

# FORM 19

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

Order Number 289

January 2013

Next Meeting January 18, 2013 7:00PM

At John McBride's

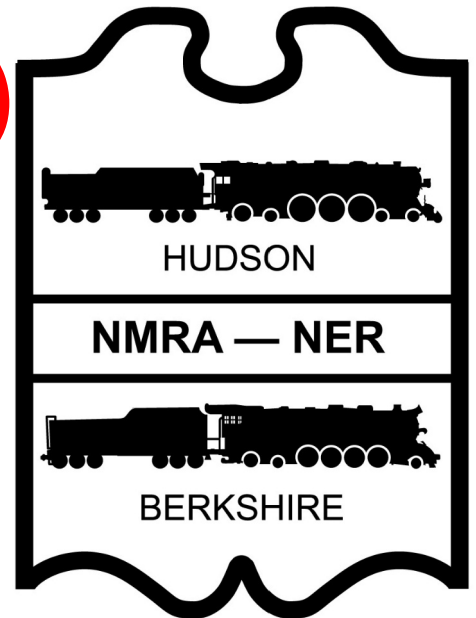
Crown Point Iron Co. RR

10 Plaid Place, Clifton Park, New York



Our host, John McBride, in front of the roundhouse, engine service facilities and a freight platform on his F-scale Crown Point Iron Co. Railroad.

Read more about John's very distinctive railroad on page 3 and something about the original CPI Co. RR on page 4. Pictures, directions on 5.



Seats may still be available for the H-B Division sponsored bus trip to the Amherst Railway Society Railroad Hobby Show on January 26, 2013 at the Eastern States Exposition grounds in Springfield, Massachusetts.

The \$25 fee for members includes round-trip transportation with entertainment (DVDs of model and full scale railroading), parking inside the exhibition, and admission. We will be stopping at a fine eatery in Springfield on the way home so that you can be refreshed and discuss your adventure with others who have just shared the experience.

Contact Jack Cutler, the Division Secretary, by email or phone (see page 2) for reservation and use the form in the November Form 19 or available on the Division website at the address just below.

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





## FORM 19

*Form 19* is published 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 the *Form 19*

*Form 19* welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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

### The Brass Hats

**President**  
Paul Hoffman  
128 Woodfield Blvd.  
Mechanicville, NY 12118  
518 899 7515  
trains@hudsonberkshire.org

**Vice President**  
Kevin Surman  
5 Sherri Rd.  
Saratoga Springs NY 12866  
518 583 1383  
spacity4@nycap.rr.com

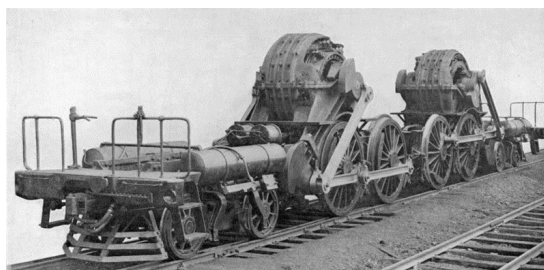
**Treasurer**  
Jack Cutler  
8 Bluestone Ridge  
Clifton Park, NY 12065  
518 383 5684  
cutlerjm@nycap.rr.com

**Form 19 Editor**  
Bert Pflagl  
19 Lea Ave  
Waterford, NY 12188  
(518) 235 8496  
gpflagl@nycap.rr.com

The Ready Line, with the President's wisdom and insight, will re-appear in the next issue of the *Form 19*. As always, if you have any questions, comments or suggestions regarding the Hudson-Berkshire Division, please contact one of the people listed in the column to the left. Wishing each of you a wonderful new year.

## Puzzler

Last issue's puzzler was the frame of an electric, semi-coupled, locomotive pair driven by large DC electric motors through a system of rods and jack-shafts. The engine was correctly identified as a PRR DD-1 locomotive... within 20 minutes of the email going out that announced the availability of the online version of the *Form 19* at the Division website.



These locomotives were first built in 1911 at the PRR Altoona works and served the railroad until shortly after the merger with the New York Central in 1968. Some were designated with one number for the pair, others with two. One is on display at the Railroad Museum of Pennsylvania.



**NEW PUZZLER** (from the *Form 19* Editor) You readers find the answers to the Puzzler much quicker than it takes to come up with the questions.

So, take a look at the passenger station above. What city is it in? And what makes it NOT so unique in that city? It has been featured in the media.





## The CPICoRR (by Kevin Surman)

We are going to start the year with a visit to John McBride's Crown Point Iron Company railroad (CPI Co.RR). John has built a large "F-scale" layout representing the Crown Point Iron Company narrow gauge railroad in upstate New York. "F-scale" is at a ratio of 1:20.3 and uses number 1 gauge track to represent a 3' narrow gauge railroad. John started the layout in 1970 without a specific prototype in mind. After joining the Hudson Berkshire division in the late 1990s and with the help of some friends the layout started its transformation into its present concept. I was surprised in this as the layout looks like it has always followed a prototype. The second thing that surprised me was that John has only one building on the entire layout that is not built from scratch. John normally starts with a cardboard mockup and then builds the model from a thin plywood frame adding siding, shingles and interiors. While admiring a building I asked John what he used for his rust on the roof and the response back to me was "rust." For the ridge cap he used steel and every so often he added a little water. Yes sir, with metal and a little water you, too, can have real rust. John is involved with operations and he runs a 2 to 3 hour session for 6 to 8 persons. John normally has one session every month with Greg Whittle often on hand to help get everyone started out of the yard at Crown Point.

The layout stats: The layout fills a 44' x 24' basement and has a 119 foot mainline run, 41 turnouts, 1 wye and two turntables; total trackage is about 560'. The layout lowest point is 3'3" and climbs to a height of 4' 8". The maximum grade is 8 percent and the radius is a minimum of 4' and a max at 8'. John has four Moguls, one Shay, and one Climax. The low gearing of the Climax really is needed for the train to the sawmill at Woodhull Mountain. Train control is digital command control by NCE with wireless throttles.

The prototype: John's layout is based on the narrow gauge Crown Point Iron Company Railroad that was built in 1873 and dissolved by 1896. This was the second narrow gauge railroad built in New York and was constructed using 46 pound rail spaced to a 3' gauge. The purpose of the original railroad was to

bring iron ore down from the mines around Hammondville to the blast furnaces at Crown Point on the shore of Lake Champlain. The iron pigs from Crown Point were a major source for the iron makers in Troy and Albany using the Bessemer patented system. Some of this iron ended up in the famous Iron Clad Monitor of Civil War history. For more information, the book 'Rails in the North Woods' has a great chapter full of information about this line.

So let's take a ride:

We arrive the night before on the Delaware & Hudson and spend the night at a rooming house in Crown Point. At the crack of dawn we head down to the yard and watch as mogul number 6 crawls out of the engine house and towards the service track. After taking on water and coal the engine backs towards the station and couples on to a passenger cars and a combine. The train picks up a reefer from the interchange track with the Delaware & Hudson. Back at the station the sounds and smell from the blast furnace is overwhelming and you wonder how the workers can endure this day in and day out. The departure time arrives, you find a seat in the passenger car and the engine slowly moves past the yard and roundhouse. On the right hand side of the car you notice engine number 1 working and marvel at the working hump yard. The train picks up speed and rolls right through the flag stop at Sherman and you can't help but notice the steep grade up the Woodhull Mountain branch and the local working its way up it with some 'log bunks' with some really big logs. The train enters a tunnel and through some beautiful scenery and before you know it, it is stopping at Ironville. The area around the station is surrounded by the Penfield Lumber Mill and the Bennett Wood Chemical plant. You get off the train just long enough to take a look at the track work around Putnam Junction and the spur off to the Putnam Creek Lumber Co. The train pulls out of Ironville and starts to work up the long grade and just past the crest you notice a hobo camp and a cat perched up on a nearby stump. The train passes a turntable on the right and then shortly brakes into the station and you have arrived in Hammondville. The engine will be turned on the turntable and the cars reordered and shunted in the Hammondville yard before the train is again ready to head back to Crown Point. During that



time you can check out the station and the nearby sawmill or walk beyond the sawmill to get a look at what is going on at the top of the iron mines. Remember, these are deep mines and one has gone out below Lake Champlain following the vein of ore. It is all pick-and-shovel work to get this ore out and into the cars for transport back to the iron furnaces at Crown Point.

The ride back in the passenger car will not be as exciting as the ride back that this reporter describes in an article published in the Plattsburgh SENTINEL.

1874 Ride From Hammodville on Train 'Cow-Catcher' (cited and edited) by E. Eugene Barker

Previous issues of THE SENTINEL have given its readers a first-hand description of the Crown Point Iron Company's mines, its narrow gauge railroad, and the mining village of Hammondville as told by a staff member of the Plattsburgh Republican in 1874. The following portion of his report describes his ride down the mountain and embarkment on the night boat for home.

"The engine bell rings sharply – all aboard. By special permission and advice from Prof. Herring, for which we thank him, we are permitted to ride on the cow catcher.

"And what a ride was that! Reader, did you ever ride on a cow catcher? Yes? Well it is naught, it is naught, if you never rode a grade of 150 feet to the mile, on a 22-ton locomotive, with nobody knows how many thousand tons of ore pushing behind. The setting sun was embroidering the edges of the ponderous purple clouds in the west with threads of burnished gold, but that was nothing; and the tints lay upon the mountain sides, a whole garment of then – but what of that! Down we went with a crash, a rattle, and a thunderous roar, awakening all the slumbering echos; around the curves swept the train over the narrow track, dashing into the thickets and out again, crashing through the cuts and creeping along the narrow ledges of the precipices – now we twist around a sharp curve, and over a high trestlework – down, down, down – it is like the old-fashioned sliding down hill on a hand sled, and [the] track is so smooth. Here we have a chance to note the wonderful transformation scene which is going on perpetually below us as new bits of landscape

are rapidly unfolded, one after another – still onward we shot until the train brings up at Crown Point at dark."

(He [the staff writer] now describes the blast furnace at night – which may follow in a future issue).

"The steamboat whistle sounds, we hasten to the dock just in time for the boat, and as he shoves off down the lake we take one last, lingering look at the still glowing furnaces and the lake at the very foot of the walls, illuminating with a weird light all the objects in the vicinity, after which we turn in to dream of all sorts of infernal horrors through the few remaining hours of the night, as the good steamer Adirondack prowls her way northward through the lake.

"The officers of the Crown Point Iron Company are General John Hammond, Crown Point president; Thomas Dickson, Scranton, Pa., treasurer; Smith M. Weed, Plattsburgh, secretary.

"To the energy and skill of the popular president, General Hammond, is due much of the success which has already been attained, together with the promise of the future. "Whoever remains in Crown Point any length of time will not fail of hearing his name mentioned in terms of greatest respect by the citizens of the town, or of seeing him in the streets mounted upon his faithful horse, the same which carried him safely through many of the hottest battles of the great Rebellion.

"Of the future prospects of Crown Point, it would be difficult to speak in too glowing terms. The deposit of ore is apparently inexhaustible, the company [speaking of the D&H which served Crown Point; Form 19 Editor] owns its transportation lines to the great markets, and also controls immense deposits of anthracite coal, which in the not distant future we must depend on for the making of iron, as the charcoal becomes exhausted. The face of the country along the lake is level and well adapted to large manufacturing establishments, and the increase of population which will naturally follow – all these considerations point significantly to an immense growth and a prosperous future."

Some pictures from the CPICoRR on next page





Ore cars on trestle at furnaces in Crown Point



Log train passing Bennett Wood Chemical Co.

