line

By Paul Hoffman

Happy New Year everyone!!! Welcome to 2011.

Typically I lead off the start of the New Year with a review of the old. Rather than stick to formula I'm going to mix it up a bit...

Rich Smith is working hard to bring you some exciting events for 2011, starting with a visit to Andy Clermont's spectacular Ogdensburg & Lake Champlain Branch of the Rutland. February will have us back at the AYCO building in Albany for a clinic night and March will find us at a new layout, member Bill Collins' UP themed pike. Watch this space with more details to follow. The Board is also working hard to make this year's grand finale event something memorable. Not to end there, we are also working to bring in a nationally known speaker for a clinic/presentation at the Saratoga train station, still can't reveal the name, but this one is just about "in the bag".

Hmmm. Should I review 2010? Naw, it was a great year and we had a lot of fun! I'll leave it to your memories, hopefully better than mine. Speaking of fun, I thought I'd share a couple of photos of something I found while searching the ends of the internet. I think I have finally reached the end of the darn thing...

I'm going to make a little contest of this, the first one to correctly identify the picture AND the year will get an item from our raffle cache. Send your entries to trains@hudson-berkshire.org or our PO box. I'll announce the winner in next month's Form 19.

Division news and some announcements:

- Membership drive:** In 2011 we will be focusing our efforts on member recruitment and retention. The National is reaching out to the Division and those positive changes I spoke of earlier are starting to come about. So let's have any and all ideas on how to encourage new members to join our great Division and help keep our current members active and engaged.
- The Division table at the Boy Scout Pow Wow** We will again have a table at this year's Boy Scout Pow Wow at Siena College in March. This event is great for helping us keep in contact with area scouting leaders. It is also a great recruiting tool.
- The Great Train Extravaganza** was a big success this past December. **THANK YOU** to all who volunteered!!! Members from Glens Falls to Hunter and everywhere in between volunteered their time and talents to help make the show successful. See Rich's summary in this issue. A special thanks to Rich Smith, Kevin Surman, Mike Rein, Doug Dederick, Dave Gould and Irwin Nathanson. These guys really went above and beyond.
- Toys-for-Tots:** Thank you to all who have donated, your generosity is truly amazing!! We donated 120 sets to the local Marines; unfortunately, they did not make the Christmas train. I have spoken with Gunnery Sargent Roman, local coordinator for the TFT drive, and he assures me that the sets were given out to needy families in the area. He also apologized for not getting the sets to the train on time. Due to our much better financial picture, the Division will be purchasing the sets earlier in anticipation of your donations. This way we will insure that the Marines have the sets with plenty of time to get them to the Christmas train.
- 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.



The Beer Line

By Richard Smith

Great Train Extravaganza (GTE) 2010 Executive Summary

Once again the GTE was a success drawing in 3112 paying adults and 1350 children under 12 years old! The show's net profit was \$9,837.22, which means the Hudson Berkshire Division share of \$4,918.61 will have been deposited to our treasury by the time this Form 19 goes to print. Vendor table sales, ticket sales, and 10% of the Roaming Railroad (Thomas train) gate gave us a total income of \$21,530.00. Total expenses of \$11,692.78 included convention center and meeting room 7 rents, rental of tables and chairs, Office of General Services (OGS) supervision and labor, security, printing, postage, office supplies, coffee coupons, lawn signs, print and web advertising. The \$1,558 increase this year in total income due to higher ticket sales, more table rentals, and the Roaming Railroad were more than offset by higher OGS costs, the addition of meeting room 7 (for clinics) and the fact we did not get the World's Greatest Hobby donation of \$750 towards advertising this year. This resulted in \$303 less profit than last year.

We have demonstrated that 2009 was not a fluke by bringing in 172 more paying adults and 150 more children in 2010. Given this tenuous recession, I am personally very pleased. We also brought in 21 more dealer tables (a 12 percent increase) and two new model railroad displays. Lastly the Thomas train ride was a hit with the crowds and added a nice new bit of fun to the show. It will be back next year.

One of our HBD members put it nicely when he said there is something special about two very different organizations like the Upstate Train Associates (UTA) and the HBD working together to make this show a success. Do we on the HBD Board always agree with UTA officers during the planning and execution of the show? Certainly not always. But we manage to work out our differences and work together and put on a pretty good show. We are currently 50-50 partners with the UTA in terms of sharing net profits. We provide more volunteers than the UTA, but the UTA pays all costs up front. For now this arrangement is working out nicely and we thank the UTA for having put on this show for so many years (over 40!) and helping us learn to run this show today.

And that brings me to our HBD volunteers. Once again the HBD came through with 41 volunteers, almost ¼ of the Division, which is significant participation for any organization. There were also many new faces lending a hand this year, and I sincerely hope a fun time was had by all. I wish to give a special thanks to Kevin Surman for running the NMRA table, Mike Rein for running the HBD White Elephant table, and Irwin Nathanson for his advertising prowess. Finally, hats off to Mike Romanowski and the Upstate Model Railroaders (UMR) organization for their help.

2010 Great Train Extravaganza Volunteers in Alphabetical Order:

Vince Amoia, John Bemis, Jeff Brzezinski, Tony Bucca, Carl Butler, John Carpenter, Jim Cesar, Jack Cutler, Dick Davis, Doug Dederick, John Doty, Jeff English, Thomas Flynn, Bob Gatlin, Dave Gould, Chuck Haley, Paul Hoffman, Herb Insley, Joe Kavanagh, Lynne Lewis, Ben Maggi, John McBride, Bill McChesney, Ken Nelson, Ernie Netz, Charles Nygard, Jim O'Hare, Glen Olf, Mike Phelan, Burt Pflagl, Tom Plesnarski, Kevin Surman, Greg Whittle, Eric Denny, Bob Mohowski, Mike Rein, Vic Roman, Mike Romanowski, Ed Skowronek, Richard Smith, Samuel Smith, Paul Werschler

Welcome New Members!!

Peter Jones,
David Miller,

Altamont
Johnstown

"Those members looking for the Unifroth 0154 from Vic Roman's clinic, please see Paul Hoffman at the next meeting"



Scribblings & Sprues

By Ben Maggi

Run 8 to Square One

Take my Gauge 1 trains, for instance. It started off innocently enough when I walked into a large hobby shop in Rochester- Ridge Road Trains- with my wife. I was just bringing her to see the trains and the crafts store attached to the building, but she really took to the larger models. Many had sound and lots of lights, were painted in bright colors, and they were strong enough to go in a garden. Unlike many of my other hobbies and interests, garden railroading could be something that we both shared together. I don't really like spending time outdoors getting dirty and wet, but my wife loves to plant flowers and dig weeds and other garden maintenance. Thus, from that moment in the store I almost felt as if she were giving her approval to begin modeling in large scale. Of course, we train buffs will interpret almost anything the way we want if it lets us get more "toys" and in reality all she did was smile and say she liked the sound effects that had. Too late! I ordered a used LGB engine online and began planning how to convert it into a British-looking tank engine.

Fast forward several years later and I had two full trains of British style cars with several engines either completed or near that (notice I never said all finished!) and I was beginning to wish my models were larger. I built them to the scale of 1:19 but the American narrow-gauge guys at our live steam club were hauling large trains with their live steam D&RGW mikados and consolidations. The standard-gauge groups had their cab-forwards and pacifics and all at once my little tank engines seemed, well, little.

For years I had been getting *Garden Railways* magazine and with each issue was a plan drawn up by Ted Stilson of Northeast Narrow Gauge. These plans were not contest-winning models but instead were made to be simple to build, easy to add details to, rugged enough to survive outdoors in a garden, and inexpensive. Two of the plans were for Maine two-foot gauge prototypes that ran on the Wiscasset, Waterville & Farmington Railroad. Though the plans were scaled to 1:20 scale, they could be enlarged to 1:13.7 scale. I blew them up and took some measurements and realized that the cars would turn out over 3 feet long. A day spent researching the WW&F turned up more useful information, and this is where the problems began. I decided that if I was going to spend all the time and money to build a coach in this scale I should detail it up as much as possible. To do that, I questioned the accuracy of the plans I had and began looking for more accurate ones.

I had put a lot of time into the project so far when I realized I was leaving my initial goal of building some quick passenger coaches using these plans. Instead, it had evolved into building museum-piece models that would be so large as to make them tough to transport, not to mention that no garden railway could probably have enough clearance for them to run! I decided that modeling these prototypes in 1:13.7 scale was out of the question.





Not to be put off, I changed plans and decided to build some coaches in 1:20 scale. This would model 3-foot gauge prototypes on Gauge 1 track, and they would still be plenty large enough. After first considering some generic models, I chose the nearby EBT to serve as a prototype. I researched many of their coaches, their railroad history, and figured out just what I wanted to model. I planned a trip to the area to see them first-hand, and talked to several other prominent EBT modelers. I nearly ordered the supplies when a thought hit me: once again, I was taking the "simple passenger coaches" plan too far. If I really wanted to build detailed models, I had a different prototype already selected (a local NY tourist railroad) to build them for. So, I shelved the project. Again.

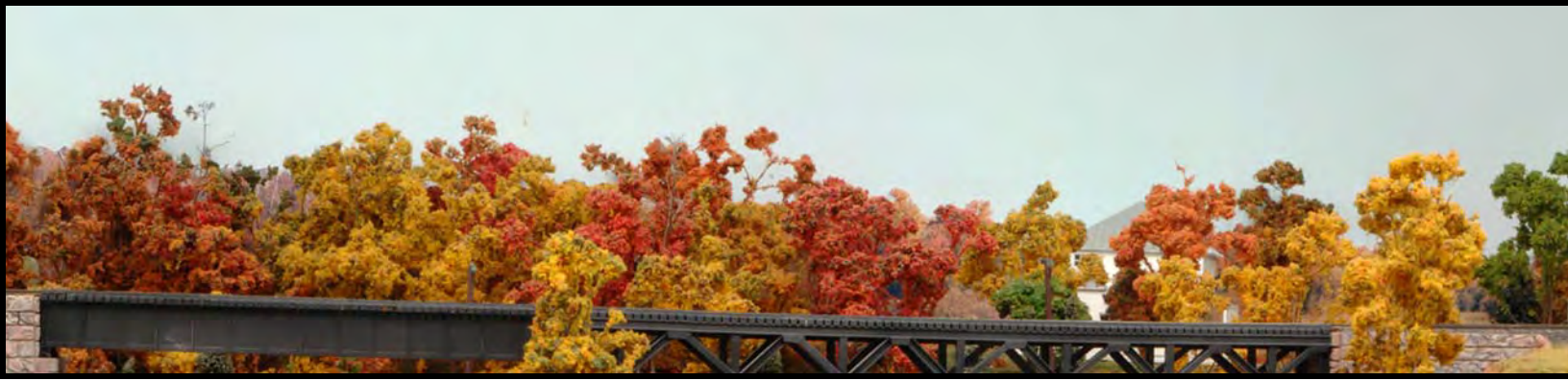
Fast forward one year, and while moving some folders around I came across the *GR* plans again. After thinking for awhile, I decided to build models of the WW&F combine "*Taconnet*" shown on one of the plans. I researched it even more, purchased back issues of all articles in any magazine that featured it (thanks to the MR online index searches I saved before it went down!) and here I stand today ready to begin the project. When I blew the plans up to size and showed my wife I expected her to condemn the project. Instead, all she said was "won't it be larger than that?" And that was her mistake, because to me that means "go ahead honey, that sounds like a good project." Selective hearing and interpretation strikes again!

I will first work on the trucks, figuring that they are good starting points. If I get overwhelmed I can stop without having spent a lot of money on the project. And, I can use them to see how well the cars will run at the club by substituting a board for the completed car and pushing the assembly around the track. Plus, even if I never get farther then the trucks they will still be massive and cool. Which I suppose was my objective all along. In one year I will look back at my progress and there is a good chance that nothing will have been accomplished. After all, I am one year into the project and haven't done anything else besides compile research.

I'm not alone, right? There are others who get so involved with a project that it grinds to a halt. Extensive research prolongs starting the project until it becomes too late to begin it. Sometimes, the fear of the unknown piece of information causes us to stop in our tracks. Perhaps it is because we are afraid of failure, or concerned that our model won't be good enough, or maybe even we just can't make up our mind what we want. To those of you out there I would say get moving on something. Anything! It doesn't have to be big, but any progress is better then no progress. While I can look back and laugh at my lack of progress on this project over the past year, I would rather have some coaches to pull at the track. Even if I had built them and then realized they weren't what I wanted, I would have something. And something is always better than nothing.

My thinking on Scribblings and Sprues is thus: scribblings are random notes that are quickly recorded. Sprues is more metaphorical: they are the scraps from kits that are usually thrown away, but the wise modeler saves them because they prove useful in the most unexpected ways (pipes, junctions, supports, etc.) Or, readers can take my thoughts and just throw them away!

Ben Maggi



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. Each is available for NMRA members to borrow for the cost of processing and postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.

Then, get that popcorn ready.



We make it even more fun.

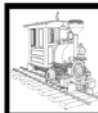
www.nmra.org



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Mohawk Valley Railroad Co.

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Since 1975

RESTAURANT REVIEW

What this town needs is a good railroad themed restaurant! Probably a thought we all have had at one time or another. Before "Starbucks" we could snack in the Spa City and watch the G-scale trains run around overhead and then there was the "hall of fame" at the former lodging establishment in Schenectady. What is there now?

If you have not discovered it yet there is **State Street Station 1579**, a nice but not too fancy establishment located at, believe it or not, 1579 State Street in the Electric City.

The **Station** is open for breakfast and lunch 06:00 to 15:00 Hrs. "daily except Monday" (looks like a footnote on a railroad timetable). Although on Wednesday which is Polish night they stay open until 19:00 Hrs. The **Station** is more diner than haughty epicurean eatery – not the place to impress a first date unless he/she likes Polish food and it is a Wednesday. We tried the **Station** for lunch and found the food good and the service friendly. I certainly cannot complain about my box car, a.k.a. Ruben Sandwich.

The walls are adorned with railroad pictures. Many of them local and there are more interesting photos beneath the glass on the lunch counter. If you ask nicely, they will operate the Lionel train that circles high above the dining room.

This is a good place to stop before a day of railfanning or for lunch with friends. The 'phone number is 382-8383 but I don't think they take reservations.

Dave Hoadley



NEXT GATHERING:
ANDY CLERMONT's
Rutland's Ogdensburg
&
Lake Champlain Branch
Saturday, January 22nd
7:00 to 10:00

FORM 19

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photony@att.net



First Class Mail

Where in the world is Tony Bucca?

E-FORM 19

WEB-PAGE EXTRA

Requiem for a layout

After fifteen years of building a layout, life changed dramatically for me when Vera, my wife of 56 years, passed away. I continued to work with my train buddies, Hank Donnelly, Hal Roeth and Chuck Nygard, for another year and a half, but it was clear that I could no longer maintain the level of attention needed for the layout and my other obligations.

I sold my home and I do not have the space to accommodate the layout I had. I am still enjoying membership in outside clubs and working on kits from time to time. My intent is to continue with this wonderful hobby which has brought me great pleasure and treasured friendships.



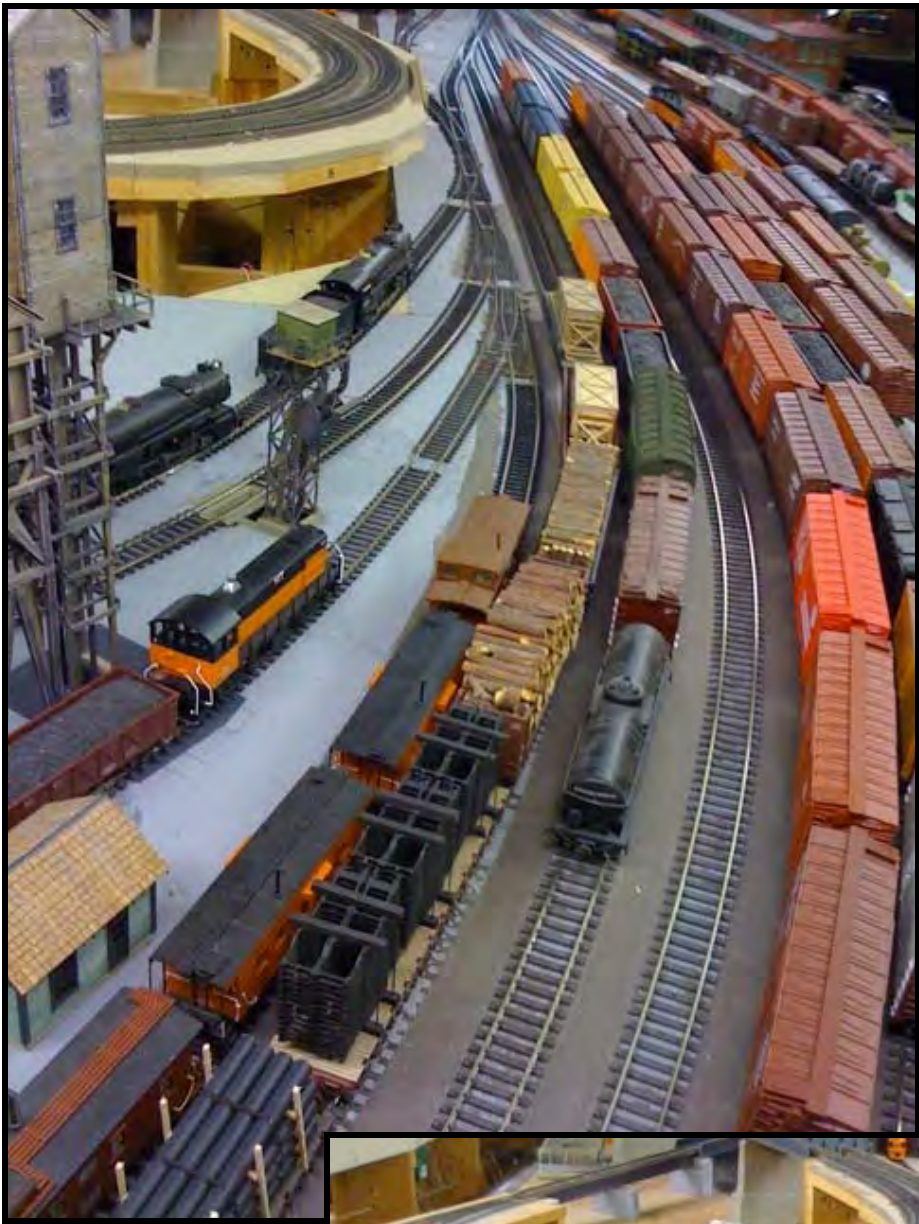
By Hudson-Berkshire member
Marvin Kahn













Looks like Marvin had quite a jump on a rail empire. I can't help but notice the sentiments he brings up about the friendships he's made through this hobby...a reoccurring theme that rings true for all of us.

Send along some pics of your layout...we'll post them in future issues of the Form 19.

For all you Santa Fe guys....

Santa Fe #3751 to Attend Train Festival 2011 July 2011, Rock Island, Il will host America's Largest Celebration of Railroading in 2011. It is only fitting that one of the largest operating steam locomotives in the world is scheduled to attend Train Festival 2011. The 425 ton steel monster, Santa Fe steam locomotive no. 3751, is planning to make the nearly 5000 mile round trip from Los Angeles to Rock Island, Il. Train Festival 2011 organizers in partnership with Amtrak, Burlington Northern Santa Fe Railway, California Zephyr Railcar Charters and the San Bernardino Railroad Historical Society are planning to bring the no. 3751 back to the Midwest. The no. 3751, built in 1927, visited Chicago in 1992, it has not made a long trip of this nature since then. This will be the first time tickets will be available for purchase to ride behind the locomotive in the Midwest. The no. 3751 steam locomotive is scheduled to pull an upscale excursion made up of privately owned first class passenger cars from the Los Angeles area to Rock Island. An excursion will be operated on Friday July 22, 2011 from Rock Island to Bureau, Il and return as part of the festival. Tickets are on sale on the Train Festival 2011 website for this excursion. [www.trainfestival2011.com] Santa Fe steam locomotive no. 3751 will spend the remaining time on display at Train Festival 2011 in downtown Rock Island, Il. After the event, the no. 3751 will operate an excursion back to Los Angeles. Details for tickets on the excursions to and from Los Angeles will be announced soon. Check the Train Festival 2011 website for more details. This addition of Santa Fe steam locomotive is just one of as many as 8 steam locomotives to attend Train Festival 2011 as well as many vintage diesel locomotives. Train Festival 2011 will also include train excursions, riverboat cruises, model trains, a miniature railroad, train merchandise and much more.

- >
- > Website Links:
- > www.trainfestival2011.com
- > www.quadcitieschief.com
- > www.sbrhs.org

Thousands of negatives still need



your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level – Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.



Gold Level – Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

Diamond Level – Contribute \$7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

Make a contribution that will make a difference for decades. Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.

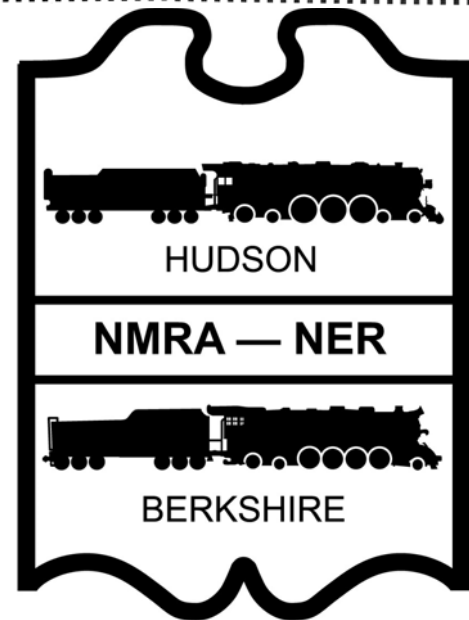


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February 2011



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THE DELAWARE AND HUDSON RAILROAD CORPORATION

Train Order No. 270
February 18, 2011

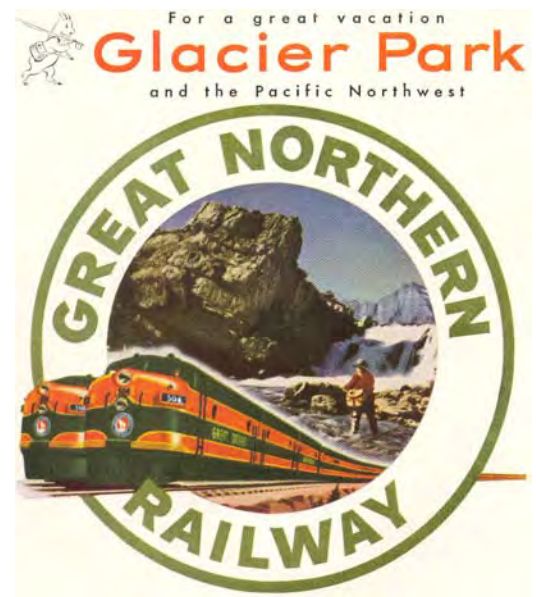
To Hudson-	At all locations
To Berkshire Div	At
To	At

X Tony Bucca Opr.; 2130 hrs. M.

All members are instructed to proceed to the Malta Community Center on Friday, February 18, at 1900hrs., for presentations by Joe Kavanagh and Doug Dederick

Each employee addressed must have a copy of this order.

Made.....time.....M.Opr.



www.hudson-berkshire.org



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Hey Folks!

In spite of the frigid weather and overabundance of snow, we had a GREAT turnout at Andy Clermont's. Our raffle was a big success, and hopefully, everyone went home with a commemorative issue of *Model Rail-roader*.

This month, we brave the roundabouts at Malta to visit the Malta Community Center. Joe Kavanagh will present his second triennial report on his Luzerne Valley Railroad. This is a 1 inch scale railroad that you can ride on. This guy puts the small-scalers to shame!

Following Joe will be Doug Dederick's multimedia presentation on the Great Northern Railroad's history, and the Marias Pass. Doug models this in N scale. Doug's 1st attempt at scratchbuilding was the depot/hotel at Whitefish in N scale. It garnered a 2nd place at the Detroit Convention this past summer-not bad for a first-timer!

Look for an announcement about an up-coming model contest.

If you'd like to show off your layout, check the announcement below.

SEE YA's- Tony

Making tracks in May

The board has decided to repeat a Saturday of layout tours in May. This time it is going to be held on May 14 and we would like to concentrate on the Albany/Schenectady and Troy area. So far we have four layouts signed up but we are still planning out the details and are still looking for some additional layouts to showcase. 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 owners questions in a much smaller group. We are also thinking about extending an invitation to our NMRA neighbors so you might see some new faces and make some new friends.

Please let me know if you are interested in showing off your work and what times you could be available on the 14th of May.

I am hoping to have the list together no later than the March meeting and then work out the times.

Please contact me at spacity4@nycan.rr.com or call the house at (518) 583-1383

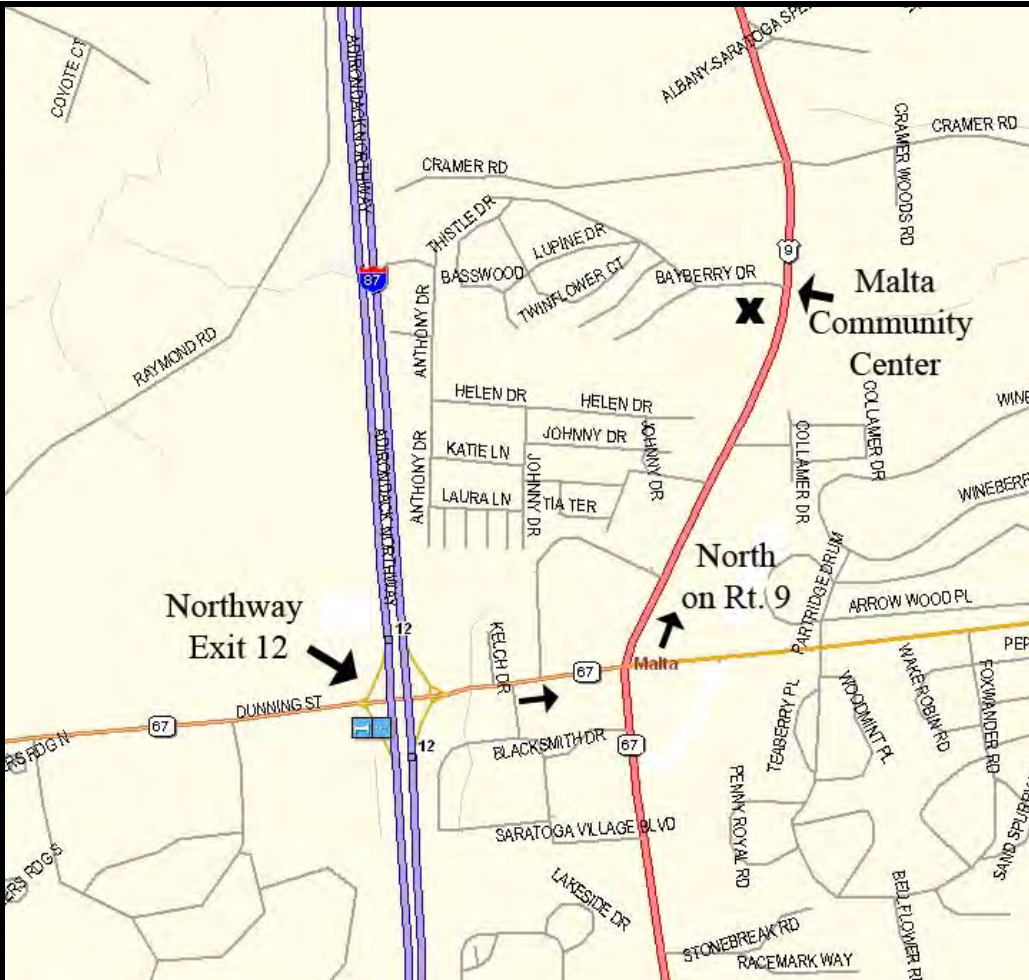
Looking forward to seeing your work,

Kevin D Surman

Erik Denny

Friday, February 18th– 7 to 10 Malta Community Center

Joe Kavanagh
Luzerne Valley Update
Doug Dederick
Great Northern/Marias
Pass





The Ready Line

By Paul Hoffman

Ah yes, the good old fashioned New England winter. This kind of snowfall reminds me of my youth when it seemed the snow banks were the high mountains of the Himalayas'. I spent a lot of time imagining intricate tracks working their way through those craggy peaks, instant scenery. Of course it was a little tough to bring it inside and place it on the layout!

Let's start with a hearty THANK YOU to Andy Clermont for sharing his fabulous Rutland layout with us. The layout has expanded since my last visit and the changes are great. We had a very good meeting and several new members were in attendance, Welcome aboard!

In keeping with that train of thought, remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. The Division is on sound financial footing and more and more activities are being planned. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.

Our next meeting is scheduled for Friday, February 18th at 7:00 pm at the Malta Community center. Members Joe Kavanaugh and Doug Dederick will be giving presentations. Joe will update us on the progress on the Luzerne Valley lines, his 1 inch to the foot outdoor layout. Doug will enlighten us on the Great Northern and the route through the Marias Pass.

March will find us at Bill Collins' UP layout in Gunderland and this May there will be another round of "Making Tracks", where we tour 6 layouts in our Division, similar to a convention. Last year we were in the Plattsburgh area, this year we'll be south of the Mohawk River, in the Schenectady area. Watch for more details to follow. We didn't forget about April, we are just waiting for plans to firm up. For June we are working on a special private tour of....well you'll just have to wait and see.

Now for the moment you've all been waiting for, the results of last month's contest to identify the train and year pictured. We had several entries including one member taking a shot with the "Atomic train". The correct answer was the Super Train from the "hit" NBC show *Super Train*. The year was 1979 (yes, the year I graduated high school). This exceptional mid-season replacement show lasted all of 9 episodes. Apparently a few of our members had actually seen it, which I must confess I have not. We have two winners, one of which replied to me in under an hour after receiving the E-version of the Form 19. Members Ben Maggi, or shall we say Ben "fast draw", and Dick Davis, who caught up with me at Andy's, both had the correct name and year and will get a "priceless" Hudson Berkshire coffee mug. Here is a website set up by an apparently deranged; oops I meant devoted, fan, http://nbc_supertrain.tripod.com/

This month let's see if you brianiacs can come up with this one. This is another two part question: What is this poor mobster holding and where is he?



Be sure to look for this item on EBay!

Hmm what happens next?

Send your entries to trains@hudson-berkshire.org or our PO box. I'll announce the winner in next month's Form 19.

Division news and some announcements:

- **Meeting Days:** We had some discussion at Andy's regarding meeting days and times. Let me know if you folks have any preferences. We have traditionally met on Friday nights but you all know me, I'm more than willing to buck tradition if it makes for a better Division.
- **Springfield Show:** I saw a bunch of members at the Amherst Train Show in Springfield at the end of January, how about some pictures for the website, or an article for the *Form 19* telling us about your trip and experiences?
- **Looking for volunteers:** the folks at Hobbytowntown in Colonie have requested some of our members setup a table some Saturday and demonstrate modeling techniques. Sounds like a great idea to me. Let me know if anyone has an interest in spending a Saturday with me building models and talking to the public at a local hobby shop.

(Continued on page 5)



Seen (scene)...

Andy Clermont's

By Tony Bucca



Andy helps Peter Jones bring Rutland #402 across Depot Street.



Getting down to business...



And the winner is...



Massey-Ferguson

(Continued from page 4)

- **The Division table at the Boy Scout Pow Wow** We will again have a table at this year's Boy Scout Pow Wow at Siena College in March. This event is great for helping us keep in contact with area scouting leaders. It is also a great recruiting tool.
- **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.



Scribblings & Sprues

By Ben Maggi

“Hey, I’m Only Human”

Like many of you, this past January I went to the Springfield Train Show, otherwise known as the “Amherst Railway Society Railroad Hobby Show.” To those who have never been there before, let me first say that this is the most amazing type of train show that one could imagine. There are dozens of display layouts, hundreds of vendors, representatives from the major hobby manufacturers, informational booths for local tourist railroads and museums, how-to clinics and demonstrations, some over-priced food, and tons of fellow modelers. I had not even purchased my ticket before I ran into a friend, and before I reached the door to get in I bumped into another. Frankly, in the North East region of the county this is *the* train show to go to. Well, second to Albany’s “Great Train Extravaganza,” of course.

Having not made it out the past two years I already had this on my calendar for months and couldn’t wait to see what new things were added. At the same time, I was going to purchase a couple of things so I set out in advance to make a list of what I considered the “essentials” to try and pick up if I came across them and the price was right. A couple of rare N scale cars, an out of print book or two, and a few back issues of *Model Railroader* magazine topped my list. More important was what wasn’t included. When I was younger I would rush into a show and purchase whatever caught my eye without any consideration for whether it fit into my layout’s “theme” or not. I use the term “theme” pretty loosely as back then if it was HO scale it was pretty much fair game. But these economic times and the desire to start planning for my future layout forced me to consolidate my interests into a few groups. If you have been reading my *Scribblings* then you understand how diverse that can be. But hey, I’m only human.

I had arranged to meet up with a photo slide vender who had some D&H slides, and after arriving I went straight to his area. Walking past the many tables loaded with goodies was difficult but I had set my priorities in advance and was sticking to them. When I got there, I was given a large box and a chair and thus began my 2 hour stint into looking at page after page of slides. Within minutes I was joined by another gentleman who was also planning on going through them all, raising the competitive nature in me a little. We talked for a bit and I found out he was an EBay reseller and was looking for the best shots to offer online. I was after slides from my timeframe showing engine assignments, stations, specific types of trains, and anything out of the ordinary. I think I managed to get out “Sharks,” “PAs” and “Amtrak dome repaints” before he started laughing and cut me off, “*I went though his box last year and got all the good ones!*” Still, I had to press on.

As we looked through hundreds of pages of slides, I found lots of great stuff including PA’s stuck in snow drifts, Bicentennial painted engines, “I love NY” boxcars, and plenty of Alco powered trains. For my layout, the ones that proved most useful were those of single engine trains including mixed freights and TOFC and COFC assignments. Since my layout will probably be small, having prototype authority to run modern trains with only one locomotive will not only look better, but save money as well. I even got a few from one of the D&H steam fan trips in 1973. Some shots I loved while my companion would wrinkle his nose at (ex: “Cows, who wants pictures of trains and cows”) and some I would yawn over while he got excited (lots of NYS&W) but we helped each other out. He even found a few shots that wouldn’t benefit him but which I was interested. One was just a barn with horses that I picked up for my wife and another showed the two D&H sharks in pusher service in a dimly lit train platform. As much as it pained me I ignored lots really good BN shots and some of the Amtrak’s Rohr Turboliners which are special to me because I got to visit the cab of one when I was a child. Were all of these slides that I bought helpful to me? Not really, but I am a sucker for certain subjects. And hey, I’m only human.

Primarily at the show I wanted to buy inexpensive HO scale kits which reflected prototypes that operated on the Delaware & Hudson railroad from about 1977 through 1984. I was really hoping to find some Athearn blue box kits that were squirreled away for a rainy day and never built, and which would now seem old and surplus. I was not going to purchase any 40’ cars, or western road name cars, or cars that were too old or modern. And, I only wanted unassembled kits because I enjoy putting them together even if it only takes 10 minutes and half of that was trying to remember where you misplaced your miniature screwdrivers.

I wandered around for a while and slowly began viewing the HO scale vendors that looked “right.” The ones that are stacked a mile high with modern manufacturer cars were out, as were the tables filled with open boxes of 1970’s train set pieces. Instead, it was the guys who had a little of everything that were the best places to start. As I walked around I would dig through what they had, my eyes scanning for the familiar blue and white striped boxes. What I found was usually assembled kits that were priced about twice as much as I wanted to spend. With a rough budget of \$5 per car, I had high expectations but figured if any train show would have what I wanted it would be this one. Lifting up stack after stack of boxes to see what the contents were- you just can’t trust the printed labels- I found many cars in my price range but of prototypes that were wrong. Everyone seemed to have Western Pacific coal cars, Santa Fe boxcars, or Union Pacific flat cars, but D&H cars were rare. When remembered how easy it was when I modeled the BN and UP’s Camas Prairie division because up here in the North East very few people wanted those cars.

(Continued on page 8)



Order Number 270

Page 7

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Keep this page handy- we'll be running blue-prints of different RR yards in the area from the 20s and 30s.



Book Review

By Ken Nelson

Northern Light

By Dale Sanders.

Published by White River Productions, P.O. Box 9508,
Kansas City, MO 64133-0380

Also available from Ron's Books, as well as several
other book dealers.

Hard cover, 224 pages, 303 full color photographs, 12
illustrated maps

Library of Congress Control Number 2009939891

ISBN: 1-932804-06-4

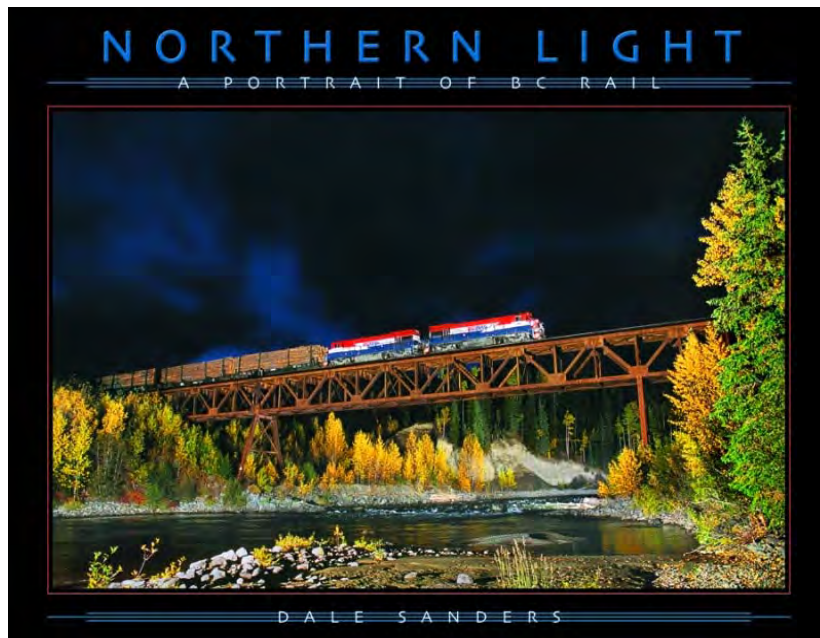
\$79.95 US

One of North America's most fascinating railroads,
BC Rail ran 980 miles from North Vancouver to Fort
Nelson, British Columbia, Canada. It included diesel
locomotives from Montreal Locomotive Works and
General Motors, 6,000 horsepower electric locomotives,
several steam engines, a fleet of Budd RDCs,
and still used cabooses on many of its trains as late as
2004.

Begun in 1912, the Pacific Great Eastern Railway
(PGE) was incorporated to build from North Vancouver to Prince George. During the 1970's and 80's, while other railroads were in re-trenchment, the PGE was adding lines. In June of 1984, the railroad was updated with a red, white, and blue paint scheme and a new name – BC Rail. In July of 2004, BC Rail ceased to exist and became part of Canadian National.

This is a railroad that begs to be modeled. Do you like manifest freights, coal trains, logging, solid trains of wood chips and lumber, grain operation, steam fan trips, Budd RDCs, piggyback service, switching in the yard, and/or branch lines of various lengths? This railroad had all of these and a lot more. Do you enjoy modeling moderate sized cities or wide-open countryside? Interlockings, freights with mid-train helpers, yard switching, or main line operation? It doesn't matter; this railroad featured all of these.

The author spent some twenty years photographing this railroad, with the complete cooperation of BC Rail and all of its employees. The color reproduction is excellent, the photo captions are accurate and informative, and each of the maps help to keep you in touch with the area the author is describing. Several night shots feature the use of flash bulbs as championed by O. Winston Link, except that all of these photos are in full color. Working under the short daylight conditions of fall and winter, as well as the long bright days of summer, Mr. Sanders demonstrates his ability to use a camera, and produces an outstanding display of each of the railroad's eleven subdivisions.



Scribblings & Sprues

(Continued from page 6)

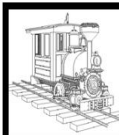
Persistence paid off and I actually located four cars from two different tables that met my requirements. For the princely sum of twenty bucks total, I walked away with four 50' boxcars kits from Roundhouse/MDC and Athearn. One was brand new in the box, two had the trucks screwed into the loose under frame, and one needed its couplers replaced and some minor assembly. Three were cars that would have regularly interchanged with the D&H: Conrail, Boston & Maine, and Railbox. The last one was a bright green Burlington Northern car which screamed "take me home" when I looked at it. What can I say except hey, I'm only human.

I would be remiss if I didn't tell you about my last purchase. I was on the way out of the show and just randomly scanning the isles when a word on a box caught me eye. One of the Mantua cars said "Colts" and though I had turned my head something in my brain clicked and I looked back. Pushing stuff around I found a brand new NFL Indianapolis Colts boxcar from the Mantua Superbowl set of the mid-1990s. Originally marked \$20, it was reduced to \$5. In the middle of New England Patriots territory, I guess they had no love for this team. Being a die-hard Colts fan since I was young, I couldn't let this get away. Though it had poor details, no prototype, and will probably remain in its box on some shelf for the rest of its life, I just had to get it for my collection. I mean hey, well, I'm only human.



Order Number 270

Page 9



Mohawk Valley Railroad Co.

2037 Hamburg Street
Schenectady, NY 12304

518-372-9124

Since 1975

“Night Yard Engine” by W.C.Wilhite

The graveyard goat starts out at twelve
To do her nightly grind
And clean up work the day crew drops,
Ties up and leaves behind.
The Y.M. leaves his “yellow sheet,”
The foreman reads it through
To get a line on this night’s chores:
So let’s look with him too.

“Be sure you turn the cinder pit
First thing, then spot the dock.
You’ll find three hoppers on South One
Behind ten gons of rock.
The agent wants the team track switched;
Then come against track four
And weed the empty non-fits out;
There should be eight or more.

“The boss wants two class A’s-
Just handle them with care;
You wabashed one last night and now
The super’s in my hair.
Then go on up and pull the rip,
Fill nine with light repairs,
And bunch the B.O. heavies, too;
Just leave them anywhere.

“Now get together fifteen gons
And twenty O.K. hops
To stock Mine Three, pull in the coal
And block the flats and drops.
Two coal drags going out tonight
Off Two and Five; you’ve got
To shove ‘em to the limit board,
Or they’re here till they rot.

“Make up the timers, north and south,
And get them going quick;
Six, yesterday, was one hour late;
It made the G.M. sick.
Now do your best, keep off the spot,
And don’t commit the crime
Of leaving anything undone;
But mind, no overtime.”



Roof Top Water Tank HO Scale \$21.95 Kit #201

Essential details to make your
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Available at your local hobby shop or
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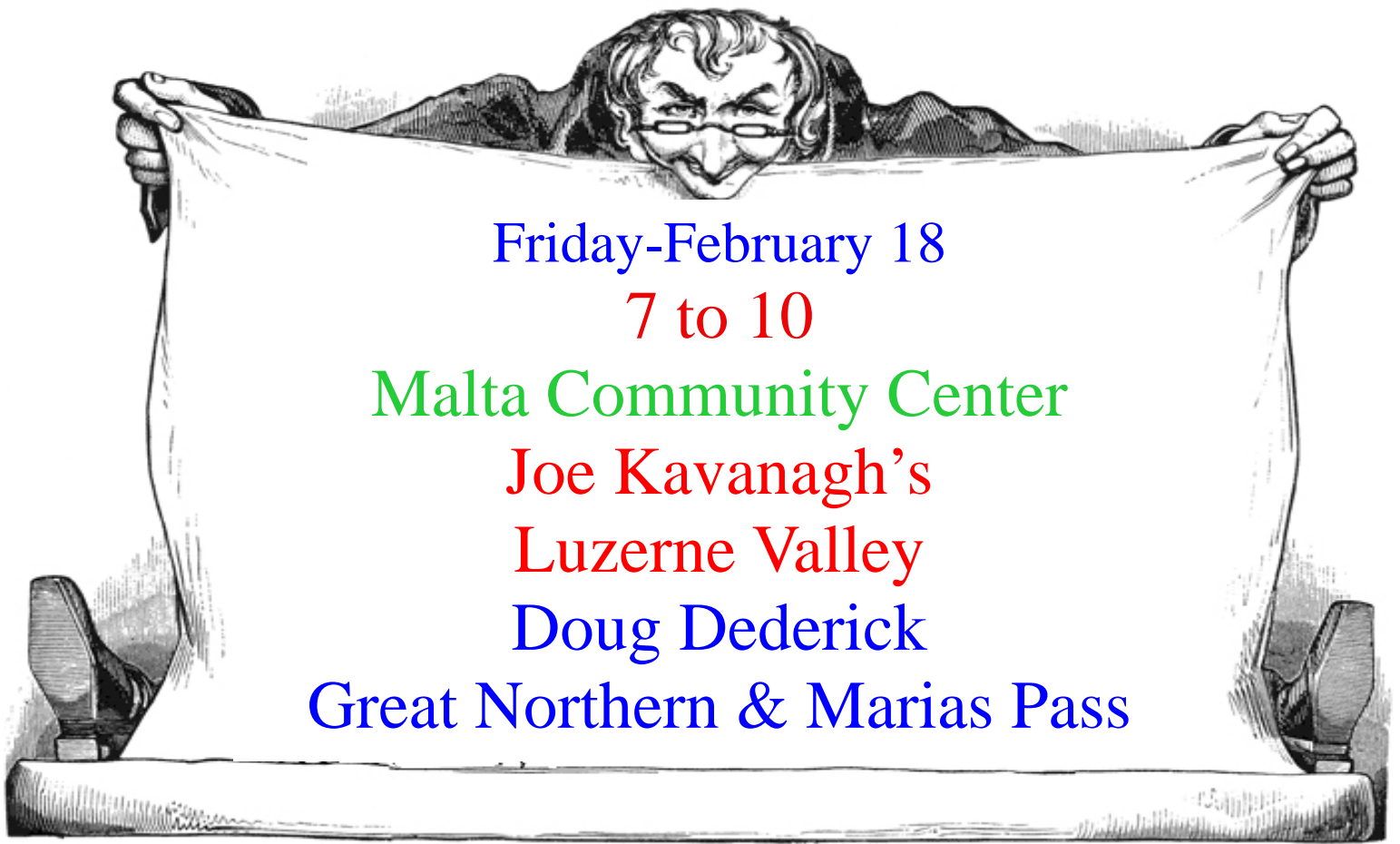
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Submitted by Hank Donnelly



Friday-February 18

7 to 10

Malta Community Center

Joe Kavanagh's

Luzerne Valley

Doug Dederick

Great Northern & Marias Pass

FORM 19

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



Where in the World is Tony Bucca?

First Class Mail

E-FORM 19

WEB-PAGE EXTRA

From Rob Dennis come these pictures of this year's Toys for Tots train as it makes it's way north To Rouse's Point.







Tom Plesnarski sends along some picture and this write-up of the Detroit area NMRA convention which took place in October.



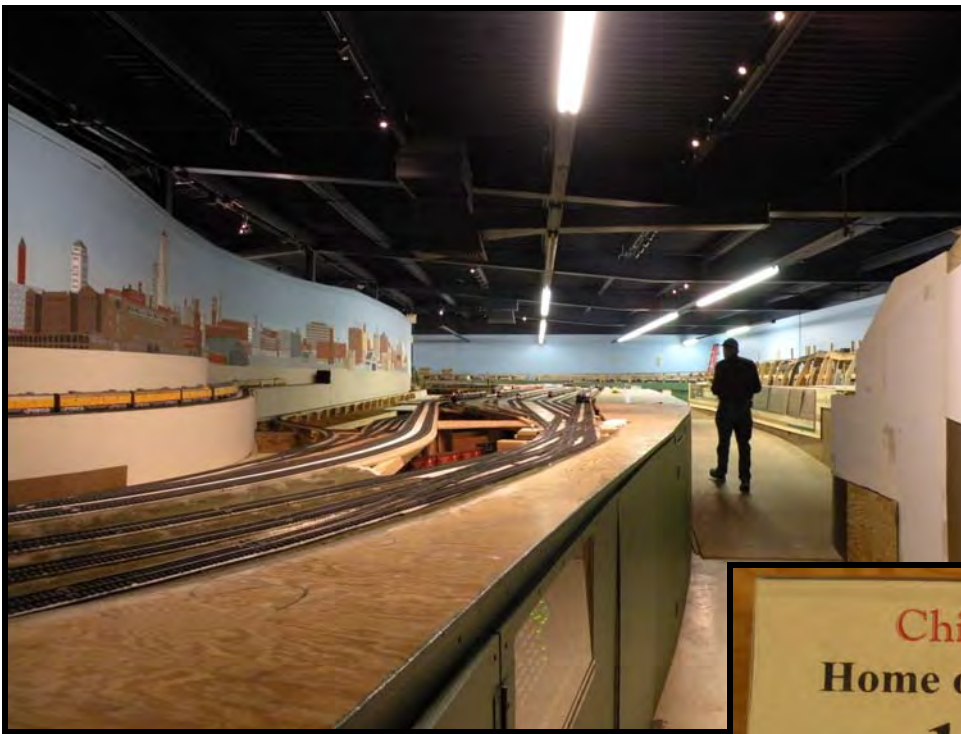
In the Contest Room



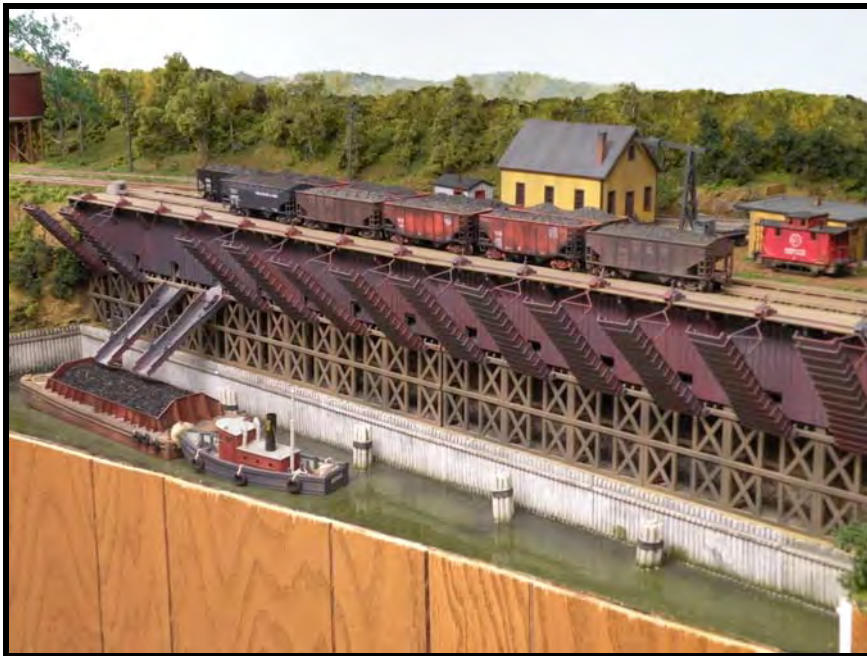
As a result of several e-mails from my friend Bob from Buffalo indicating he had a severe case of train convention malnutrition, with my boss's approval, I reluctantly agreed to accompany him to Livonia (just outside of Detroit) Michigan to attend NMRA's North Central Region Division 6 convention, October 21-24, 2010. After an overnight stay including running several trains and of course in-depth discussions/critique regarding Bob's layout, we headed out on a 6 hour uneventful trip arriving exhausted but looking forward to the various convention activities. Because of problems with our registration packages, we couldn't take advantage of operating sessions scheduled for that night nor plan for the next day's activities, especially the layout tours. The next day, we were near the front of line for registrants at 7:30 am, quickly resolved problems with our registration and learned to our dismay that there were no layouts scheduled till 6 PM. However, divine providence intercede (Bob prays a lot especially when he accompanies me to these events) and we were able to sign up for the 4 prototype tours that were scheduled to start that morning which included an automobile engine distributor (by rail/truck), steel coil rail transporter, bulk oil terminal and rail/truck rail yard (see attached index & photos) .

My experience over the years of attending numerous conventions throughout the country has always been overall positive with too much to see and do and usually a surprise or two. Division 6 did an outstanding job of putting together this convention. The prototype tours turned out to be informative and interesting with articulate, passionate and knowledgeable hosts going the extra mile to make sure we left smiling. The clinic presenters were excellent and one could not attend without learning something. The hardest part was deciding which ones to attend (see related discussion & handouts on three of the clinics). Finally, there were 37 layouts, the majority HO with several O & N gauge layouts, ranging from several club sizes (both club & individual) to modest point to point including one layout maintained & operated by members of an assisted living residency. Our hosts were gracious and welcoming, willing to share their experiences, thoughts and plans with regard to their layout and patiently answer the numerous questions we asked. Through creative planning and exceptional driving (and a good GPS), Bob and I were able to view 29 layouts (before we hit the 5 PM Sunday end time). Although there were numerous, exceptional layouts (see photos), there were several that left us in wonderment at the size and complexity that these layout owners were trying to accomplish including Jay Qualman's (and his wife who is an exceptional structure builder) 90+ x 30+ basement empire representing six railroads; Dave Kunz's 40 x 72 O standard gauge of PRR's middle Division and Hank & Doug Meyer's C & O and predecessor for Cass Scenic Railroad mushroom layout (which eventually will include the New River Gorge spanning the aisle and rising over 8 feet).

So the next time, your railroad buddy (ies) suggest a train convention itch needs scratching, I suggest don't hesitate. It is time well spent...although exhausting if you are anything like me and try to see and do everything!

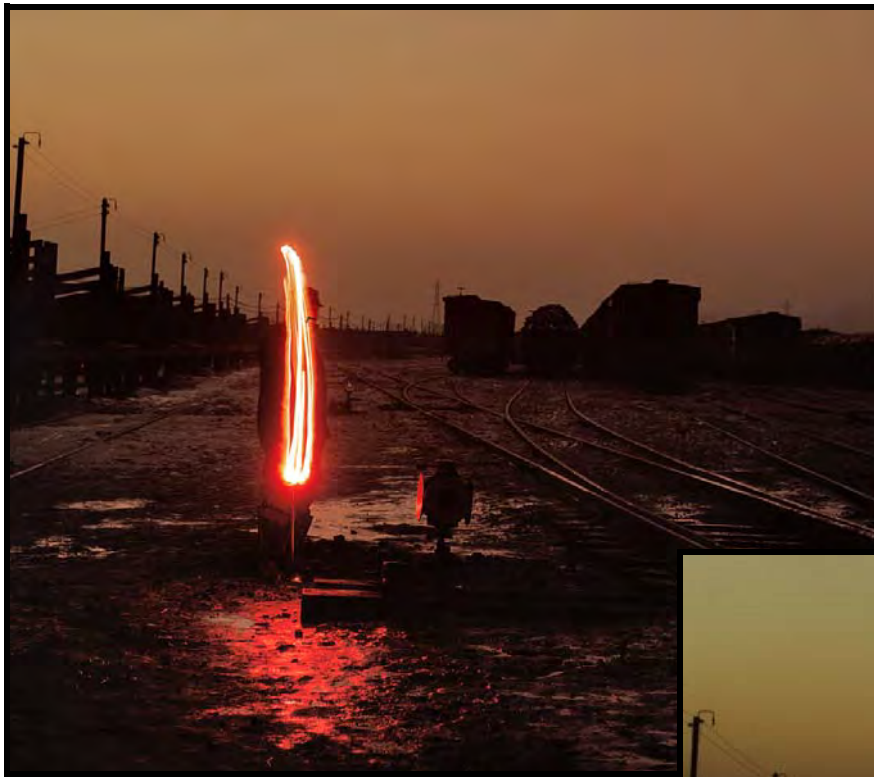


This looks suspiciously like a challenge... Is this something our little group could accomplish? And where? Ed.



Tom had this picture of a trailer park on this layout. There IS a prototype for this, that I found on the internet. I've seen some places in Mexico that weren't too far off from this..
Ed.





From www.shorpy.com we get these pictures from Jack Delano. How many of you can identify these signals?

I can't help but sing the praises once more for this website.



Jack Delano

Jack Delano was Russian-born photographer who lived from August 1, 1914 to August 12, 1997.

Delano moved to the United States during the Great Depression, when he began taking photographs for the Farm Security Administration. In addition to his FSA work Delano is known for the striking color photographs he took at rail yards during the 1940s.



Check out 6,000 train books.

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We make it even more fun.

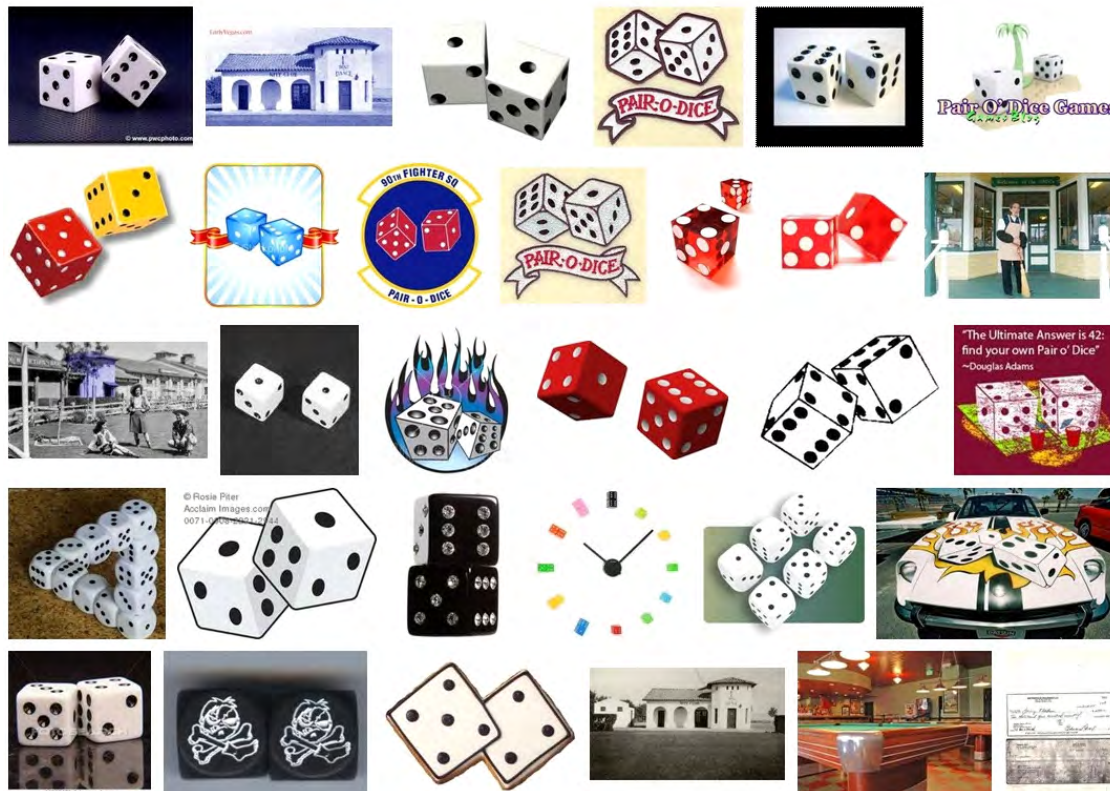
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4 2 3 - 8 9 2 - 2 8 4 6

Order Number 271

This Month
A new Layout...
Bill Collins
Union Pacific

Put your thinking caps on...how can you incorporate a pair of dice into a model?



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FORM 19

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

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.

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

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Seen(Scene)

By Tony Bucca



Membership Categories and Dues

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

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Subscriptions \$12.00 per year - Form 19 (8 issues)

Northeast Region, Inc. NMRA
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4121 Cromwell Road · Chattanooga, TN 37421-2119
Dues: \$51.00 per year or \$39.00 without *Scale Rails*

Welcome Aboard! New Members

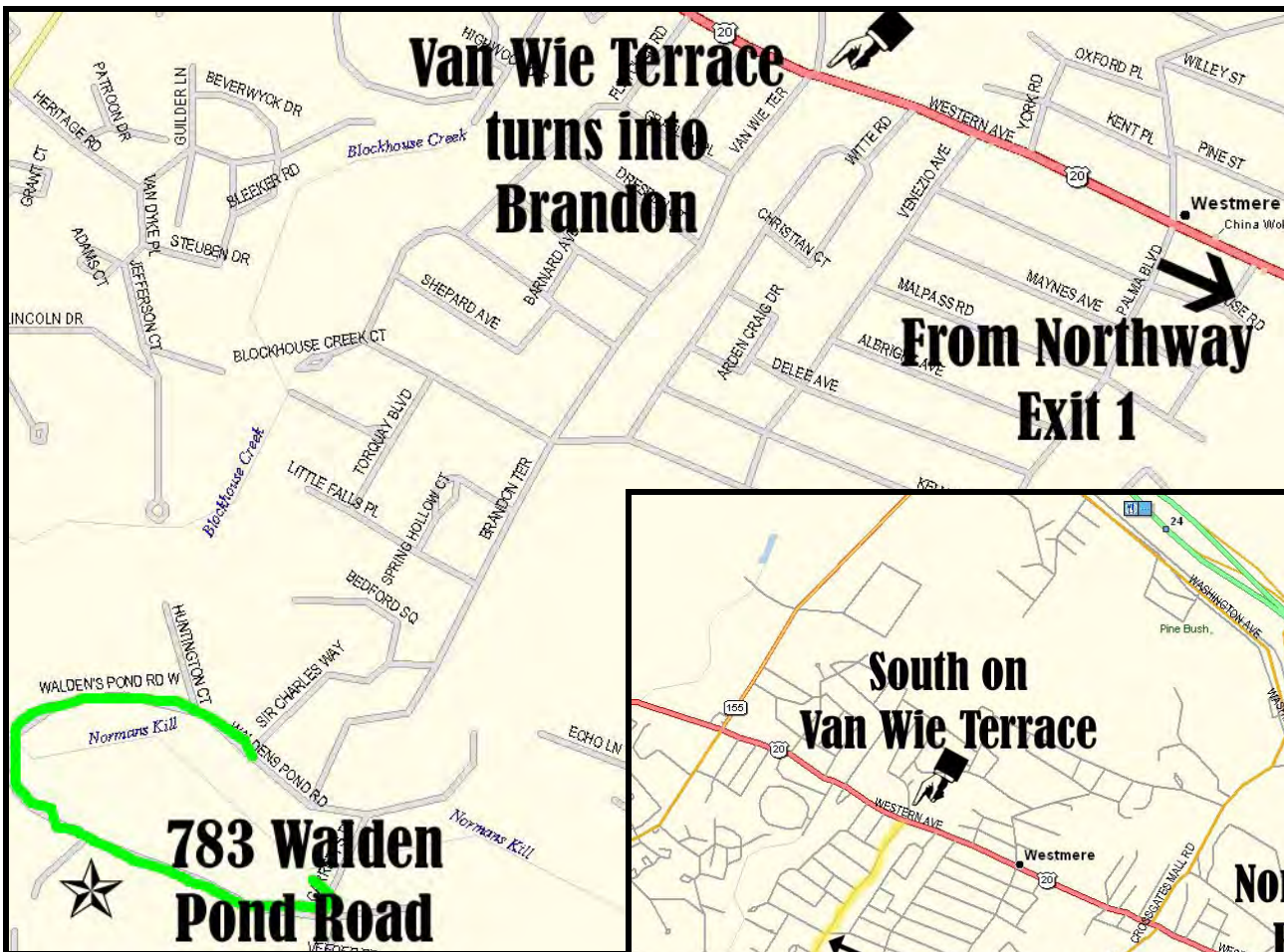
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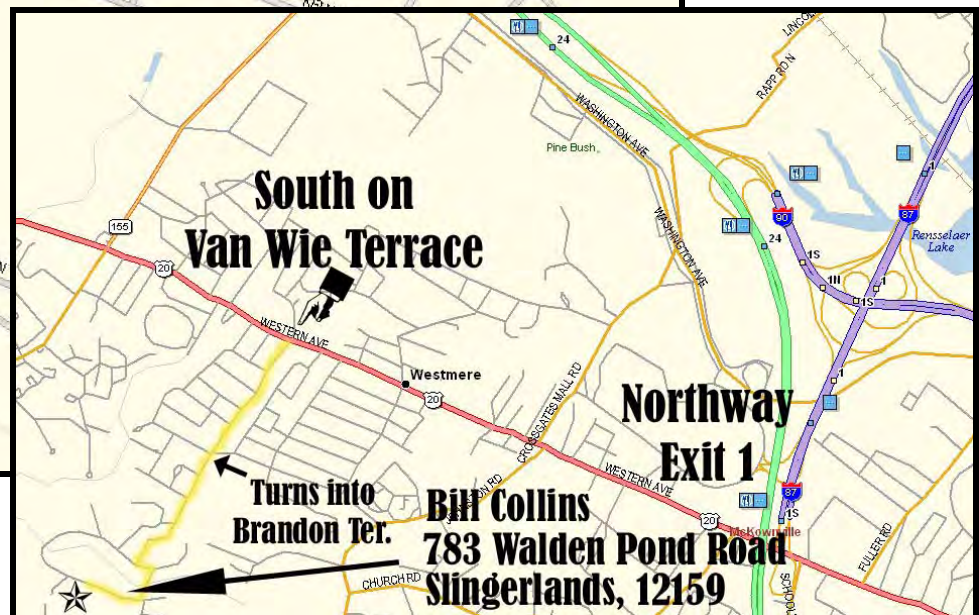


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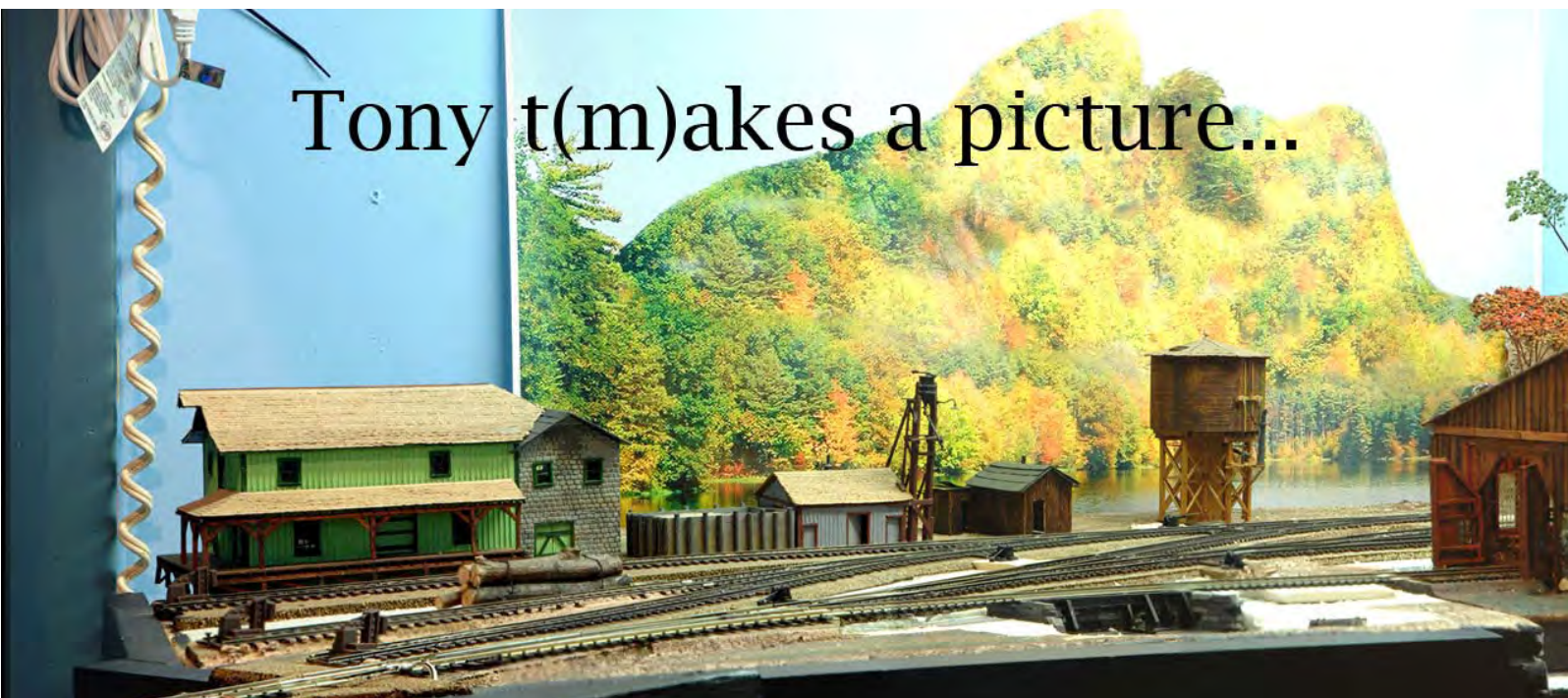
Page 3



Bill Collins
783 Walden
Pond Road.
Slingerlands



Tony t(m)akes a picture...





The Ready Line

By Paul Hoffman

I recently returned from a trip to the “land of milk and honey” better known as California. Actually, after my visit a more appropriate name might be the “land of high gas prices and huge deficits”. I was out west to visit with family and of course make a few diversions to some railroad related sites, more on my trip in a moment.

It was great to see the large turnout at our clinic night last month! Our two presenters did a bang up job. Veteran Joe Kavanaugh led off with an update to his outdoor railroad. Unbelievable, this guy lays more real track in a month then I can lay flex track in a year. Doug Dederick, in his first large scale presentation, wowed us with the story of the Great Northern and the fabled “lost” Marias Pass. Doug’s passion for the subject matter was infectious and his presentation was exceptionally well done. Much thanks to both for sharing their knowledge with us.

This month we will be at a new layout. Bill Collins, manager of the Railex facility in Rotterdam, will treat us to a tour of his modern UP themed layout. Bill’s layout features, some neat theatrical lighting and sound effects in addition to some outstanding modeling. This one should be a treat. Keep your eyes peeled, I hear the occasional Eastern road travels over his tracks. The meeting is scheduled for Friday, March 18th at 7:00 pm

I have several exciting developments to tell you about! First, your Division now has a presence on Facebook. You can now “find us on Facebook” at www.facebook.com keyword, Hudson Berkshire, be sure to add us to your friends list.

The second exciting thing is also web based; the NMRA project to digitize the materials in the Kalmbach library is now bearing fruit. As many of you know the National has been soliciting donations through the Diamond Club to help digitize the thousands of photos and documents in their possession. The National made a commitment to make these materials more accessible without dipping into the general fund, an admirable goal indeed. You can explore the first batch of 10,000 items at: <http://archive.nmra.org/Home.aspx>

Copies can be purchased and downloaded directly from the site, with NMRA members receiving a generous 50% discount on each item selected for download. I have spent some time on the site, it is easy to navigate and the breadth of the pictures is stunning. I especially liked the EMD drawings with the proposed paint schemes penciled in, in color! This is a welcome member benefit, check it out. If you’d like to contribute to the Diamond club that can be done here: <http://www.nmra.org/diamondclub/>

The monthly mini contests have been well received, so I will keep them coming, but first who won last month’s? The answers to the questions were, Blue Comet and Trainland/Trainworld on Long Island. As to “what happens next” poor Bobby met an untimely end in a hail of bullets. Who said model railroading was a safe hobby? We had 4 correct answers, in the order received: Jack Cutler, Garrett Ewald, Mike Hachey and Ben Maggi. Thank you for your entries, Jack, Garrett, Mike and Ben may collect their mugs at Bill’s this month. Going forward we will limit winners to once every 90 days, although I’m sure that now Ben has a matching set of the outrageously valuable Hudson Berkshire mugs, both he and his wife will take up coffee drinking! I’d also like to add a shout out to Ben for leading me to our next contest entry:





Order Number 271

Page 5

This one is a little more obscure, what I want to know is: In what country was this locomotive built and what happen to it in 2008?

Send your entries to trains@hudson-berkshire.org or our PO box. I'll announce the winner in next month's *Form 19*.

I never did get back to telling you about my trip. Look for it in an upcoming *Form 19* article, along with a brief dissertation on what we can learn from other hobbies...

Division news and some announcements:

- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Pair O' Dice Contest:** We are working out the details for our over the summer hiatus build contest. Here are the broad strokes: we would like you to construct a small model or diorama incorporating a "pair of dice", the dice can be literal or metaphorical, scale is left to you. You will have a chance to show off your handiwork at our September or October meeting. Put on your thinking caps and come up with some cool ideas. I will post some photo examples on the website to get your creative juices flowing. This is a chance to let your imagination run wild, the keyword here is whimsy.
- **Elections:** Per our bylaws, we will be holding elections for 2 positions in November, President and one Board member. If anyone is interested in running for either of these positions please contact Greg Whittle. (yes, glutton that I am, I will be standing for election for another 2 year term)
- **Looking for volunteers:** the folks at Hobbytown in Colonie have requested some of our members setup a table some Saturday and demonstrate modeling techniques. Sounds like a great idea to me. Let me know if anyone has an interest in spending a Saturday with me building models and talking to the public at a local hobby shop.
- **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



Knox & Kane Railroad

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.





Scribblings & Sprues

By Ben Maggi

Stuck In the Siding

There is something inspiring about an empty workbench. It gives me a feeling that I am entitled to take on a new project. Instead of forcing myself through partially-completed ones, it allows me to look in catalogs, online, through books, or other sources and come up with something new to begin. Unfortunately, I have not had an empty workbench in years. There are always projects lined up waiting for me to get to. To make matters worse, I sometimes have a tough time settling on what to do.

However, I do set rules for myself. The most important rule for me is this: I never work on a project unless I am in the mood to do it. This doesn't mean I have to like whatever it is I need to do- there are lots of projects like cutting out window holes on a passenger car side or trimming stock to length that are extremely boring- but if my mind is elsewhere then I will wait for a different day to pick up a project. Any hobby costs money, and model railroading is no exception. To make matters worse, Sunday is usually my day to work on the layout and all local hobby shops are closed on this day, as well as the following Monday. That means if I screw something up or need another part I have to wait until Tuesday to get it. By that time, the inspiration and usually the available free time to commit to a project has passed. Thus, if I am going to allocate my money and time on something I want to make sure it isn't wasted.

Now, there are some tasks that can be done while our brains are partially shut off. I like to paint my structural details, figures, and kit parts while watching football or golf games on the television. Sometimes, I put music on in the background while I am sanding or adding wood grain to styrene: the terrible screeching out is almost drowned out by this but not completely. However, when it comes to things such as measuring, major dimensional cuts, scribing lines, or the like I never give my mind a chance to wander. There are too many chances for mistakes when a person is thinking straight, and to add diversions only compounds the problem. I still have one 1:29 scratchbuilt wooden snow plow for one of my engine's pilots that cannot be used because I was too busy watching a football game instead of measuring properly. And, there are the countless times that I have bent/lost kit parts because I wasn't paying attention to what I was doing. So what's a person to do?

I have learned by now that I have about two week's worth of energy and enthusiasm in me before I start to lose interest in a project. I bet you are the same. When we finally crack open that model kit, or start to sling plaster around, or wire up our new track... whatever it is, we cannot wait to put the project down. I have gone entire days without eating because I was so engrossed in my projects that I didn't think to stop and eat. Usually, it involves a new structure kit for me. I cut out all of the pieces, paint them as necessary, and then begin building custom interiors. As the day goes by, I am painting this or gluing that and around eight or nine and night I realize that my Saturday is well spent and I haven't left my work room.





Order Number 271

Page 7

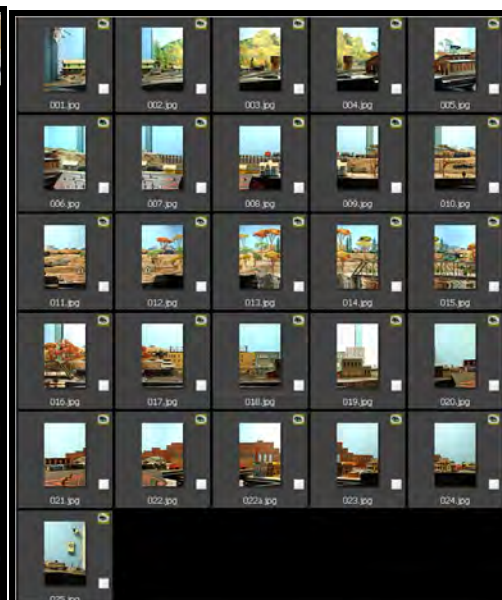
But just as many times, I have had a project stall for some reason and then it never seemed to get finished. Perhaps it was the time I lost a gauge-1 size Kadee coupler in my garbage can and I couldn't find it. I have a 55-gallon drum can which serves as my waste container and my workbench support system, and once something disappears into it the chances of finding it are slim. Or, it is the paint that you see on your shelf and assume to be good only to open it up and discover it has dried out. Anyone lose that very last grab iron and not have spare wire around to bend up a new one? What about running out of wire, or rail joiners, or interior grain-of-wheat bulbs? What's worse, if your local hobby store doesn't have them then you need to place a mail order for a tiny amount and still get hit with high shipping. Arrrrgh!