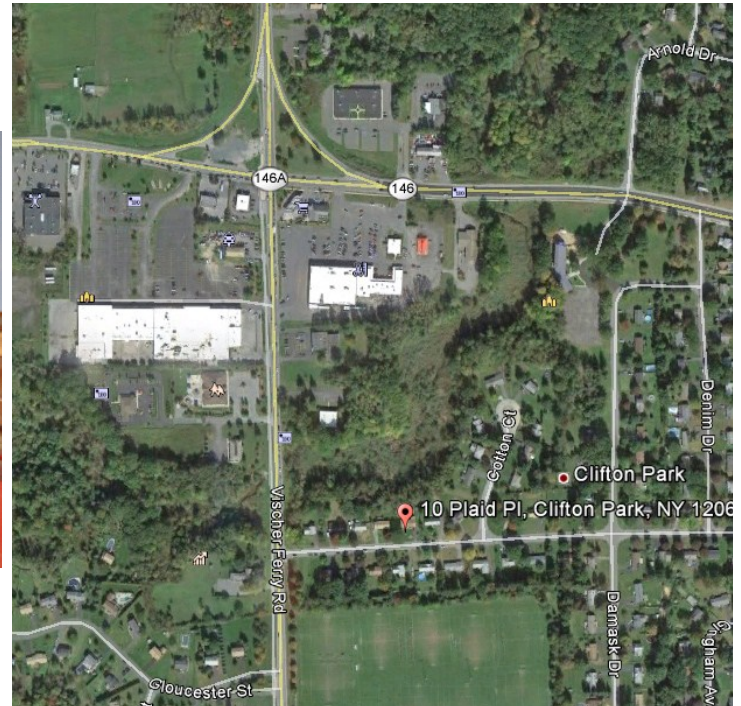


Hammondville Station with mail sacks & milk cans on the platform and salesman starting climb up steps.

There is an operating sawmill behind the station to custom cut timbers for the mines which are further behind the station. Between the sawmill and the mines are ore care loading facilities.

More pictures in online edition of the *Form 19*.

John McBride and his CPICoRR reside at 10 Plaid Place in Clifton Park, New York. To get there, turn south on to Vishers Ferry Road from Route 146 at the light that is also the intersection with route 146A. This is about 2 miles west of the Northway (I87) at Exit 9. Plaid Place is the first left off of Vishers Ferry Road. 10 Plaid Lane is the 5th house on the left. It has a railroad crossing sign near the mailbox.



Visher Ferry Road

Clifton Commons fields



Check out the Railroad Extra at the Catskill Archive for information on the railroads of the Hudson Valley.

<http://www.catskillarchive.com/rrextra/>





## Thoughts on Operation

Third in a series of articles by Ken Nelson

This month, let's cover some general things dealing with operation in the yard or on the road.

Clear the interlocking. Most model railroads have one or more sections of track that on the prototype would be part of an interlocking. An example would be a section of turnouts leading into several different tracks such as at the entrance to a yard. Such switches or turnouts are generally protected with signals, and even if our model interlockings are not protected with "working signals," they should at least have dummy signals protecting them. The dispatcher, towerman, or yardmaster would often operate these signals and turnouts. When your locomotive clears a turnout, but is still in the interlocking area, that turnout cannot be thrown. You must clear the interlocking, and move your loco far enough so that the engineer can see the signal, thus telling him that the switches have been set for his anticipated move. If the crew must call the dispatcher or towerman, this will take some time. So don't just stop and immediately change direction.

When a road-freight reaches a yard, it enters "yard limits," where the yardmaster is in charge. There should be some sort of signal here to hold the freight out on the main until the yardmaster has room for him in the yard. I live near Albany New York's Selkirk Yard, a very busy yard on the CSX Railroad. Sometimes one will see several trains lined up on the main waiting to get into Selkirk. This is called "Final Terminal Delay," and can get costly if you hold a crew short of its destination. However, if your yard cannot handle the train, don't let it in. Again, your yardmaster and switch crew must have room to work.

In connection with number 2, you must give your yardmaster one or more empty tracks with which to work. Filling every track with cars is a nightmare waiting to happen. If your yard is not big enough, either run shorter trains, or temporarily remove any cars from the yard that won't leave in this operating session. I have several shelves filled with freight cars under my layout, just to get them off the tracks and give the yardmaster room to work.

Don't "cherry pick." Every car in a yard should have a destination, even if that car won't go out in this

operating session. I have operated on model railroads where the yardmaster is asked to pick out the second car from track two, the fifth and seventh car from track three, and so forth, to make up a train. This is "cherry picking," and is a model railroad invention. Instead, the yard engine should couple to a complete cut of cars on a track, pull that entire cut, and place each car in the track assigned to that car's destination. You want to move a car as little as possible. Plan ahead.

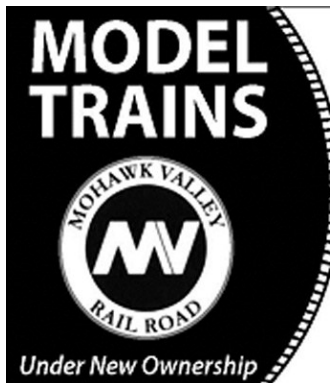
Next month, we'll discuss some things that DCC has made possible regarding operation.



Structure kits for the discriminating builder

[www.chrstructures.com](http://www.chrstructures.com)

WE CARRY A COMPLETE LINE OF KITS AND HOBBY SUPPLIES FOR ALL YOUR MODELING NEEDS AT COMPETITIVE PRICING.



**ALL SCALES  
NEW & USED**

*We Buy & Sell*

**TRAINS &  
HOBBIES**



2037 Hamburg St., Rotterdam

(518) 372-9124

Tuesday-Saturday 10am-6pm

## New Members

Dave Brinkmoeller, Albany  
Anthony Dunlap, Schenectady  
Paul Mays, Greenwich  
Greg Pittz, Delmar





**Unique Tortoise Installation** The following is an article submitted by Hudson-Berkshire member Karl Butler discussing a novel installation of a Tortoise switch machine and its adaptation to also control a Tomar rotating lighted switch stand. References are made to photos supplied by Karl and edited by the *Form 19* staff. The installation involves a unique method of installing the throw rod on the tortoise. The installation of a throw for the Tomar switch stand is included as Karl has figured out how to control the switch stand using the switch machine. There is a discussion of this problem in the Model Railroader Magazine form with no successful solutions. What else could the tortoise do using this method near the switch or other places on the layout? Pictures follow article.

This installation process was an idea to help with space limits under my upper layout deck. I was planning to use tortoise switch machines and their length made them hard to hide behind the fascia. Turning tortoises on their side reduced their length and helped concealed them better. This solution has worked for me and maybe will help with your project.

The first thing I added was a  $\frac{3}{4}$ " thick x  $2\frac{1}{2}$ " wide x  $2\frac{1}{4}$ " long block of wood to the tortoise machine mount, with the tortoise near the bottom of the  $2\frac{1}{4}$ " block part and with the tortoise's throw facing up. There then should be about a half inch between the tortoise and under side of the layout. This makes room for the throw wire for the turnout and later the Tomar throw rod. This other throw rod for the Tomar is something I use in tight spaces to rotate a Tomar switch stand and is not necessary to operate the turnout.

The throw wire I use is a .039" thick piece of spring wire 5 inches long. I make a small offset at one end (see photo 1). A note on this, if your layout thickness is only  $\frac{1}{2}$ " plywood plus  $\frac{1}{4}$ " cork roadbed, a smaller thickness throw wire will help reduce side pressure on your switch points. My layout thickness is 2" inches or more and a larger wire helps hold the points tight with this increase in thickness. Trying different sizes of spring wire will help zero in on the right thickness wire for your layout. Next, I drill the throw on the tortoise to except the throw wire diameter (as seen in photo 2). The set screw will hold and

help keep the wire straight up (as you can see in photo 3, which has an additional wire).

The mounting method I use can be done two different ways. Either from the top or from under the layout. I start by centering the switch points with wood rail ties (photo 4) and also centering the tortoise throw. From the top, place the tortoise throw rod in the turnout's throw bar. Locate the tortoise wood block on the rails in the direction it will be under the layout. Use a marker to outline around the wood block and remove the tortoise machine. Just outside the rail ties, drill two clearance holes for wood screws. This will help in centering everything. With a helping second set of hands, place the tortoise under the layout, put the throw rod in switch throw bar and adjust until rod is centered. Have your helper secure with one screw from atop the layout. Remove switch centering wood ties and check for proper operation and adjust if needed. Secure second screw when adjusted. Marking around wood block under the layout will help when taking it in and out later if needed.

If installing from under the layout (with scenery in place) start by drilling counter sink holes in the wood block for the screws necessary for mounting, making sure the screws you chose will stick out just long enough to hold but do not to go through the layout board and into the layout track on top. Place the throw rod up into the turnout switch throw bar with everything still centered. From under the layout the tortoise can be mounted either trailing or facing the switch throw bar depending on room. Having your helper watch the throw rod from atop while adjusting from under the layout ensure its straight up and down when centered. Adjust as needed and install and tighten the screws. Either way, your switch machine is ready to work.

If you want to install a throw rod for a Tomar switch stand, install the Tortoise as just discussed to set the position of it and the turnout and then the extra steps following should be added before final installation of the Tortoise machine to the layout.

Start by using a small round jewelers file to cut a groove just about  $\frac{1}{4}$ " inch above the throw on the tortoise machine (photo 2 shows such a groove on each side of the machine throw). The casing is not flat, but



high in the center. This groove should make a flat across the case and give a better surface for gluing a piece of 3/32" brass tubing in place for a wire guide. I use acc type glue for this. The brass tube is (1 -1/4") inches long. Locate it in the grove with one end even with the outside of tortoise case (as in photo 3). This brass tube can be on either side, depending on the Tomar switch stand location on the turnout . Next I bend an eye in a piece of .030" spring wire . This eye should fit over the throw wire loosely but close (photo 3). A bend (90 degrees) is made in the wire a distance from the eye equal to travel of the switch machine (about 3/4" of an inch) with a 1/16" added so it doesn't hit the tube end. Make another bend so the wire turns back parallel to the first side so it can slide through the guide tube as in photo # 4. Now install this wire by removing the switch throw wire and sliding the throw rod into the tubing. Install the throw wire through the throw rod eye and tighten the lock down screw (photo 4).

The third bend (a V-shaped bend) can be made in two different directions. Toward the base of the tortoise or in the reverse direction. If using the tortoise in its normal down position, the V-shape should also be down. The starting point for this bend must be with the throw wire at max travel. Also, add on distance if need be to properly reach far enough to turn the Tomar's shaft . The V-shape can vary in size and angle. I've found about two inch's works well for the V-arm's length .This allows enough spring travel and reduces spring tension on the pivot arm . At the end near the pivot arm is your forth bend (90 degrees down; photo 5) and cut about 1/2" long . This goes into the pivot arm on the shaft for the switch stand. The pivot arm is brass flat stock 1/4" wide by .015" thickness. The pivot's length is an important part of adjusting the amount of rotation the Tomar's shaft gets . The shorter the pivot arm, more rotational travel, longer, less travel. I start with drilling a 1/32" hole (for the wire) centered on the end of my flat brass stock. Then measured in 3/8" of an inch to drill a second hole with a 3/32" drill for the shaft. The pivot arm is then cut from the long piece of flat stock and filed to remove sharp edge's (photo 6). We will be soldering the pivot arm on to the Tomar's shaft, so removal of the wired led from the switch stand is necessary .

Mounting the switch stand is easy using the direc-

tions. Leave about a 1/4" of through tubing below layout, as seen in photo 7. I used brass tubing for strength. Use the tortoise to align turnout for the straight through route and rotate the Tomar lights (green) the right way. To hold this position I use a wooden clothes pin clamped around the Tomar's lamp and weight it down to keep everything in place (photo # 8). Slide the pivot arm on and locate high enough on The Tomar shaft to level the throw rod V. If the throw wire is too high or low on Tomar shaft, adjust by bending the V-shape angles carefully using needle nose pliers. Adjust the V-shape angles toward the pivot arm hole a little off center on shaft. Try not to apply too much pressure on the brass tubing when bending angles to adjust. Now solder pivot arm on shaft so there is no movement from off center and with clothes pin clamp removed operate the turnout. The finished installation looks like photo 9. Re-install the led to complete.