I have several projects that flew by in the beginning stages and then just crashed into a wall. My passenger coaches were built from the ground up in under a week, but then I couldn't decide on how to paint them and by the time I figured out what I wanted it was too cold outside to paint. I have a paddlewheel boat that I am working on to race in my friend's annual "pool regatta" which came together easily and it floats well but thinking up a mechanical propulsion system for the paddlewheel has kept it on the workbench for over a year. I have a gauge-1 live steam locomotive that hasn't moved beyond the chassis stage solely because I cannot find a good source of angle-iron to use to hold the frames together. I have tried four different sizes and materials and none worked satisfactorily. On another project, my 1/8 scale gondola project was built in under two days but they were spread over 9 months because my friend with the woodshop has been extremely busy and lives in a different part of the state.

It is all too easy to get our expectations set much too high when we start off on a project. True, there are many projects that we can complete in a day or an afternoon. However, the danger is when we say to ourselves "this is going to be an easy project" and it turns out not to be the case. Life always comes up, stores always close or run out of stock, and we will always lose or break parts. Projects take about twice as much time as we think they will, and only a fool would purchase just enough supplies to get by. There are lessons only learned through the reality of hitting the wall on the track at full speed. And, though we can plan for every contingency there will still be others that appear. So, just put on a smile and get used to it.

There are two types of problems we can have. First, we can have too many projects without the time or the money or the skill to work on them. Second, we can have lots of free time on our hands and yet be bored because we don't have any hobbies or goals. Though I am securely in the first category I would rather be there because there is always a chance that I will get an hour here or a couple minutes there to work on a project. And, even though I may not be as excited as I once was to paint up some wheels or wire up a building or paint up the roof of a train car, I know that someday it will be finished and I can clear it off my workbench. I can install it on my layout, or run it at the club, or just pack it away for the future. No matter what, though, I can check it off of my list of projects to work on. And that alone is worth it.





I started this pano of my layout by mounting my camera on a vertical plane. Each scene was shot four times, at different focus points. I rotated the camera around the iris of the lens and repeated this 26 times. Each of the four shots were put through a "focus stacking" program, which combines all the sharpest points across the 4 shots. This yielded the 26 shots seen above. These 26 were then fed into a panoramic program that condensed 104 shots down to 1 panoramic.

Maybe if I got off the computer, I would get more done on my railroad...

Photos & modeling by Tony Bucca





Order Number 271

Page 9



Roof Top Water Tank HO Scale \$21.95 Kit #201

Essential details to make your
buildings come alive.
Available at your local hobby shop or
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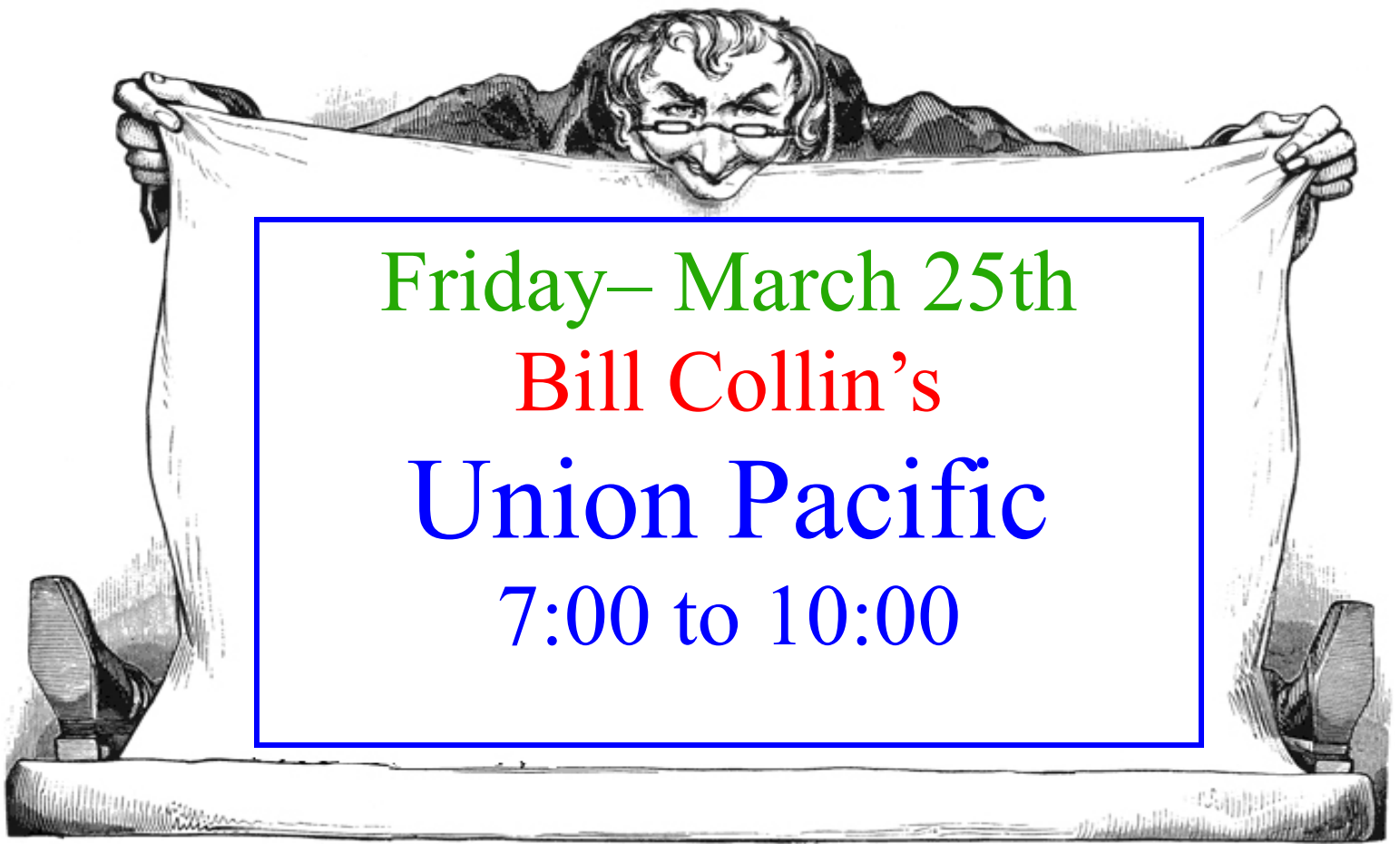
A message from our VP Rich Smith is that our April meeting will be a clinic night at the Saratoga Springs Train Station featuring Scott Mason as our honored guest speaker. The clinic is a new one for Scott entitled: "Airbrushing Techniques for Model Railroaders"

Watch and learn as Scott Mason shows you how easy it is to learn the basics of airbrushing.

Scott will discuss different types of airbrushes, such as internal and external mix, as well as single action and dual action brushes, and the pros and cons of each. He'll show you how airbrushes work, and demonstrate some easy techniques that every person using an airbrush needs to know.

Scott will also show you how easy it can be to clean an airbrush; demystifying this critical step, and completely cleaning an airbrush in less than three minutes. Scott will show you some weathering techniques using the latest acrylic paint to get a realistic and professional finish. See for yourself how easy it is to use an airbrush! We will also hold another Hudson Berkshire Division Model Showcase at the Saratoga Springs Station as well as a raffle with very nice prizes donated from our local hobby shops! Mark your calendars for this meeting on April 29th, 7:00 to 10:00pm.





Friday– March 25th
Bill Collin's
Union Pacific
7:00 to 10:00

FORM 19

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First Class Mail

Where in the World is Tony Bucca?

E-FORM 19

WEB-PAGE EXTRA



I found this image on shorpy.com. In the comments section was a link to this information.

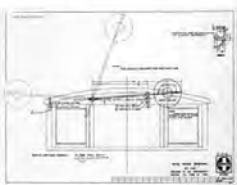
Wig Wag Highball Signals

Updated 8-15-10



Prior to the installation of radios on Santa Fe freights, a visible wig wag signal was installed in the cupola of many ATSF waycars (caboosees).

The first signals were the smaller of two styles (18" dia.). The Santa Fe drawing below is dated June 23, 1926.



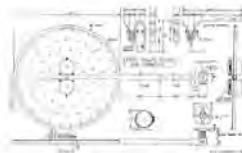
Click for a larger image

The drawing above shows what it would have looked like from the long end of the car. The second wig wag was a mirror image on the opposite side of the cupola so that both were operated from the same seat of the cupola. When the smaller ones were introduced, they were painted like a bull's eye with dark blue surround and light (white or yellow) center with single light in the middle. By 1943, at least one additional paint scheme appeared for these, a solid color, possibly orange. A light was centered in the middle for nighttime vision.



Frank Ellington Collection, provided by Ed Dahler

A second and larger style wig wag came in the mid 30s. John Moore has dated photos showing them in use in 1933. It was 29-3/4" in diameter and was a perforated disk to lighten the weight and reduce wind resistance. The entire disk was painted reefer orange or yellow and had a red and a white light in the middle that would be pointed toward the engine. On the inside of the cupola was a heavily counterbalanced handle to allow the conductor to swing the signal. These signals were mounted on the right side of the cupola as you faced it, whether from the long or short end. Lee Burghund drew plans from one of these in 1987, as published in *Caboose Cars of the Santa Fe Railway* by Frank Ellington.



Click for a larger image

There is an important design note for modelers. The light(s) in the center of the wig wags pointed toward the locomotive, therefore toward the cupola. The side of the housing which pointed away from the locomotive, therefore away from the cupola, was the same color as the wig wag. Pay close attention to photos with this in mind. Division Point, among others, has mistakenly painted these as if the lights shone to the rear, which would have been meaningless as a train signal.



PrestonGeorge photo

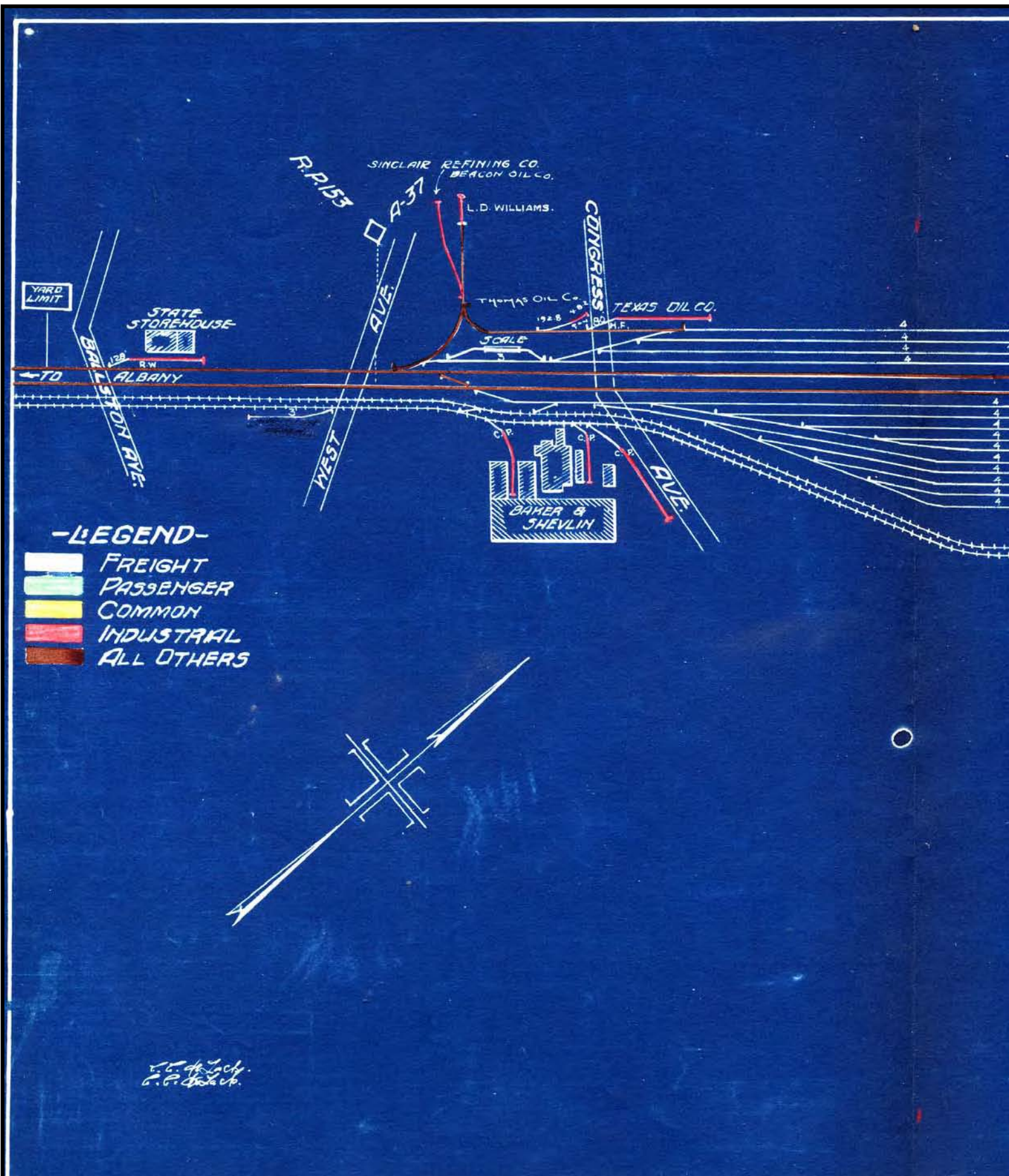
Andy Sperandio states that they should be painted "same yellow-orange used on refrigerator cars. I'd recommend Polly Scale MEC Harvest Gold."



Division Point model, courtesy of Thomas Esser, BPL Brassworks.

Radios began to arrive around 1950 and the wig wags were slowly phased out as more radio's were installed. Some did remain on cabooses until the late 60s. Art Gibson photographed one in 1967 at Wichita, waiting to go to the Orient Shop for conversion to Ce-1.

Here's the first of some yard maps we'll be publishing— can you figure out where this is before you get to the last page?



LIVINGSTON ST.

ELM

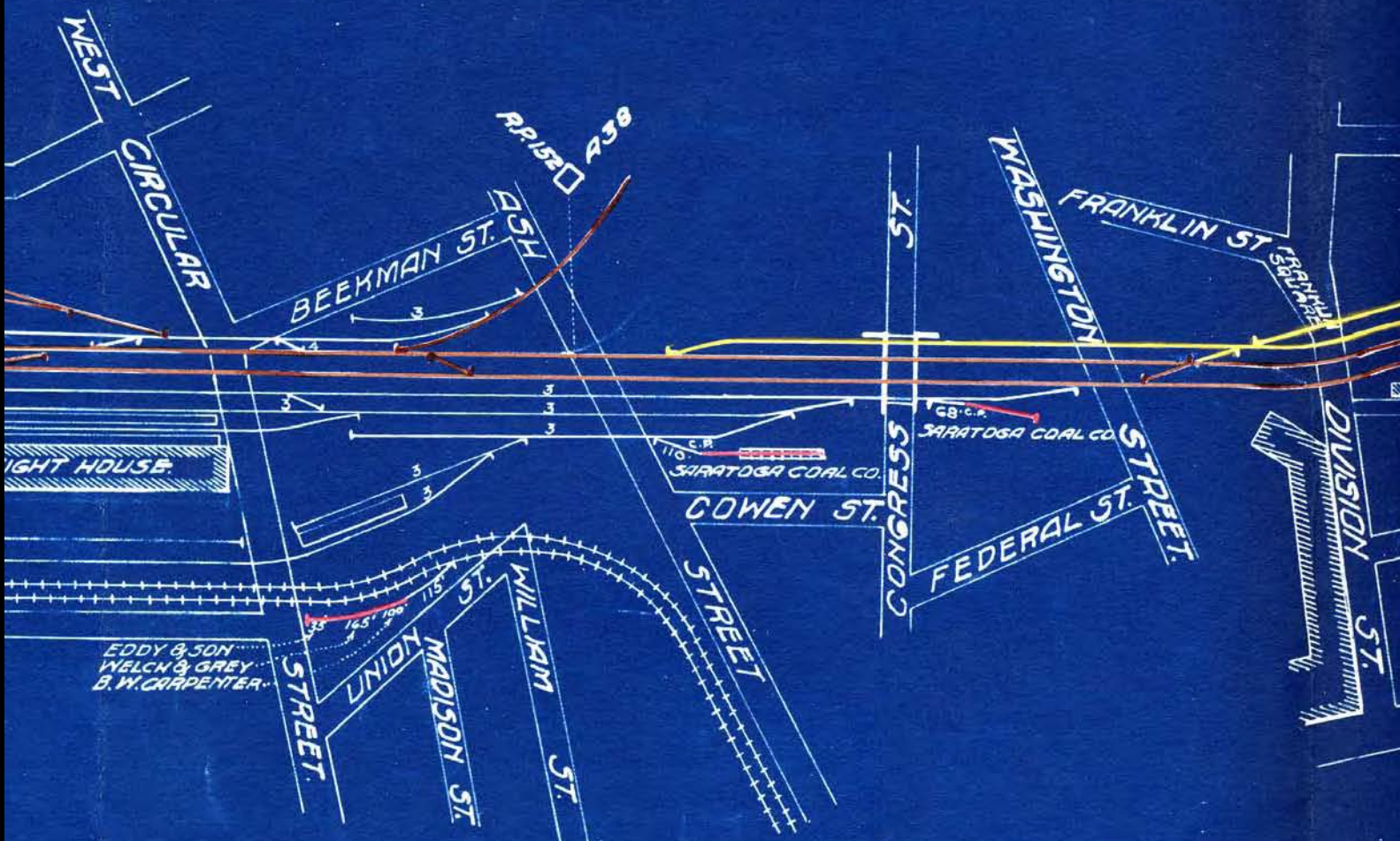
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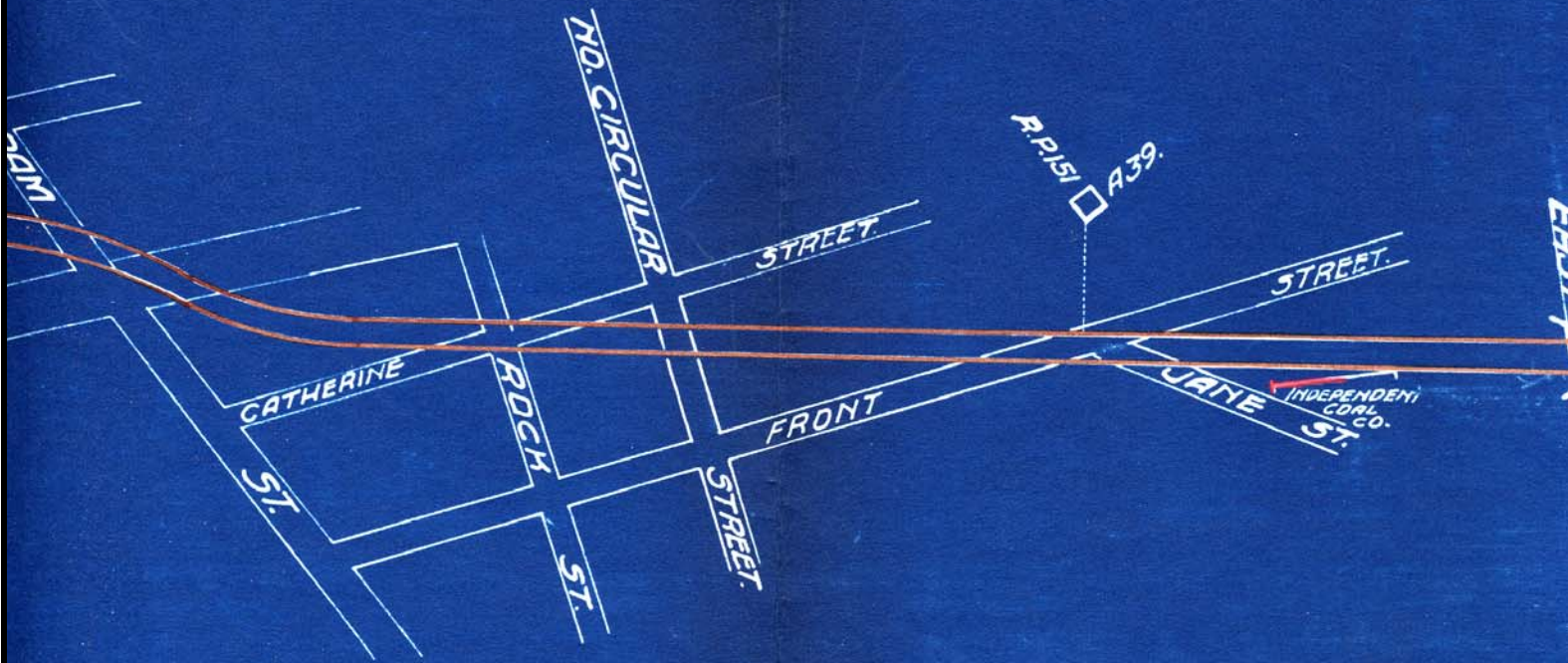
FRANKLIN ST.

COAL CO. STREET

100' 75' 100'

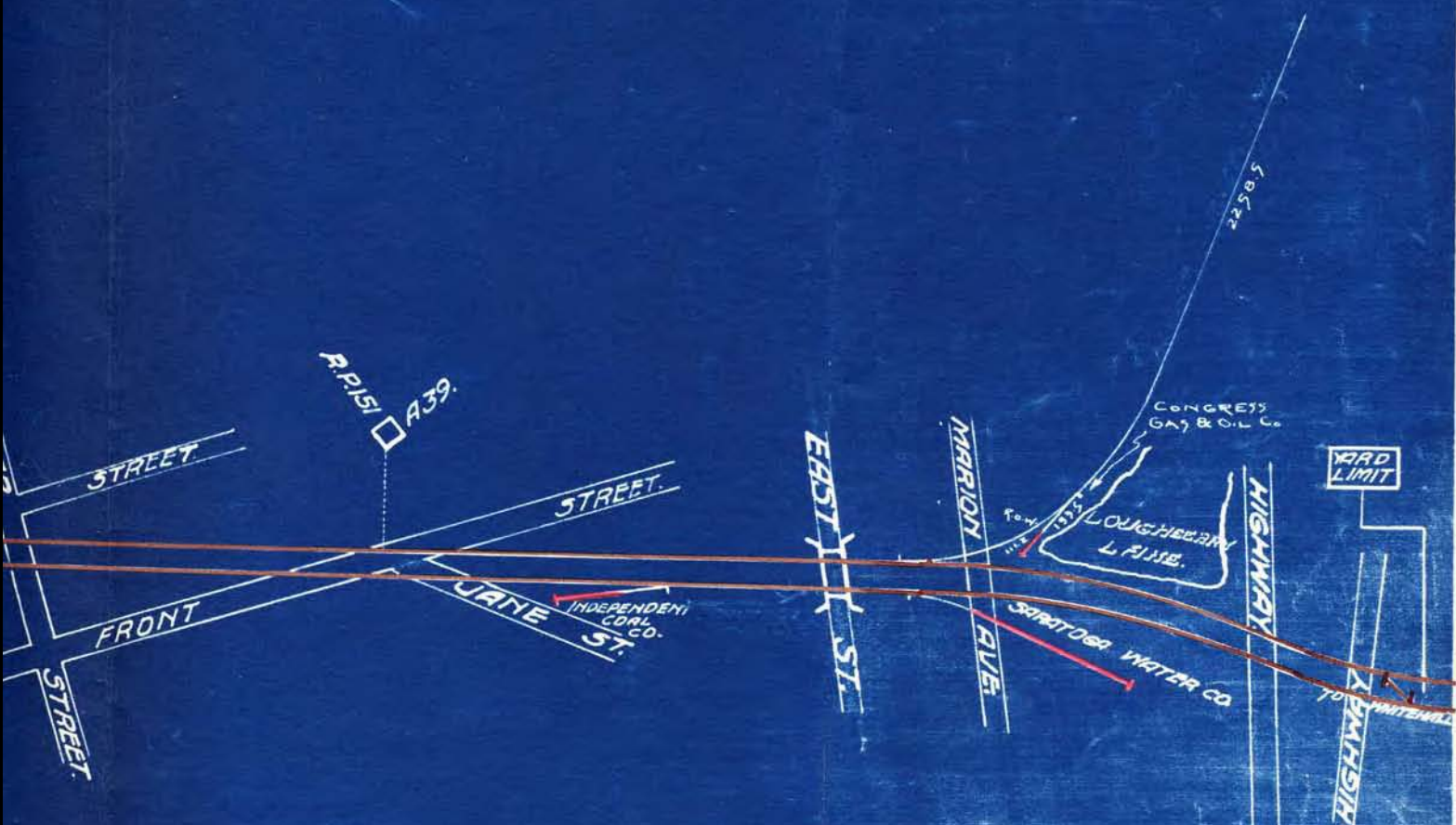
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THE D
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OFFICE OF
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THE DELAWARE & HUDSON CO.
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CLASSIFICATION OF YARD TRACKS SARATOGA

OFFICE OF DIV. ENGR.
ALBANY, N.Y.

NOT TO SCALE.
DEC. 1, 1923.
REV. 1-14-26

119-J-1

REV. 2-8-28
" 1-30-31
" 6-25-34

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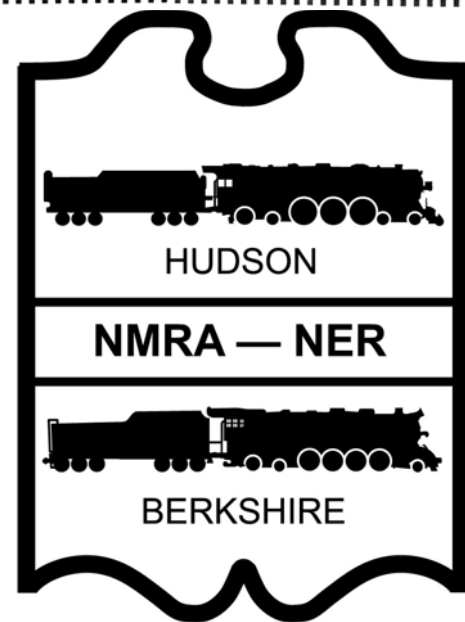


FORM 19

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

Order Number 272

April 2011



Scott Mason
“Airbrushing
Techniques
For
Model
Railroaders”
Friday
April 29th
Saratoga
Train
Station
MODEL
Showcase!!!
RAFFLE!!



www.hudson-berkshire.org





FORM 19

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

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

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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

Hey Folks!!

This month we return to the Saratoga Train Station for Clinic Night. Hopefully, we'll have some 1/1 scale action. PLEASE bring your....whatever you've been working on for our MODEL SHOWCASE!! A newly opened refreshment stand will be open at the station.

Coming up next month is our Southern Tier Making Tracks-4 layout tours- Watch for the next Form 19 for more info and maps.

Also coming up is Adirondack Live Steamer's Spring Meet on June 11th. The Hudson-Berkshire Division is invited to attend!

Finally-Don't forget our Pair-o-Dice model build. Talk it up amongst yourselves, but prep something to surprise us for our first fall get-together-Be Creative!!

See ya's at the Station— Tony



Welcome Aboard! New Members

Floyd Barwig, Poestenkill
C. David Couse, Clifton Park
Dennis and Nina Vincent, Troy



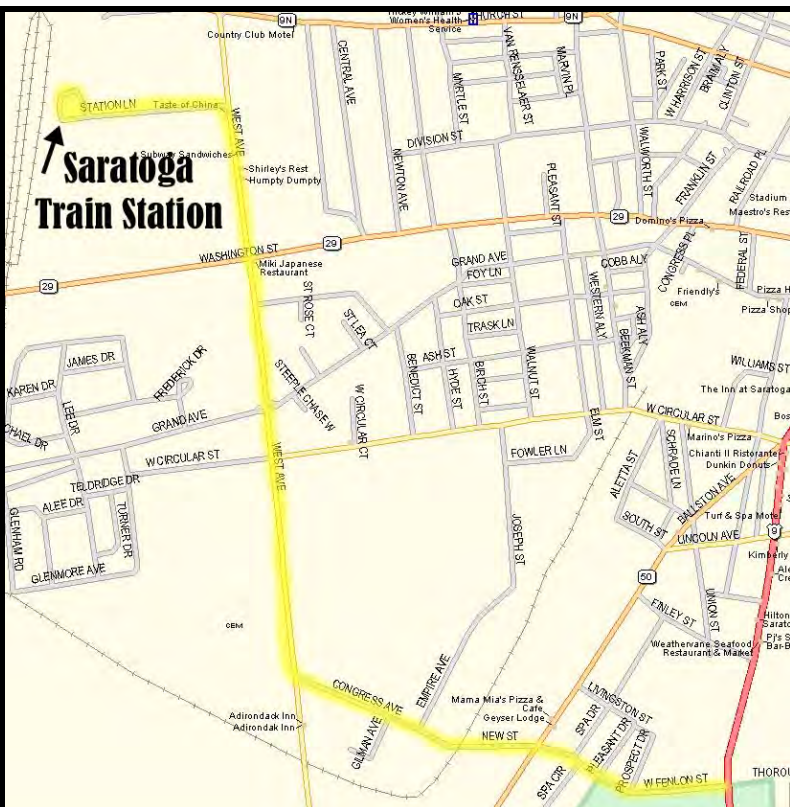
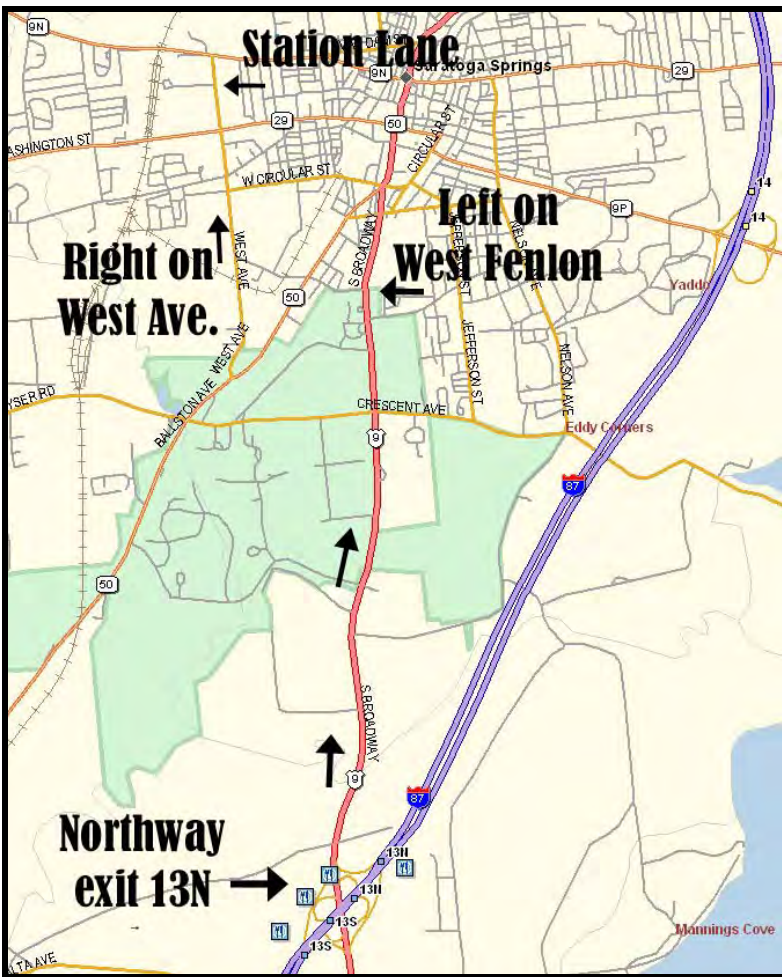
Order Number 272

Page 3

Friday April 29th— 7 PM

Saratoga Train Station

Clinic night will feature a presentation by Scott Mason entitled "Airbrushing Techniques for Model Railroaders". Come and learn about the differences in various airbrush equipment, how to use an airbrush to obtain high quality results and tips and procedures to maintain your airbrush. In addition there will be the popular model showcase (bring along your latest projects) and a bucket raffle of model railroad items. There might even be some real trains passing the station while we are there.





The Ready Line

By Paul Hoffman

The sun is shining and there is nary a snowflake in sight! We even had an 80° day last week.

Last month's meeting at Bill Collins was fantastic! I counted 46 attendees in my decidedly un-scientific observation. Bill's layout was looking good and running great, despite a last minute failure of his NCE system. A replacement was quickly located (compliments of the ATSF and CCARM) and hooked up and all was well on the "NY East-West Railway". A hearty **Thank You** to Bill for sharing his layout and basement, he was a congenial host and the layout environs were top notch. We will definitely be back in the future.

Our final 3 meetings to close out this session are all show stoppers!! We will lead off with this month's special clinic at the Saratoga Train Station on April 29th. Guest speaker Scott Mason (<http://www.scottymason.com/>) will be regaling us with Tales of the Airbrush, a guide to using, cleaning and creating with your airbrush. The event kicks off at 7:00 and we will be featuring a model showcase, so bring your WIP to show off and a raffle with some awesome prizes.

Following close on the heels of the clinic will be our Making Tracks in May event. 4 layouts in the Schenectady area will be open for your viewing enjoyment. The layouts are Bill McChesney's Lehigh Valley, Vic Roman's NYC Mo-hawk Division, Jim Cesare's NYC and Dick Davis's Cajon Pass. This is a Saturday event. May 14th from 11:00 to 4:00 with the exception of Jim Cesare who will be open from 11:00 to 3:00. Grab your buddies, setup your carpool and plan your route! Look for maps and directions in the next Form 19.

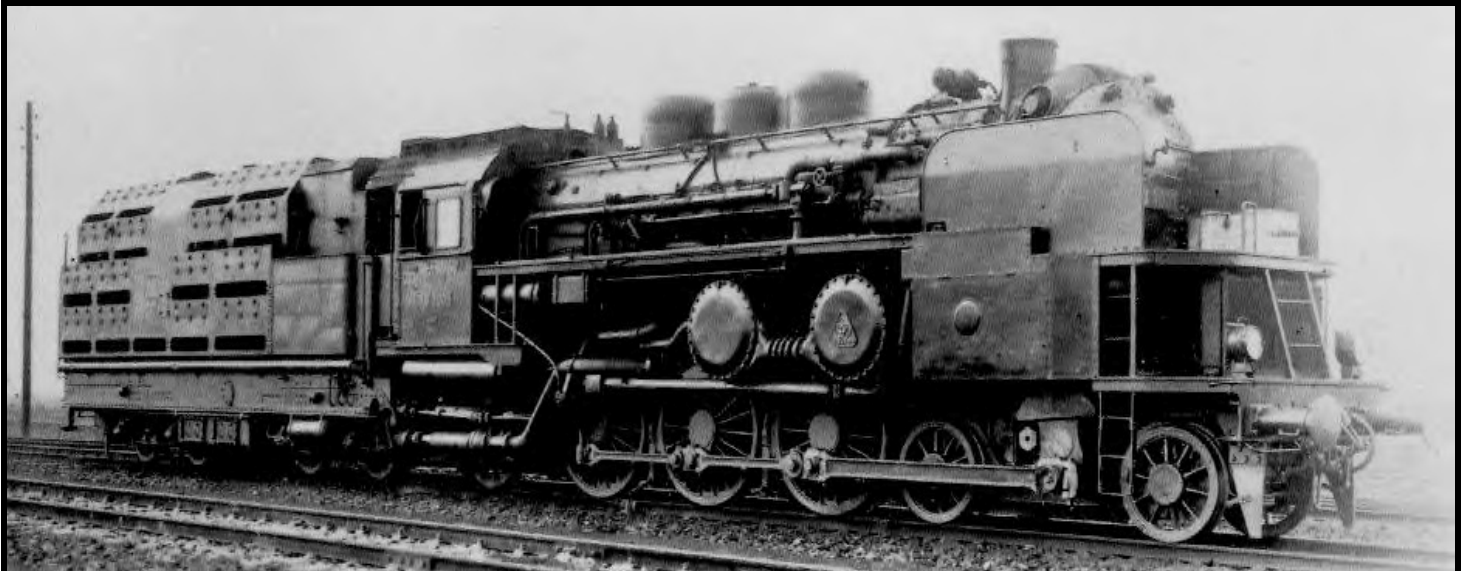
This leads us to our last event of the season, our family day, each year we try to come up with a railroad themed event to celebrate before our summer hiatus. In the past we have traveled on the Hudson River railroad, had a family style cook out (rain be dammed) and several other exciting events. Well, this year we have a great treat in store for the membership. Clarke Dunham has agreed to give us a private, pre-opening, tour of his new museum in Pottersville, NY, **Railroads on Parade** (<http://www.railroadsonparade.com/>).

Featuring the fabled Citibank layout, our group will get a first look at this brand new museum BEFORE it opens to the general public. Due to the exclusive nature of this event it is restricted to current NMRA members and their immediate families. This is also a Saturday meeting, June 18th from 12:00 to 3:00. There is **no cost** to the membership to attend this event.

As usual, we'll end the season with a bang. We are already hard at work on the 2011-2012 season too!

On to the monthly contest and our winners from last time:

We had several correct answers for our Knox and Kane railroad question. Locomotive 58 was built by the Tangshan Locomotive works in China and was heavily damaged by an arson fire in 2008. It is being restored. Congratulations to our winners, Bill Carter, Dave Gould and John Aldrich. See me at the next meeting to pick up your mugs, if you haven't done so already.

**TURBINE**

OK, now for this month: yes I've given you a hint in the caption, but this one may still prove difficult, what I want to know is who built it and how did it end its career? Here is another hint, think pre-war German locomotives. I'll throw in a bonus if you can successfully name the locomotive and the year of manufacture and/or demise.

Send your entries to trains@hudson-berkshire.org or our PO box. I'll announce the winner in next month's *Form 19*.

Division news and some announcements:

- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Pair O' Dice Contest:** We are working out the details for our over the summer hiatus build contest. Here are the broad strokes: we would like you to construct a small model or diorama incorporating a "pair of dice", the dice can be literal or metaphorical, scale is left to you. You will have a chance to show off your handiwork at our September or October meeting. Put on your thinking caps and come up with some cool ideas. I will post some photo examples on the website to get your creative juices flowing. This is a chance to let your imagination run wild, the keyword here is whimsy.
- **Elections:** Per our bylaws, we will be holding elections for 2 positions in November, President and one Board member. If anyone is interested in running for either of these positions please contact Greg Whittle.
- **Find us on FaceBook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friends list.
- **NMRA /Kalmabch archive:** <http://archive.nmra.org/Home.aspx>
- **Call for submissions:** Feel free to send me pictures and announcements for inclusion on the website. All content is appreciated. Email me at trains@hudson-berkshire.org
- **Looking for volunteers:** the folks at Hobbytown in Colonie have requested some of our members setup a table some Saturday and demonstrate modeling techniques. Sounds like a great idea to me. Let me know if anyone has an interest in spending a Saturday with me building models and talking to the public at a local hobby shop.

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.



Scribblings & Sprues

By Ben Maggi

Tired? Burned Out? Need something quick? Get a Pizza!"

I had come home from work one day when my wife told me what I consider to be a sad story. She said, "I wanted to play with your trains today, but they were hard to get to and not working, so I just left them alone." This was not the first time that this situation had come up. I had a small 2x3 foot layout which consisted of nothing more than a pair of N scale loops of track running through a detailed area with a hill, a farm scene, a small river, and a road. Since space was and is still tight this little layout offered a lot of great things: (1) the ability to try out new or different scenery techniques without having to commit to an area on your layout; (2) the chance to use a different scale or track gauge or model a different interest than your primary layout; (3) a place to run trains at a moment's notice without having to clean a lot of track or turn on a complicated control system; and (4) a way for non-serious modelers to have some fun in the hobby without having to explain what every switch does.

When I heard my wife's story- and I will be the first to admit I have a wonderful wife who not only supports my hobby but actively tries to participate in every way that she can- I decided to build something small for her for Christmas that she could play with when the mood struck her. Though my main N scale layout needed a complete rewiring and a lot of other things, this was going to be simple: a circle of track in a nicely decorated setting that could be turned on with trains running in under a minute. If sounds boring, I can assure you that it is anything but.

I am not sure who coined the phrase "pizza layout" first but what I do know is that the late Carl Arendt brought it to the mainstream with his excellent website (<http://www.carendt.com>). And I unfortunately do say "late" because he passed away on March 3, 2001... just a few days before this writing. I had been planning on doing up a column on his website for awhile now and sadly I waited too long. However, his site is still up and I would encourage anyone who has not checked it out yet to go ahead because I am not sure how long it will remain.

Every month he would feature layouts from all over the world that primarily were less than 4 square feet in size. These would be grouped into themes such as John Allen style "Timesaver" layouts, layouts that featured one or two track switches, layouts that were built in suitcases or small containers, layouts that had extensive sound or lighting effects, layouts featuring novel themes like airports or harbors, and "pizza layouts" which were just circles or ovals of track. Every month I would anxiously wait to see what he put up and every one always gave me some ideas. Check it out and search the archives... you won't be disappointed. I have had some great discussions with him about different layout design ideas and he was always helpful, humorous, and generous with his time.

My own layout which my wife used to run was featured on his site many years ago and pieces of it are on my new layout which I am building for my wife as a gift. (She already received it this past Christmas so it isn't a surprise anymore, but it is far from finished.) This layout isn't very big but I wanted to incorporate a lot of stuff on it so I thoughtfully made a list of everything it had to feature. The most important was a scenic divider or backdrop, which made it possible to model two different types of scenery without a suitable visual transition. In addition, it had to have a farm (my wife grew up on one) featuring a horse pasture, a white picket fence, a clothes line and a vegetable garden, several tractors like her father's; a fruit orchard with a hay wagon and a fruit stand; a duck pond with N scale ducks, a row boat and a small dock; a small town with a gas station, country store, a restaurant, a church, and a farmer's market; an old freight station that is still in use but whose track is overgrown; and a passenger station with a curved wooden-plank platform and a small parking lot.



Of course I don't admit that anything on my layout is unique but everything is special and has a reason. Each area will have a story to tell or a memory connected with it and I want to make sure to capture them all. Surprisingly, I was able to draw up a real-size plan for my layout that squeezed everything in with some room to spare. I used to think N-Trak modules were small but at 2x4' they have twice as much space available then what I currently have!

I don't plan to rush the layout, because building it is half the fun. However, some key scenes with recycled buildings are already in place and planning is underway for other areas. Despite not having ballast down for the entire main line or every building set, my wife was able to run trains and have a fun time doing it. She did comment "honey, I wanted an oval even if the layout was bigger" which I suppose is good. How many wives complain that they want their husband's to make larger layouts? She also had an opportunity to pick out structures and is always on the lookout for key pieces of rolling stock to run on it, including her favorite: Western Pacific "arrow-side" boxcars. I don't know what, but who cares?

True, a pizza layout won't give you everything you want. I recently purchased a set of N scale streamliner cars with two-axle trucks and a heavyweight observation car with three-axle trucks with the intention of painting it up into a tourist train. However, the cars wouldn't stay on my sharp curves and make it around one lap so back into their cases they went. And, unless you are modeling an amusement park ride you will get no prototypical operations out of this layout. But that doesn't mean small layouts cannot be packed with operating potential.

If you check out the Micro Layouts website mentioned above you will see lots that have gimmicks and tricks to represent real railroad operations in small spaces. They frequently feature track plans designed to move loaded cars to different areas, or mechanisms to actually load and unload cars, or various railroad interchanges. Small space doesn't have to mean toy like.

Now, my new layout sits proudly on a small card table in our office by our computer and at any time my wife or I can pull off the cover (designed to keep our Golden Retriever's hair from becoming part of the farmland!) and run a train at the flick of a switch. When the layout is done it will be small enough to put in a closet for storage if I need the table, or perhaps I will build a small coffee table for it to go into. They are also useful for taking to train shows or to other people's houses to give them a first-hand experience with the hobby.

Small layouts frequently are inexpensive to build which also makes them great for those who are feeling the pinch of the economy. How many of us have a scrap of plywood and some train set track in a box in the basement? If you aren't in the market for one, why not consider a pizza layout as a gift for a friend or relative? I am sure they will appreciate it... everybody loves pizza!





Order Number 272

Page 9



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Who has the nicest engine paint jobs?

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Page 4 of 4 (54 items) < Previous 1 2 3 4

Re: Who has the nicest engine paint jobs?

Phoebe Vet replied on Tue, Jun 9 2009 4:18 PM

I always liked the Delaware and Hudson paint, but, alas, they have gone to the failed flags graveyard.

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Saratoga Train Station
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FORM 19

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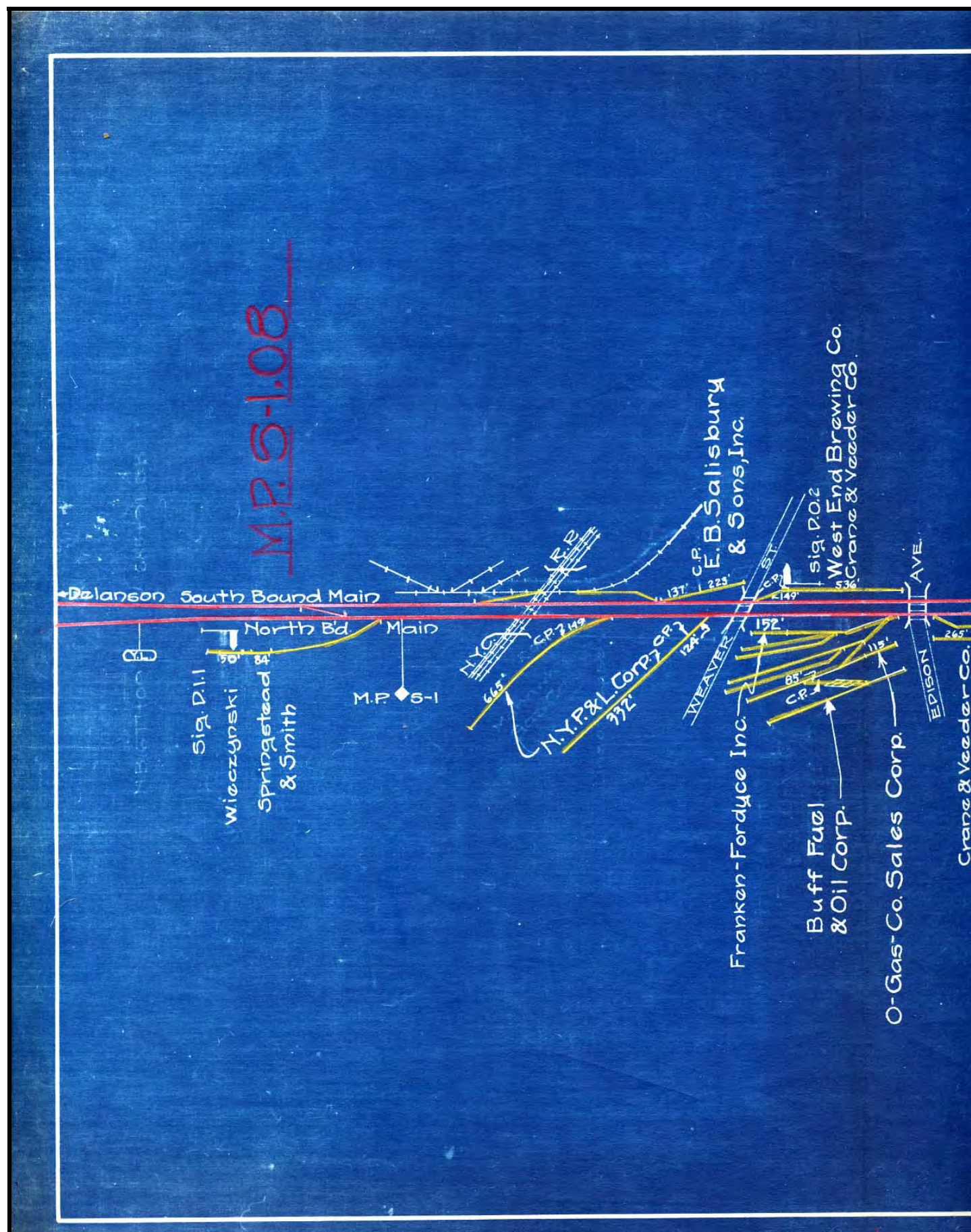
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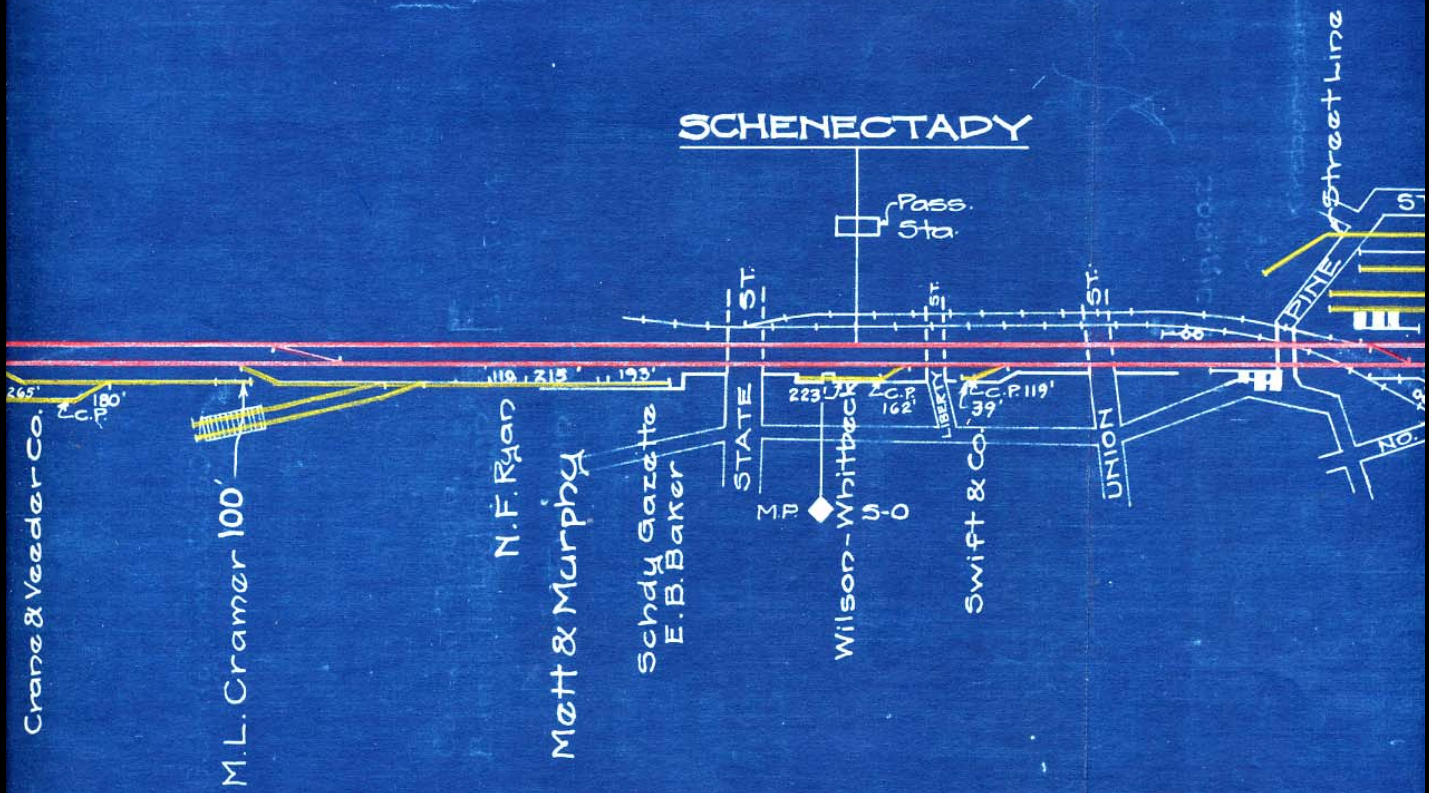
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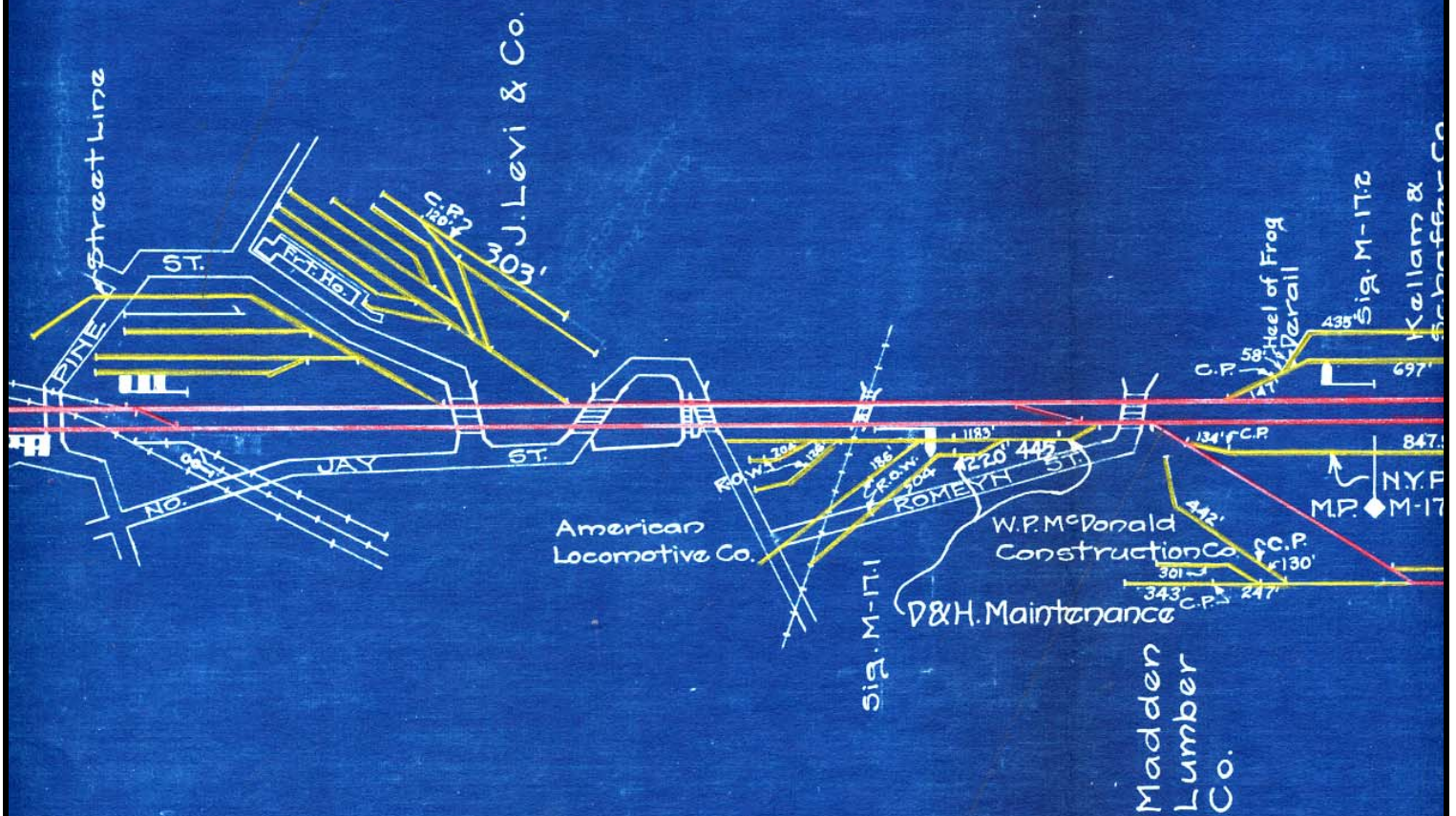


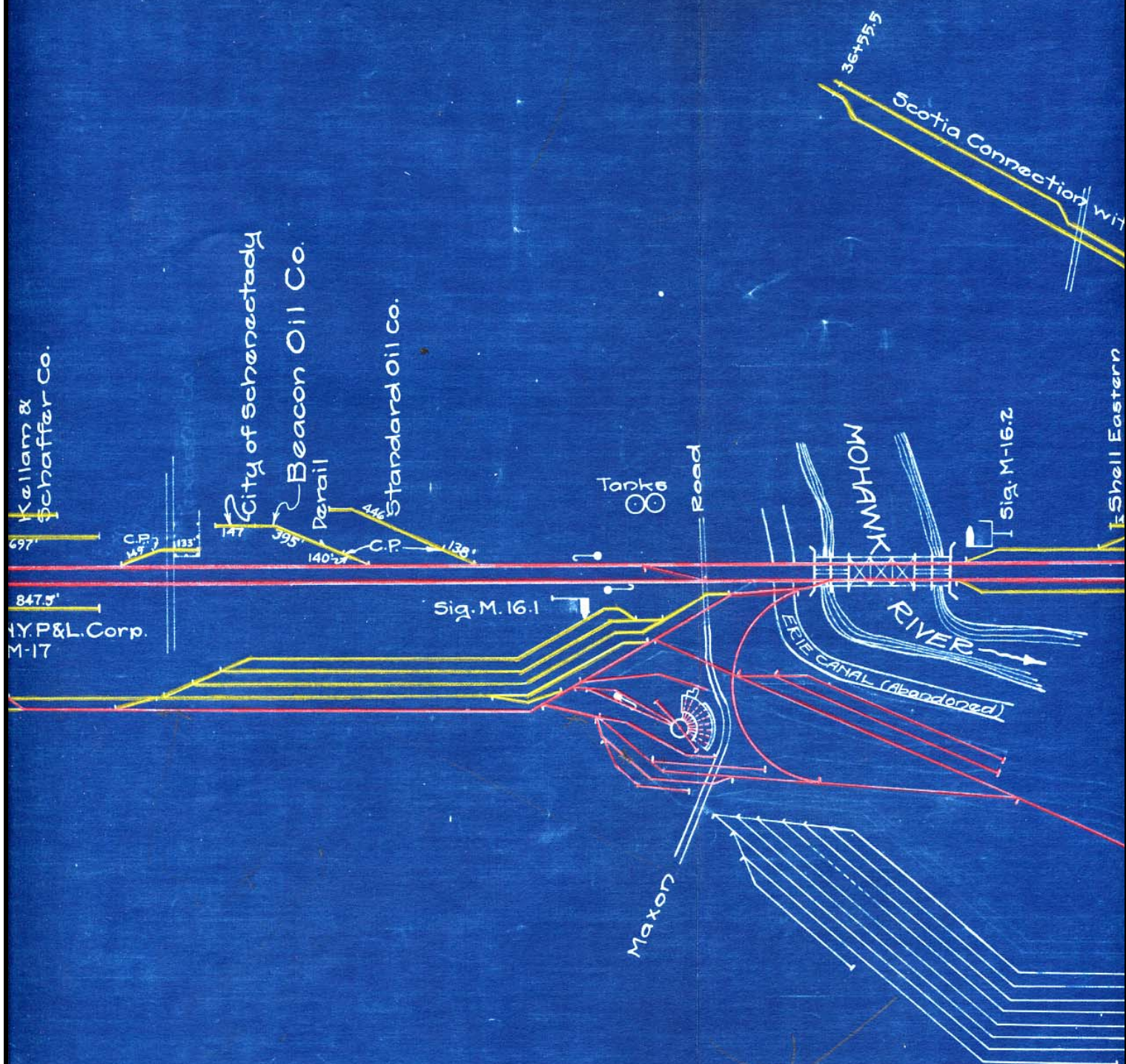
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This month, we continue our look at yard-maps of yesteryear with Schenectady, Mohawk & Glenville, revised up to 1934.









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C.P.
115'

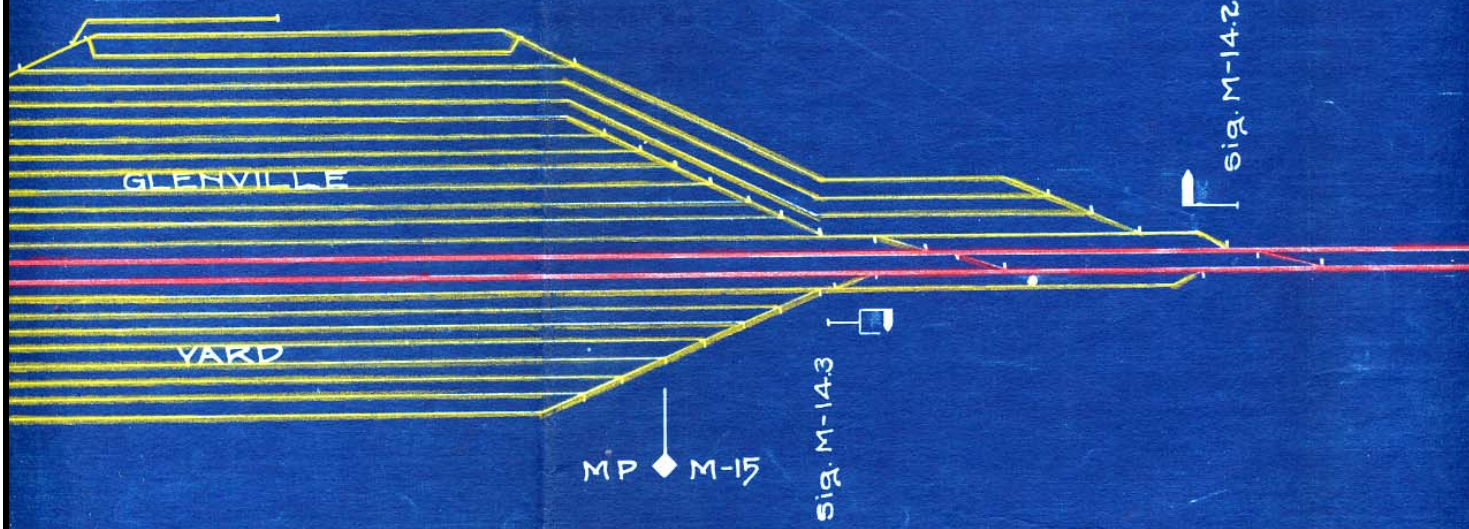
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Yard
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M.P. ♦ M-16

Sig. M-15.1

Yard Sec
All Yard Tra
Main Tracks
to 5-1.08.



Section E-4
 tracks other than
 MS from M-13.20

LEGEND

Freight ———

Common ———

Main, Main Passing, Fuel
 Storehouse, etc. Other

ALPLAUS

470.4' 2C.P. 160'

J.S. McKaid

Sig. M. 14.1

M.P. M-14

Mechanicsville

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Office of Division Engineer
Ozenta, N.Y.

Nov. 27, 1923
Scale 1"=500'

5Q-26

430

Revised July 27, 1934.
Revised July 1, 1934.
Revised Mar. 1, 1933.
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Revised Oct. 14, 1927.
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Peter, Shop,
on Yard



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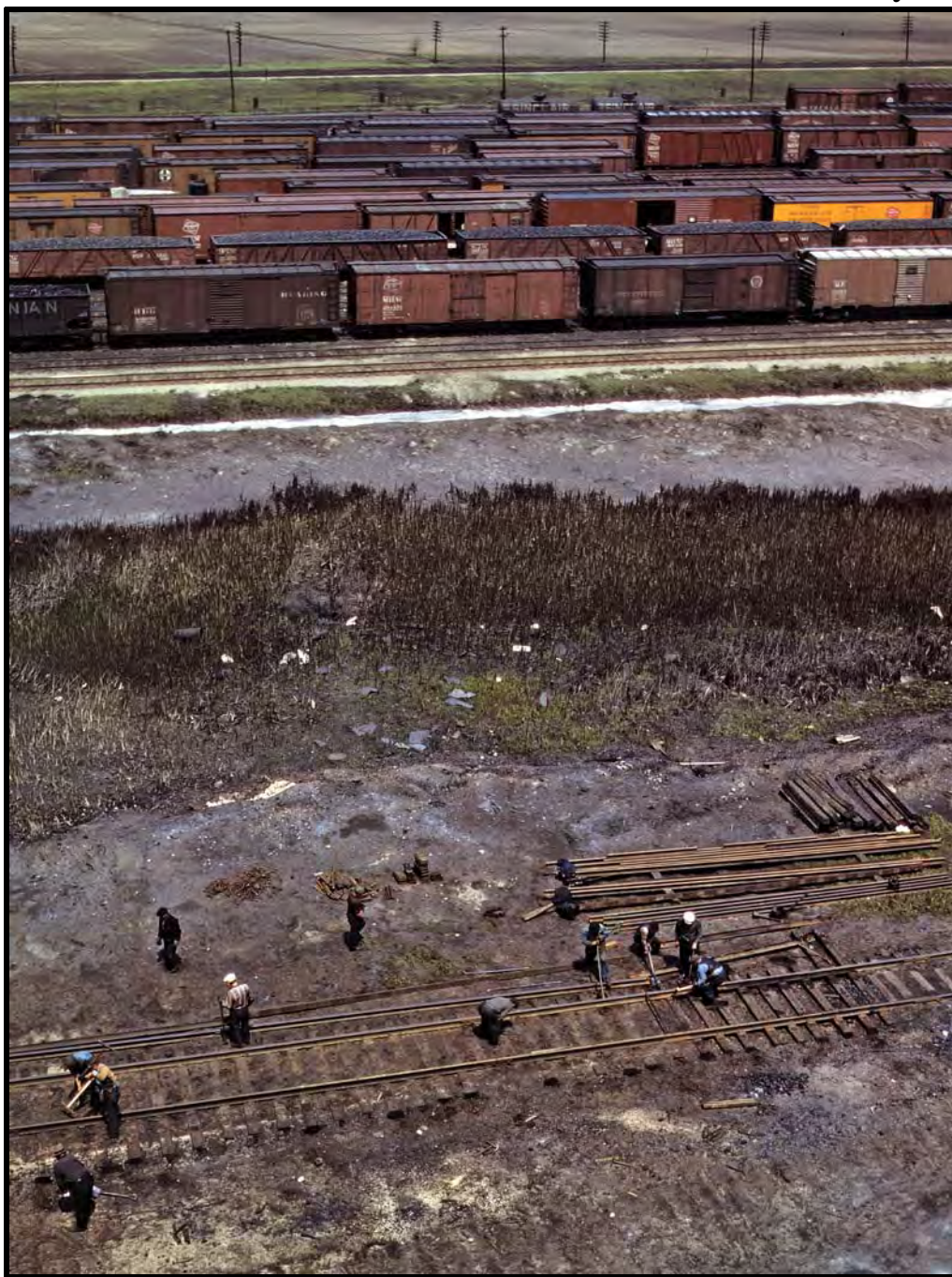
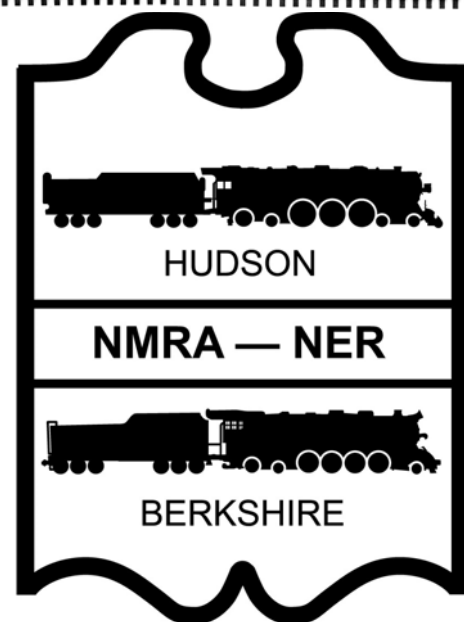
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FORM 19

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

Order Number 273

May 2011



Making Tracks...

Saturday,
May 14th

11 am to 4 pm

The Hudson Berkshire Division NMRA offers an opportunity to visit and enjoy 4 outstanding Capital District model railroad layouts. Open for viewing from 11 AM-4 PM will be Bill McChesney's Lehigh Valley Railroad, Dick Davis's ATSF Cajon Pass line and Vic Roman's New York Central Mohawk Division. Jim Cesare will have his fine New York Central pike open from 11 AM- 3 PM. Enjoy the opportunity to structure your own schedule and spend an afternoon seeing the efforts of these fine model railroaders in a less crowded format than the regular division gathering.

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

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).

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Contributing to *Form 19*

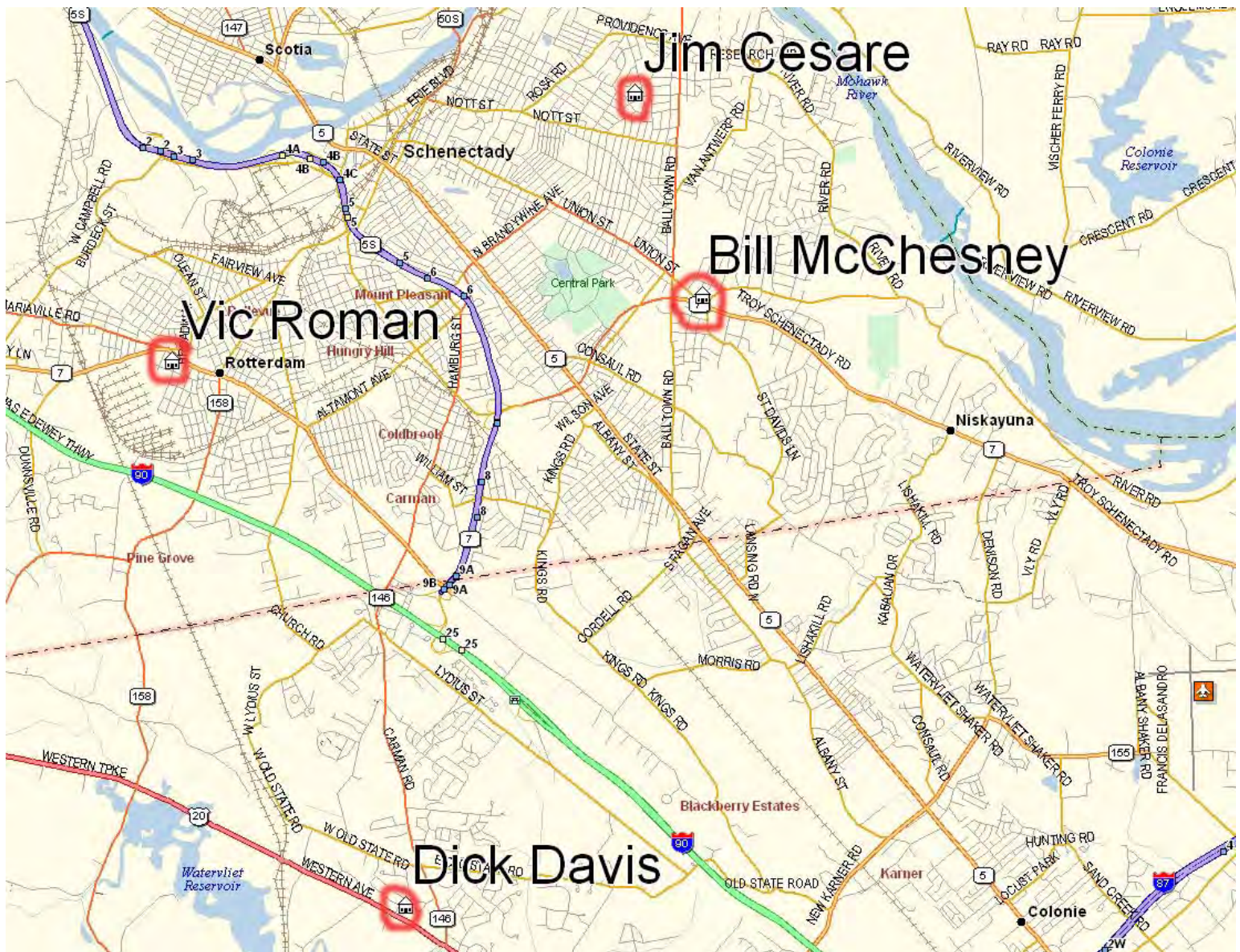
Form 19 welcomes contributions from the Hudson Berkshire Division membership. Letters, articles, photos, and other items may be mailed or e-mailed to the editor at the above address. Please include return postage if you would like materials returned.

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Order Number 273

Page 3

NOTE: Open 11:00 to 3:00

Jim Cesare
2128 Niskayuna Drive
Niskayuna, NY 12309

New York Central – Albany (HO)

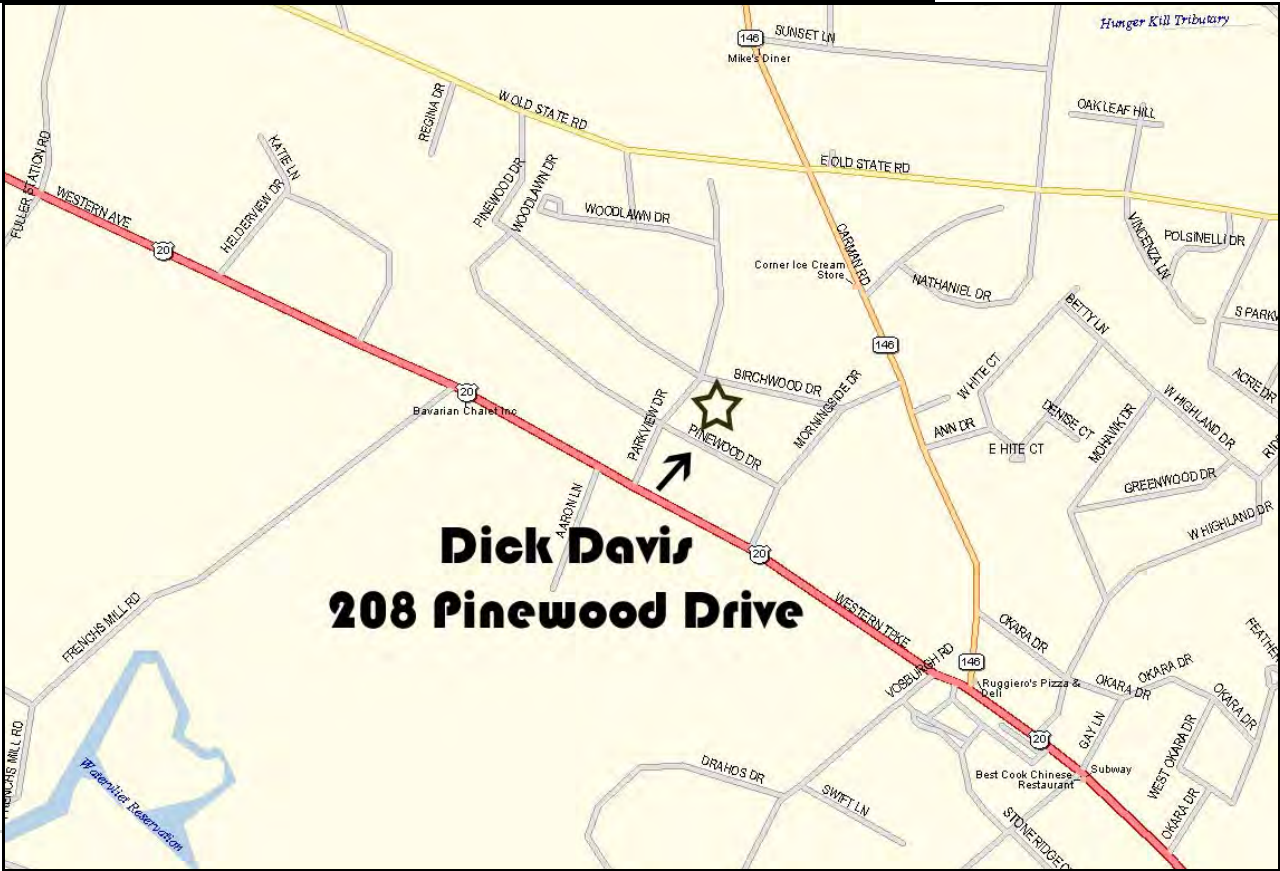
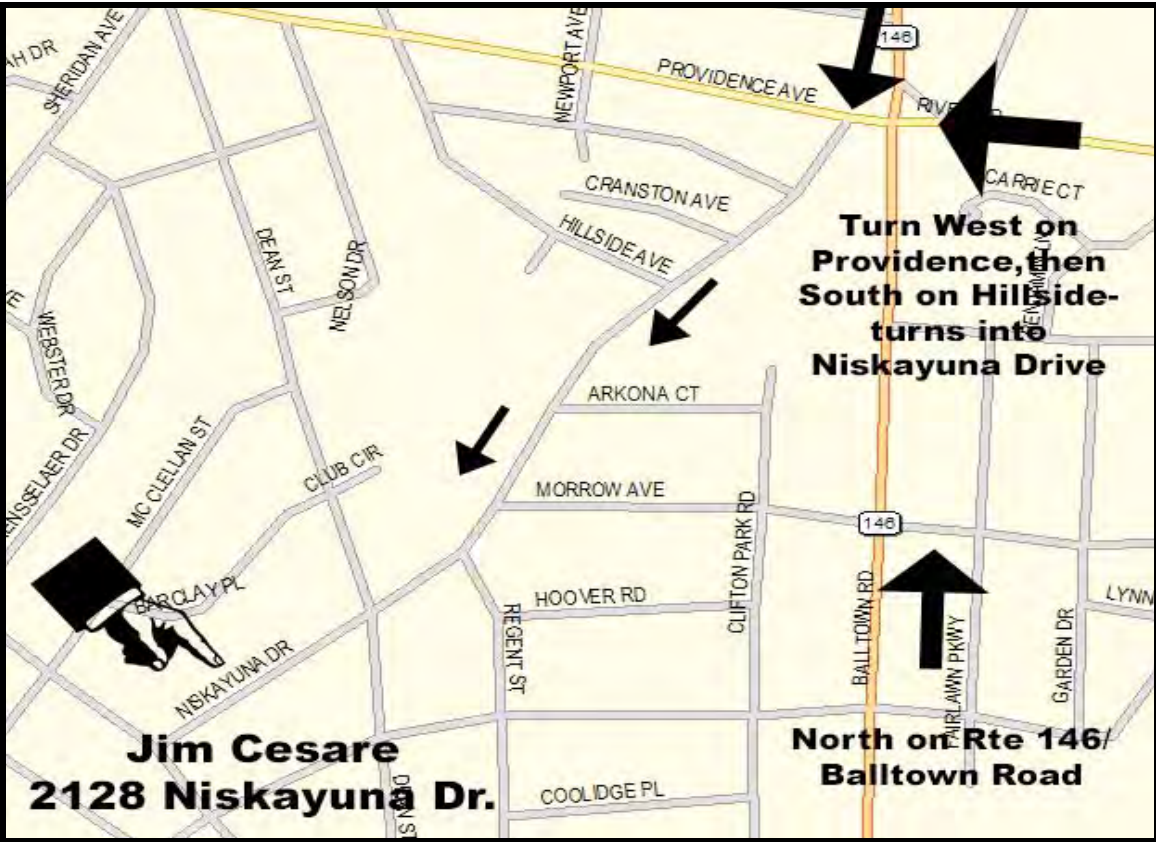
Not far from Route 146 and the Niskayuna High School. Parking: on Street is fine. Accessibility: down interior basement stairs.