If the switch stand goes too far one way, rehear pivot arm solder joint and move in little steps . Sometimes a small angle change is all that is required. If this is the case remove throw rod from pivot arm when changing angle. Then reinsert rod, trying results. If the pivot arm travel is too long increase pivot hole distance by an 1/8" inch . To increase travel, shorten by an 1/8" inch. It takes a few tries to find what works. The first one is the hardest. I've made around ten so far and they work well in tight spaces. Removing the tortoise from the turnout a time or two is sometimes necessary. I've had to try different shapes in the rod to get things to work properly.

## Upcoming Events

January 18, 2013 John McBride's Crown  
Point Iron Company RR

January 26, 2013 Division bus trip to  
Springfield train show

March 1, 2013 Clinic night at the  
Colonie Youth Board Offices

June 22, 2013 meeting at Adirondack Live  
Steam



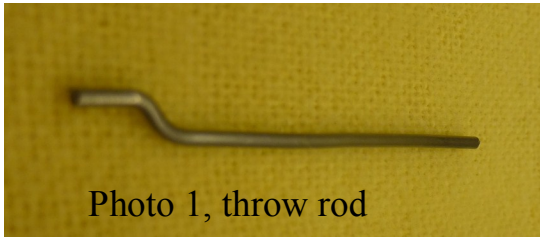


Photo 1, throw rod

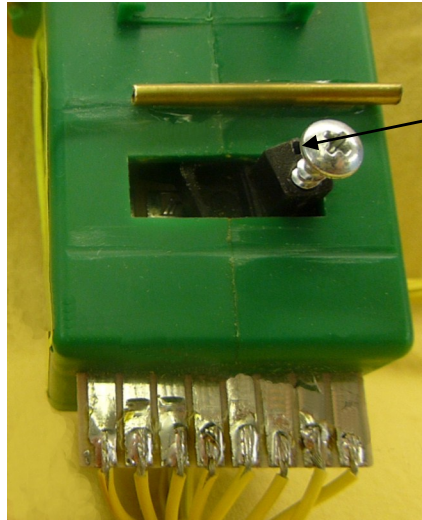


Photo 2, grooves, tube,  
hole for wire



Photo 4, blocks to center  
switch



Photo 3, switch throw rod, rod  
for switch stand

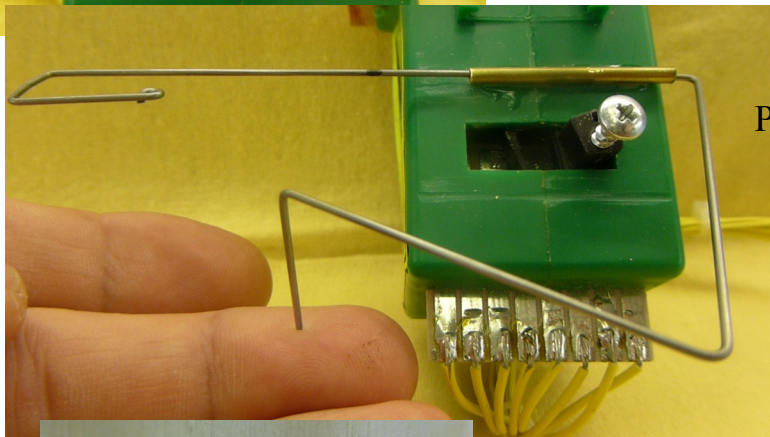


Photo 5, Tomar throw rod

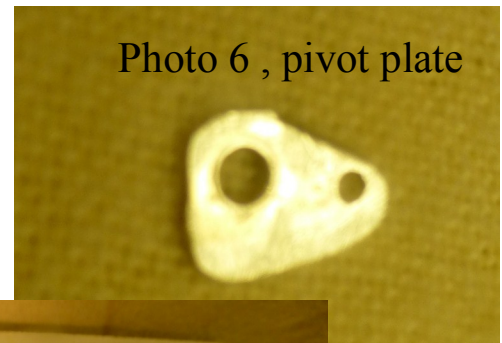


Photo 6, pivot plate

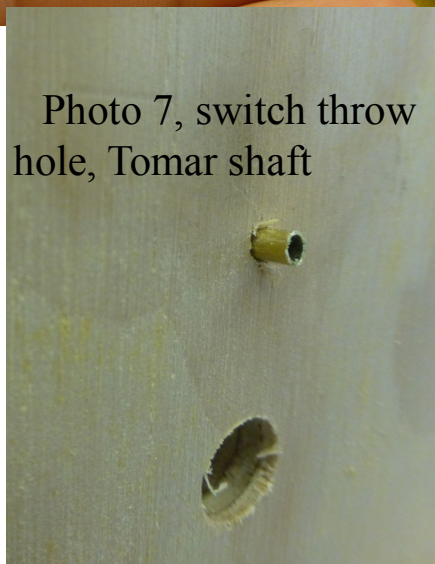


Photo 7, switch throw  
hole, Tomar shaft

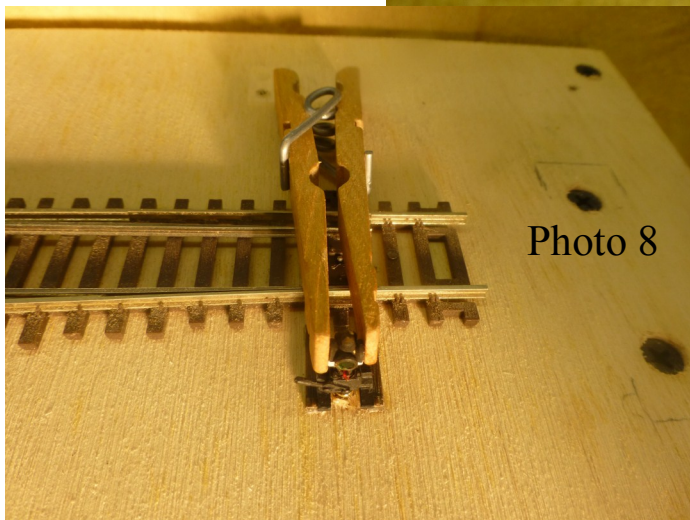
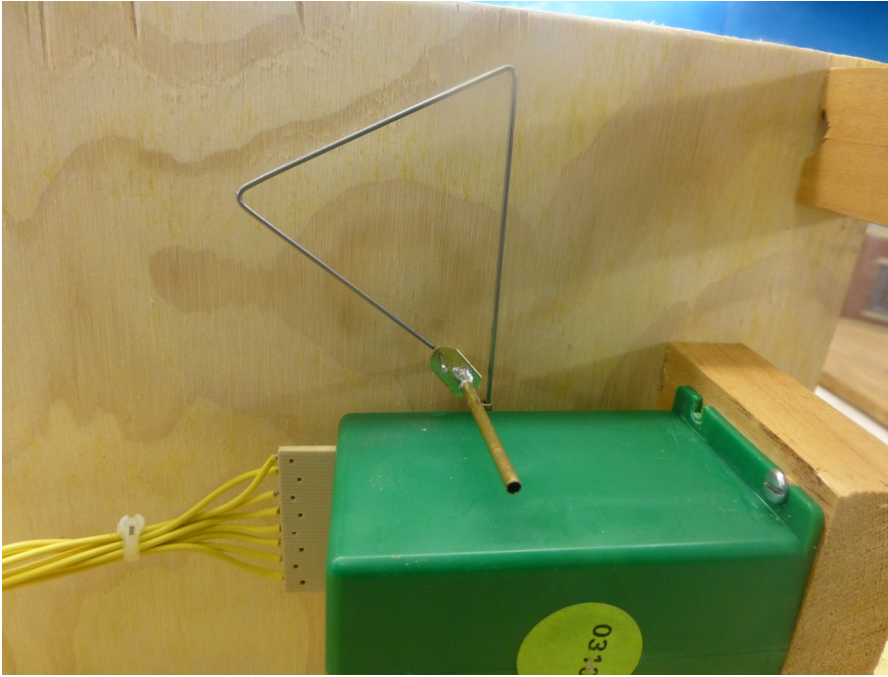


Photo 8



Lighted Tomar switch stand

Photo 9, completed switch machine installation with Tomar adapter

## FORM 19

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

First Class

Order Number 289



# People of the CPICoRR



Rebuilding a flat car with special blocking



Sawmill to serve the mines



0-4-0T servicing Bennett Wood Chemical Company



Sent to look for part



Order Number 289



Mixed coming to pick up passengers

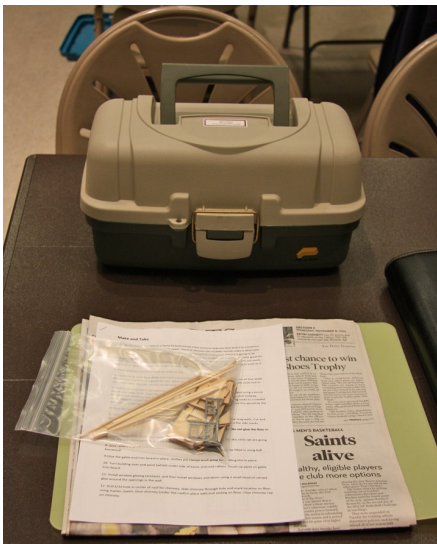


# Pictures from the 'Make & Take' clinic held November 10th at the Malta Community Center

People with boxes and buckets of tools getting settled



Tool kit and craftsman kit



Getting instructions. There was always somebody near to answer questions or give helpful suggestions



Concentrating on the job at hand.

It became very quiet as people concentrated on learning by doing.

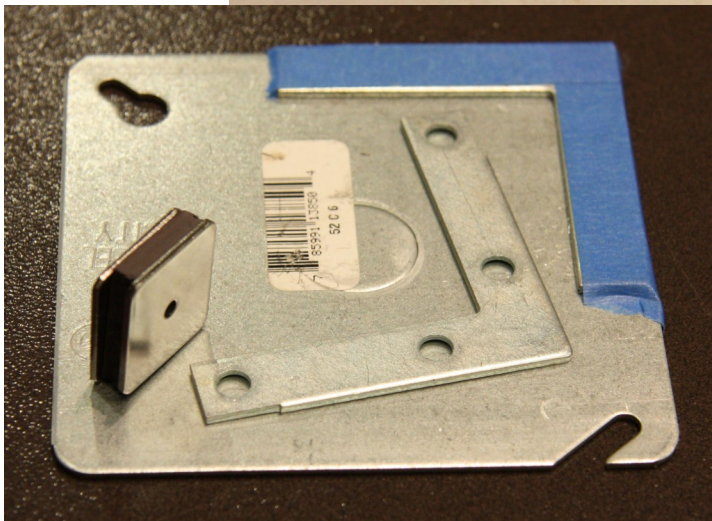




Examples created by instructors.

Techniques can be applied with imagination to create variety.

End views show added details.



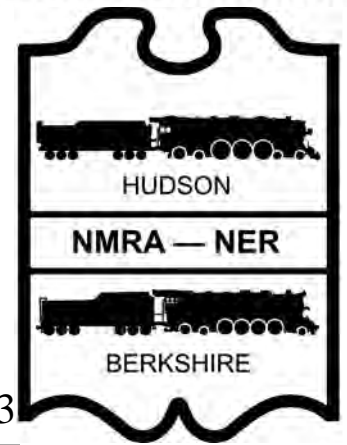
Bob Chase had a simple but effective assembly jig made from an electrical box cover plate and reinforcing corners. Magnets help with alignment.

All the techniques taught in the clinic can be used to create and detail other structures—  
such as this country home on a hill top.