The railroad is based on the 1941-1951 New York Central, Boston & Albany, and Delaware & Hudson lines, from Rensselaer (just east of Albany) to Hoffmans/Rotterdam Jct. (west of Schenectady), New York, with East/South and West/North Staging. Track is 95% complete. Scenery is 55% complete.

The layout was created with an operational emphasis. Several scratchbuilt buildings are on the layout in Albany (the Union Station, the McEwan Coal building, and the REA building). Rensselaer (the Coaling Tower), and Schenectady (its Union Station). A good amount of prototype research was done on various buildings and track planning. [Ed: Some paper mockups – particularly the former D&H building along the Albany waterfront – are very inspiring. The Host's architectural background is quite evident in some of his structural choices.]

There are no other special emphases - a little bit of everything is being tried on the layout. Sound effects, however, are still in the works.







Order Number 273

Page 5

NOTE: Open 11:00 to 4:00

Dick Davis
208 Pinewood Drive
Schenectady, NY 12303

Atchison, Topeka & Santa Fe Cajon Pass (HO)
[6/04 RMJ]

Not far from Route 20 and the Guilderland Town Hall. Parking: on Street is fine. Accessibility: down interior basement stairs to a healthy duckunder to enter the 2-to3-level layout.

The theme for the layout is the Atchison, Topeka & Santa Fe in southern California – the Cajon Pass route in late steam/early diesel. Track is 80% complete. Scenery is 20% complete.

Building to the prototype, DCC operation, scale equipment are all of interest to me. The finished scenery is true to the locale. [Ed: you really have to see the holes blasted in the Host's main floor (steel I-) beam to appreciate his modeling aggressiveness. The high desert and cacti are very intriguing, too.]





NOTE: Open 11:00 to 4:00

Bill McChesney
1014 Highland Park Road
Schenectady, NY 12309

Lehigh Valley (HO)
[3/98 RMC]

A half block from the Route 7 and Union Street intersection (Highland Park can be entered only from the westbound direction on Route 7). Parking: on Street is fine. Accessibility: through the gate (to right), in side door, and down interior basement stairs. There is a duckunder (40" from floor) into center of layout.

The theme for the layout is the Lehigh Valley Railroad, from the New Jersey waterfront across northeast Pennsylvania to Sayre, in the 1960's (and up to 1976). There are staged connections for the Reading, Delaware & Hudson, Lehigh & Hudson River, and Central of New Jersey. Track is 100% complete. Scenery is 80% complete (because the docks are newly under development).

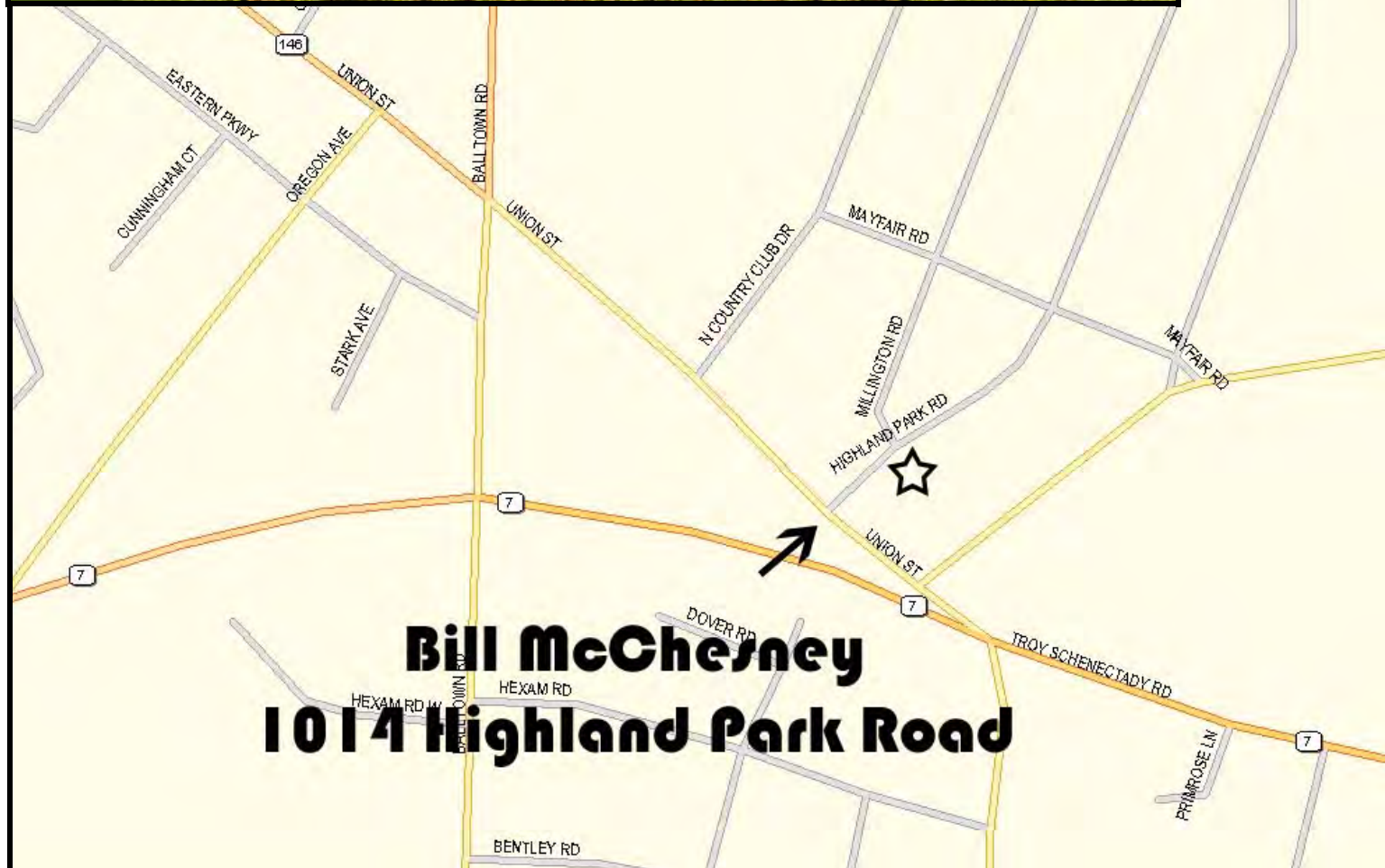
The rolling hills, early fall foliage, graceful trackwork, and smooth train operations have garnered many appreciative comments from visitors. [Ed: the Host's collection and painting of Alco locomotives, as well as all sorts of appropriate rolling stock, has been locally renowned for some time. The additions in recent years - of his Sayre station and Shops and now the docks area - has only added to the visual impact of his compact layout. Scenes from it have been a staple in the Walthers annual catalog photo section.]





Order Number 273

Page 7





Page 8

FORM 19

NOTE: Open 11:00 to 4:00

Vic Roman
1038 Vincent Avenue
Schenectady, NY 12306

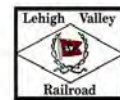
New York Central Hudson Division (HO)

There is a McDonald's Restaurant on the corner of Vincent Avenue and Curry Road (Route 7). Parking: on Street is fine. Accessibility: down interior basement stairs.

The theme for the layout is the New York Central's Hudson Division, from Albany south ("timetable east") to the trackpans at Tivoli, New York; future plans include extensions to Poughkeepsie and Croton Harmon. Track is 80% complete. Scenery is 50% complete.

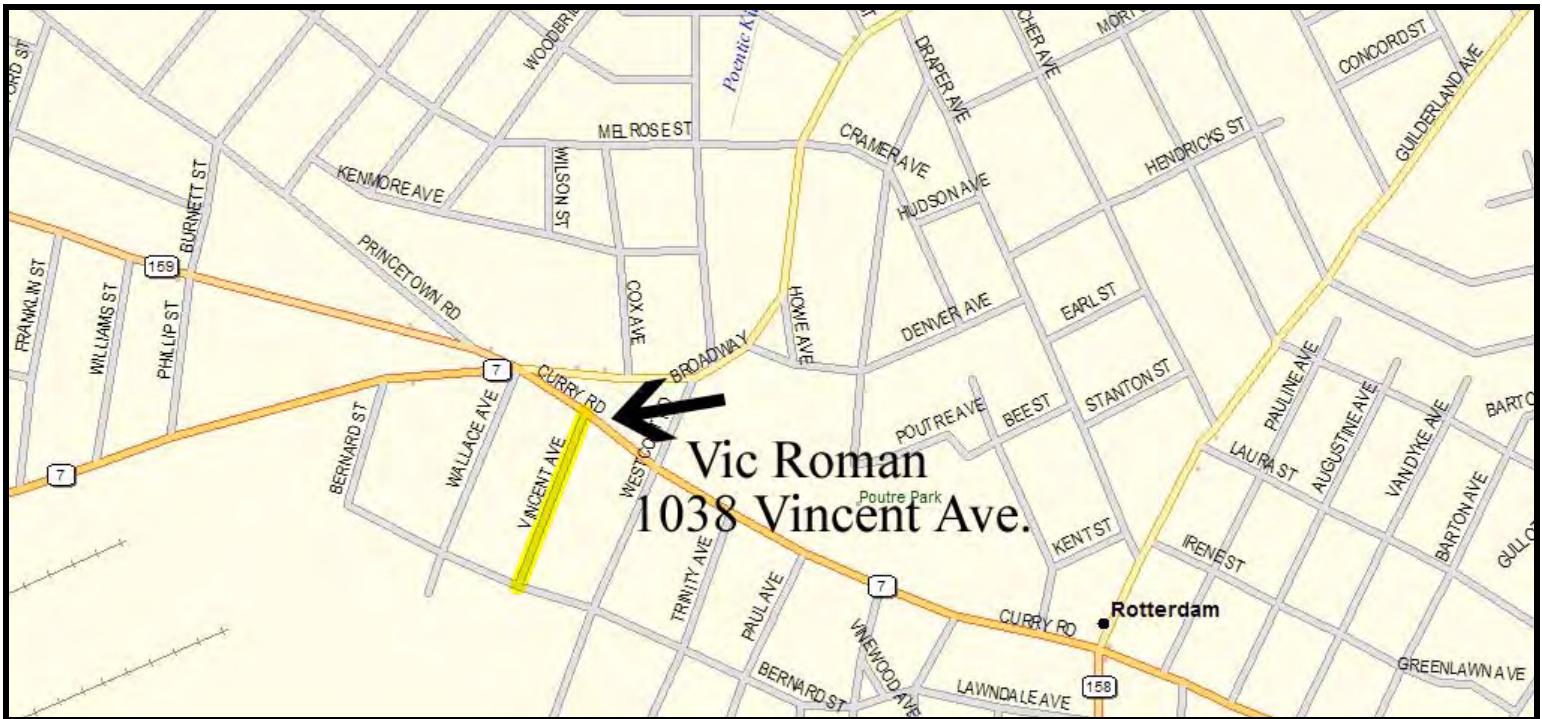
[Ed: when asked to describe his particular aspects – Prototype Research, Freelance Artistry, Scratchbuilding/Kitbashing/Ready-to-Run, Operation, Gadgetry, Original Design, etc. – the Host answered, "All of the above". Visitors have commented favorably on the densely-populated cityscape, in a shallow-depth area, with dry-brush (and other forms) of distressing and weathering. He has been generous in similar contributions to layouts of others. Based on what we have seen so far - the Central (Cold Storage) Warehouse, the power plant, and his urban area - he should be taken at his word.]





Order Number 273

Page 9



ALL ABOARD! Welcome New Members

Harold Knutsen,
Bradley Peterson,
James Rothe,

Purling
Porter Corners
Plattsburgh



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First Class Mail

FORM 19

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

Order Number 274

June 2011



HUDSON

NMRA — NER



BERKSHIRE



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POTTERSVILLE, NY, 12860

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60 MIN.

Northway

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Stone Bridge
& Caves

STONE BRIDGE ROAD

Pottersville
New York

**EXIT 26
SOUTH**

LAKE GEORGE
25 MIN.

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Berkshire
Members
12:00 to
3:00

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THE BRASS HATS

FORM 19

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THE DRIVE-IN MOVIE
NYC AT NIGHT
THE CARNIVAL
THE BATES MOTEL

1939 WORLDS FAIR **PARK AVENUE & SUBWAYS**

The Hudson Berkshire Division NMRA will visit the "Railroads on Parade" museum exhibits being constructed in Pottersville, New York. Dunham studios is putting together 4 large operating model railroad displays to be open to the public in a single building in the center of Pottersville. The scheduled opening is in July, but Hudson Berkshire Division members get the chance to go behind the scenes and see how the exhibits are being assembled and prepared for operation. Featured are the Station 4 season exhibit formerly on display in NYC, the Hell Gate bridge, Park Avenue/Subway scene and the 1939 World's Fair. The museum building is 5000 square feet in area. Photos and more information are available at www.railroadsonparade.com





The Ready Line

By Paul Hoffman

Another season comes to an end. The Board and I hope that you had as much fun attending our meetings as we did planning them! A few things to chew on before you start your summer endeavors.

First a recap of last month's event, our Making tracks in May layout tours. I'd like to offer my sincere thanks to Bill McChesney, Dick Davis, Vic Roman and Jim Cesare for opening their layouts on a Saturday, each of them saw over 50 visitors, including contingents from our Eastern Massachusetts members and a group from the CNY Division in Syracuse! I'd also like to thank Kevin Surman, Erik Denny and Tony Bucca for the heavy lifting involved in organizing what is basically a convention level layout tour event.

Next, let's talk about our Family Day Event:

Member Clarke Dunham has graciously offered to open up his new museum in Pottersville, Railroads on Parade, to our members and their immediate families. This will be a "sneak preview" of the museum which is slated to be open in July. This is a no cost tour that will allow our members exclusive access to the museum before the general public! Be aware that because we are seeing it for the first time, trains may or may not be running. For those movie buffs out there, like me, think of this as the Jurassic Park preview that John Hammond gave his grand kids and select visitors but without the velociraptors...hopefully.

The date and time is **Saturday June 25th from 12:00 till 3:00**. Pottersville, NY exit 26 on the Northway. Check out the website, www.railroadsonparade.com for an overview.

Pack up the car and make a day of it in the Adirondacks, I have no doubt that your wife or significant other will enjoy a day out in the North Country!

Now this is the spot where I would do a recap of the previous year and so I will, but in abbreviated form. Thank you to everyone who has hosted our group over the last year, without your generosity and willingness to open your doors our Division would indeed be poorer. Thank you also to our Board and leadership team, without them, their enthusiasm and energy, the Division would be a pale shadow of its current self. So, in summary, we are in great fiscal shape, our membership is growing (I'm still pushing for 250 members, don't stop recruiting!!!) and we have a great slate of events in planning for next year. The last 3 years as your president have been a whirlwind of change and growth and I have enjoyed every minute of it!!! Thank you, Hudson Berkshire Division, for letting me serve you and I look forward to our next adventures.

Ok, OK enough patting ourselves on the back, my arm is killing me!! There are several very important announcements down below, please take the time to read them. But first let's talk about the last trivia contest for this season.

There was no contest for May so here are the results for April. The locomotive in question was a Krupp-Zoelly Turbine built in 1928 and hit by an allied bomb in 1940. As difficult as I thought this one was we had several correct answers, Vince Amoia, Dave Gould, John Aldirch and James Scott. See me to pick up your highly collectable Hudson Berkshire coffee mugs, one mug per winner, regardless of how many contests you've won.

I was deeply divided over whether to offer a contest over the summer, I decided against it in order to allow you folks to work on your "Pair O' Dice" contest models instead. Oh alright, no hints this time...



Name and back story



Division news and some announcements:

- **GTE:** The planning for the Albany Show is now beginning, please contact Rich Smith if you can help in any way.
- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Pair O' Dice Contest:** Construct a small model or diorama incorporating a "pair of dice", the dice can be literal or metaphorical, scale is left to you. You will have a chance to show off your handiwork at our September or October meeting. Put on your thinking caps and come up with some cool ideas. I will post some photo examples on the website to get your creative juices flowing. This is a chance to let your imagination run wild, the keyword here is whimsy.
- **Elections:** Per our bylaws, we will be holding elections for 2 positions in November, Vice President and one Board member. If anyone is interested in running for either of these positions please contact Greg Whittle. A little background here, Rich Smith is stepping down as VP to take over as Convention Chairman, so instead of the president spot being open the VP spot is. Kevin Surman has thrown his hat into the ring thus far.
- **Find us on FaceBook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friends list.
- **NMRA /Kalmabch archive:** <http://archive.nmra.org/Home.aspx>
- **Call for submissions:** 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.

Nominations
For the positions of
VICE PRESIDENT
And
1 BOARD MEMBER
Are now open
CONTACT
GREG WHITTLE
Or
PAUL HOFFMAN



Scribblings & Sprues

By Ben Maggi

Back to Basics

It started innocently enough. After reading a dozen Model Railroad Planning magazines in the course of two weeks I had my mind set that I was going to build an HO scale layout as *the layout* when I had the room. While N scale is nice, HO scale would give me more motive power and rolling stock options, allow for better operations, and open new doors to modeling methods that I really want to experiment with like hand-laying track, scratchbuilding structures, and working signals. While it is possible to do it in smaller scales, something about HO and its "simplicity" keeps drawing me back.

Without any room for a new HO layout without taking apart my existing layout (why replace a layout I rarely touch to replace it with another layout I will rarely touch?) the next best thing to do was to start collecting rolling stock. Having once been in the market for equipment I knew that it was quite easy to build up an inexpensive fleet of cars by starting with Athearn "Blue Box" kits. You know the type: the "shake the box," "good for casual modelers and not much else" line of equipment that used to flood every train show and hobby store. Well, that was exactly what I was looking for as my foray back to HO so I wandered down to the local hobby store one Saturday to see what they had painted for the D&H. It was then that I learned that Athearn had discontinued their line of rolling stock kits. Egad, what has this hobby come to?

Thinking quick, and not wanting to leave the store empty handed, I scanned the shelves and saw some other kits that looked like they would be easy to build. Bowser and Accurail kits were plentiful but nothing lettered in the D&H. What I had really wanted was a hopper car that I could build, set on my desk at work, and perhaps use as inspiration when I was in the mood to plan my future layout. Alas, nothing fit the bill but I was able to order a few things from the Walthers catalog. Pushing around the boxes one last time, I came across an Accurail boxcar kit in the red D&H scheme that looked simple enough. Leaving with it under my arm, I assured myself that I was only going to purchase one kit, not dozens, and that this would sit around under my workbench until the right moment came to build it.

As it turned out, that moment was a few days later. Though I have experience scratchbuilding in styrene and using MEK and epoxy, something about this kit made me slow down. I actually read the instruction sheet (a blessed departure from building equipment from scratch... 'cause you don't have any!) and took my time to make this 15 minute experience last. I painted the steel weight flat black on both sides and let it cure before mounting it with glue. I painted the trucks and the underbody details. I carefully cut the detail pieces from the sprue- all of a handwheel and a few ladders- and painstakingly applied them with toothpicks of plastic cement. And when it was done, it looked good. It didn't have the details like on the modern kits or ready-to-run cars but it had helped me take my first steps back.

Right away I decided that only metal wheels would be used in my equipment. Some research on the internet guided me towards a certain brand and after a few months of searching I found a great deal on the internet. In the meantime, I built a holding fixture described in the February 2004 issue of Model Railroad which will allow me to paint a bunch of wheels in one go. Since I don't own an airbrush and use spray cans, the process is normally quick and easy. While it is not difficult to paint the wheels by hand I like the fixture I made because I can get a bunch done at once and it allows for more consistency. By the time I had ordered and painted the wheels, though, six months had passed and I already have 15 or so cars waiting for them. Yup, I was hooked!

One of the first cars I built was a late-model Athearn boxcar which included tiny metal handrails, more detailed brake rigging separately applied, and delicate plastic ladders. Not being used to having to manage these small parts, I successfully lost one grab iron and crushed part of a ladder. Still, it was quite a step up and by taking my time I was quite pleased with the result. It is a shame that Athearn dropped this line of cars as they really look quite nice once everything is installed. Though I had to make a couple repairs and a replacement grab iron I had managed to take the next step. But how to blend my new parts together?



Growing up, weathering had always consisted of either spraying brown paint on everything, using washes of alcohol and dissolved black paint, or drybrushing brown, black, and yellow craft store paints. Yup, I used straight yellow a lot and when I was 10 that seemed really cool. Thinking back, my models were hideous but at least I was attempting something new. Last winter I used the online *Model Railroader* index to search for articles on weathering and then copied and printed out every one I owned. In a binder I now have 25+ articles covering weathering of freight cars and engines, which is a great reference in and of itself. Thanks to a recent presentation by Scott Mason (<http://www.scottymason.com>) I now have one of these DVDs covering weathering techniques for modern freight cars. I had wanted the DVD for a while but never got around to purchasing it, but after seeing it and meeting Scott I knew it was a must-have.

I used lots of acrylic washes and drybrushing on my cars, with lots of subtle layers built up until I was happy with the result. Despite what some may say, many of the D&H freight cars never looked really bad even after five or ten years of running. (I am convinced that Penn Central painted their cars Jade Green and rust in the shop) so I didn't overdo it. Using prototype reference photos really went a long way towards getting the look "right," as did not making every car the same. One in particular, a long steel gondola, has a special future ahead. Needing a proper steel load inside of it, and having a rusting Toyota Corolla on my driveway, I plan to have the two meet in such a way that part of my car will always be preserved. The truck is securing the scrap load so that the bright metallic blue is facing down! I got the idea after reading about it from Lou Sassi.

But not everything went according to plans. Having purchased a cheap off-roadname boxcar kit with a roofwalk in place I decided to try and modify it to make it more compliant with federal regulations. I took it off and then started thinking about how to plug the holes. I could have used styrene tube, or the mounting lugs that were on the underside of the walkway, but instead I decided to use one of my favorite tools: epoxy. I ran masking tape along the top of the car on the outside, flipped it over and then poured in some freshly made epoxy. A few hours later revealed that the molded bracing on the boxcar roof had caused the tape to not sit flush, resulting in epoxy flowing out of the mounting holes and all over the roof. I tried to brush it off the roof with some paper towel but it got on the car sides as well. It didn't really matter by that point as the car was essentially ruined. It now sits on my workbench taunting me.

It only cost me a couple of bucks, though, and it taught me a valuable lesson in taking things for granted. Despite that the cars are supposedly "shake the box" it is still quite easy to mess them up. Whether it be by breaking a foot stirrup, losing a grab iron, painting or weathering it unrealistically, or drowning it in epoxy- there is always a way to turn an easy project into a hard one. Thankfully, modeling is as much a learning process as it is an end result. My more recent kits have gone together well, I have picked up some new techniques, and even most of my mistakes were easy to correct or hide. While I am not signing up for a craftsman style kit anytime soon I feel confident enough to try something more advanced. At the same time, even these simple cars will help fill out my future railroad until the time comes when my standards have changed and they become obsolete.

It is a real shame that basic introductory rolling stock kits have gone by the wayside. Where once MDC/Roundhouse and Athearn cars were the building blocks into model railroading, today they are replaced with excellent ready to run models that look incredible. I don't know if it is a step forward or a step back, but I am sure of this: you will continue to see people at train shows looking for these cheap cars to hone their skills on. We were all there at one time. And if you run across any lettered for the D&H that you don't want, make sure to give me a call!

Footnote: when my wife saw the Athearn D&H hopper kit that I ordered she immediately said "I want to build that one." So it shall be. It is now marked with a label indicating that it is Sarah's train and someday when she wants to work on it I will show her the basics of putting it together. Funny how it works- the car that I wanted to be my introduction back to HO scale may turn out to be hers as well.



Page 8

FORM 19

SOMETHING EXTRA

By Ken Nelson

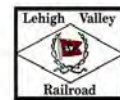
So your operating sessions are going well, and everything you have scheduled has worked. Maybe, your dispatcher, or your engineers are beginning to get a little too much into a “groove.” Not that there is anything wrong with this. It’s always nice to see a crew that works well together, gets everything done efficiently, and causes no harm by holding up any other trains. But every so often, you might want to throw in a little something extra to keep everyone on his or her toes, and discourage anyone from going to sleep on you. This is where the “extra” trains come in.

Some years ago I had the privilege of riding the Alaska Railroad from Seward to Fairbanks. On the train, they offered an HO gauge model of the cars in which we were riding, along with a locomotive with which to pull them. A year later, I obtained two more cars that made a nice looking train. Now one could argue that an Alaska Railroad train has no business on the Poco Valley, a railroad that serves the northeastern United States, but I like it, and that’s all the excuse I need to run it. In addition, I have put together several work trains, traveling to or returning from a wreck scene just off the modeled portion of the layout, spreading ties and/or ballast along the railroad, or returning a Jordan Spreader to its home in Chambers Yard. I also have a GP9 that a friend gave me one year, which is lettered for the Poco Valley, but with Operation Lifesaver markings on it. I also have an Operation Lifesaver caboose. A few extra coaches, and I have another extra train. If you are a diesel only railroad, you might consider throwing in a steam special from point A to point B on your railroad.

Every so often, I throw one of these “extras” into an operating session. It’s amazing how much one extra train can affect everything around it. That train traveling to a wreck scene has priority over everything. The Operation Lifesaver train may stop along the way for various reasons. It will hold up everything behind it. Meanwhile, that engineer who just came off a run and is waiting in the crew lounge for another train suddenly has one he may not have expected.

You might consider throwing in an “extra” in your next session to add some additional interest.





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Page 9



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ALL ABOARD! Welcome New Members

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Dennis Hultay

Castleton
Saratoga Springs

BLACK FLAGS

It is with sadness that we mourn the death of Mohawk Valley Railroad Company's owner Lenny Welter. How many of us spent how many hours wandering his aisles...

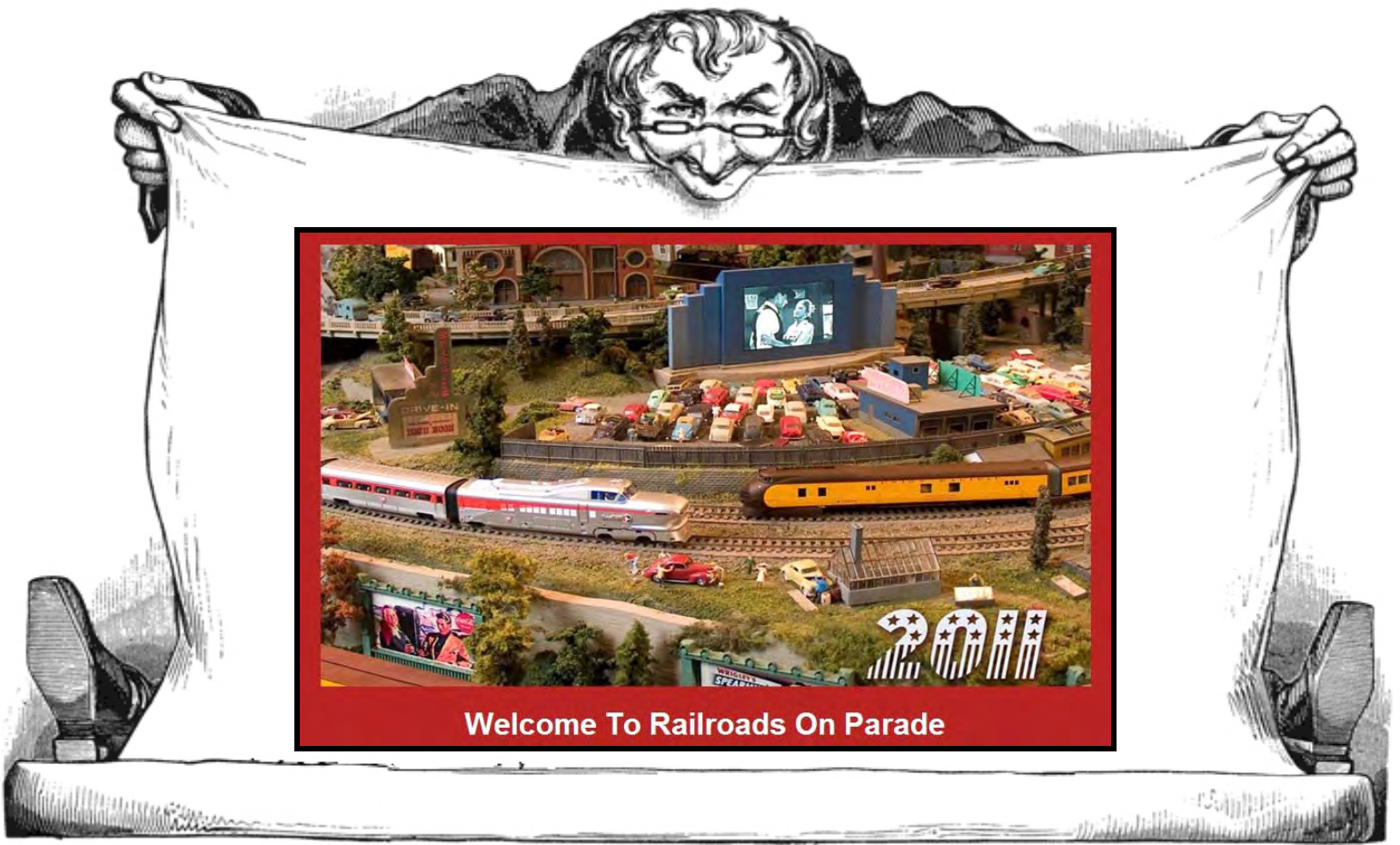
Also condolences to long time Hudson-Berkshire member
Tom Rhodes

For the passing of his wife, Donna.



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First Class Mail

E-FORM 19

WEB-PAGE EXTRA

Canada's biggest model railway, a masterpiece built over decades, will be dismantled

By Sidhartha Banerjee, The Canadian Press – 2 days ago

MONTREAL — In a warehouse in Montreal's historic Griffintown neighbourhood, model train enthusiasts have spent 38 years engaging in a labour of love.

Inch by inch, they've constructed what is believed to be Canada's largest fully operational model railway.

More than 300 people have participated over the years, devoting thousands of hours to building life-like models across an eye-popping, detail-laden, 1,493-metre masterpiece.

And it's about to be destroyed.

The reason for the imminent dismantling is not without irony: the make-believe trains are about to be forced away by a real train company, dealing with real-life issues like rising property costs.

Canadian National owns the 9,000-square-foot warehouse space and wants to lease it out at a higher rent, starting next year. It warned the model-train association five years ago that its time was up.

As a result, opportunities for members of the general public to see the project are about to run out. Twice a year, visitors have been allowed in to see the display as it's grown with time.

One final open house is expected to be held this October, at which point the last train will pull into the station.

"When people come here, it's like a wonderland," said Pierre Lalanne, president of the Montreal Railroad Modelers Association.

"This is the largest fully operational layout in Canada — one of the few I'd say, even in North America, that's fully operational."

The periodic rumbling of real trains can be heard just above the model railway, which is a scaled-down representation of 4,400 kilometres of track across several Canadian sites.

Some of the numbers are staggering. The project includes: 6,000 square feet of space, six train yards, 527 switches, 18 bridges, 17 tunnels, 12 major industrial areas and 68 medium-sized industries represented.

It takes up to 40 minutes for a train to loop through the entire track.

And the builders didn't skimp on the details: there are tiny people in the tiny houses inhabiting the tiny towns.

Along the way are odes to real-life Canadian towns, with depictions of places as diverse as Georgian Bay, Mont-Joli, Grande Prairie, Stoney Creek Ridge and Montreal's stately Windsor Station.

What can be salvaged, will be — some of the buildings, trees and bridges might be carried off elsewhere.

But about 70 per cent of the layout — the mountains, the roadbed and the rest — will have to be trashed.

"Three-quarters of the layout is made of plaster and you can't move plaster," Lalanne lamented. "Even if it was movable, we'd have to find a place exactly like here to be able to move the thing."

After 38 years, CN said it had little choice.

"CN had a long-standing relationship with them, it was a good relationship. But basically we had to re-evaluate the lease and come to a decision," said Julie Senecal, a spokeswoman for CN.

"It is a business decision."

The group hasn't been able to find a new home.

"Trying to find another area as big or as large as what we have with the price of real estate today — nobody can pay \$4,000 a month to be a member. It's impossible," Lalanne said.

When the project began, decades ago, the Griffintown district just west of Old Montreal was gritty and industrial and home to the railroad.

Today, it's filled increasingly with high-end lofts and condos.

"It's sad because it is a masterpiece of many years, with hours and hours of work. But it's ending — and that's how it is," said Robert O'Shaughnessy, an association member and former president.

(Continued on page 12)

(Continued from page 11)

"We would have liked to stay but you see the development around this neighbourhood and it gives you a good idea of what's happening."

Space wasn't an issue when they started. Five men toiled away in the sprawling basement of an apartment complex in 1950. One of the members was the concierge and he lent out the space.

In 1973, the group moved to its current locale and elected to build big.

There are about 40 active members left, ranging in age from 23 to 83. Most never had anything to do with the rail-road — the group includes lawyers, administrators, police officers and firefighters.

Their common passion was trains.

Everyone had a different interest, whether it was designing towns, tracks or creating the increasingly complex, electronic model trains, said Denis Guerin, a long-time member.

"It's a hobby that's pretty sophisticated but it's still accessible to everyone. Some people say it's probably the most diverse hobby there is," Guerin said.

If and when they find a new home, the next step will be to rebuild. All current members expect to take part.

"That's part of the hobby," said Bernard Carez.

"The trains won't roll right away, it'll take a minimum of two years, depending on the size of the space and how many people are willing to help."

As for what's being lost — thousands of square feet of handiwork, dreamed of and crafted over thousands of hours — O'Shaughnessy is somewhat philosophical.

He said the group can always take pride in what it achieved, over a span of just under four decades.

"It is disappointing because lots of hours have been put into the layout," said O'Shaughnessy.

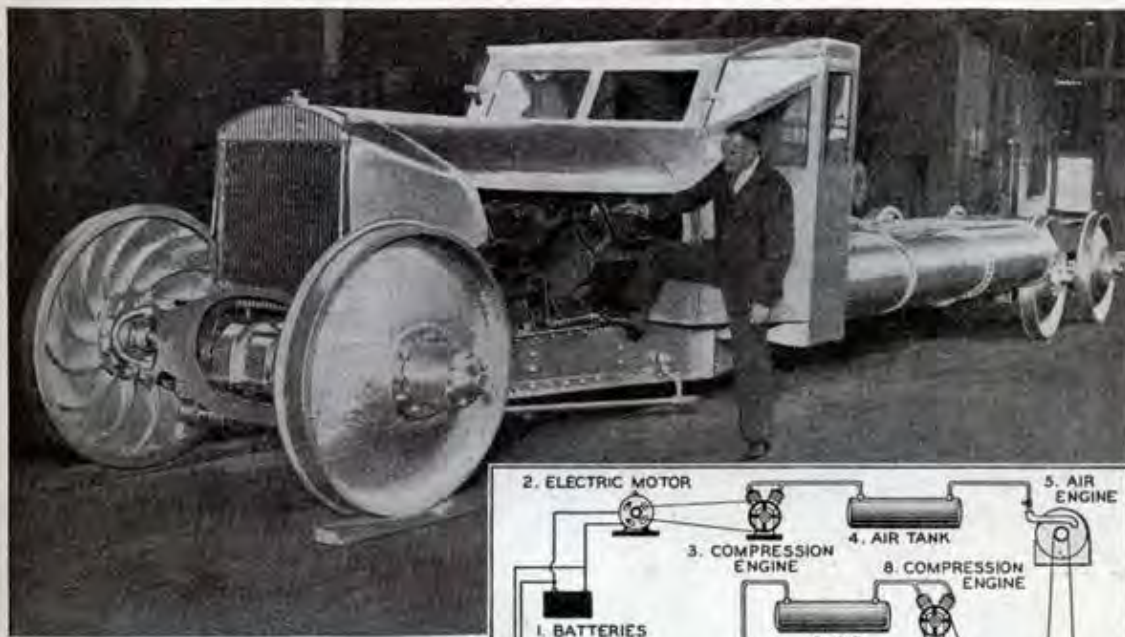
"But nothing is eternal, so it has to end sometime. It's sad that it's going, but it's like everything in life: it doesn't last forever."



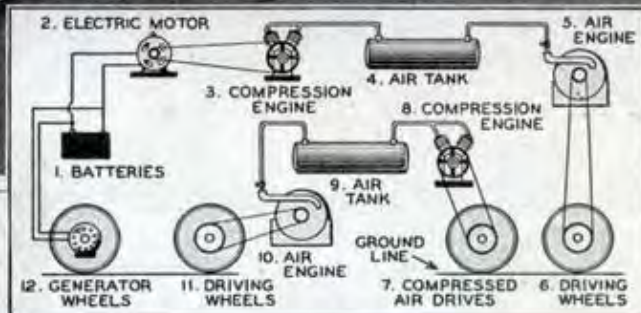
President of the Montreal Model Railway Club Pierre Lalanne makes an adjustment to a segment of the model at the club in Montreal, Wednesday, June 1, 2011. The CANADIAN PRESS/Graham Hughes

Everything Old....

New Rail Car Runs on Air-Electric Perpetual Drive



25 ton air electric rail engine ready for tests. Battery drives electric motor running, starting air compressors to get 400 lb. pressure in air tanks; air engine drives car; wheels drive main compressor to refill tanks, and battery charging generator.



FROM coast to coast by rail in 24 hours, traveling literally on air—that is what W. E. Boyette of Atlanta, Georgia, claims for his invention, a railroad engine that runs almost entirely on air.

Air for fuel—speeds of up to 125 miles an hour on rails—low transportation costs—these are possibilities conjured by Boyette's air electric car. After being started by batteries, the car needs only air to keep it running—a close approach to perpetual motion.

Inventor Boyette claims his invention is quite simple, even though it is contrary to all principles of engineering.

Large tanks on the sides of the car are pumped with compressed air by a starting air compressor which is driven by an auxiliary electric motor and 4800 pound storage battery set. Compressed air then operates the air engine connected to the driving wheels, bringing the car up to speed.

As the car moves, a large air compressor directly connected to the front wheels pumps air back into the tanks. An electric generator connected to the farthest rear pair of wheels is continually charging the batteries. Thus the movement of the car refills the air tanks and partly recharges the batteries.

With the engine pulling two passenger coaches over a 250 mile rail run, it is said that about \$2.50 worth of electricity for fully charging the batteries at the end of the run will be the only fuel expense.

"Wingless" Autogyro Is Successful

A WINGLESS type of autogyro plane, designed and constructed by Juan de la Cierva, inventor of this type of aircraft, rose from the ground after a run of but 10 yards in its first test at Hanworth Airport.

The flying "windmill," absolutely without wings, is supported in the air by the tremendous wing-spread of the horizontal propellers, and driven forward by the customary perpendicular airplane propellers.



Wingless autogyro designed by Juan de la Cierva takes off for its first test at Hanworth Airport. Horizontal propellers replace wings, enabling take-off in 30 feet.

...IS NEW AGAIN!!

Air Powered Car

Tata Motors is ready to introduce Air Car - Will it be the next big thing? Tata Motors is taking giant strides and making history for itself. First the Land Rover/Jaguar deal, then the world's cheapest car, and now it is also set to introduce the car that runs on compressed air.

World's First Air-Powered Car: Zero Emissions by Next Summer



This six-seater tax, which should be available in India next year, is powered entirely by a tank filled with compressed air.



With spiralling fuel prices it is about time we heard some breakthrough!

India's largest automaker, Tata Motors, is set to start producing the world's first commercial air-powered vehicle.

The Air Car, developed by ex-Formula One engineer Guy Nègre for Luxembourg-based MDI, uses compressed air, as opposed to the gas-and-oxygen explosions of internal-combustion models, to push its engine's pistons. Some 6000 zero-emissions Air Cars are scheduled to hit Indian streets by August 2011.

The Air Car, called the "MiniCAT" could cost around Rs. 3,475,225 (\$8,177.00) in India and would have a range of around 300 km between refuels.

The cost of a refill would be about Rs. 85 (\$2.00)

The MiniCAT which is a simple, light urban car, with a tubular chassis that is glued, **not welded**, and a body of fiberglass powered by compressed air. Microcontrollers are used in every device in the car, so one tiny radio transmitter sends instructions to the lights, indicators, etc.

There are no keys - just an access card which can be read by the car from your pocket. According to the designers, it costs less than 50 rupees per 100 Km (about a tenth that of a petrol car). Its mileage is about double that of the most advanced electric car (200 to 300 km or 10 hours of driving), a factor which makes a perfect choice in cities where 80% of motorists drive at less than 60 Km. The car has a top speed of 105 Km/h.

Refilling the car will, once the market develops, take place at adapted petrol stations to administer compressed air. In two or three minutes, and at a cost of approximately 100 rupees, the car will be ready to go another 200-300 kilometers.



As a viable alternative, the car carries a small compressor which can be connected to the mains (220V or 380V) and refill the tank in 3-4 hours. Due to the absence of combustion and, consequently, of residues, changing the oil (1 litre of vegetable oil) is necessary only every 50,000 Km).

The temperature of the clean air expelled by the exhaust pipe is between 0-15 degrees below zero, which makes it suitable for use by the internal air conditioning system with no need for gases or loss of power.



**The Station Is Now A Featured Exhibit
At Railroads On Parade**



**The Bates Motel Really Was Up The River
From New York City**



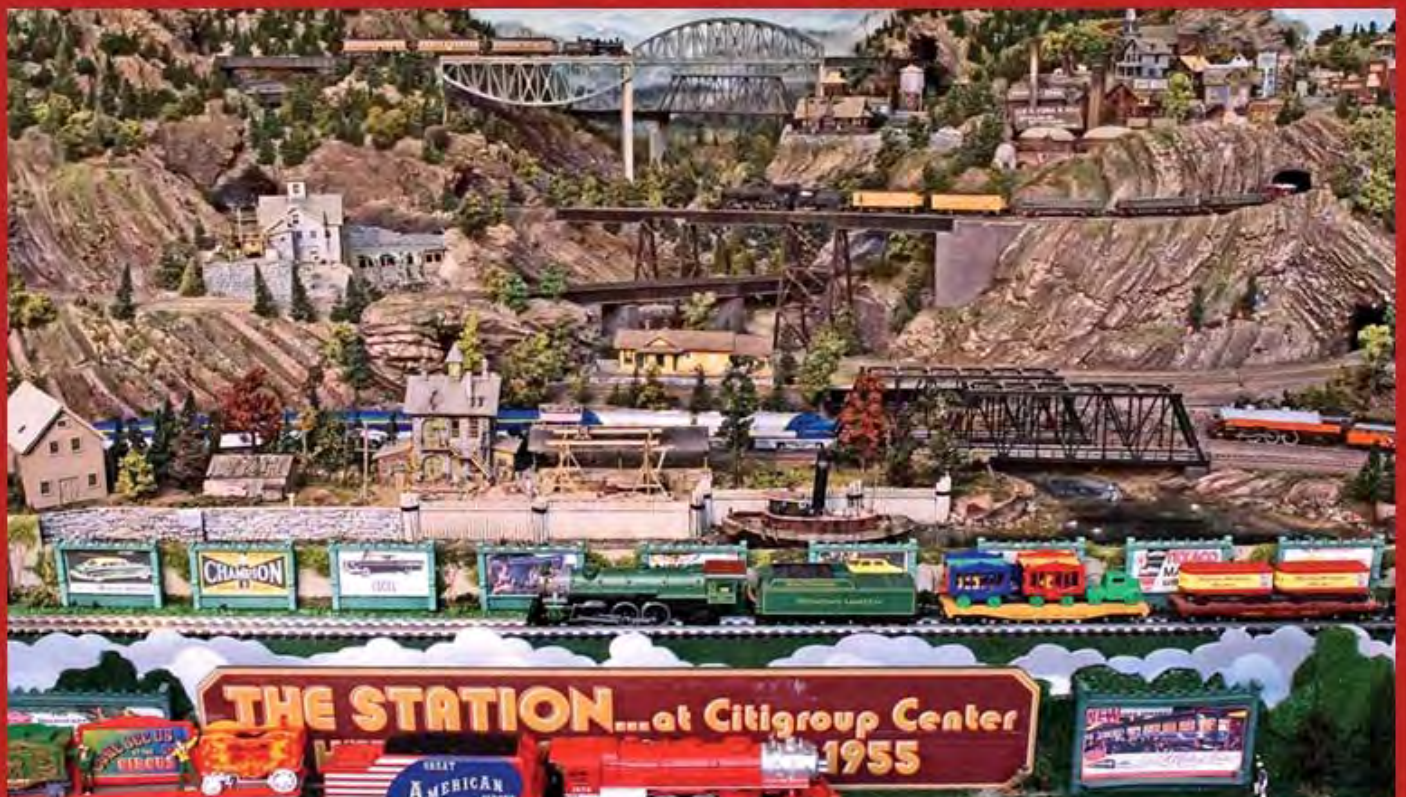
The Pioneer & California Zephyrs Meet Before The Skyline Of NY



As Night Falls, The Skyline Of New York City Shines



It's Holiday Time In The Snowy Adirondacks



It's Summer And Trains At All Levels Traverse The Hudson Valley

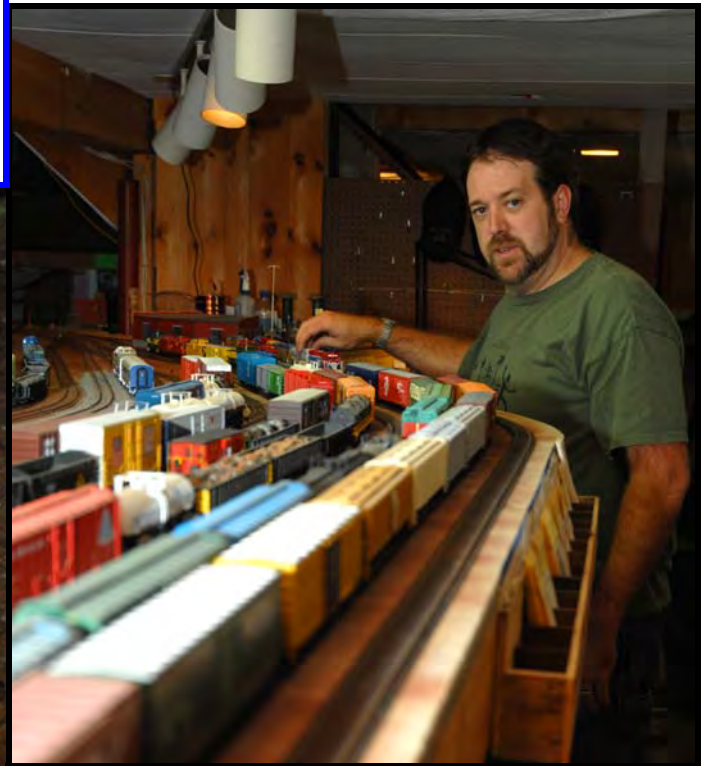
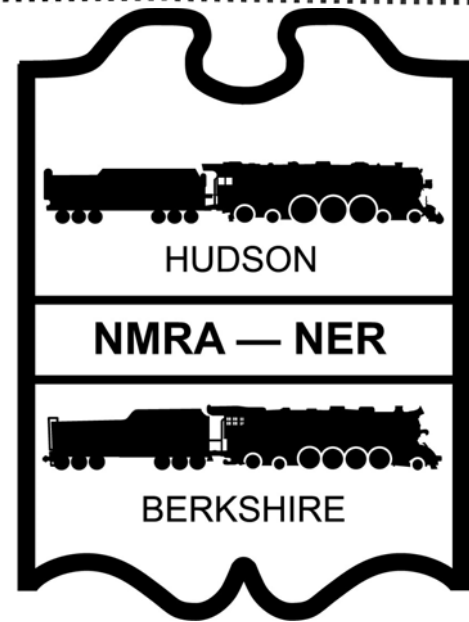
FORM 19

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

Order Number 275

September 2011

Brad Peterson's
**Kayadeross &
Southern Adirondack**



www.hudson-berkshire.org





THE BRASS HATS

FORM 19

FORM 19

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

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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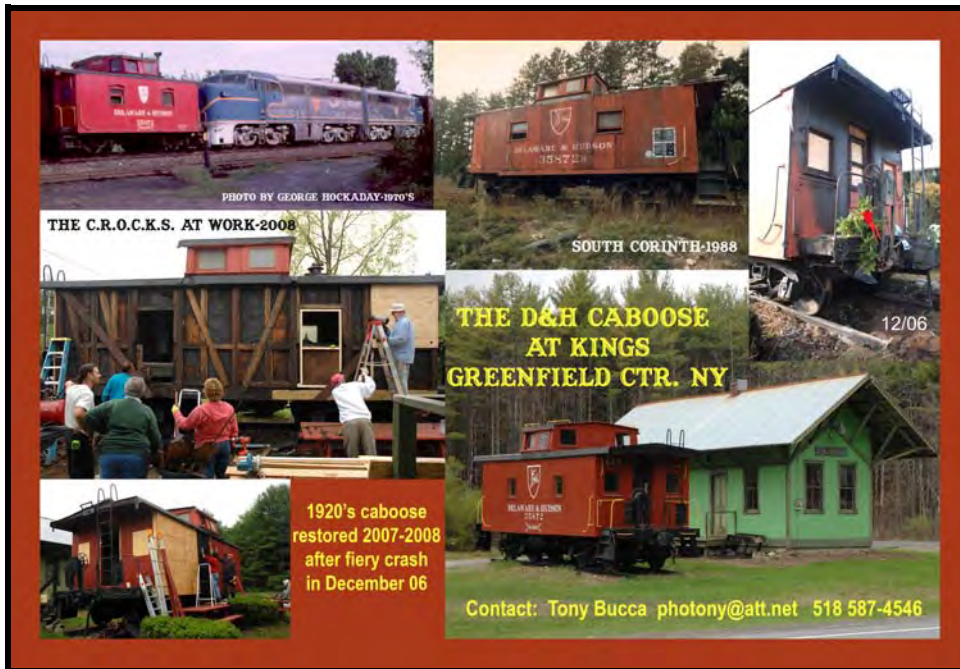
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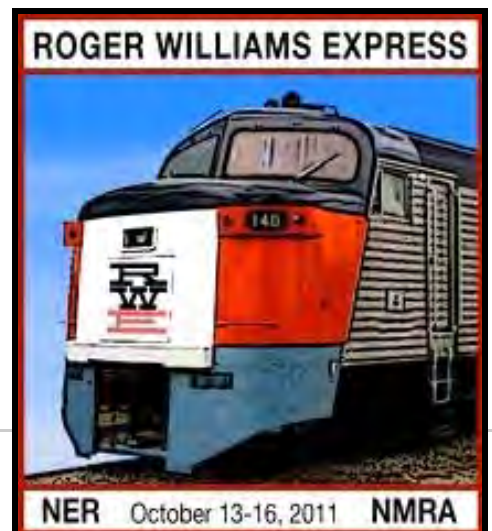
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On your way to Brad Peterson's, stop in and see the restored D&H caboose In Greenfield.

I'll have the depot open from 9 until 12-then off to enjoy Brad's work...,
Tony

Nominations
For the positions of
VICE PRESIDENT
And
2 BOARD MEMBERS
Are now open
CONTACT
GREG WHITTLE
Or
PAUL HOFFMAN



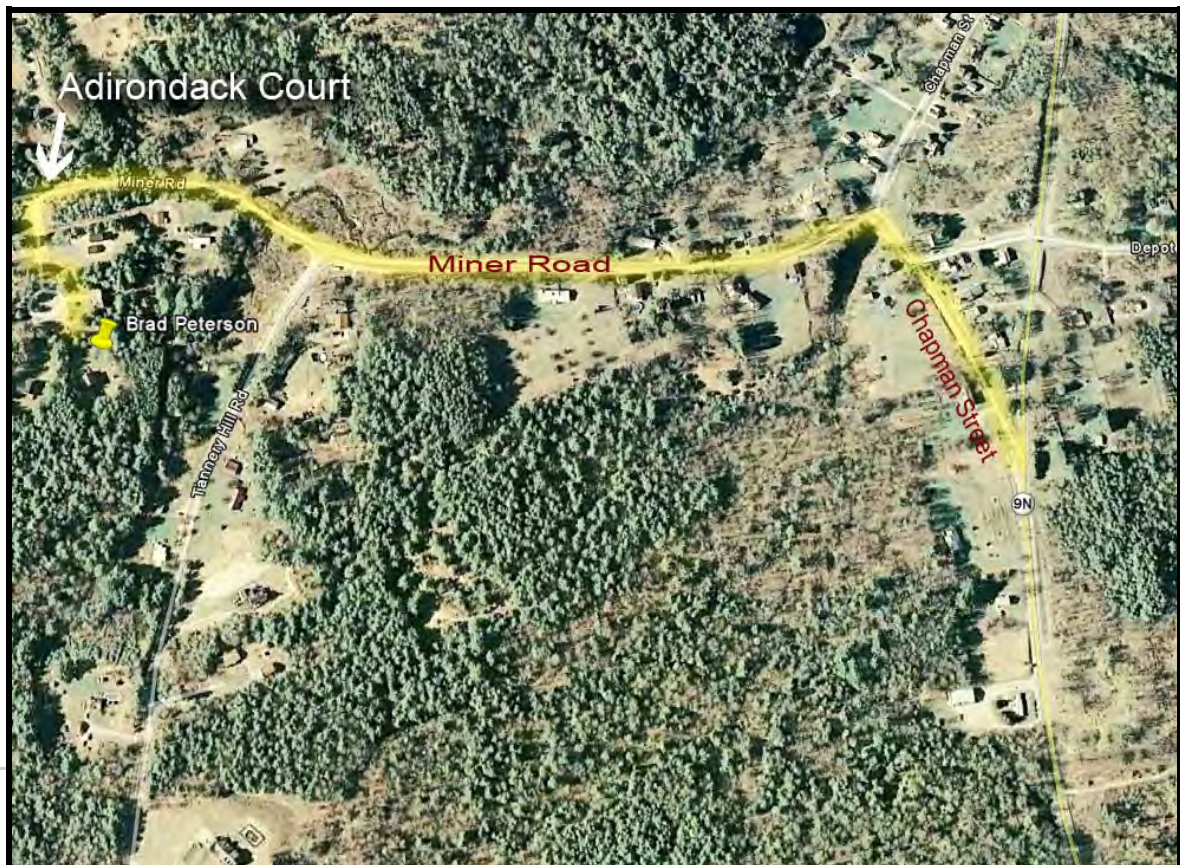
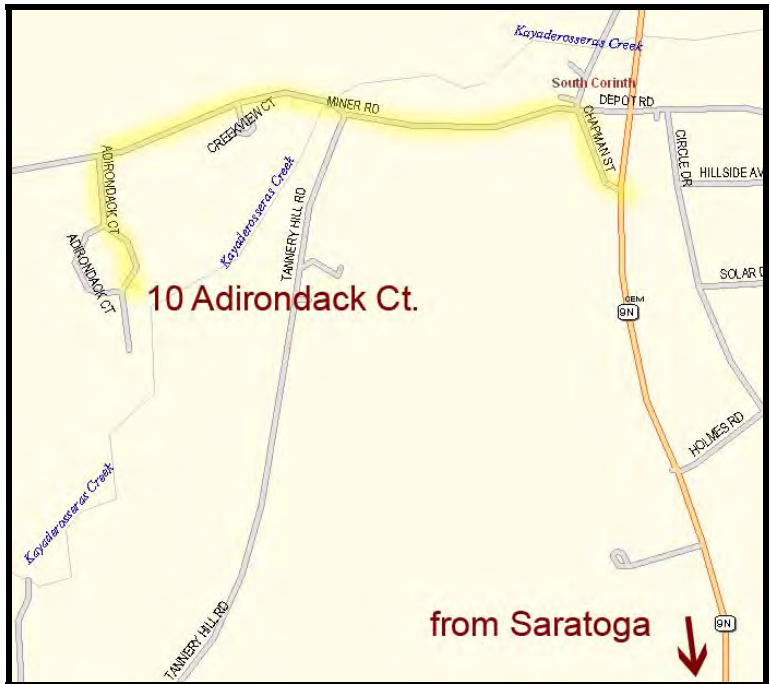


Order Number 275

Page 3

Saturday-September 17th
Noon to 3

Brad Peterson's
Kayadeross & Adirondack Southern-1 1/2"
Delaware & Hudson-HO





The Ready Line

By Paul Hoffman

As another season begins for the Hudson Berkshire Division, I'd like to take a moment to offer our thoughts and prayers to those who have been so tragically impacted by the recent flooding. While I have not heard of any member suffering damages, with over 200 members scattered among many of the most devastated areas, it is almost inevitable that some of our group have had losses. If the Division can help in any way, please contact us and we will do all that we can.

On a more upbeat note, this season promises to be very exciting, informative and just plain fun! There will be some changes among the leadership and I want to address those up front with the elections coming up in November. Rich Smith, our Vice President is stepping down to take over as Chairman (aka grand pooba) of the Great Train Extravaganza. The good news is that Rich will still be reporting to the Board and will be in charge of our largest fund raising activity. The bad news is that I will miss him and the great events that he has lined up for our Division over the last 3 years. Rich has agreed to help his replacement learn the ropes and has, in fact, lined up the 1st half of the year quite nicely! (We will get to that lineup in a moment)

Also up for election this year are 2 board positions. Greg Whittle and Dave Hoadley are both running for re-election - look for the candidate's statements in next month's **Form 19**. The election committee has received 2 nominations for the open positions of Vice President and 2 Board members, and is actively soliciting the membership for any other interested candidates. Please contact me or any Board member if you are interested; we must have your name and candidate statement (one short paragraph telling us about yourself and why you'd like to be on the Board) by October 11th.

Last and certainly not least, our longtime Treasurer, Dick Hosmer will be stepping down once we have located a suitable replacement. Dick has been a part of this organization from the beginning and I cannot possibly express the amount of time and effort he has put into the Division. Quite frankly, without Dick, our Division would not be as strong as it is today. I can only say **THANK YOU**. Dick has also graciously agreed to help bring our new treasurer up to speed. That being said, the Board needs your help in locating another good member of Dick's caliber. Since we are a non-profit the candidate should be somewhat familiar with the accounting principles that pertain to non-profits. Duties will include helping to prepare the budget along with the leadership slate, bookkeeping, filing of tax returns and fiduciary oversight of the Division. The candidate would be expected to attend all board meetings and devote 1 to 2 hours per month on financial duties. As with all leadership positions in the Division, you must be an NMRA member in good standing. Please contact me directly if you or someone you know would be interested in this very important job.

Alright let's talk about those fine events that Rich is leaving behind as his legacy:

- ❖ Our first meeting of the year will be at one of our newest members! Brad Peterson, who just recently joined, is a member of the ALS and will be showing off his 1.5"/foot outdoor layout along with his indoor HO scale Delaware and Hudson. Check out the rest of this issue for descriptions. (Don't stop recruiting, I have no doubt that there are many more like Brad out there, let's get them involved with our Division) This is a Saturday meeting to accommodate the outdoor portion. Saturday 9/17 from 12-3.
- ❖ Next up is Dick Elwell, who will host on October 21st from 7-10. Most all of you are familiar with Dick's layout and it is a treat to behold.
- ❖ November will find us at our friends the Upstate Model railroaders in Glens Falls for a clinic night and our election. This is also the night for you guys to show us your Pair O' Dice contest entries. I am really looking forward to that!
- ❖ Sunday December 4th will be the Great Train Extravaganza aka the Albany Show. Contact Rich Smith if you can help out.

We have another special trip planned for our end of the season family day; needless to say it involves trains. More details on this one when we get it nailed down. The second half of the year will have the stamp of Rich's replacement; I for one can't wait to see what they come up with!

No one responded to the end of season "name that train" contest!? You all must have been overwhelmed by the bright summer sunshine and my decided lack of hints...so I'm going to run it once again. Remember that highly sought after Hudson Berkshire Mug!!!! Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the October Form 19.

Name and back story for our wooden friend here>>





Division news and some announcements:

- **Glens Falls Train Show:** The Upstate Model Railroaders have changed the date of their annual train show to Saturday September 24th from 10-4. It is still being held at the Glens Falls Civic Center; please spread the word to help our friends in Glens Falls bring in a crowd! More information at <http://www.upstatemodelrailroaders.com/>
- **Get Involved:** We always have need for committee positions and other related leadership duties. Jump on in, you CAN make a difference. Remember, this is your Division and together we can take this train anywhere!
- **Pair O' Dice Contest:** Construct a small model or diorama incorporating a "pair of dice", the dice can be literal or metaphorical, scale is left to you. You will have a chance to show off your handiwork at our November meeting. Put on your thinking caps and come up with some cool ideas. I will post some photo examples on the website to get your creative juices flowing. This is a chance to let your imagination run wild, the keyword here is whimsy.
- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Find us on FaceBook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friend's list.
- **NMRA /Kalmabch archive:** <http://archive.nmra.org/Home.aspx>
- **Call for submissions:** 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.



Get
Your
Thinking
Caps
On!



Scribblings & Sprues

By Ben Maggi

The "Rule of Three"

There are certain rules that go along with every activity that we do. When it comes to maintenance, "an ounce of prevention is worth a pound of cure." For sewing, it is "a stitch in time saves nine." Any chef will tell you that "a watched pot never boils." For me, the model railroader, unfortunately the saying that is most appropriate is "third time's the charm." I have discovered, over the twenty-plus years that I have been actively in this hobby, that I rarely get something right on the first try or even the second, and it is usually the third attempt that seals the deal.

I can assure you that I don't enjoy redoing my work several times over to get it right. In fact, I usually spend a long time planning any project even before it gets going. My wife will tell you I have bookshelves loaded with magazines, folders filled with plans, and binders containing lots of information ranging from the proper procedure to time the valves on a live steam Accucraft Ruby engine to the history of the DL&W's usage of trucks under their wooden cabooses and how to wire O-scale layout accessories. Someday, these may come in handy but until then they just sit and take up space. Regardless, I try never to jump into a project unprepared and will usually overanalyze the project until it becomes more complex than is necessary.

Loaded up with the most recent magazine articles and online forum discussions printed out and at the ready, I will begin a project like building a free-standing layout-dividing backdrop for my N scale layout. After making a list of all of the concerns I had and desires for it, I decided that it had to be removable in case the layout was to be moved, it had to be lightweight for the same reason, it had to be strong enough to not buckle or warp, and it had to take paint well because I planned to paint it instead of laminate photographs onto it. After searching for awhile, I found just the ticket from *Model Railroader's* "HO Railroad from Start to Finish," and originally serialized in the magazine in the early 1990s. This utilized a foam-core backdrop which slipped over a wooden riser glued to the layout, and on the reverse side of the backdrop a short support extension stuck out at the bottom and went over the wood to hold it up. Picture a lower case "h" letter and you get the idea. I bought the foam and the wood and went to work just as described.

I first had trouble getting the wood to be perfectly straight and flat on the table top, because my layout is divided into two sections and the pieces had to be cut to bridge this gap. Either the supports I built were too loose- causing the backdrop to flop or angle over, or too tight- meaning it wouldn't slip on the wooden guide properly. Then, when I painted the foam core the paper wrinkled and the gap between the two pieces (necessary to make up the 7' length) looked poor. So, my second plan was to redo it with thin wood instead of foam core, which would be stronger and yet thinner. The wood I chose was the type that is found on dry-erase boards, and it was covered with a white shiny surface. No matter what I did, though, it still tipped over and didn't take paint well. So, in frustration I ripped up the wooden guide and threw everything out.

My third plan involved using metal "L" brackets from the hardware store arranged on the either side of the backdrop at each end with the divider dropped in from the top. This worked great, except that the metal brackets were visible. So, I had to rearrange my scenery to hide them on the "mountain side" of the layout (this rebuilding of the paper-mache and glue mountains also took three attempts!) and I had to creatively design the buildings on the "city side" to make the brackets less visible. Then, I lined the brackets with thin foam so that the divider wouldn't get scrapped up from putting it in and out.

At the time I didn't have access to a wood shop and my only tools were a handsaw and a drill so I was stumped at what to use for the divider itself. While wandering through the store one day I saw laminate shelving planks designed to work with adjustable shelf brackets. Taking some measurements, they were the perfect length, the perfect height, inexpensive, and finished in white. I bought one and said a prayer of relief. Then I moved, discovered I didn't have time for a layout, and it sits now on the layout in complete white starkness, with the blue paint still in the can underneath. Oh well, someday it will get painted and I can then move onto something else.

I think part of the problem which leads to my repeated salvos of energy towards a project is that I over-think things. I spend so much time trying to make something perfect that I ignore any little problems that come up under the false assumption that everything will work out in the end. When this doesn't happen, I then am frustrated and try to use a quick fix to the problem instead of sitting back and thinking it through. Quick fixes rarely last, and thus the need to redo it again (this time using the proper technique) is presented.



Wiring is a perfect example of this. I don't have the proper tools for wiring- my iron is old and of a low wattage with a tip that never stays clean, I rarely use flux, and all my wire is from old projects and usually of too-low a gauge. Still, I enjoy wiring because it seems so easy... you just connect A to B and it will work. Wrong! In the process, I create cold joints, have wires break or end up cut too short, and usually have a short circuit here or there. So, I then make temporary fixes until things seem better. Unfortunately, a couple of months later (if I am lucky; sometimes it is that night!) I will snag an unsecured wire, or bump a loose one, and the problem returns. Thus, I tear out all of the wire and start again. My layout has this problem. Currently, every section of track on my layout has a properly soldered feeder wire dangling from it, but I haven't taken the time to join them together to the DCC bus wires running under the layout. For three years, the suitcase connectors have sat in a box underneath waiting for me to get going. And they will probably wait some more.

Painting with spray cans is something I hate. Whether it is because my spray paint cans are too old or the nozzle is clogged, I usually have problems with poor paint coverage on my G scale cars. Then, I need to go out and buy matching paint- or if I am really unlucky, strip the paint I just applied and then repaint- and try again. If I rush it and apply too much it will run, making me wait for it to cure and then require sanding it down and repainting. Heaven forbid if my masking fails and I need to play the constant battle of "body color"/ "chassis color" until I get clean separation joints. Once, I had to repaint my 1/8 scale steam locomotive tender in the dead of winter in our kitchen because I had problems with paint coverage. Yes, I did cover everything with sheets. Yes, I then still have to completely clean our kitchen from top to bottom before my wife got home. And yes, I realize I should have waited until the spring. Guess what... my third stripping of the paint and then repainting of the tender did occur this past spring.

I am not quite sure what the solution is to the problem. Proper preparation for any project is a must, but that alone isn't enough. Flexibility and the willingness to change plans midway is also crucial but this can lead to further issues if the new solution isn't the best one. Also, asking for help is usually good: either people will give you helpful suggestions or share with you their own troubles. No matter what, though, the important thing is to press on. If your first efforts don't turn out the way you want them to don't be afraid to start over. Multiple times if necessary. "If at first you don't succeed, try and try again!"



A recent operating session at John McBride's featured a surprise birthday party for the 75(!) year young host!



The Delaware & Hudson in HO

By Brad Peterson

My present version of the Delaware and Hudson Railroad is my tenth layout built in HO scale. I'm building it in my 20 X 40 foot basement using various construction methods. Some sections are done with Homosote/plywood table top while other areas are open grid with Homosote strips forming a splice roadbed. There are some parts that have been in up to four or five different layouts. I have always followed the 'close enough' modeling theory with a freelanced prototype flair which I call "D&Hesque" so the scenes and locations are familiar but also fit my operating needs.

The layout is based in the late 1970's and includes Mechanicville Yards, the Colonie Mainline, the joint D&H/B&M trackage to Crescent and a shortline, the Southern Adirondack Railroad running from Mechanicville to Saratoga. XO Tower at the south end of the yards connects the B&M yard (5 tracks) and the D&H yard (10 tracks) to the B&M main and D&H Colonie Main. To the north end of the yards is WY Cabin connecting both yards by way of crossovers between the D&H mains. The B&M engine terminal is under construction behind XO tower. D&H engines are serviced just to the east of WY with a wye, roundhouse and plenty of storage tracks.

Going south out of XO is my condensed version of the Colonie Main. Industries on the line include a fictitious Prime Manufacturing Co. in Waterford, Mohawk Paper and Norlite in Cohoes and the north leg of the wye in Watervliet where I leave cars for the local to spot at off layout industries. The line ends in a small staging yard representing Albany (3 temporary short tracks).

Headed east from XO on the B&M is the connection to the Southern Adirondack Railroad (free-lanced short line derived from the former Saratoga and Schylerville RR) at LM Cabin then the double track main ducks under the layout into a 5 track staging yard.

There are four Cabins throughout the layout that are not found in any D&H timetable...ME, CA, LM and DB. They come from the initials of my four kids so don't try looking them up since if there is any resemblance to reality it is purely coincidental.

Following the D&H/B&M joint trackage south/west from WY Cabin we come to DB Cabin which is a crossover into the D&H yard from the #1 main (and also connects with the Round Lake Branch). The main then swings through ME Cabin (crossover and lead to the B&M yard) and into a 2 1/2 turn helix which includes the now out of service crossovers of CA Cabin.

The Round Lake Branch was a major part of my last layout so I included it on this one by running around the outside of the helix to a small industrial area under Crescent. The branch connects to Mechanicville yard at DB Cabin and has a Cargill grain elevator, Saratoga Container (a box factory), Centennial Mills (feed mill) and the Round Lake Paper Co. distribution warehouse. The SAR passenger train also turns at the end of this branch.

At the top of the helix the double mains come to QS Cabin. Like XO and WY, QS is "D&Hesque" where I have the general track layout fit into the space I have to work in. With that said, the double B&M main heads off through Burnt Hills and into their future 4 track staging yard while the D&H heads south to QG Cabin. At QG the main swings around into a 6 track staging yard (behind the B&Ms) representing the D&H from Mohawk yard south. The Canadian Connector curves off the other way and goes through BW Cabin and onto the (very short) Canadian Main. This track actually does continue into a connection with the SAR at Saratoga but is only used when I need the continuous running option. At the back of the staging yard GV Cabin (switch is in place which comes off track 7) will connect to BW Cabin to complete the Canadian Main. Since the only train that I plan to run on this stretch of track is the passenger train, there is no real hurry to build it.

The Southern Adirondack Railroad is a fictitious railroad that Steve Lamora introduced me to nearly a half dozen years ago. He was modeling the northern half from Ballston to (I believe) Paseico Lake and I needed something to complete a section of my last layout. I chose the old Saratoga & Schylerville Railroad right of way as a starting point. This was an easy choice since I already had Mechanicville as my main yard and the S&S connected to the B&M right near the yard.

The story goes back into the 1950's when the S&S was to have abandoned their entire railroad. In my world, another short line was created and they plugged away for a few years on their own. At some point (pick a date, any date) the D&H was approached for some much needed help and the railroad was subsequently upgraded and a new cabin was installed (LM) just east of XO for a better and more direct connection to the D&H yard. Since the upgrades, the SAR has prospered and has very close ties to D&H operations. Passenger service continues with a former B&M RDC-3 repainted into SAR green with yellow stripes. At Saratoga and Mechanicville the D&H and SAR provide bus service between their respective stations since there are a few miles separating them.

Leaving Mechanicville headed north on the SAR you first come to the passenger station with a freight station out back. Just north of the station is the Round Lake Paper Co Mill 3. I haven't figured out where Mills 1 and 2 are but at least the warehouse is still located in Round Lake. The main line goes through the heart of the mill with an east siding on the south end and a west siding to the north. Just north of the mill is Lamora Cement and over the double track thru truss bridge is RA Dennis Lumber and Supply where the west siding also ends. Continuing north over the short bridge at Maple Shade Farm and up the ruling grade on the SAR, Towle and Son Sand and Gravel siding is to the east and Saratoga Public Delivery is to the west just before the (short) trestle over the north end of Saratoga Lake and Schylerville Jct which is the connection to the Schylerville Branch. After crossing a removable section of railroad that goes across the doorway to the garage, the SAR terminates in its own Saratoga yard. Saratoga consists of an engine shop, materials unloading dock, Saratoga Warehouse (cold storage), Brooks Coal (coal and gravel dealer) a couple lumber dealers, and a 3 track yard with a runaround that connects to the main at the station.



Order Number 275

Page 9



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Scenery is minimal on the layout right now. I have some big plans but I'm working on getting my crew qualified on the railroad and my operating style so we can get all the bugs out before burying them. Unfortunately regular operating sessions aren't possible with my work schedule but when we get together to run trains, we run for hours on end. I've hooked up WY, DB, ME, QS and QG Cabins with power switches and the dispatcher panel I built is under DB Cabin back near the washer/dryer (which are under the Albany and B&M/D&H staging yards) so when operating, a Dispatcher is needed for throwing all the important main line switches. All other switches are hand thrown with either Caboose Ind. ground throws or by finger power where they haven't been installed yet. Cars are routed with Micro Mark car cards that I keep in boxes mounted around the fascia of the railroad. I just converted from CVP Rail Command to their EasyDCC system so until I get some more locomotives equipped with decoders, I have a lease program underway to keep the trains running.



The Kayadeross and Southern Adirondack Railroad is 'a growing transportation system in the foothills of the Adirondacks'. In 1 1/2 inch scale with 7 1/4 inches between the rails, I am building my own railroad around my yard. We have almost 900 feet of track laid down in the woods with a tunnel, a bridge, many stations, four grade crossings and big plans for future expansion. In the coming years, there will be a 60 ft bridge spanning a dry gully in the front woods leading to a loop around the front yard and a branch connecting the bridge to the mainline for operational variety. I've been working on the K&SA for five years with the help of some very dedicated friends from all over the northeast.