# FORM 19

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



Order Number 290

February 2013

The February, 2013 Divisional Meeting will be

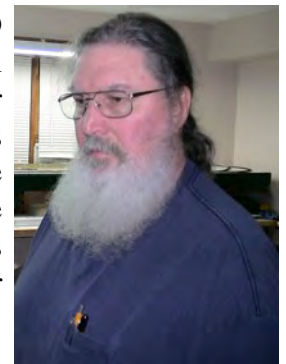
### **Friday March 1<sup>st</sup> at 6:45 – A Three-Part Clinic Night**

at the **Colonie Community Center**

**1653 Central Avenue, Albany, NY 12205-4021**

(The same place we had the talks by Joe Kavanagh and Bob Mohowski in February, 2012)

We will have a presentation by John Tyndall, Sr, Plattsburgh, NY on 'The use of Gatorfoam® in Model Railroading.' John had an article with this title in the December 2012 Model Railroad Hobbyist Magazine in which he discussed using this light weight, rigid material for constructing lift-outs, upper-level valances, structures, and even an entire layout base. This material is dimensionally stable, can be shaped with regular hand-tools and can easily be painted without distortion. This specialized material has seen rapidly expanding use in the manufacture of signs, interior design details and in set design. John's N-scale Mooers Junction Railroad was on the tour of layouts in the Plattsburgh area. He is also the moderator of the Yahoo group 'MRR\_of\_Northern\_NY\_VT'.



John Tyndall, Sr



Kevin Surman will give a presentation that he attended last October when he was at a Garden State Division meeting in New Brunswick New Jersey. He will be using the material from Chuck Diljak who figured out how to create a beer bottle water tower like the big bottle that overshadowed the Pabst Brewery in Newark, NJ. Now gone, the water tower was visible from the Garden State Parkway and left an impression on travelers and was an American icon. Chuck wanted his own version of the Beer Bottle Water Tower for the Stegmaier Brewery on his layout. He figured out how to build one and then received so many "how did you do it" requests that he created a clinic. Kevin will use his material to show you how simple it is to build your own Beer Bottle Water Tower and have an American icon on your own layout.

Ending the meeting will be a slide show by Bill McChesney.

For direction information see page 3.

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







## Form 19

*Form 19* is published 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 the *Form 19*

*Form 19* welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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

### The Brass Hats

President  
 Paul Hoffman  
 128 Woodfield Blvd.  
 Mechanicville, NY 12118  
 518 899-7515  
 trains@hudson-berkshire.org

Vice President  
 Kevin Surman  
 5 Sherri Rd.  
 Saratoga Springs NY 12866  
 518 583-1383  
 spacity4@nycap.rr.com

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

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

## The Ready Line

By Paul Hoffman

It's been awhile since we last "spoke" metaphorically speaking. Lots of good things have been happening! From our highly successful GTE Show to the Division Bus trip to Springfield we have had a busy few months!

The final numbers are in for this year's Great Train Extravaganza, the Division made a net profit after expenses of \$8387.77!! Show Chairman Rich Smith will have a complete summary in the next *Form 19*, but I'd like to take a moment and thank a few people for making this happen. First and foremost, the volunteers, without your hard work and dedication none of this would be possible, Show Chair Rich Smith and Show Treasurer Dave Halverson, your tireless efforts are a marvel to behold. Marketing maven Irwin Nathanson, the idea man! Thanks to Kevin Surman and his dedicated band of brothers who man the Division tables: Ed Skowronek for his awesome organizational skills on the White Elephant Table and our partners in the show, the Upstate Train Associates. I apologize if I've missed anyone, the bottom line is this is a team effort and you are all one hell of a team THANK YOU!!!

Our Bus trip to the Big E in Springfield was again filled to capacity, read all about it in Kevin's article a few pages on. I hear tell stories of rocks and a big bus? It seems the driver decided that morning that he wanted to drive the big bus as opposed to our normal smaller bus. It was quite the surprise when he pulled up in the behemoth but I know the riders welcomed the chance to spread out a bit.

This month will find us at the Colonie Community Center on Central Avenue for a triple header clinic night. Kevin Surman will present a talk on creating a beer bottle water tower, John Tyndall will travel down from the frozen north to give us an audio visual presentation on Gator Foam and Bill McChesney will go old school and fire up the slide projector for a talk on the Lehigh Valley. Should prove to be a very busy night!

Lots more good stuff coming up in the following months, keep an eye out for your *Form 19* and Facebook/web updates.

On a slightly more serious note - I'm sure many of you have received an email from the National touting their new Constant Contact email outreach effort. I'm glad to see the National start its tentative move into the 20<sup>th</sup> century. You'll be proud to know that your Division has been using email and Constant Contact for a couple of years now and it's been very effective. New President Getz has been writing in the last few *NMRA Magazine* issues asking for our ideas and insights into making the NMRA better and I, along with the BOD, have taken up the challenge. We have drafted a letter outlining things as we see them and our ideas for improvement and have mailed it off to the President. When we receive his response we will publish both in an upcoming issue of the *Form 19*. I should caution you that some of the problems we pointed out are not pleasant but they are issues that we feel need to be dealt with in a clear and transparent way. I and the BOD feel that this is a perfect opportunity to discuss things in an open manner and hopefully come up with solutions that will make the NMRA better for all.

Continued on back page.





The meeting will be in the large hall of the Colonie Community Center at 1653 Central Avenue in Colonie. This is where we held last February's meeting.

Please note that the actual address is 1653 Central Avenue, Albany, NY 12204 if you are using a GPS device.

Do not go to the Colonie Youth Bureau address as that organization is in a new building.

If your latest acquisition is 'rocks,' it is NOT necessary to bring them.

Amazing to see Kevin turn a 12oz glass bottle into that little thing on top of the water tower.



From Jan 18th meeting at John McBride's Crown Point Iron Co. Railroad

Clockwise from top left: John explaining operations; looking at log delivery to mine sawmill at Hammondville on upper level; the hump facility at the yard at Crown Point where the CPIRRCo interchanges with the D&H; the sawmill serving the mine operations with ore cars along side the mill. The iron mines at Hammondville were deep mines and the ore was brought up through mine shafts for loading and transport to the furnaces at Crown Point.





## The Bus trip to Springfield

The second annual Hudson Berkshire division bus trip to the Springfield train show was again an overwhelming success! Like last year the bus was sold out and unfortunately we had to turn away some members that signed up during the last week. We were surprised at the last minute when a larger bus pulled up and there was room for more. Tom Plesnarski provided videos to watch and Joe Kavanagh decided on which ones. Rich Smith was not allowed to touch the microphone. We departed each stop on time and arrived at VIP parking at 9:01 am. The wrist bands were immediately handed out onboard and a couple of minutes and 45ft walk later we were in the building. Our driver Alan was very accommodating and I saw almost everyone on the bus around noon to eat lunch and drop off packages. After the show we stopped at the Texas Roadhouse Restaurant and within a short time everyone was seated. We arrived back home at each stop earlier than last year but at the last stop a few unfortunate members had to help Rich get his rocks off. If you need to know, ask Rich! We see each other many times each year but it was nice to sit down for a drink (or two) with dinner as a group of friends with a common interest. Hopefully you can join us next year on January 25, 2014.



Boarding in Saratoga Springs



Bus parked at show







## THOUGHTS ON OPERATION

Fourth in a series of articles by Ken Nelson

Thanks to DCC, there are now many things we can add to our operations that will add time and more fun to our sessions. Let's look at a few of them.

**Changing locomotives.** On a "turn job," or train that goes to a destination, then returns to its point of origin such as a local freight, the engineer must remember to change engines before starting his trip home. Back in the days of DC, one just changed direction, and assumed that the engineer was in the lead engine. On the prototype, the lead engine, where the engineer sits, is put in "lead," and all other engines in the consist are put in "trail." If a train is assigned to travel from point A to point F, and then return to point A, the engineer upon reaching point F will go through each unit in his consist, changing the first engine from "lead" to "trail," and then go to what will become his new lead unit and change it from "trail" to "lead." We can also do this with DCC. By selecting the locomotive at the front of the train, you thus make it your lead unit. After doing this, your lead engine will blow for crossings, shine its headlight, and the engineer will then be moving in a forward direction, and not be "backing" from point F to point A.

**Lights.** Speaking of headlights, many decoders available now allow you to dim your headlight. This should be

done whenever you have pulled into a siding to meet another train. This is a type of "signal" to the opposing train that you are safely in the siding, that the switch has been properly thrown, and that the opposing train can safely proceed.

**Sound.** If your locomotive is sound equipped, learn to properly use your whistle or horn. Here are some frequently used horn or whistle signals, with "\_\_\_\_\_" indicating a long, and "0" indicating a short.

\_\_\_\_\_ Go ahead. The engineer is telling all around the train that he is about to move and in which direction. Blow BEFORE moving. It's a bit late after hitting someone, to indicate that you are about to move. Unfortunately some sound decoders have a built in horn that goes off automatically when moving. Dismantle this feature if you can and blow the horn yourself.

0 0 0 Back up or reverse. Again, blow before you move.

\_\_\_\_\_ 0 \_\_\_\_\_ Approaching a grade crossing. Time this so that the last long blast ends on the crossing.

0 Brakes are set. Passenger trains sometimes use this to tell the conductor that it is safe to discharge passengers.

There are others such as sending out and/or recalling flagmen, approaching a tunnel, approaching a station, etc. You can get these from any railroad rulebook appropriate to the era in which you are operating.



Structure kits for the discriminating builder

[www.chrstructures.com](http://www.chrstructures.com)

WE CARRY A COMPLETE LINE OF KITS AND HOBBY SUPPLIES FOR ALL YOUR MODELING NEEDS AT COMPETITIVE PRICING.



**ALL SCALES  
NEW & USED**  
We Buy & Sell

**TRAINS &  
HOBBIES**



2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm

All Aboard to New Member

Dick Wright of Greenville, NY





# Puzzler

Last month's Puzzler was not of a locomotive or other railroad equipment but of a station.



This picture along with several others of it and a write up, all from a news media source, was sent to the Form 19 editor with the question "What is not unique about this station?"

The digital picture was expanded to see the Chinese characters at the entrance on the bottom center, but, not reading Chinese, this was of small help. Using 'Google Earth to search Beijing, China, as mentioned in the article (and a nastygram to the sender) did provide the answer.

This is the SOUTH Beijing station. There are also north, east, and west stations, equally as big, serving the city population. This station seems to provide connections to the newer high speed, long distance rail services.

## Upcoming Events:

March 29th - Rich Smith's new layout

April 26th - Frank Adamec

May 17th - 'State of the Division' & Model Showcase (location TBD)

June 29th - Division meeting & picnic with the Adirondack Live Steamers

The Division will have a table at:  
March 3rd -The Columbia-Greene Train Show

March 23rd - Boy Scout Pow Wow  
At Siena College

**New Puzzler:** Why is (was) the fireman on a steam engine called a "tallowpot?"

In looking for stories about railroading, one can find books from the early 1900's that describe the lifestyle and adventure of the "railroad man." Many writers used the term "tallowpot," which is puzzling to a non-railroad family person interested in diesel-electrics.

## A New Era Begins



On February 11, 2013 a train with a single boxcar opened the freight service of the Saratoga & North Creek Railroad on what was the Adirondack Branch of the former Delaware & Hudson Railroad. The car, shown in the photo being pulled southbound across the bridge over Sacandaga River at Hadley, NY by S&NC's GE B39-8E, is the first revenue freight service since 1985. Later it would take a siding to let an north bound S&NC Passenger train pass, possibly the first occurrence since 1956.

Thanks to John Sesonske for the picture and info as posted on RailPictures.net.

Did you know that there is a Yahoo Group specifically dedicated to re-powering and re-gearing model railroad equipment. You can join at <http://groups.yahoo.com/group/repowerandregear/>

RailPictures.net is a great place to see daily updates of 12" scale railroad activity.

Do you know of an interesting website? Send info to the *Form 19* Editor.



## Hidden Gems of the Division

The Hudson-Berkshire Division often has its meetings at the model railroad of one of its members who has opened up his layout for the occasion. This is an opportunity for members to see other member's work and how they conduct operations. It is both a fellowship and learning experience for which the membership is indeed grateful.

At a recent board meeting, President Hoffman pointed out that there are many fine layouts spread throughout the Division that do not get this recognition because of location or the difficulty in hosting 20 to 40 members. He suggested that, in order to recognize these layouts and the efforts and talents of their creators, the *Form 19* staff should start a regular feature entitled "Hidden Gems of the Division" in which the layouts would be featured in both pictures and text.

To accomplish this, we need you to contact the *Form 19* Editor or one of the division officers to schedule a visit by a staff photographer and perhaps a reporter to take pictures and ask questions to prepare these feature articles. This will allow the readers of the *Form 19* to see your layout through the lens and keyboard of the the division newsletter.

If you know of a modeler and layout that deserves this feature service, please contact the Editor or an officer to recommend him and we will contact them requesting a visit.

Email the Editor at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com) or call or write to him at the address on page 2.



A CSX unit coal train is shown crossing the Mohawk River on the recently renovated Hoffman's Bridge near Rotterdam Junction, NY in this photo by Jack M. Jakeman. Renovation (silver parts) started before the flood damage of tropical storm Irene (Aug 2011) but had to wait for dam and lock repairs to be completed.

The final detailed report on the The Great Train Extravaganza will be in next month's *Form 19*. This thank you was sent very timely and should have been in last month but, as you saw, room was very tight. I'm sure some of the GTE volunteers contributed to this cause. Consider yourselves doubly thanked.

Dear Rich:

Thank you and your members so very, very much for your generosity in letting myself and my wife Barbie set up a table at the recent Great Train Extravaganza to collect much needed funds for Operation Gratitude. The members and attendees were very generous with their pre-Christmas cheer and contributions and we were able to raise \$657.19. To put that amount into proper perspective, the funds collected are only used to ship the care packages, a cost of \$15 each. That means we collected enough that day to ship over 43 care packages. Now, that may not sound like a lot of care packages, but keep in mind that this solicitation goes on all the time, as does the need. If you or your members would like more information about Operation Gratitude, I urge you to go to [www.Operationgratitude.com](http://www.Operationgratitude.com), or come to Crossgate Mall this Holiday season and visit us or some of the many other Arbonne volunteers who are devoting their time to such a very worthy cause. My devotion will continue, as the saying goes, "Till the last man (or woman) comes home !"

Thank you all your so very generous time and support. I look forward to working with you all again next year. Sincerely,  
Andy Kahn

At an early October meeting in Chicago, Canadian Pacific Railway President and Chief Executive Officer E. Hunter Harrison offered a preview of plans to improve management and operations at CP.

In the presentation he said the future of the former Delaware & Hudson is undecided. Harrison claims that since CP purchased the D&H in 1990, it has never made money on it. He says he will be meeting with connecting railroads to discuss shorter routes for CP traffic in exchange for other railroads operating trains over the D&H. If the lines' performance can't be improved, there is the possibility it could be sold.

Performance statements by CP since the meeting show that Harrison's efforts have reduced the operating ratio to below 78% for CP. The D&H future is still undetermined.





The following article was given to the *Form 19* Editor for consideration. A bit of investigation showed that it was published in the July 1989 issue of *Model Railroader* magazine. Some more investigation found that the September 17, 2007 meeting minutes of the board of trustee of the Madison County Public Library in Wausau, Wisconsin lists Norma Wehlitz as a Trustee. The minutes also state that one of the Trustees produced a page of the *Wausau Daily Herald* that had an article on Ralph Wehlitz and his model railroad.

## How to be a model(ler's) wife

By Norma Wehlitz

I have learned a number of important principles during my 38 years of marriage to an ardent model railroader. I offer them as guidelines for those considering marriage to a modeler, as well as for those who are already married to a modeler but remain perplexed at how to be a modeler's wife.

### 1. You shall not speak ill of model railroading.

Are you embarrassed that your husband "plays with trains"? Many wives would rather say their husband's hobby is drinking than admit he has a model railroad. Your husband does not "play with trains"; he "works on his railroad" or "has a layout." Modelers take their work seriously. They are trying to create an accurate, although fictional and miniature, railroad that can be operated like the real thing.

### 2. You shall not nag or have temper tantrums about the money your husband spends on model railroading.

All hobbies cost money. From the beginning it's wise to include model railroading in the family budget. This not only demonstrates your awareness of its importance to your husband but also acts as a curb on runaway spending.

### 3. You shall not covet the space occupied by your husband's railroad.

Most houses are not designed with a special place for model railroads. Therefore, you may find that you'll have to accommodate a layout in a spare bedroom, the dining room, or the living room. Yes, our railroad has been in all of these places but now is in the basement.

Second, your husband will be spending much of his time in the basement. This may be the way you like it, but if you'd rather have more togetherness, part of the basement can be made into a comfortable television and reading area for you to share. You could decorate this area in a railroad theme and display his railroad

memorabilia (which is better than having it in the living room).

### 4. You shall not begrudge the time your husband spends on his layout.

Since his layout is in the basement, you'll always know where your husband is and how he is spending his time. Think of all the worrisome ways he could spend his time away from home. Creating his layout is a time of recreation for him. He'll probably be more relaxed and pleasant to be around after an evening's work.

### 5. You shall resist the temptation to clean his model railroad.

Since cleaning is one of the ways you have been taught to show your care and concern, it's only natural that you will want to help keep your husband's railroad neat and tidy. In your zeal for cleanliness, you may cause serious damage. It is almost impossible to pick up a boxcar or other equipment without getting out-of-scale fingerprints on it somewhere or mashing some miniature detail. For the good of the railroad and the happiness of your marriage, it's best to let the dust accumulate.

### 6. You shall not use your husband's railroad tools without his permission.

Over the years your modeler husband will acquire precision tools. You'll be tempted to borrow these gems for craft projects of your own. But just as you would not want your dressmaker's shears used to cut his plastic sheeting, respect his tools and do not use even an X-acto knife without permission.

### 7. You shall maintain your poise when your husband brings home a prototype railroad treasure.

Many modelers are also collectors of railroad memorabilia. Often these are so heavily encrusted with rust and dirt it's hard to visualize their hidden beauty or recognize their value. But control the impulse to refuse them entry to your home. Once cleaned and polished (try to go shopping when this is being done) some items can be additions to the decor of your basement railroad room. At worst, they make interesting conversation pieces.

### 8. You shall respect your husband's model railroad club night.

Railroaders are sociable. They like to get together to share ideas, operate trains, and swap stories. Compared to other activities that might take place



during a night-on-the-town, these are quite wholesome. Your gracious acceptance of his night at the club may have a more beneficial effect than trying to make him feel guilty. As the saying goes, "Honey catches more flies than vinegar."

**9. You shall not complain about visiting museums and old depots or attending model railroad conventions.**

I must admit in our courtship days I found our visits to the 35th St. viaduct in Milwaukee to watch the switching in the yards below a bit underwhelming. However, since then my husband's interest in railroads has taken our family to wonderful places like North Freedom, Wis.; Strasburg, Pa.; Sacramento, Calif.; and Montreal, and Calgary, Canada.

We've dined in fine restaurants in restored depots in Scranton, Ann Arbor, St. Louis, Pittsburgh, and Oconomowoc. We've captured the nostalgia of the days of steam riding tourist trains. We've taken trans-continental trips in both the United States and Canada. Dining as we passed through Glacier National Park was undoubtedly a "peak" experience.

We've attended local and national model railroad conventions. The friends we've made are irreplaceable.

**10. You shall not take these precepts— or yourself — too seriously. Relax and enjoy the hobby with your husband. Always remember "Model railroading is fun!"**

This above has been offered with a bit of humor mixed with 'food for thought.' When we look around and see that there seems to be fewer people involved in model railroading and that membership in the NMRA is declining, maybe it is time for young and old alike to consider the benefits to the family as well as the costs of our hobby. It appears that this couple have had a good understanding. At the time of the 2007 board meeting sited at the start, the couple were in their 80s and had been married over 60 years.

**Recent notes from NMRA National prior to their February meeting.**

The tour of the new, highly restricted Chinese High Speed Rail factory and facilities which [Hasea.com](http://Hasea.com), our NMRA counterpart in China, was going to schedule for the NMRA representatives has been temporarily cancelled, with the hopes of rescheduling later in the year.

The Winter Board of Directors Meeting will be held in Atlanta, Georgia, at the Sheraton Suites Galleria-Atlanta, on February 8-10. Although the Board meets in a closed caucus the evening of February 8, the general meeting is open to all NMRA members on February 9 and 10. This year's meeting has a jam-packed agenda, including discussions about the eBulletin, an electronic newsletter meant to supplement NMRA Magazine. Also, because membership dropped from 19,500 to 18,800 in one year, the Board will be discussing ways to attract new members. A task force which has studied the challenges of attracting Generation X, Generation Y, and Millennials will be making a report at the meeting.

The Board is reviewing bids for upcoming conventions. Indianapolis has thrown its hat in the ring for the 2016 convention, and Sydney, Australia, and Orlando, FL, may be vying for the 2017 convention. Nothing has been decided yet on either convention.

The NMRA continues to receive donations for "The Magic of Scale Model Railroading" Exhibit at the California State Railroad Museum. While we haven't yet hit our goal of \$250,000, (*Ed. Note- the goal has been reached after the meeting*) we're getting closer every day to hitting the mark which will trigger a matching donation from an anonymous donor. If you, your Division or Region, have any questions about the exhibit, please contact Howell Day Museum Committee Chairman Allen Pollock at 573-619-8532. You can contribute via the web by visiting [www.nmra.org](http://www.nmra.org) and clicking on the donation link near the top of the homepage.

Wed, 02/13/2013 - 9:51am

The Korea Advanced Institute of Science and Technology (KAIST) and the Korea Railroad Research Institute (KRRI) have developed a wireless power transfer technology that can be applied to high capacity transportation systems such as railways, transportation and logistics. The technology supplies 60 kHz and 180 kW of power at 80% efficiency remotely to transport vehicles at a stable, constant rate.

KAIST and KRRI today successfully showcased the wireless power transfer technology to the public by testing it on the railroad tracks at Osong Station in Korea. Originally, this technology was developed as part of an electric vehicle system introduced by KAIST in 2011 known as the On-line Electric Vehicle (OLEV).



Ready Line continued from page 2

Along those lines, and I know what I'm asking, please feel free to send me your comments and concerns, believe me, they will be taken seriously. In fact we are planning a "State of the Division" meeting for May, something we haven't done in a while, to give you all an open and safe forum to discuss your concerns, both pro and con.

See you all at the Colonie Community Center on Friday 3-1 at 7:00

- **Division Polo Shirts:** We are in the process of finalizing the design for our Division polo shirts, the pricing will be \$15.00 for small through large and \$18.00 for XL, 2XL and 3XL. Color will be blue with our logo in yellow over the right breast. We are also looking into a possible choice of colors, including black and maroon. Let me know what you think of the idea. An order form and photo of the shirt will appear in an upcoming *Form 19*. Thanks to John McBride for championing the shirt idea.
- **Toys for Tots:** Just a very quick note. The UTA has generously donated \$1000.00 to our TFT drive for the 2013 season. Thank you so much. If you run across any of the UTA guys at the

Schenectady Museum, where their layout is displayed, please be sure to thank them!

- **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.*
- **Renew your membership:** Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)

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.

## FORM 19

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

First Class Mail



Rich Smith, Chairman of the Great Train Extravaganza, will have a detailed report of the results of the show in next month's Form 19. But here are some photos of the show taken by the Form 19 staff so that those who could not attend can get a sense of the activity.

This is how things looked on Sunday morning before the influx of vendors and then patrons. Photo taken at the main entryway.



The modular layout of Upstate Train Associates is a popular attraction as there is STILL something special about Lionel Trains for both young and old. Locating all the animated action items seems to be a treasure hunt for many.

Now filled with 1000's of patrons anxious to see it all.







Left- The Hudson-Berkshire Division display had constant attention throughout the show.

Below- Some displays did just what they were designed to do.



Patrons were asking questions and getting answers at many of the booths. The answers were also heard by others standing and listening and so the excitement about trains was spread.