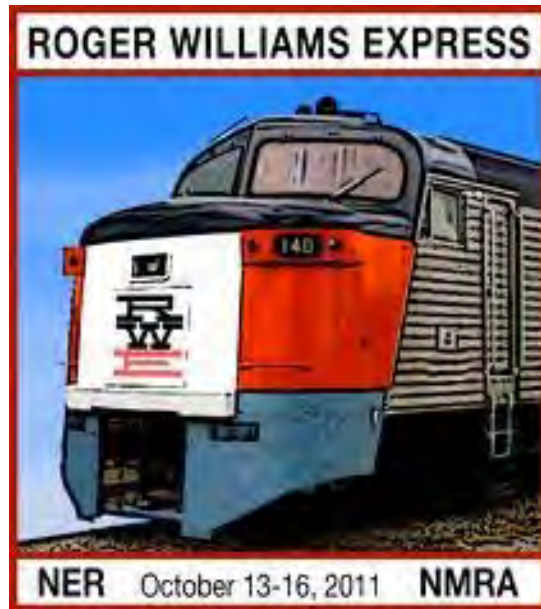
September 17th-
SATURDAY– 12 noon to 3
Brad Peterson's
Kayadeross &
Adirondack Southern

FORM 19

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



Where in the world is Tony Bucca?



Roger Williams Express October 13-16, 2011
Crowne Plaza Hotel at the Crossings, Warwick, RI

Welcome to the Northeastern Region, NMRA Fall Convention in Warwick, RI. Hosted by the Little Rhody and Nutmeg Divisions. We have a great program planned for everyone, so download the [registration form](#), send it in early and make your reservations at the [Crowne Plaza Hotel](#). See you in Warwick!!

<http://nerconvention.org/2011/Welcome.html>

E-FORM 19

WEB-PAGE EXTRA

From our peripatetic Tom Plesnarski comes this e-mail with attached photos...

I am greatly disappointed that I missed all the fun and great eats (based on Bob's last list) this past several months, but I am back in the Capital District and except for a few lingering tasks, will be freed from my state responsibilities (although my wife has a lengthy list to fill that void). Looking forward to those Wednesday night meetings.

Although I spent most of my waking hours on NYS activities, I was able to squeeze in some railroad related activities. In some cases, I came across some interesting finds during my field trips. Attached is some photos I took as follows:

1. Happened to be on my way to the Hornell Model Railroad one night and came across these Alcos (WNY&PRR) heading to Olean (real smokers as you can see!).
2. If you are in the Hornell neighborhood, drop by and say hello to the Hornell Model Railroad Club. A good bunch of guys! Only about 10 members but they been around for over forty years (been told some of their electronics are off of WWII Navy ships). They also staff the museum and are in the process of building a layout that will reflect the Hornell area & yards at Hornell. They open the layout to the public every Wednesday at 7:00 PM (pretty good crowd the night I was there). The museum is open Wednesday thru Sat.
3. Came across the station (moved from original location at Canadaigua) and caboose.
4. I was in the hills in the Town of Granger (overlooking the Town of Filmore & the Genessee River) when I came across this Conrail caboose. Although I thought it was moved here for use as a hunting camp (probably true), the Highway Supt showed me the old railroad ROW that it was sitting on. Couldn't find it in my railroad Atlas so some research is needed.
5. Ever wonder what happens to freight cars? In this case, this 65 foot tank car is getting a new lease on life as a road culvert. It still had it's CSX markings on (although on this day it was under the car).
6. Finally, got a chance to see some trackage from a hi-rail truck (also got to see a lot on foot...needed the exercise though). Here are a few photos from that event.

See everyone at Marcel's!

Tom











Great Train Extravaganza



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Empire State Convention Center Albany, NY

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Brought to you by Upstate Train Associates and
Hudson-Berkshire Division, North East Region, NMRA
Albany, NY, Sunday December 4th, 2011
10 AM to 4 PM

The Upstate Train Associates and the Hudson-Berkshire Division of the National Model Railroad Association (NMRA) are proud to bring you the annual "Great Train Extravaganza."

The event will be held at the Empire State Convention Center in downtown Albany, NY with easy access to I-787. 10 AM to 4 PM. Price is still only \$5 for adults and pre teens are free when accompanied by an adult.

There will be operating layouts in most if not all gauges

Following a highly successful trial run last year, the Roaming Railroad will be returning with train rides for kids and grandkids.

The ideal place to do your holiday shopping, there will be more than 200 tables of model trains, train sets, parts & accessories, scenery items, books, videos, DVDs, prints, railroad memorabilia and related items for sale.

In addition there will be educational displays and free Seminars.

The first 500 attendees will be given free three month subscriptions to a leading model train magazine.

Many other family activities are being held at the adjoining Empire State Plaza the same weekend, so why not bring the entire family for a fun day out. These activities typically include food and craft show, Christmas tree lighting, meet Santa and special holiday activities at the New York State Museum.

For more information please go to our web site: www.gtealbany.com or call (518) 668-9892 or send e-mail to trains@gtealbany.com.

Picnic - Saturday 9/24/11 - 12 - 4 pm.

1910 Maxon Rd Extension, Schenectady, NY 12308

Dear Friend of ALCO,

All are invited to our picnic at the ALCO museum at 1910 Maxon Road Extension, Schenectady, NY 12308. Good weather or bad, come visit. See how we are progressing at the museum.

ALCO Heritage Museum Picnic:

Saturday 9/24
12-4 pm
1910 Maxon Rd. Extension
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FREE HOT DOGS & HAMBURGERS!

We will be having our Membership picnic on Saturday September 24th from 12 to 4pm. There will be FREE hot dogs, hamburgers, drinks and snacks for everyone! Please bring a friend and join us at our museum.



We will be having Jack Pollard's M-47 Patton tank on display. There will be an HO and N scale operating model railroads. And especially for the children a Bouncy Bounce.

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Two Model Railroads

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Featured Guest

Patton Tank



Editor's Note

We are ending summer with a bang! Come visit us. Watch us grow.

Jim Cesare

American Locomotive Company Heritage Museum
1910 Maxon Rd. Extension
Schenectady, NY 12308
www.ahts.org
(518) 374-4628
alcohistoricalsociety@yahoo.com

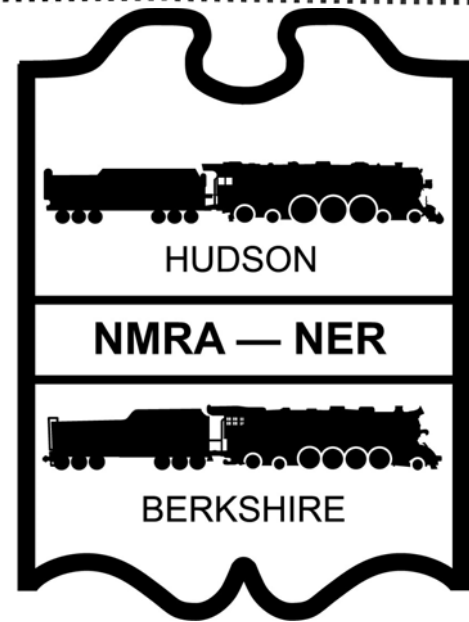
FORM 19

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

Order Number 276

October 2011

Friday, October 21st
DICK ELWELL'S
HOOSAC VALLEY



www.hudson-berkshire.org





THE BRASS HATS

FORM 19

FORM 19

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

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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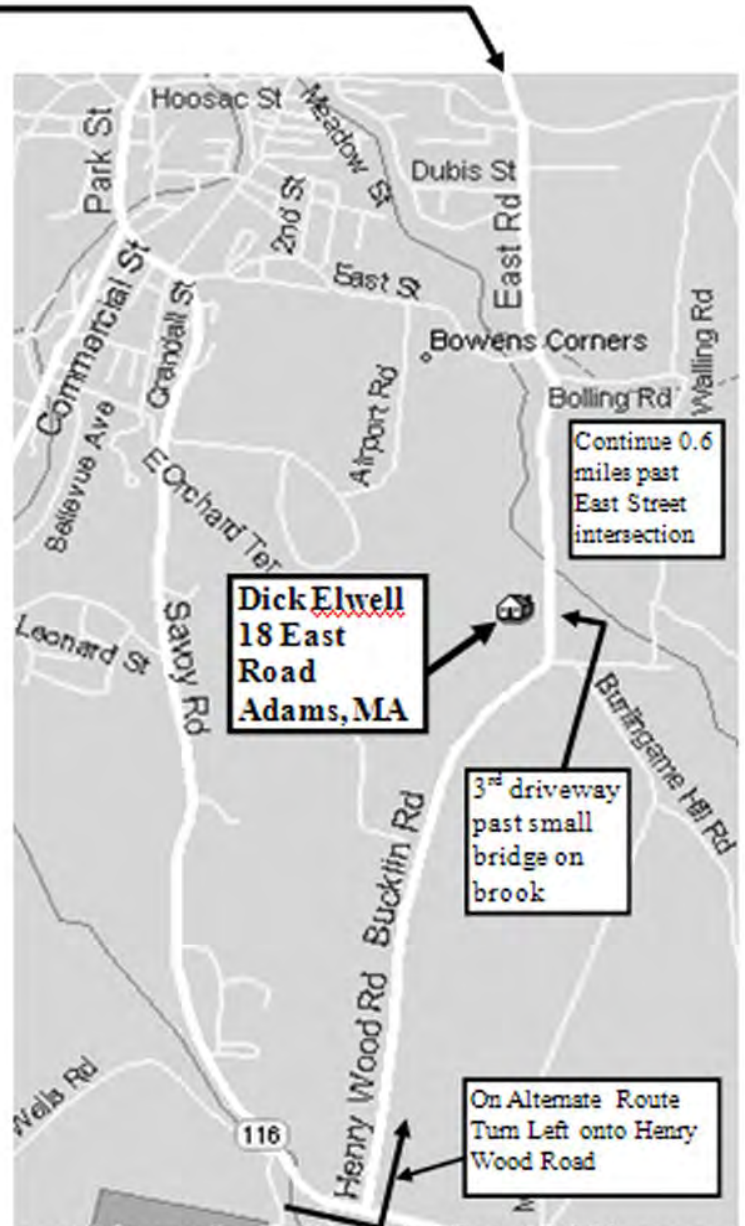
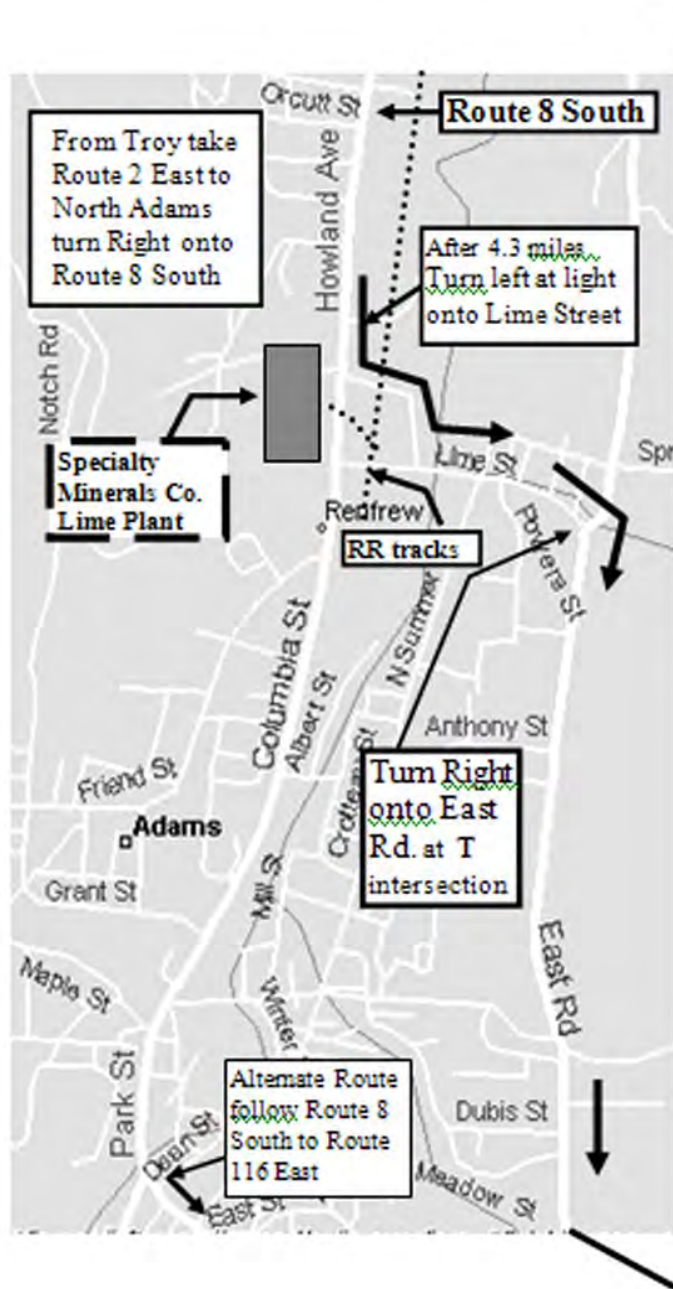
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Welcome Aboard New Members

Robert Andreone, Watervliet
Curtis Clark, Hadley
Dean Splittgerber, Delanson
Paul Suchow, Greenfield Center
Mrs. William Lee, Middleburgh





The Ready Line

By Paul Hoffman

The sun is actually shining as I write this! The weatherman has promised (?) several days of dry conditions, we'll see if it pans out...

Much thanks to Brad Peterson for hosting last month. Brad's layouts were in fine form and we had a very nice turnout. I've got to ask, when do you outdoor layout guys find the time? Not only do you have all the issues inherent in a model railroad, you've got the added complication of weather to deal with. My hats off to you intrepid large scalers' I find your work most inspiring!

The 21st will find us, indoors, at Dick Elwell's layout in Adams. I won't be able to make it myself but I strongly encourage you to see this layout. Our editor Tony Bucca put it very well when last we visited Dick: "If you can only see one layout this year, this is the one!"

As you'll see from Kevin Surman's article, the Board has decided to charter a bus for the Amherst Train Show at the Big E this year. Check his story for the details but here is the executive summary: This is a 55 person bus, it will be making 3 pickups: Wilton, Clifton Park and Albany. There will be a dinner stop on the way back. This is a first come first serve event with first choice given to HBD/NMRA members and guests. Now for the really cool part: NMRA members pay only \$25.00 and that IN-CULDES your show ticket. Non-members, space allowing, pay \$36.00 each. Sign up will begin at the November meeting. Watch the November issue of the **Form 19** for all the messy details! Just think, no driving, no fighting traffic and parking hassles and NO waiting in line to get your ticket, membership DOES have its benefits!

Couple of more things and I'll let you get to the rest of this great issue:

- **Election:** Please take the time to read the candidate statements included in this issue. We have 4 candidates running for election and all are deserving of your time and attention. The ballots are included in this issue of the **Form 19**. Mail in ballots need to be returned to the election committee no later than November 5th. You may vote in person at our November 11 meeting in Glens Falls. All votes will be tallied at this time. Instructions on how to return your vote are on the ballot. **Please vote!!**
- **Toys for Tots:** We have started our annual Toys for Tots fund raiser. Our goal is to collect enough money to purchase 120 train sets to be given away on the Christmas train in December. Please be as generous as you can, whole communities have lost everything to Irene's fury and it will be nice to give these kids a little happiness at Christmas! See any Board member
- **Treasurer:** We have found a suitable candidate to step up into Dick Hosmer's position. We will announce his successor at the November 11 meeting.
- **Pair O' Dice Contest:** Construct a small model or diorama incorporating a "pair of dice", the dice can be literal or metaphorical, scale is left to you. You will have a chance to show off your handiwork at our November meeting. Put on your thinking caps and come up with some cool ideas. There will be prizes for 1st, 2nd and 3rd. This will be a "people's choice" award. Here is a chance to let your imagination run wild, the key concept is whimsy.
- **Division Shirts:** John McBride and I are working on a Division shirt. We currently have a T-shirt style and are looking into something a bit fancier. Details, pricing, etc. as we figure this one out. Here's a chance to wear your Division pride on your sleeve, as it were.
- **Get Involved:** We always have need for committee positions and other related leadership duties. Jump on in, you CAN make a difference. Remember, this is your Division and together we can take this train anywhere!
- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Find us on Facebook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friend's list.

After two attempts and no winners I'm afraid our poor friend of Thomas the Tank engine was not given a name or back story. If you are curious, his name is Hank and he is an "All American Steam Engine. He has the enthusiasm of a cheer leader, the strength of a titan, and the chiseled good looks of a Hollywood Hero. And he proves himself, time and again, to be a Very Useful Engine!" Man, I'm sure some of you guys and gals have kids or grandkids that would know Hank?!



So this leaves me with a dilemma, contest or no contest? Those mugs are waiting....OK contest! What is this?
Hints are given...



Early 1970's, taken locally (off Maple Ave), think "Soviet Menace"

Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the November **Form 19**.

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

Bus Trip to Amherst Train Show Springfield Massachusetts, January 28, 2012

The board has decided to charter a bus for the upcoming train show in January. We are also going to pre-purchase the entrance tickets ahead of time, so you get off the bus at VIP parking and walk into the show. If it is raining, snowing, 10 degrees out, no-waiting in line to get your ticket. Now if that wasn't enough of a reason to ride along with us how about this. As a partial thank you for all the hard work our members have put into the GTE train show and other endeavors we are contributing \$11 towards the cost for each Hudson Berkshire N.M.R.A. member. Members will be allowed to invite a guest, but guests have to pay the full share. The cost, including entrance ticket for a Hudson Berkshire N.M.R.A. member is \$25, for a member invited guest it will be \$36. The bus will make stop's in Wilton, Clifton Park, Albany, one rest stop and arrive at the show for 9:00 am. The bus will depart at 5:00 pm and we are planning on stopping for dinner on the way home. Watch for the details and the sign up form in the November **Form 19**. Seats on the bus are first come, first served starting at the November meeting and we need to have 50 seats sold by December 15th or we will have to cancel the trip. If the Division does cancel those signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.



The Beer Line

By Richard J. Smith

The Common Thread

By now you know this year's Great Train Extravaganza (www.gtealbany.com) train show will be held at the Empire State Plaza Sunday December 4th, from 10am to 4pm. I have been thinking a lot about how well this show has been going over the past several years and how we are really seeing the fruits of our labor. I looked back at several issues of the NMRA Magazine (Scale Rails) and found three articles about highly successful divisions. They are "What Makes the HUB Division Go" (September, 2010), "The Division IS the NMRA" (March 2010), and "Blue Print for Success" (November 2009). I encourage you to go back and read these articles because you will think you're looking at a mirror image of our Division. The common threads between these successful Divisions and our own are threefold: 1) Consistent and strong leadership, 2) membership volunteerism, and now 3) a train show that is organized and run by the Division.

I particularly liked the third article ("Blue Print for Success") where Charlie Atkinson, MMR tells the story of the rebirth of the Cincinnati Division 7. The key to their success is financial independence derived from running a train show, where their members share a common vision that they do not need to depend on the NMRA National organization for funding to support their yearly activities. As Mr. Atkinson puts it, "taking responsibility for one's fate is exciting and empowering and success breeds success." The Hudson Berkshire Division is following this model with the Great Train Extravaganza and with a stable income from the show, we are now able to support a number of activities and programs. These include paying travel costs for well known hobbyists to give clinics at our meetings such as Scotty Mason earlier this year. The Division also mails hardcopy Form 19 monthly newsletters free of charge instead of charging yearly "dues" to cover expenses. We provide member reimbursement for hosting monthly meetings and provide donations to museums like Joe Merli and Clarke Dunham that have graciously hosted our meetings. We have made donations to worthy causes like the Alco Museum and the NMRA Kalmbach Memorial Library digitization program to promote the preservation of railroad history. The Division has purchased the very popular "white elephant" tables at the Great Train Extravaganza where any NMRA member is welcome to sell their unwanted models, and this year we will have 4 tables! And finally, the Division is adding a new and exciting member benefit to the list, a charter bus trip to the Springfield Show!

When I started as Vice President we had less than \$1000 in the treasury. Now we have about ten times that amount. Today the Division can provide activities and benefits that were unthinkable just 3 years ago. But, of course, none of this is possible without Hudson Berkshire Division volunteers at the train show. I truly believe that the Great Train Extravaganza has motivated our membership to contribute to our Division's prosperity while simultaneously promoting good will for our hobby, a true win-win. As Mr. Atkinson said in his article, "wishing that someone would do something for you is boring, debilitating, and depressing. But working together to figure out ways to contribute to your Division's prosperity is fun, both for the Division's members and the people it serves." I couldn't have said it better Charlie. If you wish to help out at this year's Great Train Extravaganza, please contact me at (518-581-0535).



Candidate's Statements

Kevin Surman, position: Vice President:

My name is Kevin Surman and I am running for vice-president of the Hudson Berkshire division. I have been interested in railroads for as long as I can remember, and currently have a HO scale layout that represents the New York and Long Branch that ran down to the Jersey Shore. I have gotten a lot out of being a member of this division of the NMRA. The members have instructed me on everything from reliable track work, operations, painting, weathering, etc. All of this has led me to rebuild my layout to a higher standard and get involved in the achievement program. I have had the opportunity to operate and visit many great layouts and made many close friends. I have been an active volunteer in the division over the last four years and have helped out with outreach through direct phone calls and manning tables at the local train shows. I started the making tracks in May event and worked with the board and members in turning this into a success. I have helped out with the GTE each year with placing signs, pamphlets and organizing the NMRA table. I believe I would be a good fit as I can provide continuity and would try to build upon Rich Smith's great monthly programs.

Gregory Whittle, position: Board of Directors

I have been a member of the NMRA for over 20 years and affiliated with the Hudson Berkshire Division for a number of years prior. I was Division president for two years and have served on the board of directors for four years. Since I have been with the Division and a part of the local model railroad scene for so long, I am able to advise the board on the viability of actions that may have been previously undertaken. When I was president I undertook the first comprehensive survey of member interests in Division activities and goals. As I continue to serve as a board member, I have always made myself available to receive comments and suggestions from the membership and to express their concerns at board meetings. I am a member of OPSIG, LDSIG and other groups and have attended a number of national and regional events where I have met other model railroaders who are prospective Division members but who are unaware of our activities. I believe that involving all model railroaders within our coverage area in some way in Division activities is the key to our continued growth.



Scott Van Epps, position: Board Member:

Hello. My name is Scott Van Epps. For those of you that do not know me, I am running for Board member in this club. I would like to take this time to tell you a little about myself. I was born and raised in Rensselaer NY, which is both a rail and mill town. I was not born in the days when there were round-houses and coaling towers used by both the Delaware & Hudson and NY Central railroads.

When I was born, things were torn down to make way for the Rensselaer Jr/Sr High School. I am age 40 and can remember going to Price Chopper watching the trains of the D&H and Amtrak trains during that time. I was also not fortunate to be born in the 50s & 60s, when getting a train set for Christmas was a very big deal. I pretty much grew up with such things as Star Wars and video games. When I was in my mid-late 20's I got introduced to trains by both model railroader magazine and local train shows. As I got older, I got more involved into the hobbying end of it. As I speak today I currently belong to several clubs I believe I can be an asset to this club as a Board member with some of the ideas I will bring to the table. One of the ideas being helping our president, Paul Hoffman, who I feel has help the club come a long way in a short time. I feel we have more that can be done, but feel there are lofty but achievable within time. One goal is helping the local train show at the Egg transform from being a toy & train show to more of a train & hobby show.

Dave Hoadley, position: Board Member:

Hi group, I am again up for election as a Director of the Hudson-Berkshire Division. For those who don't know me. I retired after 33 years in the D&H/Guilford/CP Engineering Department where I dabbled in most everything from surveying to bridge design to project administration. I have been a member of the NMRA since 1966 and the Division for almost that long. I have attended many National and Regional conventions. I have been actively involved with the Catskill Adirondack and Berkshire Modular Railroad and its predecessor group. I have been a regular contributor to "FORM 19" in the past and contribute on an irregular basis at this time. Basically I bring to the Board a sense of what happened in the Division's past --ideas that may or may not have worked --before many of the officers were even aware of the Division. The current administration has done much to waken and vitalize the Division and I would like to continue to support their efforts toward making the H-B division one of the best.



Order Number 276

Page 9





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HUDSON-BERKSHIRE DIVISION NMRA Fall 2011 Ballot

Mark an "X" next to name below or write in a *qualified members name where shown

Vice President Kevin Surman _____ Other Write In Name Here_____

Directors Select a maximum of two candidates below

Dave Hoadley _____ Scott Van Epps _____ Gregory Whittle _____

Other Write In Name Here_____

*A qualified member is any current full NMRA member residing within the Division.

In order for your completed ballot to be valid you must be a full NMRA member and write your name and NMRA membership number on the back of the ballot ! Rail Pass membership does not confer voting rights during the 6 month trial period.

To vote by mail send the completed ballot in an envelope, marked on the flap "ballot enclosed"

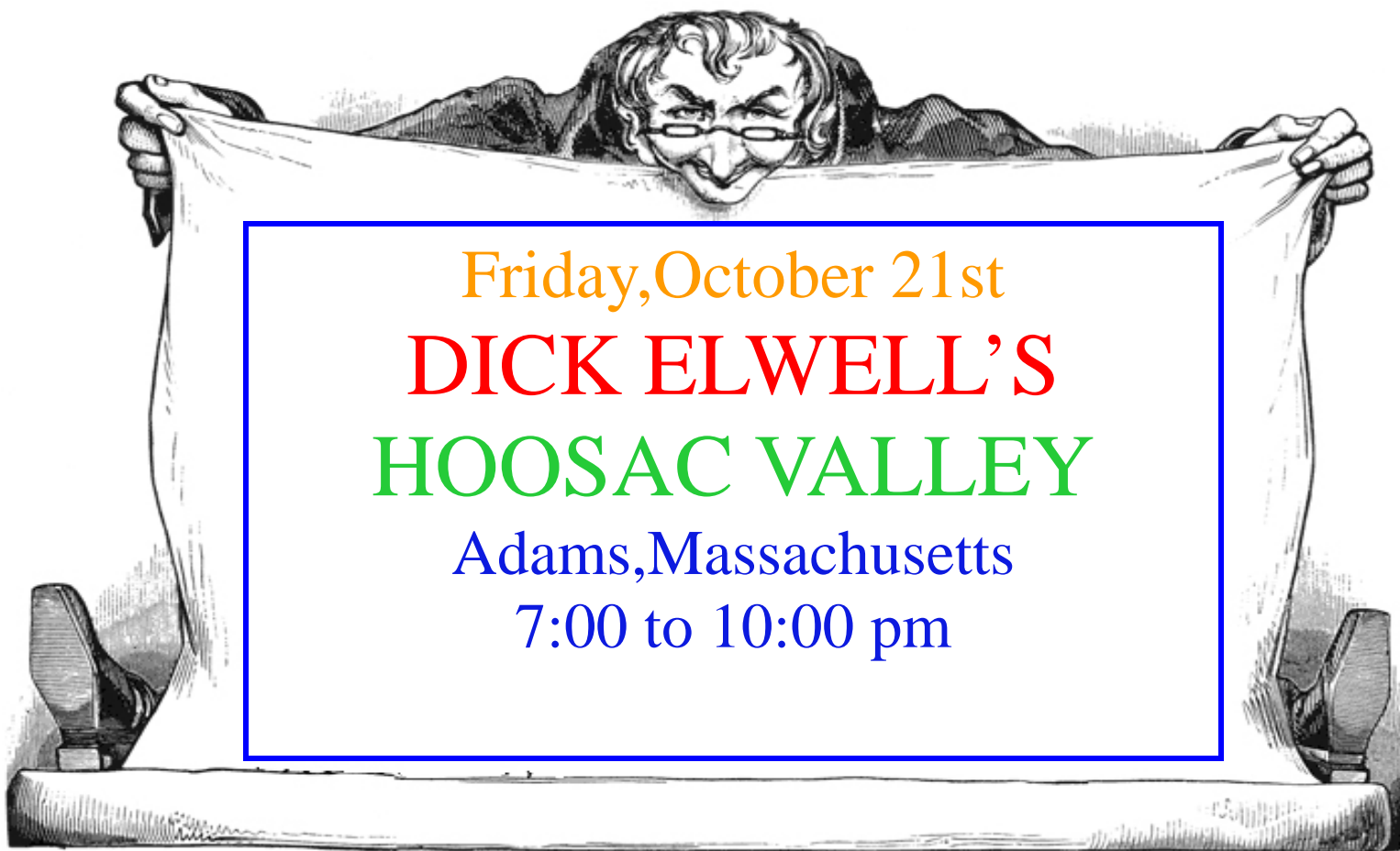
to:

or:

Hudson Berkshire Division
P.O. Box 4763
Clifton Park, NY 12065-7893

Paul Hoffman
128 Woodfield Blvd
Mechanicville, NY 12118

All ballots sent by mail must be received by November 5th to be counted. A member may also present a completed ballot in an envelope to a Division officer by the deadline date or vote by ballot in person at the November meeting.



Friday, October 21st
DICK ELWELL'S
HOOSAC VALLEY
Adams, Massachusetts
7:00 to 10:00 pm

FORM 19

Tony Bucca-Editor
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photony@att.net

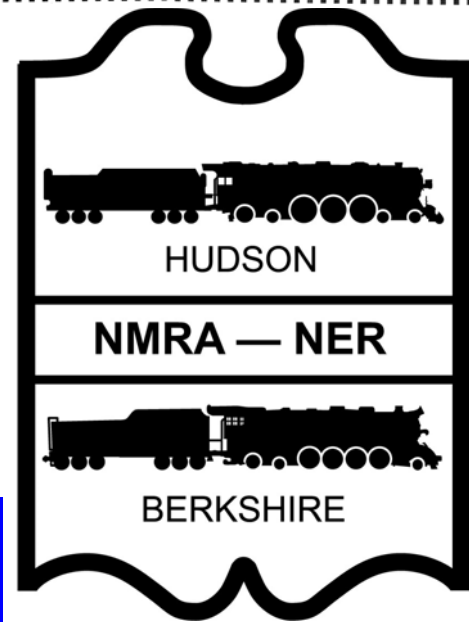
FORM 19

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

Order Number 277

November 2011

Upstate Model Railroaders
CLINIC NIGHT
Friday, November 11th - 7 to 10



www.hudson-berkshire.org





Page 2

THE BRASS HATS

FORM 19

FORM 19

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

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Contributing to *Form 19*

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

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Kudos to
KEVIN SURMAN

For his great showing at the
Rhode Island Convention
with a 1st, a 2nd and a 3rd place
for his structures-
Look for more details in
an upcoming issue of
Form 19



Order Number 277

Page 3

The members of the Hudson Berkshire Division, NMRA will gather at the Upstate Model Railroaders layout room for an evening of layout viewing plus a clinic. During the evening members of the Division may cast ballots for the candidates for vice president and board of directors. The votes will be counted and the results will be announced at the end of the night. The entries for the "Pair O' Dice" contest will be on display and the winners will be decided by a popular vote. In addition there will be a short business meeting and there will be a bucket raffle with various model railroad items. The 4 operating layouts of the Upstate Model Railroaders will be open before the clinics for your viewing so come early. The entrance to the club is down the stairs at the front of Aimie's Dinner and Movies at 190 Glen Street in downtown Glens Falls. There is parking available at the rear of the building.





The Ready Line

By Paul Hoffman

I was away last week celebrating my anniversary with my lovely wife. (Read lovely as extremely tolerant, although she is lovely too) Of course with a start like that, this Ready Line could go in a lot of directions; I'll just touch upon two.

But before that, a big **Thank You** to Dick Elwell, my reports tell me that we had a fine turnout and the layout was fantastic, as usual. I'm sorry I missed it. While we are on the subject of great people, like Dick, opening their homes and layouts to us I want to take a moment to remind everyone that we are ALL ambassadors of this Division, from the super modelers to the not so "super" like me. As such we represent the best of this Hobby and we need to strive to be welcoming to all folks. So if you see a new face at a meeting, talk to that person, be encouraging, be supportive and above all, be friendly. The old saw of a smile goes a mile and a frown can bring us all down has never been truer. The economy has been tough for a couple of years now and many people are stressed and at wits end, the Hobby is about fun and friendship, not cold shoulders. Reach out with a warm handshake and a kind word. I for one know we can all use more friends.

That was one of the directions I mentioned earlier, don't just be kind and welcoming to new faces, be thankful to your family and friends who let us play with trains on a regular basis. I know I couldn't accomplish half the things I do without the support of my wife and family. No spouse or significant other is going to give you carte blanche to ignore them, well not if you want to stay connected, so be sure to remember to thank them too!

The second direction for this article has to do with a brash new idea being put forth by the NMRA National Convention organizers. They are gauging support for having a future convention on a cruise ship! (The connection of course, is that my wife and I just got back from a cruise). Check out the October 2011 "President's Car" in the *NMRA Magazine* for more details for the 2016 convention. Whether you love or hate this idea, (I personally find it very intriguing and the cost is on par with what you'd spend at a regular National convention), I have to applaud the leadership for thinking outside the box. Yet another example of the changes I've been seeing within the organization.

Don't forget the Greenberg show October 29-30 the Division will have a table there and I am still looking for a couple of more people to help man it for the weekend. Contact me.

News and announcements:

- **Election:** Don't forget to vote!!! Bring your completed ballot to the Glens Falls meeting.
- **Bus trip to Springfield:** The sign up form is included in this issue. Please be sure to include your NMRA number. We expect this to fill up quickly so don't delay; return your forms and checks at the November 11 meeting in Glens Falls. Just think, no driving, no fighting traffic and parking hassles and NO waiting in line to get your ticket, membership DOES have its benefits!
- **Pair O' Dice Contest:** Construct a small model or diorama incorporating a "pair of dice", the dice can be literal or metaphorical, scale is left to you. You will have a chance to show off your handiwork at our November meeting. Put on your thinking caps and come up with some cool ideas. There will be prizes for 1st, 2nd and 3rd. This will be a "people's choice" award. Here is a chance to let your imagination run wild, the key concept is whimsy.
- **Toys for Tots:** We have started our annual Toys for Tots fund raiser. Our goal is to collect enough money to purchase 120 train sets to be given away on the Christmas train in December. Please be as generous as you can, whole communities have lost everything to Irene's fury and it will be nice to give these kids a little happiness at Christmas! See any Board member
- **Form 19 assistant editor:** the Board is actively seeking candidates to assist our *Form 19* editor in the creation of this newsletter. Editing skills and knowledge of MS Publisher or other publishing software is a plus. Computer access and email are a requirement. Please contact me with any interest.



- **Get Involved:** We always have need for committee positions and other related leadership duties. Jump on in, you CAN make a difference. Remember, this is your Division and together we can take this train anywhere!
- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Find us on Facebook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friend's list.

Last but not least, our contest. We had 2 winners last month who were able to successfully identify the pictured car. Frank Dietz and Kevin Surman both got it right with Frank, a retired USAF KC 135 tanker crew member, giving an interesting explanation of its usage. What exactly was it? It was a flight simulator for the B52G and the KC135. This 3 car train would travel around the Northeast preparing air crews at several Airbases around the area including Griffiss, Plattsburgh, Pease, Loring, and Wright Patterson. Here is the text of Frank's answer

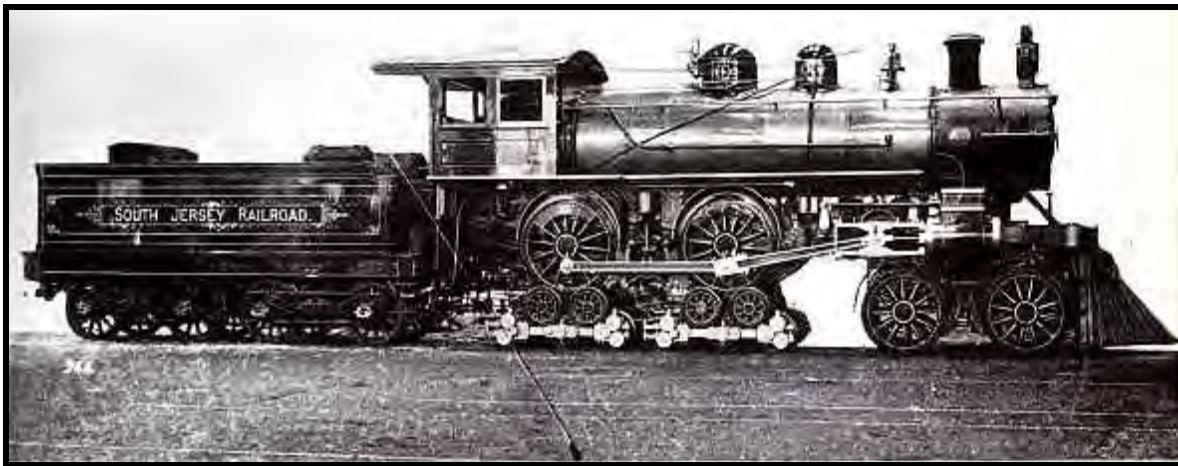
"That is the good old SAC simulator for either the B-52G or KC-135A. This was a very basic non-motion simulator. The railcar in the photo housed a cockpit and equipment to run the various emergency scenarios that one might encounter during various phases of flight. It did not have the motion (x, y, or z axis) or visual effects of today's simulators, so one could not practice air refueling, however it was good enough to practice ones emergency procedures. The reason for the railcar simulator was that at that time (60s) it was much cheaper to send the cars to the various SAC bases than to have a permanent one on at some base. I spent time in it when I was at Griffiss AFB.

The second car, just visible, was for the simulator crew and maintenance crew that kept it running. Frank Dietz, USAF retired.....KC-135A"

Congratulations to the winners, your mug awaits you!

This month will be a little tougher; I hope. No, no more Thomas questions!

What can you tell me about this guy? Name and claim to fame or infamy?



Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the December **Form 19**.

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



The Beer Line

By Richard J. Smith

Great Train Extravaganza 2011 – We Need your Help!

This year, the Great Train Extravaganza (www.gtealbany.com) train show will be held at the Empire State Plaza Sunday December 4th, from 10am to 4pm. Just as last year, the Hudson Berkshire Division (HBD) is a 50-50 partner with Upstate Train Associates (UTA) running this train show. This year, however, I accepted the duty as Show Chairman, while Dave Halverson is acting in an advisory role. I personally wish to thank Dave Halverson for his many years of dedicated service to this show. Dave has worked tirelessly and has earned a well deserved rest!

As you may know, the HBD is a much larger organization than UTA and as such we typically have supplied more volunteers to support the show. As 50-50 partners, you may ask if this is fair and my answer is yes. It is fair because UTA provides all up-front funding for the show, including printing, stamps, advertising, convention center deposits, and so on. As long as we remain 50-50, this arrangement will not change. After this year, the HBD will be financially able to front our own money for the show if the UTA decides to decrease their involvement. We in the GTE leadership team meet with the UTA every year to assess our arrangement and we will inform you of any changes as they come up. The UTA has done an outstanding job bringing the Capital Region this show for the past 20+ years and we respect their accomplishment and welcome their involvement.