The message really was:  
TRAINS ARE GOOD







The vendors enjoyed the show, too, and were laughing, smiling and talking to customers.

Many of the layouts and displays showed great detail and effort and provided a good representation of the joy of model railroading.

This scene may have been the favorite of the show management.



And all during the show this train was delighting its passengers as it circled about the Empire State Plaza.







A few more pictures about travel from the South Beijing station.

The bottom right picture shows a sound meter recording a level of 66.5dB at a train speed of 301 km/h, shown on the car display.

That is 180 mph.



新华网  
WWW.NEWS.CN



新华网  
WWW.NEWS.CN

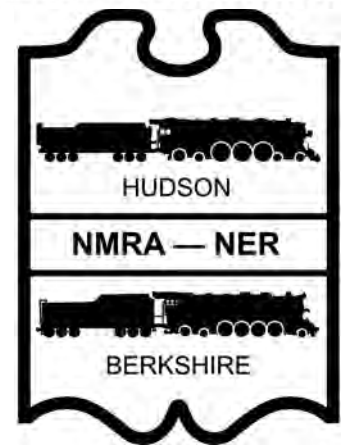


新华网  
WWW.NEWS.CN



# FORM 19

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



Order Number 291

March 2013

Next Meeting March 29, 2013 7:00PM

## Two For One Nite - Both of Rich Smith's Layouts

15 Friar Tuck Way, Saratoga Springs, New York



Rich Smith inside the 'Guggenheim Helix' of his new Milwaukee Road layout.

### A Tale of Two Layouts

Rich Smith is in the rather unique situation of having a nicely completed layout and now building his "Dream Layout." The finished road is a terminal layout featuring the city of "Wauwatoga" in the style of George Sellios' Franklin & South Manchester Railroad. It features the Milwaukee Road with elaborately detailed station and industries. Since hosting a Division meeting several years ago, Rich has put the Wauwatoga in better surroundings, with finished walls, drop ceiling, all new lighting and a soft carpet.

The "Dream Layout" has been under construction for about 2 years and is still in the "plywood pacific" stage. It will take up most of the rest of the basement.

Here Rich is modeling the Milwaukee Road's Lacrosse and River Division, First District, 2nd Sub-Division in the mid 1950's including the double track mainline from the division point yard of Portage to the city of Sparta. Eastern staging will represent 3 lines out of Portage - the double mainline route to Milwaukee, a single track northerly route to Milwaukee via Horicon, and a southward line to Madison. Western staging out of Sparta will represent Lacrosse, WI and Minneapolis, MN. A branch line out of Sparta to the town of Viroqua will also go to western staging. Also west from Portage is a line to the city of Wisconsin Dells, a tourist destination on the Wisconsin River. And there is the junction city of New Lisbon where four trains would all converge on a small, stucco style station in the course of 15 minutes! New Lisbon is the junction with the North Woods or Valley Division of the Road. Both freight and passenger trains traveled north to Wisconsin Rapids, Wausau, and the hunting and fishing paradise of Wisconsin's north woods.

**This is an edited version of Rich's complete "Tale of Two Layouts" which you can read in the e-version online**

**Special Edition - Please read 'Ready Line' column on page two first.**  
The Summary for the 2012 GTE is in the e-edition and will also appear in print next month.

Map and Directions  
On Page 9

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







# The Ready Line

By Paul Hoffman

## Form 19

*Form 19* is published 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 the *Form 19*

*Form 19* welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

### Hudson Berkshire Division

PO Box 83

Clifton Park, NY 12065-0083  
trains@hudson-berkshire.org

### The Brass Hats

President

Paul Hoffman

128 Woodfield Blvd.

Mechanicville, NY 12118

518 899-7515

trains@hudson-berkshire.org

Vice President

Kevin Surman

5 Sherri Rd.

Saratoga Springs NY 12866

518 583-1383

spacity4@nycap.rr.com

Treasurer

Jack Cutler

8 Bluestone Ridge

Clifton Park, NY 12065

518 383-5684

cutlerjm@nycap.rr.com

### *Form 19* Editor

Bert Pflegl

19 Lea Ave

Waterford, NY 12188

(518) 235-8496

gpflegl@nycap.rr.com

This is a very special edition of the Ready Line and *Form 19*. Those of you who know me, know that I am a proud supporter of the NMRA and I feel that we are much stronger as part of the whole as opposed to a stand-alone group. Now that is not to say that I believe that the NMRA is a perfect organization, it has its issues as do all groups. So I was quite pleased and encouraged to see our new National President, Charlie Getz, tackle some of these issues in his Presidents Car column that appears each month in the *NMRA Magazine* (these articles are also available on line at [www.nmra.org](http://www.nmra.org)). In the spirit of those articles your leadership team drafted a letter to President Getz asking some pointed questions and we asked for his responses. I am happy to report that he did respond! We have devoted this issue to the correspondences that we have had with President Getz, former President Mike Brestel and others in an effort to develop an open and transparent discussion of the problems affecting the NMRA. The goal here is open dialogue. We have not edited either our, or their, responses in any way, other than to format them to fit on the printed page. As you read these exchanges please keep in mind several things:

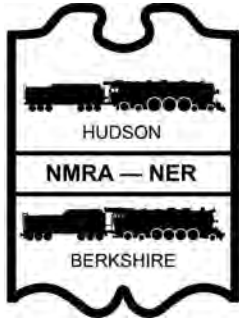
- What is your vision of the perfect NMRA?
- How can the NMRA better relate to and help you as an individual member?
- What have you done personally to better the Hobby/NMRA/Division?

We welcome your comments and questions, please direct them to me. This is NOT a flame war, and obscenity laced tirades or rants will be discarded as the tripe they are. Well thought out solutions are most welcome as are observations and thoughtful discussion. Remember, this is OUR NMRA and we each have a stake in its success, or failure. I am constantly amazed and impressed by the membership in this Division and I expect some great things to arise from this discussion. We will try and print some of your replies in future issues of the *Form 19*. We are also planning a State of the Division Meeting, along with a modeling showcase on Saturday May 18 where we can further discuss these issues.

A large THANK YOU to John Tyndall for driving all the way down from Plattsburgh to give his Gatorfoam clinic; Kevin Surman for his Beer Bottle water tank clinic (despite my screw up with not having his presentation loaded) and Bill McChesney's slide show on the D&H. All marvelous! I will post the clinic materials to the website, for those who missed it.

This month will find us at Rich Smith's for a sneak preview of his new layout progress. It should be very interesting; I hear Rich has a helix to rival mine... Those of you who read my columns to the end know my tag line. Please believe it is true now more than ever.

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. ■



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

Original letter sent February 27, 2013, 9:01 PM

Reply received March 1, 2013

Charlie Getz  
 National Model Railroad Association, Inc.  
 4121 Cromwell Road  
 Chattanooga, TN 37421-2119

Dear President Getz:

Hoffman: I have been reading your *President's Car* column with great interest recently. In response to your challenge in the January 2013 issue, I felt it was necessary to provide our membership with some observations from those of us "in the trenches".

Getz: Thanks Paul. Appreciate it and my answers are in blue below. I must note that some of the questions have been previously addressed in articles in the NMRA Magazine so I am a bit surprised to be asked about them. But there is no problem in repeating the information. Hope it helps. We are reinventing and modernizing ourselves! We look forward to your help in that effort.

Hoffman: I am the president of the Hudson Berkshire Division, Northeastern Region. Our division is geographically large and diverse, covering parts of three states, New York, Massachusetts and Vermont. This puts me in the unique position of having many constituents from very different areas and walks of life. In the January 2013 column you ask why the NMRA attracts only 10% of the serious model railroaders out there. You then proceed to enumerate three possible reasons and your response to those reasons. I am loath to wade into controversy but I feel that, as an officer and member, it is my duty to do what I can to make our organization better. I don't intend to counter your arguments point for point, there is some validity in the claims you make, but I feel you are addressing symptoms rather than root causes. In my many discussions with members and non-members alike, one reason comes through time and time again and it is one that the National, can and should address; a lack of fiscal transparency and accountability. This has been stated to me in a hundred different ways, for example:

Hoffman: Why have my dues risen nearly 100% since 2005?

Getz: Dues are limited to changes in the CPI since 2004. The dues in 2005 were \$33 and today they are \$44. The CPI change covering these two dues periods was 30.3% and the change in dues was 33% (we round up to the next nearest dollar), so dues did not rise 100% over this period.

We are specifically limited in the regulations to CPI changes and BOD approval for dues (Subscriptions can be set to recover costs, but we choose to operate a slight deficit and cover the difference via the non-dues programs.) Even with the dues increases, dues do not cover operational costs and we cover the deficit via non-dues income.

Hoffman: Whatever happened to that big donation one of the Midwest regions made to modernize the database? (Feel free to insert any number of things here, donations to the Howell Day Museum, Diamond club monies, etc

On this page and the next two is Hudson-Berkshire Division President Paul Hoffamn's letter to NMRA President Charlie Getz and President Getz' response to President Hoffman's letter. President Getz chose to insert his answers to specific questions within the text of the letter.

In his response, President Getz's text was in a different font and blue in color to distinguish it from President Hoffman's original letter.

In the online version of the Form 19 the blue color is retained but to make it clear to the reader of the b&w printed copy, the text has been labeled by author.

The original letter and the response are both viewable in their original form on the Hudson-Berkshire Division website.





**Getz:** These were mostly MCR donations and mostly from Division 7. One donation moved the database to a PC platform (1994) and a later donation (2005) modernized the database within the existing FoxPro system to provide a more stable database. We did not change databases as we did not have sufficient funds to do so (estimated at \$150-200K). We are in the same position as many other small to medium sized non-profits since Microsoft no longer supports FoxPro. There are no commercial database programs that meet the needs of this size organization. We are in regular discussions with other non-profits who are in the same situation. Our IT department is working with HQ to find commercial software that will meet our needs at an affordable cost.

Donations to the Diamond Club are kept separate from all other NMRA funds. Some portion of the donations were used to set up the system and website. All the donations have been used to scan documents, drawings, photos, and slides...all of which are available for purchase on the online archives. No dues money has been used and no Diamond Club funds have been diverted to other uses.

Hoffman: It seems as soon as I joined I got a letter asking for more money, jeez I just paid. (We all realize the necessity of nearly non-stop fund raising.)

Getz: This year we have seen an unusual number of fundraising requests. Normally we have two; for the calendar and a general fundraising effort. Both are very successful. But we added a once-every-5-year fundraiser for life members, the Diamond Club for scanning and the Gallery exhibit. So you are right! It seemed like a lot. Understand, these fundraising efforts appeal to different audiences within NMRA. So there is not a great overlap in the funds received. AARP sends fundraising letters out once a week! But it was a lot and this is not typical

Hoffman: What do I get for my dues money?

Getz: To best answer this, I'm attaching the "where do my dues dollars go?" article Gerry Leone did for the NMRA magazine a few years ago, along with a graphic. This ran in early 2010, so the percentages may be slightly off. But it was only 3 years ago that it ran. People who ask this puzzle me. You get out of the NMRA what you put into it. We are a non-profit so we do not "give stuff". But your model railroad would not operate without us. You could not become a MMR without us. We need your support. Do you ask what you get when you support other non-profits? We are spreading the word about the hobby. We are doing our best to insure its health for a long time.

I'm also attaching the latest version of the "Member Benefits matrix." If he needs to show someone what they're getting for their money, this is the ticket. That gets run 3x a year in the magazine.

Hoffman: Granted, many of these questions, while legitimate, come from current members, but make no mistake; non-members hear this and decide that their money is better spent with other, more accountable, organizations. Current members also decide not to renew based on these considerations.

As a Division President, I am tasked with a number of duties, not the least of which is recruiting of new members and the retention of current members. Not being able to tell members or prospects what happens to their dues and donations is a significant problem, one which leads to the symptoms of "old boy network, aka insiders" or "political". If there is even the slightest perception that our dues are not going to the betterment of the organization, then people will jump to all sorts of conclusions, all of them bad, and none of them conducive to joining or remaining a member of said organization.

The solution is simple; provide the members with an accurate accounting of our funds, where they come from, where they go and on what they are spent. Does this require an annual report with all its attendant details? Perhaps, but even a pie chart published quarterly on the website and in the NMRA Magazine will go a long way towards removing this objection. In turn this will help remove the perception that there is a group of "insiders" calling the shots for their own benefit. Now I know that there is no such group, but perception is reality out here.

In the same January article, you address those who do not "like" the NMRA and ask "what harm have we done?" You rightly state that the NMRA has not now, nor has ever, done any harm to the hobby, and its relentless pursuit of standards has benefited us all. This is true, and as an NMRA member and supporter, I am most grateful for those standards. But as you know, the concept of standards is esoteric at best. Many of the people I talk to feel that now that the standards are in place, most manufacturers would be crazy to avoid or circumvent them. The world being what it is might give rise to doubt that statement, but it is true that standard setting does have a reduced role. The NMRA should acknowledge this. Not abandon the setting and enforcement of standards but properly frame this activity in relation to our goals as an organization. I personally believe the NMRA can and should be about more than standards. It should be about more than fellowship, it should be about our hobby as a whole and all its diversity. Think about successful organizations, AARP,



AMA, IPMS. What can these groups teach us? They each offer their members benefits that are real and tangible. We are all aware of the discounts that the American Association of Retired Persons (AARP) offers, their lobbying efforts on behalf of their members and other benefits. You may not be aware that that the AMA I refer to is the Academy of Model Aeronautics, an organization of over 150,000 model airplane enthusiasts, and the International Plastic Modelers Society (IPMS) has over 220 active chapters in the US alone. I'm not saying we need to be any of these groups, but the NMRA should study these organizations and others like them and use the best practices of each to benefit us. For example:

Hoffman: Can the NMRA offer a discount at Walthers or any of the major manufacturers/retailers for members a la AARP?

Getz: We are working on just such a program but not just Walthers! Perhaps other non-model railroad vendors we all use. Stay tuned!!

Hoffman: On a more technical/organizational level, why not a group at the National level to help Divisions organize as non-profits? A benefit provided by the AMA

Getz: First, just this past year Gerry Leone helped set up the "Region/Division Promotion Banner" program – a professionally designed banner template, a printer contact, and a good price. The Region/Division simply sends its name and logo to the printer, they drop it into the template and produce a high-quality banner in a few weeks. No, it's not setting Divisions up as a 501(c)3, but hey, we only have 4 paid employees and a mess of volunteer help, so this is a pretty good service we've provided Divisions and Regions..

More importantly we are working on a way to almost *instantly* make all regions/divisions 501(c)3's but there are a lot of details to work out before we can launch it AND you maintain 100% control over your programs and your money. It is incredible; it is coming and it will be great!!

Hoffman: I'm sure we can come up with many more. As a side note regarding the second item; I know from personal experience that setting up my Division as a non-profit was arduous and time consuming and we did it without the benefit of experience that both the National and Region could have provided. This is simply wrong, and leads us back to the perception that the National does not care about the members.

The bottom line is that the National organization, really the entire organization, needs to re-invent itself to become more relevant to both its members and the hobby. Love it or hate it, the recent redesign of our logo was a step in the right direction. I often hear people discussing the decline/demise of our hobby, something I don't personally believe. The hobby is changing, as does everything and the NMRA needs to change and adapt or be left behind. In the February NMRA magazine, you touched upon some of this with your call to focus our efforts on an older demographic. While I may not fully embrace this change - we should still be reaching out to youth despite being constantly rebuffed - this is the type of change that can help and should be explored. On the other hand, having us "sell" the NMRA as a non-profit akin to the United Way is both a disservice to us and them. We are very different organizations with very different missions. Can we take some best practices from the United Way, absolutely; should we represent ourselves as a charity organization that helps those less fortunate? I would be very leery. We should instead be "selling" our group as beneficial to both our members and the greater hobby alike.

These are, of course, just my thoughts and observations based on my experience as a Division President. I do not claim seer status. I do, however, feel that our organization is stagnant and in decline and it is up to all of us to reverse this trend. As a leader in this organization, it is my responsibility to set tone and direction – Mr. Getz it is incumbent upon you to do the same at the National level. The members feel abandoned by the policies of the National, and while many good things are happening, you must be diligent in providing meaning and value to our members. From a Divisional standpoint we feel that we have no voice in our organization. Our regions do not always pass our concerns "up the line" and the manner in which the NMRA is organized leads us to be a loose confederation of groups as opposed to a unified whole.

I support the NMRA and feel that it is a worthwhile organization. I give both time and money because I believe in its mission, but I also know it is an organization with issues, it is an organization that is not living up to its potential. It is an organization that means well but suffers from a byzantine operation and an inability to re-imagine itself.

Thank you for your time and I look forward to your response to this heartfelt letter. We will be publishing this missive and, hopefully, your answers in our monthly newsletter, the *Form 19*.

Getz: Thanks Paul. Note there are attachments for you to look at as well. Charlie Getz.

Respectfully,

*Paul Hoffman*

President





Geez guys!! 20 questions???? OK -- see below. Thanks Paul, Charlie.

On Mon, 3/4/13, Hudson Berkshire Division wrote:

From: Hudson Berkshire Division

Subject: RE: Letter from Berkshire Valley Div NER

To: Charles Getz

Cc: Others

Date: Monday, March 4, 2013, 7:17 PM

President Getz,

Thank you for your prompt reply, it is most appreciated!

On this page and the next 2 is President Getz' response to President Hoffman's follow up email. Here President Getz chose to insert his responses to specific items within the text of the email using **bold characters**.

Note that the original letter, the follow up email and the provided article "So where do my do my dues dollars go?" are published in original unedited form per agreement with President Getz.

One small thing, we are the Hudson Berkshire Division not the "Berkshire Valley". Small point, but important to us. **SORRY**

We will publish the letter and your responses in their entirety. The chart, which I didn't recall (a mind is a terrible thing), will also be published along with Mr. Leone's article. The benefits page, which as you point out runs in the NMRA Magazine frequently and has been reprinted in our newsletter several times, will not go in this time. I would also like to include your response to the follow up questions below and lastly your thoughts on the transparency question and your idea of the "perfect NMRA". I will make sure that you receive a copy of the newsletter pre-publication, if you'd like. We can also place you on our mailing list (it is opt in btw) so you can receive our newsletter. **OK**

I am VERY excited regarding the 501 changes you mentioned and while it would have been great, if the budget allowed, for each Division to receive a banner at no cost, the offer and deal where welcome. As an aside, we had procured this type of marketing material before this, we also provide professionally printed Division brochures and we have a "traveling road show" that goes to Train shows in the area. It contains banners, flyers, handouts, cords, tablecloths, etc. basically all the things you would need to promote our Division at a show. Throw in a few bodies who can reasonably speak the English language and you have a great recruiting tool.

The move to Constant Contact will be great too. We have used this tool extensively and nearly half of our membership gets the Form 19 newsletter through CC and our website.

I am also glad to hear that we are at least exploring options in regards to the Database. The current system is antiquated at best and our secretary/treasurer spends upwards of two hours a month integrating the spreadsheets we receive into our Access database for the Division. I know he, and I, would much prefer an online system that would allow us access to create mailing labels and email lists for both our newsletter and for keeping in touch with our members. This sort of controlled access would also help with address, both email and regular, updates. We send emails off to the wonderful staff with our updates as the members report them to us. The recent move to an online form should help with this and we are glad to see it.

We do have a few follow-up questions if I may?

- While the chart Mr. Leone has provided goes a long way towards answering many members and perspective members questions, there is still the nagging and persistent question of accounting for "non-dues" money/donations. Perhaps a breakdown of monies received vs. incurred costs and projected costs for things like the Museum exhibit, the Diamond club and the other good works the NMRA does is in order? Is this covered in an annual report? Is this report available to the members? **Paul, all of our budget and financials are available for inspection and soon will be posted on our website. We keep meticulous books and each fund is accounted for.**

- Could you elaborate on the recent removal of Miles Hale as ALNA? I have read the blurb on the website and my, albeit, limited, understanding of the Executive Handbook (i.e. Regulations) indicates that Mr. Hale has



been restricted from holding any Office in the NMRA. If this is true I would think that the members who voted for him (in terms of complete transparency, I was not one of those) would deserve a somewhat more detailed explanation for the severity of this penalty. Please bear in mind that I have absolutely no knowledge of the facts or particulars surrounding this incident but the statement that there is a petition to the IRS being circulated by some “disgruntled” members both alarms and concerns me. Why are they disgruntled? Is there a greater under-current of dissatisfaction flowing in the organization? **The statement you read was all I know and I refer you to the NMRA counsel for details. I was not party to the discussion. Never heard anything about a so-called petition nor has anyone else.**

- Stemming from that same article; I was somewhat dismayed to see that the Howell Day Museum is not a Federally approved 501(c)3 organization. I am sure there is some reasoning for all this but, and I sense you are seeing a common theme here, the members do need that reasoning explained. **Sure we are!! The NMRA operates the Museum committee; there is as yet no HD Museum!! The Gallery exhibit is NOT a museum. However, we are forming a separate 501(c)3 for future museum purposes.**

- Has there been any further discussion regarding the transfer of the Kalmbach Memorial Library collection to CSRM? If so how will that affect the roughly .09 cents of every dollar currently being spend on the Library? I’m not sure if Mr. Leone’s breakdown of administrative cost includes the Building that houses the library or the staff working there. Will it improve our financial picture? **Not sure either as to the breakdown but we continue to explore the possible administration of our library by CSRM at a lesser cost to us as they do for other groups. No final decision yet and not sure if or when.**

- In regards to the CPI and dues increase, thank you for that explanation, it makes sense. Might we take it a step further by announcing, clearly, that “due to an increase in the CPI, as provided for in the regulations, your dues will rise approximately \$X.XX next year” or something to that effect each time the dues are set to go up? Forewarned is forearmed and a pre-emptive statement with explanation will help. **Sure -- tell me the CPI for 2015. That's the problem. We react to the CPI; not anticipate it!**

What we in the Hudson Berkshire Division are asking for is a marked change in the way the NMRA has done business in the past. We are asking for a FAR (my emphasis added) greater level of transparency and openness. This, above all, will help eliminate the perception of “inside deals” and “old boys network” that holds our organization back from greater success and market penetration. **But Paul -- we HAVE been open and transparent for years!! I Our BOD meetings are open; our minutes available; our reports summarized in the mag! What "inside deals " can you cite? I know of zero!!**

You mention that - We are a non-profit so we do not “give stuff” – I must respectfully disagree. The NMRA does “give stuff”, much of it intangible, in the form of fellowship and some very tangible programs such as the Achievement Program, Standards and the Museum. In your next sentence you state “Do you ask what you get when you support other non-profits?” the answer is yes. We ask them what they are doing with the money they collect, we hold them accountable for their activities, we assure ourselves that the goals and directions of the organization our in line with our own or we do not support them any longer. It is imperative that we, as an organization, assure our current and future members that we have a direction and a goal in mind or all the marketing in the world won’t sustain us for the long term. **Good points and as a 75 yr. old non-profit, we have an outstanding record of clean efficient operation. Direction? Grow scale model railroading!! And we are working on it. Prepare for the next step - Power on Board, NMRAnet, etc., etc.**

It is high time to put the misconceptions and outright falsehoods about the NMRA to rest. As a Division President I implore you to be open and honest in all your dealings with the membership. We have a right to know everything that is going on that affects our organization, the good the bad and the ugly. The caveat I will add is “within the realm of the law”. There are, of course, things that the membership does not need to know, but these need to be the exception rather than the rule and the prime directive should be, to openly and honestly share all that we possibly can. It goes without saying that there needs to be a deliberative process that is free from pres-





sure and ridicule, this I know. Not every idea brought up in conversation among my leadership team sees the light of day, but any decision that is rendered is explained, questions are answered and if need be, course changes are made. It would be Pollyannaish to believe that we will quell every naysayer or dispel all discontent, but those voices would be drowned out by the facts and the vast majority of the membership will appreciate being “in the know”. **And I have been as honest and open as I can be as has my predecessor and his! Agreed.**

I would like to thank you for your interest and for taking the time to thoughtfully respond to our Division.