Now we come to your part. **This is our official call for volunteers.** We had 41 HBD members help out last year, an outstanding show of volunteerism. However, I would still like to see more new faces this year. 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. By now you realize that you can really "make a day of it" at the show doing one or more of the volunteer jobs so let's have fun!

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 581-0535.

Saturday and Sunday, November 20th and 21st. This weekend is two weeks before the show and we distribute 200 lawn signs all over the entire capital region. We will meet on Saturday morning and give you the signs. Often people work in teams of two and spend about 4 hours on Saturday or Sunday planting signs. We'll assign you an area (or a travel corridor) to cover and give you written tips on where to plant 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 help the vendors move their merchandise on removable ramps that are set up before the show. 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 Volunteer 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 583-1383 or surmak@rpi.edu.

Hudson Berkshire Division White Elephant Tables

Division member Ed Skowronek has offered to lead the White Elephant Tables, which the Division purchases for you as a NMRA membership benefit. This was so successful last year that we are purchasing four (4) tables this year! The rules are simple; bring in some items, clearly mark your price on each item, price your items to sell, and you keep all the money. HBD members staffing this table will not negotiate prices. Ed Skowronek 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. Ed needs help to staff these tables and conduct the sales so contact him at 356-3541 or emskowronek@hotmail.com and put in a few hours.

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. Again, we have made arrangements to use Meeting Room 7 (adjacent to the Egg). Conducting three different, approximately 45 minute clinics worked out well last year, but we need help in this area. Again, call Rich Smith 581-0535 if you're interested.



Great Train Extravaganza



Public model train show and sale.
Bigger and Better Than Ever!

Sunday, Dec 4th, 2011
10 am - 4 pm

Adults still only \$5
Children 12 and under free

- Operating model railroads
- Sales of model trains, train sets, parts and accessories, building kits, scenery items, books, videos, DVDs, photographs... everything related to model trains and railroadiana
- Free educational seminars
- Roaming Railroad train rides



Empire State Convention Center Albany, NY

From I-787 heading south, take Exit 3A. Heading north, take Exit 3. Follow signs to Empire State Plaza to Visitor Parking.

Many other family activities
same day/same location.



Sponsored by the Upstate Train Associates
and the Hudson Berkshire Division of the
National Model Railroad Association

www.gtealbany.com





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Page 9



Coming Soon!!

The Mechanicville XO Tower in HO Scale

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Structure kits for the discriminating builder

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Bus Trip to Amherst Train Show Springfield Massachusetts, January 28, 2012

Please fill out the attached form and make your checks out to Hudson Berkshire Division in the correct amount to reserve your place on the bus. Either hand it to Jack Cutler at the November meeting or mail it to our PO Box. The cost, including entrance ticket for a Hudson Berkshire N.M.R.A. member is \$25, for a member invited guest it will be \$36. Cost for dinner is **not included** and is estimated at \$12.51 per person for the buffet. The bus will make stop's in Wilton, Clifton Park, Albany, one rest stop and arrive at the show at 9:00 am. The bus will depart at 5:00 pm and we are planning on stopping for dinner on the way home. Seats on the bus are first come, first serve starting at the November meeting and we need to have 50 seats sold by December 15th or we will have to cancel the trip. If the Division does cancel those signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

Pickup: 6:00 am Wilton Mall north end by Dicks light pole C2

Pickup: 6:30am Clifton Park exit 9 The Crossings bus shelter, across the parking lot from Big Lots and the tower, this is not the park and ride lot.

Pickup: 7:00am Albany Cross gates Mall lower level lot near JC Penny's

Arrive at Springfield 9:00 am

Depart: Springfield at 5:00 pm sharp

Dinner stop at Hometown Buffet West Springfield approximate cost \$12.51 including tip (cost is not covered in bus trip/entrance fee)

- Please make checks out to the **Hudson Berkshire Division** in the amount of \$25.00 for members and \$36.00 for guest which includes admission to the show. This is a first come first serve event with a signup/payment deadline of December 15, 2011.
- Please send payment and signup form to:
Hudson Berkshire Division
PO Box 4763 Clifton Park N.Y. 12065-7893
Att: Jack Cutler
- You will be contacted to confirm your spot on the bus.
- Bus will depart on time, we cannot wait for individuals
- Any questions please contact Kevin Surman 583-1383 or spacity4@nycap.rr.com or Rich Smith: rsmith1@nycap.rr.com

Bus Trip to Amherst Train Show Springfield Massachusetts, January 28, 2012

Name: _____ cost \$25.00 check only (no cash)

NMRA # _____

Guest: _____ cost \$36.00 check only (no-cash)

Contact phone number or e-mail _____

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

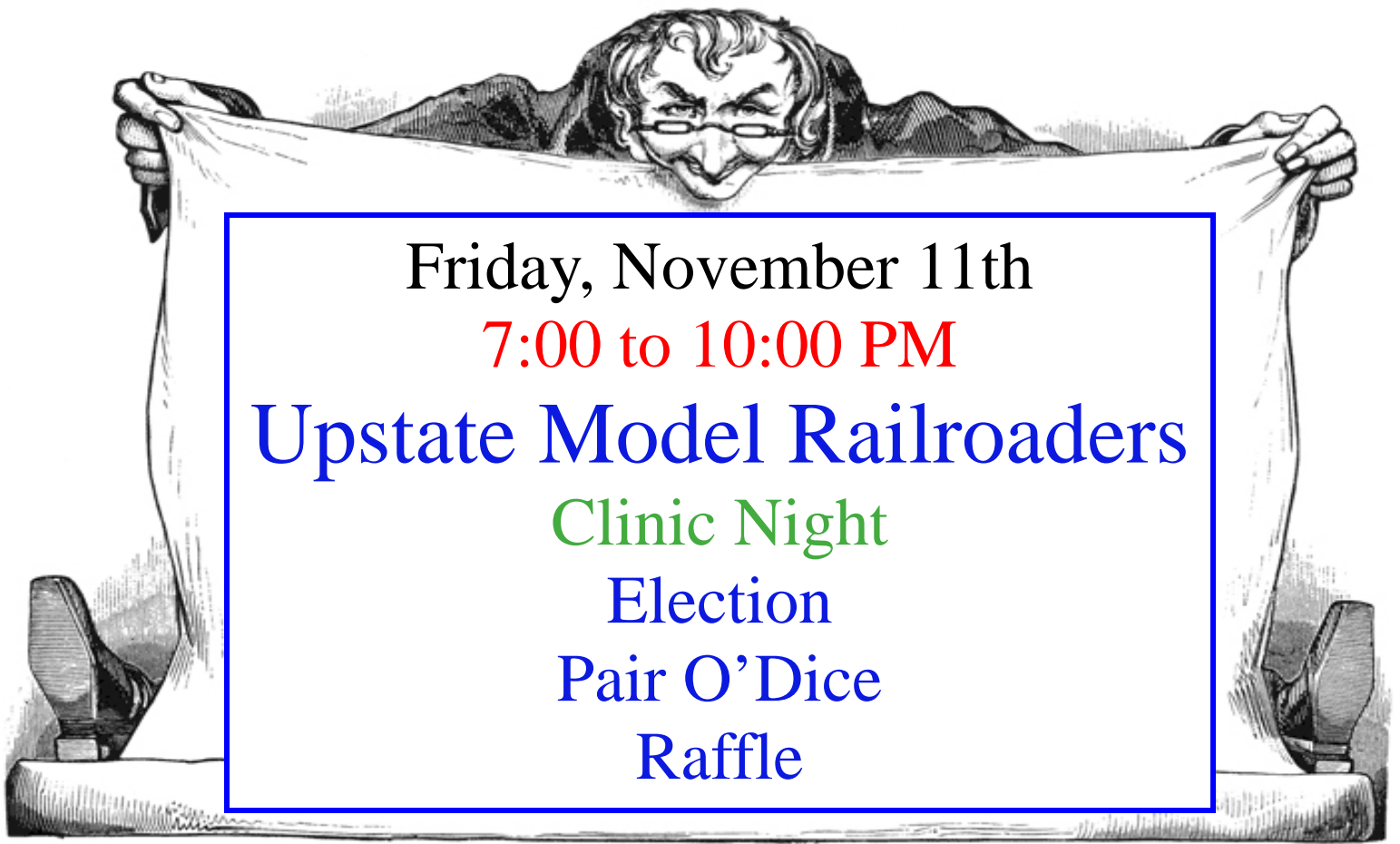
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Hudson Berkshire Division

PO BOX 4763

CLIFTON PARK, New York 12065-7893

Email: trains@hudson-berkshire.org



Friday, November 11th
7:00 to 10:00 PM
Upstate Model Railroaders
Clinic Night
Election
Pair O'Dice
Raffle

FORM 19

Tony Bucca-Editor
13 Lanie Drive
Greenfield Ctr. N.Y. 12833
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Where in the world is Tony Bucca?

First Class Mail

E-FORM 19
WEB-PAGE EXTRA

[illegible]

Instructions:

Please fill in your name and phone number on the top of the list. Create your own ID number by using the first two letters of your last name, followed by your birthday, for example: Smith, March 21st = (SM321). Each item will then be numbered in order (1, 2, 3, etc.) in the box on the left, followed by a description of the item along with the asking price.

ID-Item #	ID-Item #	ID-Item #	ID-Item #
Hudson-Berkshire Receipt	Item Description: <div>Asking Price</div>	Hudson-Berkshire Receipt	Item Description: <div>Asking Price</div>
ID-Item #	ID-Item #	ID-Item #	ID-Item #
Hudson-Berkshire Receipt	Item Description: <div>Asking Price</div>	Hudson-Berkshire Receipt	Item Description: <div>Asking Price</div>
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Please place your ID and item number, along with the item description and asking price on each receipt

That's only 55 years ago!

Comments made in the year 1955!

'I'll tell you one thing, if things keep going the way they are, it's going to be impossible to buy a week's groceries for \$10.00. '



'Have you seen the new cars coming out next year? It won't be long before \$1, 000.00 will only buy a used one.'



'If cigarettes keep going up in price, I'm going to quit; 20 cents a pack is ridiculous.'



Joan Crawford
takes time out from her part in M-G-M's "Mannequin" to play the part of Mrs. Santa Claus. Joan Crawford has smoked Luckies for eight years, has been kind enough to tell us: "They always stay on good terms with my throat."

Tobaccoland's Finest Gift
In this season of joyful giving, when you offer friends the ever-welcome gift of cigarettes, remember two facts . . .
First, that among independent tobacco men, Lucky Strike has twice as many exclusive smokers as all other brands combined.
Second, that Lucky Strike not only offers the finest tobacco but also the throat protection of the exclusive process "It's Toasted".
With men who know tobacco best..
It's Luckies - 2 to 1

'Did you hear the post office is thinking about charging 7 cents just to mail a letter.'



'If they raise the minimum wage to \$1.00, nobody will be able to hire outside help at the store.'



'When I first started driving, who would have thought gas would someday cost 25 cents a gallon. Guess we'd be better off leaving the car in the garage.'



'I'm afraid to send my kids to the movies any more. Ever since they let Clark Gable get by with saying DAMN in 'GONE WITH THE WIND', it seems every new movie has either HELL or DAMN in it.'

'I read the other day where some scientist thinks it's possible to put a man on the moon by the end of the century. They even have some fellows they call astronauts preparing for it down in Texas.'



'Did you see where some baseball player just signed a contract for \$50,000 a year just to play ball? It wouldn't surprise me if someday they'll be making more than the President.'



**‘I never thought I’d see the day
all our kitchen appliances would
be electric. They are even making
electric typewriters now.’**



**‘It’s too bad things are so tough
nowadays. I see where a few
married women are having to
work to make ends meet.’**



'It won't be long before young couples are going to have to hire someone to watch their kids so they can both work.'



'I'm afraid the Volkswagen car is going to open the door to a whole lot of foreign business.'



‘The drive-in restaurant is convenient in nice weather, but I seriously doubt they will ever catch on.’



‘There is no sense going on short trips anymore for a weekend. It costs nearly \$2.00 a night to stay in a hotel.’



‘No one can afford to be sick anymore. At \$15.00 a day in the hospital, it’s too rich for my blood.’



‘If they think I’ll pay 30 cents for a hair cut, forget it.’





HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. Each is available for NMRA members to borrow for the cost of processing and postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.

Then, get that popcorn ready.



We make it even more fun.

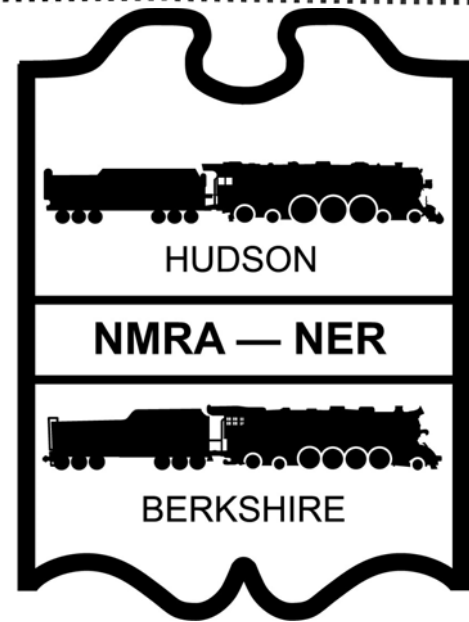
www.nmra.org

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Order Number 278

December 2011



The
train
set
is
under
the
tree...

www.hudson-berkshire.org





FORM 19

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

THE BRASS HATS

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Results from the
Pair O' Dice
Contest as seen
at the
Upstate Model
Railroaders

Above:
Greg Whittle's
Mobile Casino

Right:
Bob Hayner's O scale
D&H caboose pauses
at Paradise





Above:
Tony Bucca's
Pink Pair O'Dice-Gentleman's Club
Below:
Paul Hoffman's
Pair O' Dice Tattoo Parlor

Above:
Jack Cutler's
Red and Green ground-throw
Below:
Ben Maggi's
Freight car loads





The Ready Line

By Paul Hoffman

The warmest of Holiday wishes to you and your families!!! This is my favorite time of the year! November and December bring back fond memories of train activities that my father and I would participate in. We always seemed so busy during the summer months with sports and the family vacation (hoo boy are there some road trip stories there) that come this time of the year my father would always make some “train” time for he and I. Whether visiting the local Hobby shop, checking out the best train watching areas or working on the layout, the winter months always held the promise of model trains for me.

Hopefully I’ll be able to pass that feeling on to my kids and if I’m lucky their kids too!

Thanks to Glens Falls group for hosting our meeting last month. They were most accommodating, as always, and we had a great time. This was a special meeting, and I’m glad we were able to hold it among friends. For those who missed it here’s the recap:

We held our election and had a strong turnout with over 45 ballots cast.
Kevin Surman was elected Vice President, he ran unopposed.
Greg Whittle and Dave Hoadley were both re-elected to their Board positions.
Here is the final vote tally:

Kevin Surman 40

Dave Hoadley 35

Greg Whittle 35

Scott Van Epps 11

Ben Maggi and Chuck Haley both received 1 vote each as write in candidates for Vice President.

We have all the ballots if anyone is interested in seeing the raw results. We will keep them for 3 months.

Congratulations to our newly elected officers. I have no doubt that they will continue to keep our Division strong. Thank you to all who ran, it is great to see members stepping up!

While we are on the subject of Division leadership, longtime Treasurer Dick Hosmer passed on the “accounting department” to Jack Cutler. In appreciation for his years of exemplary service, the Division presented Dick with a plaque to commemorate the event.



Left to right; Rich Smith, outgoing Treasurer Dick Hosmer, and Paul Hoffman

Kevin Surman presented an award of sorts to outgoing VP Rich Smith in honor of his service to the Division. Check out Kevin’s article in this issue to see what that’s all about.

The Pair O’ Dice contest was great! We had 6 entries and they were all fantastic. The winners, by popular vote, were Greg Whittle, Bob Hayner and Ben Maggi. Check out our Facebook page and this issue for photos of the entries. Thanks to all who participated.



Order Number 278

Page 5

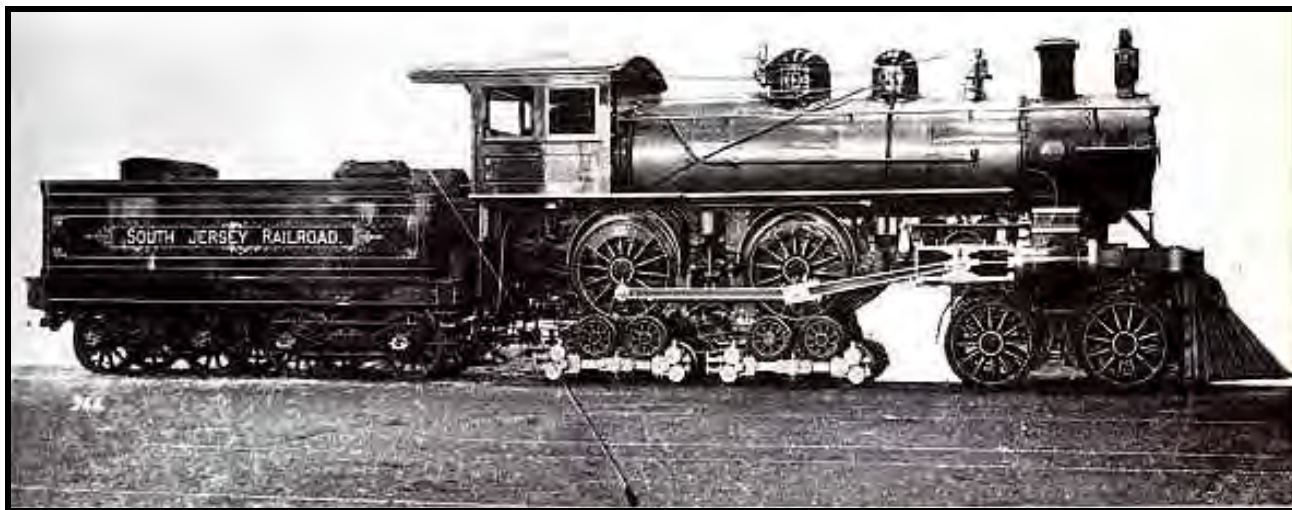
Our next meeting, after the Great train Extravaganza on December 4th, will be held at Ken Nelson's Poco Valley layout, look for details in the next Form 19

News and announcements:

- **Bus trip to Springfield:** The sign up form is included in this issue. Please be sure to include your NMRA number. We expect this to fill up quickly so don't delay; return your forms and checks to any Board member or our PO Box. Just think, no driving, no fighting traffic and parking hassles and NO waiting in line to get your ticket, membership DOES have its benefits!
- **Toys for Tots:** Thank you for your generous donations. Despite losing one of our stalwart corporate sponsors, the membership rose to the challenge!!! The 52 sets have been delivered to the Marines and Staff Sargent Bolen assures me that they will be on the Christmas Train on December 4th. **THANK YOU**
- **Form 19 assistant editor:** the Board is actively seeking candidates to assist our *Form 19* editor in the creation of this newsletter. Editing skills and knowledge of MS Publisher or other publishing software is a plus. Computer access and email are a requirement. Please contact me with any interest.
- **Get Involved:** We always have need for committee positions and other related leadership duties. Jump on in, you CAN make a difference. Remember, this is your Division and together we can take this train anywhere!
- **Renew your membership:** Remember to renew your membership in the NMRA and encourage your friends and fellow hobbyists to join our growing group. I cordially invite anyone interested in trains, model or otherwise, to climb aboard.
- **Find us on Facebook:** <http://www.facebook.com>, keyword, Hudson Berkshire, be sure to add us to your friend's list.

Last but not least, our contest. Apparently this one was quite the puzzler. Not one to give up easily, I'm giving out another hint and running with it again; It was built by Baldwin in 1897, the original was built in 1887 by the Holman Locomotive Company

What can you tell me about this guy? Name and claim to fame or infamy?



Send your entries to trains@hudson-berkshire.org or our PO Box. I'll announce the winner in the January *Form 19*.

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



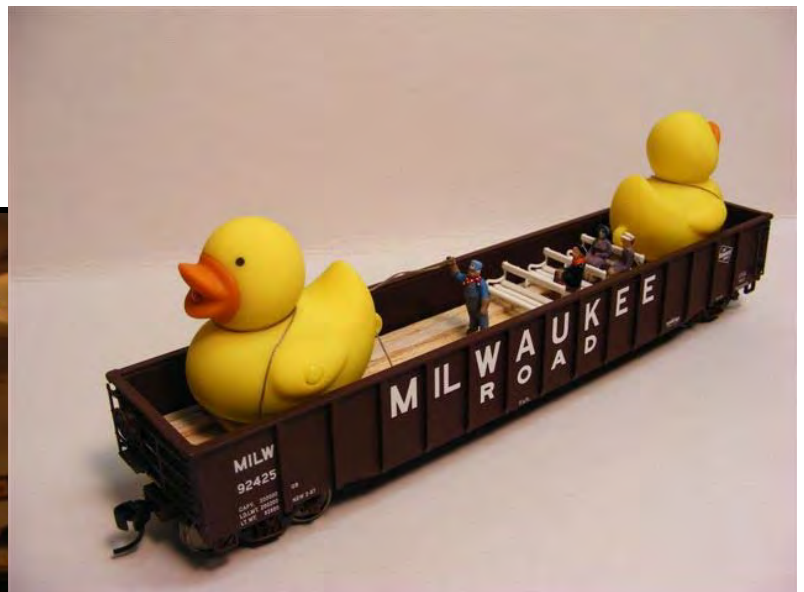
Pair O' Ducks

By Kevin Surman

I am not sure just how this happened but somehow you the members have voted and now I have the honors and duties of the Vice president of the Hudson Berkshire division. Now normally when there is a change in leadership the successor thanks the departing and then immediately starts condemning everything they have done in the past.

Unfortunately for me though, Rich Smith has done one heck of a job and I am going to have my work cut out for me in continuing what he has started. When Rich and Paul grasped the reins of the division four years ago they had a vision and plan of action for the changes they wanted to implement. Some of these were fun and some not so much, but all required hard work. Rich looked for ways to improve the Monthly division meetings and the successful clinic nights was the outcome. Rich wanted to bring in guest speakers and arranged for Scott Mason and Robert Mohowski to entertain and inform us. Rich pushed for an electronic version of the Form-19 in order to provide more content at a reduced cost. Rich would strong arm the local hobby shops to advertise in the Form-19 and solicit items for the raffles. Rich got involved with the GTE train show and with the division turned this show back into a success. The changes in the show has been dramatic and is now providing funding to allow us to provide some member benefits only dreamed of before. Now one of the most difficult tasks was to turn the division into a 100% N.M.R.A. group. It was the right thing to do and upset many people but with a large target on their backs they pushed it through to completion. Now I am sure that I have missed other things he has accomplished but one thing that stands out was his ability to get others involved. Rich, from myself and the division at large thanks for all your hard work.

Now let's get to the ducklings, I normally car pool with a couple of guys for my daily commute down to Rensselaer Polytechnic Institute. On one particular morning I asked the group if they would not mind listing to Don Week's as a "friend" of mine was going to be interviewed for the Train show in Albany. Now I have reached the point in my life that I openly explain that I am a model railroader, OK I play with trains. But still the last little bit of my manhood was not ready for what I was about to hear. When Don asked why we are interested in Railroads, Rich explained that is might be similar to Ducklings being imprinted from the mother duck. As the group in the car started to laugh I felt the last little bit of macho manhood disappear as I shrunk down in the seat. Rich, Thanks again.





Scribblings & Sprues

By Ben Maggi

It is the time of year when train show fever starts to set in. To me, nothing makes me welcome the colder weather more than the realization that soon there will be several great train shows to visit. Without slighting others in my humble opinion the “Great Train Extravaganza” in Albany and the huge one at Springfield, MA, are top notch and really should be on your list to visit if at all possible. You don’t need to spend money a lot of money to have a great time, and since our NMRA chapter is sponsoring a tour bus to go to the Springfield one it couldn’t be easier! The only trick is to budget your funds properly so as to not run out before the day is over.

However, it was a completely different experience I had recently which I thought I would share with you. My wife has several hobbies of her own including sewing and crocheting and she is pretty good at them. In her free time she teaches classes at local craft stores and also has been slowly making a collection of handmade items to sell at local craft shows. Just this past weekend she had the opportunity to sell some stuff at her very first event and I offered to help her out. Now, part of this is because doing your first ever meet can be a bit intimidating and a lot of hard work, and part of it was because I wanted brownie points. There was a train show on the other side of the city in Troy- the recently returning Greenberg Train Show- and I figured any goodwill I earned with my wife could be spent on trains. So, we packed up her stuff, some tables and chairs, and headed to the location to set up.

With my muscle and her ability to point a finger as to where she wanted stuff it went pretty easy. Once that was over I was able to survey the many rooms filled with crafty items and see what was there. Some people were selling homemade hats, scarves, and gloves; others had scented soaps and lotions; there were the pre-requisite Halloween items like costumes and country kitsch items, and of course a few with purses and other accessories. In the mix were a couple that actually interested me like the homemade cakes, pickles, chocolate dips, and snack mixes. So what if I let my stomach dictate?

In general, though, I was thinking to myself that this was not the place to be. As a guy who really doesn’t care where his hat comes from as long as it keeps me warm and who couldn’t tell the difference between knitting and crocheting, I was a bit lost. More to the point, I was somewhat bored. But to my wife, this was an exciting world. There were several times she would walk around and look at everything and get ideas for new projects. She was able to talk to the others and discuss techniques and materials, locations for future events, and swap stories. All of the subtle nuances that made each vendor’s items unique to them were lost on me but not on my wife. In short, this was my wife’s train show.

Oh, she goes with me to some of mine and enjoys them too. The GTE is a perfect blend of train displays, layouts and sellers, and the time is broken up when we promote for the local steam club to which we belong. When I have taken her to Springfield though it is just too much. Apparently, waking up early in the morning to be there when it opens and staying until they kick us out isn’t an enjoyable experience. Nor is fighting through the throngs of people to locate elusive freight car kits or flipping through books of railroad slides. The sectional layouts are nice but blend together into categories such as “farm module,” “city module” and “industry module.” Being on your feet for eight hours straight doesn’t help. To me, it is heaven. To her- she did it already, thank you very much.

During the times when she was walking about looking around I had to man the table. It wasn’t rocket science to be sure but had anyone come up and asked me questions not related to the price or color of the item I would have been hard pressed to answer. I managed to get through by reciting stuff I heard her say to others and did pretty well, but it wasn’t something I enjoyed. How many times have we seen vendors away from their table and either their children or significant other was there instead. Usually, I would get frustrated when I asked a question that they have no clue about but now I know better. To them, the trains all look alike and their best response actually is “I don’t know but he will be back shortly.”


(Continued on page 8)



Getting back to the point, as I was walking through the craft show I suddenly realize how people from the “other side of the tracks” view our hobby. Oh sure, you don’t need to be a train nut to enjoy what we offer to the public and just seeing Thomas the Tank Engine or a loud Lionel layout is probably enough for the casual observer. But while I cannot cross-stitch a thing and have no desire to, it requires the same dedication and attention to detail that is necessary to super-detail an engine or structure kit. I cannot spot how much work went into a quilt just by counting the stitches or see what special techniques were used to paint some of the plaster molds but my wife can. Likewise, she cannot spot a lumber mill or station from the ubiquitous Atlas models but I can. It takes a trained eye (thank you thank you, I’m here all week).

I now have a greater appreciation for what she does and how she does it. And I also now understand what the general public may be thinking when they come to our train shows. Explaining to them the nuances of a Belpaire firebox or how to distinguish certain types of valve gear would probably confuse them and give them a bad experience, but showing them how to check to make sure their train set is working can go a long way to ensuring the future of our hobby. Train shows are sensory overloads (especially if the tinsplate groups with their smoking engines are present!) and can be overwhelming. To a train buff this is a great thing but to others we must be careful to make their experience a fun one and not a headache.

And for those of you who were wondering, those brownie points worked. I merely told her about a possible purchase I wanted to make but didn’t due to the cost and she immediately said, “Honey, I love those cars. You should have bought them.” Sigh. I hope the points roll over to the GTE!



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Page 9



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Bus Trip to Amherst Train Show Springfield Massachusetts, January 28, 2012

Please fill out the attached form and make your checks out to Hudson Berkshire Division in the correct amount to reserve your place on the bus. Either hand it to Jack Cutler at the November meeting or mail it to our PO Box. The cost, including entrance ticket for a Hudson Berkshire N.M.R.A. member is \$25, for a member invited guest it will be \$36. Cost for dinner is **not included** and is estimated at \$12.51 per person for the buffet. The bus will make stop's in Wilton, Clifton Park, Albany, one rest stop and arrive at the show at 9:00 am. The bus will depart at 5:00 pm and we are planning on stopping for dinner on the way home. Seats on the bus are first come, first serve starting at the November meeting and we need to have 50 seats sold by December 15th or we will have to cancel the trip. If the Division does cancel those signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

Pickup: 6:00 am Wilton Mall north end by Dicks light pole C2

Pickup: 6:30am Clifton Park exit 9 The Crossings bus shelter, across the parking lot from Big Lots and the tower, this is not the park and ride lot.

Pickup: 7:00am Albany Cross gates Mall lower level lot near JC Penny's

Arrive at Springfield 9:00 am

Depart: Springfield at 5:00 pm sharp

Dinner stop at Hometown Buffet West Springfield approximate cost \$12.51 including tip (cost is not covered in bus trip/entrance fee)

- Please make checks out to the **Hudson Berkshire Division** in the amount of \$25.00 for members and \$36.00 for guest which includes admission to the show. This is a first come first serve event with a signup/payment deadline of December 15, 2011.
- Please send payment and signup form to:
Hudson Berkshire Division
PO Box 4763 Clifton Park N.Y. 12065-7893
Att: Jack Cutler
- You will be contacted to confirm your spot on the bus.
- Bus will depart on time, we cannot wait for individuals
- Any questions please contact Kevin Surman 583-1383 or spacity4@nycap.rr.com or Rich Smith: rsmith1@nycap.rr.com

Bus Trip to Amherst Train Show Springfield Massachusetts, January 28, 2012

Name: _____ cost \$25.00 check only (no cash)

NMRA # _____

Guest: _____ cost \$36.00 check only (no-cash)

Contact phone number or e-mail _____

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

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

Hudson Berkshire Division

PO BOX 4763

CLIFTON PARK, New York 12065-7893

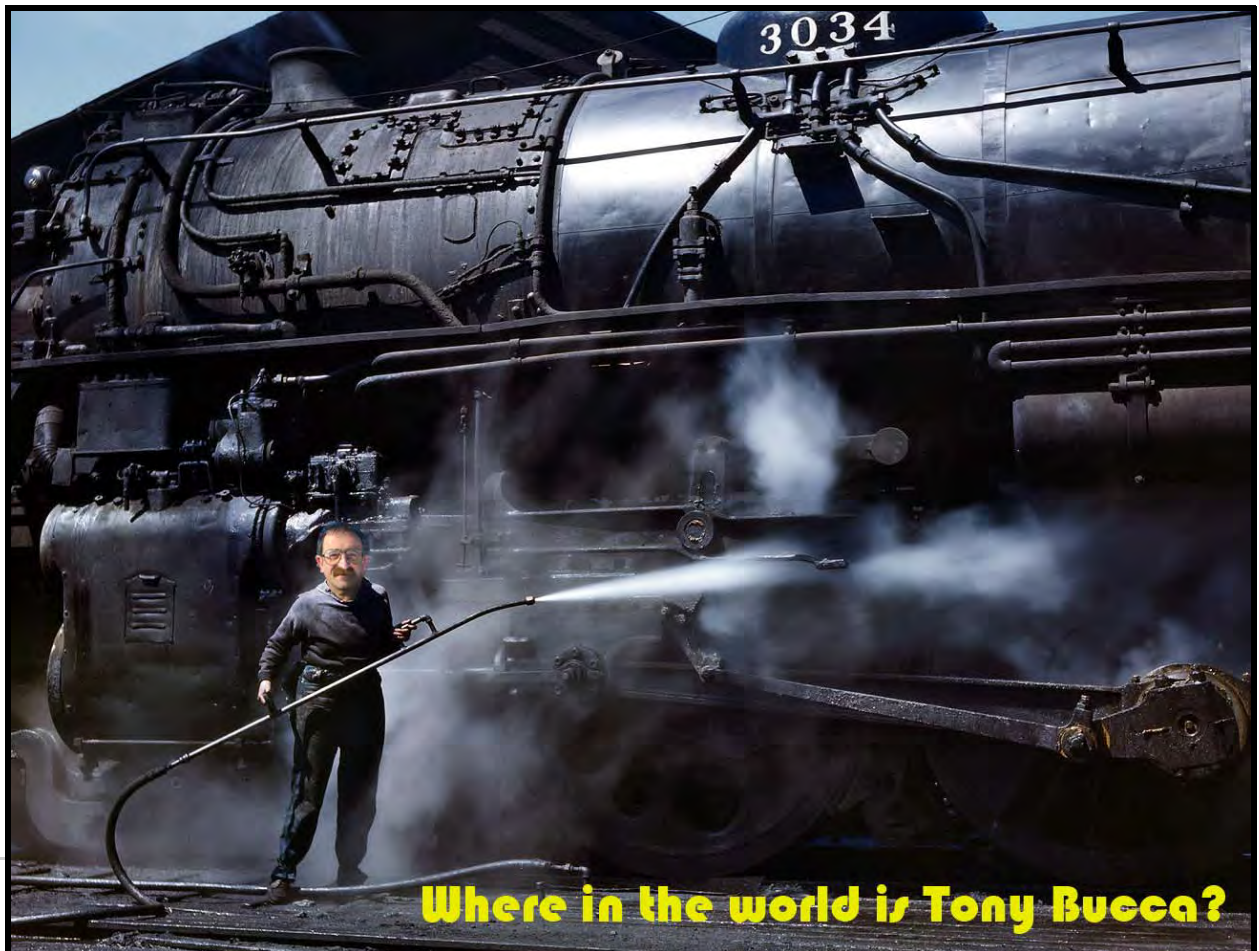
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to all of you...

FORM 19

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Greenfield Ctr. N.Y. 12833
photony@att.net



Where in the world is Tony Bucca?

E-FORM 19

WEB-PAGE EXTRA

EXPORAIL, The Canadian Railway Museum

By Irwin D. Nathanson

Just recently I discovered a real gem of a museum, just over the Canadian border in Quebec, a two hour's drive from my home in Lake George.

As it turns out, there is no national train museum in Canada, just like there is none in the U.S. There is a national train museum in the UK. And it's truly awesome. It's located in the walled, medieval, cathedral city of York. A must-see if and when you find yourself in the UK! But EXPORAIL is the closest thing to it that I've seen in a long while. It's the largest railroad museum in Canada. Although it is private, it receives some funding from both the Canadian Federal Government and from Quebec Province.

Although the museum is celebrating its 50th Anniversary this year, it has only been in its current/permanent location since 2003.

Overall, there are more than 150 locomotives and other rolling stock. Like most rail road museums I've been too, these can be classified as:

- Main attractions, fully restored and preserved, displayed inside the modern, main building
- Secondary collection, well maintained, displayed inside a large storage shed fully accessible to visitors (but not in winter)
- Other collection, stored outside and subject to the weather. Some of this rolling stock was in very nice condition. Other rolling stock was rusting away

Vintage trolley cars travel around the perimeter of the site, making various stops. Round trip ride is about 10 minutes. One can ride it all day, getting on and off the various stops.

The main collection is really nice. Although everything carries Canadian road names, the locomotives are all familiar...FA-1, FPA-4, Mikado, Pacific, Hudson, etc. There were even a few British locos including an A-4 "Dominion of Canada" which is a clone of the famous "Mallard" which clocked 126.5 MPH in the 1930s to win the land speed record for steam locos which has never been surpassed. There's also a British tank engine which the kids will recognize as Thomas even though the loco is original without the smiling face on the front.

Everything is very nicely labeled and explained, in English as well as in French.



You can go into the cabs of several of the steam locos. Some of the diesels have their hoods open exposing the engines for view. You can go inside various passenger cars, cabooses, box cars, etc.

There's a café on site and a nice gift shop. But the café is only open end June through early September.

However, strip shopping centers are nearby with lots more dining options.

There's a great display room covering the building of the transcontinental Canadian railway system.

A model railway club from Montreal operates and maintains a nice HO layout which is housed in a dedicated room off the main exhibit floor.

Returning home from a conference in Montreal, I got to the museum at 1300 and ran out of time. I was the last one out the door when they closed at 1700 yet I was not really able to see everything. In my opinion, real rail fans should allow a full day in order to see everything.

Some of the unusual things I really liked included:

- An inspection pit where I could see the undersides of a steam and diesel loco
- A school car that operated in rural Ontario until 1967. Half the converted 1800s passenger car was for living accommodations for the teacher and her family. The rest was outfitted with desks, blackboards etc like a regular classroom. The railway would haul the car to a rural location, leave it there for two weeks, and then move it to another site. The railway brought the car back in about 5 weeks to renew the cycle. In the meantime, the kids has plenty of homework assignments to keep them busy, While at each location, the car was also used for social gatherings in the local, very rural communities which they served
- A massive snow plow which, I understand, is demonstrated during the winter months
- Completely equipped railway post office

Admission fees are:

- \$8 for kids and grandkids ages 4 -12; \$11 ages 13 – 17
- \$17 for adults
- \$14 for us seniors

This is in Canadian dollars but for many months now the US and Canadian dollars have been about equal.

The museum accepts credit cards.

Admission fees include unlimited trolley rides.





Hours for the rest of 2011/early 2012 are:

- Until 30 Oct: Wednesday through Sunday, 1000 to 1700. Outdoor sites close at 1600
- 5 November to May, 2012: Weekends from 1000 to 1700. Outdoor sites closed

Please note that only the main building is open during winter months. There's so much to see outside and in the other buildings that I suggest you don't go during the winter. Of course, the trolley doesn't run during the winter either and it's a fun ride.

There are lots of special activities year 'round, so check the museum's web site before planning your visit: www.expolrail.org

This is really a gem of a museum and it's so close to up-state New York! I highly recommend this museum to all Form 19 readers.

If any of you plan on going, I can also give you the locations of two really good model train stores in Montreal!

SEEN (SCENE)

By Tony Bucca

Upstate Model Railroaders