[End of President Hoffman’s original email text and of President Getz’ reply]

## “So where do my dues dollars go?”

By Gerry Leone, MMR  
NMRA Communications Director

This is the financial expenditures article provided by President Getz along with his response. As stated in the response (on page 4), this was done ‘a few years ago’ and was published ‘early in 2010.’

Answer: All sorts of important places. And you’ll find out how in a couple of paragraphs.

I’ve heard people ask this question a lot. They question why NMRA dues seem so high. And they’re really not very high compared to any number of organizations you could belong to. Before you deny that, take a good look at some other organizations’ dues. But that’s a whole ‘nother issue.

Answering NMRA questions like this one is exactly what this column’s intent is. Part of my job as Communications Director is to shed a little light on some of the answers to these questions. There are really no secrets in the NMRA, as I’m finding out, if you’re willing to go look for the answers.

Now, on to the dues dollars. It’s a simple question to ask, but the answer’s not all that simple, especially for an economics-challenged person like me. So I spent a good deal of time snuggling up to past treasurer Tom Draper’s financial report to the Board from last July. And then spent some time talking about it with Tom himself. Tom’s a good guy and has a lot of patience with non-number folks.

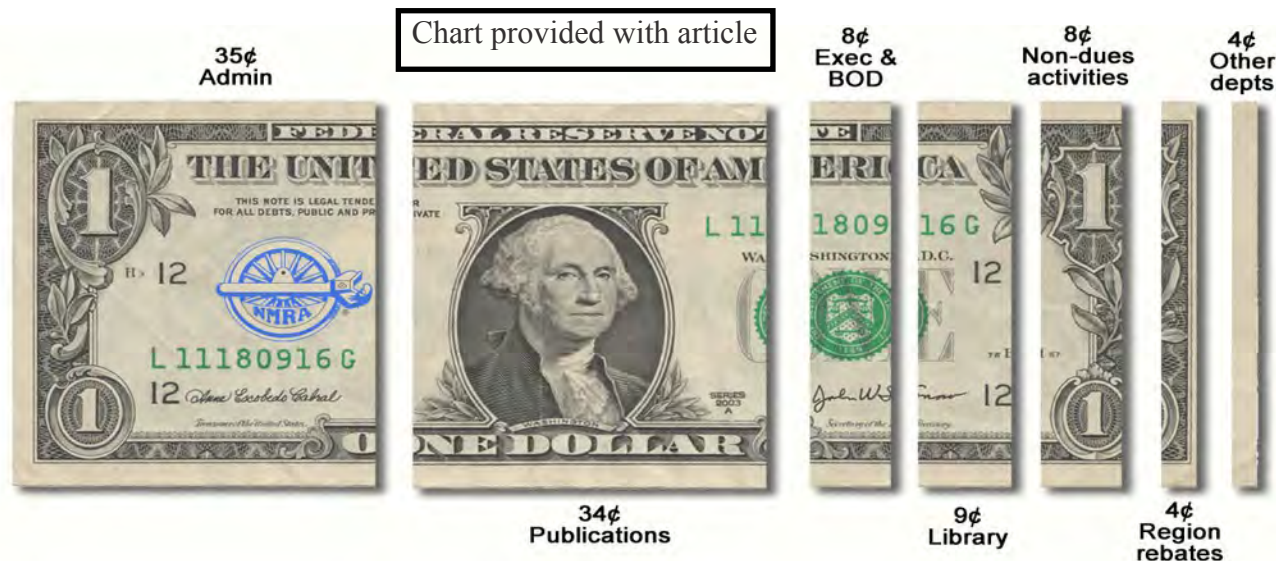
The first thing I found out is that you can’t really look at income from dues without looking at total income. In other words, member dues isn’t the only place the NMRA gets its money. (Surprised? I was!) In fact, dues only account (pun intended!) for about 45% of the NMRA’s income. The rest comes from non-dues activities (like selling books and standards gauges), *Scale Rails* subscriptions and advertising, and other places. But we’ll leave those out of it for now. Let’s just focus on dues money.

Take a look at the graphic. As you can see, about 35 cents of every dues dollar goes to administration, 34 cents goes to publications, 8 cents goes to the executives and the Board of Directors, 9 cents goes to the Library, 8 cents goes to non-dues activities, 4-cents goes to region rebates, and 4 cents goes to other departments. Let me explain what each of those is.

“Administration” refers to the total amount of expenses for the administrative department. The figure includes shipping, printing, supplies, maintenance, equipment leases, computers, computer software, insurance, and, of course the salaries of our good folks at HQ – our paid staffers. It’s kind of the cost of doing business.

“Publications” is the next largest chunk, and that’s *Scale Rails*. But here’s where it gets tricky. The expense of producing *Scale Rails* is virtually offset by the subscription fees and advertising revenue it brings in. So it’s a wash. Technically, yes, your dues dollar is going to publish *Scale Rails*, but it’s being paid back immediately.

Continued next page





Continued from previous page

"Library" is the next largest expense, and once again the figure is a little deceiving, because some of that money is returned by the income the Kalmbach Memorial Library generates by selling surplus books and doing research.

"By doing what?" you say. Yup, it's another unintentional NMRA secret! Take a look at the KML pages on [www.nmra.org](http://www.nmra.org). You'll see lists and lists of books and magazines the Library sells every month... duplicates that are received when members bequeath their estates to the NMRA. No doubt there's something on those lists you could use.

Back to the dues dollars. What about "non-dues activities" – what are they? They're the income-generators I alluded to several paragraphs ago that don't include membership dues. Things like the NMRA standards gauges, the annual calendar, Heritage and Living Legends cars, and convention clinic books. Each of those types of activities takes some money to produce (like printing fees for the calendar), but again, most of those "non-dues activities" also generate their own income, and, in fact, make the NMRA a little profit every year.

The "Exec and BOD" chunk is the money needed by the Board and Officers to carry out their duties – things like travel and lodging for meetings, postage, copying, office supplies... things like that. This category also includes things like legal fees, such as the costs of the recent DCC-sound patent challenge.

The last two categories are "region rebates" and "other departments." Every year the NMRA rebates each of its U.S. regions \$2 per NMRA member, to help the regions communicate with members. Some regions pass that rebate down to their divisions, some use it for direct communication. If you're interested, check with your region to see where your rebate goes.

"Other Departments" include Education, Standards and Conformance, and Membership Services, each of which has some miscellaneous costs associated with their activities. For example, the Standards and Conformance Department is purchasing off-the-shelf models for their conformance reviews, to make sure that what they test is typical of what you buy. "Depreciation" is also included in that listing.

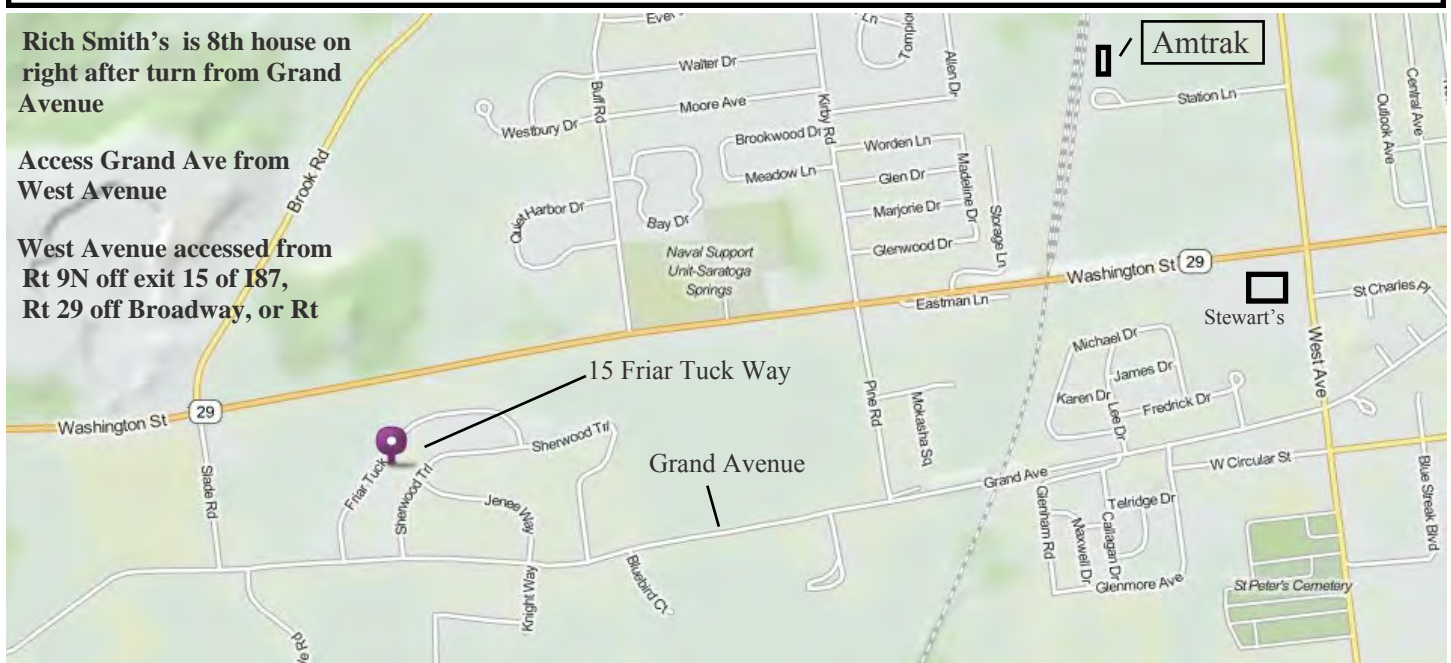
So there you have it – that's where your NMRA dues dollars go. When you spend a little time with the financial report, you get a much greater understanding that the NMRA is a lot more than a few people sending out membership cards. It's a full-blown corporation with hundreds of thousands of dollars of expenses, and hundreds of thousands of dollars of income. There's a lot going on that most members aren't aware of.

But the bottom line (yes, another intentional pun) is that all of that activity is making this hobby better for all of us.

That's the NMRA at work. And another reason why the NMRA works.

*If you have an NMRA question that you'd like me to try to answer, please send it to [gerryleone@earthlink.net](mailto:gerryleone@earthlink.net). Put "NMRA" in the subject so I don't think it's junk mail!*

### Directions to Rich Smith's layouts (house) at 15 Friar Tuck Way for the March 29th meeting.





**WELCOME TO JP'S TRAINS & HOBBIES**



277 TROY SCHENECTADY ROAD  
LATHAM, NY 12110  
(518) 782-0981

[www.jpstrainsandhobbies.com](http://www.jpstrainsandhobbies.com)

**MODEL TRAINS**



**ALL SCALES  
NEW & USED**  
*We Buy & Sell*

**TRAINS & HOBBIES**



2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm

*Under New Ownership*



**Coming Soon!!**

San Bernardino 5th St  
Tower ATSF in HO Scale

**CHR Structures Unlimited**

*Structure kits for the discriminating builder*

[www.chrstructures.com](http://www.chrstructures.com)

**WE CARRY A COMPLETE  
LINE OF KITS AND HOBBY  
SUPPLIES FOR ALL YOUR  
MODELING NEEDS AT  
COMPETITIVE PRICING.**

## NEW MEMBERS

Tony Conner, Bennington VT

Wolfgang Klinger, Williamstown MA

Mike Lahar, Altona NY

The Summary report for December's GTE, pictures, The Puzzler answer for last month, and more fascinating information can be found in the extra pages of the electronic edition of this month's *Form 19*. For those who want to contact John Tyndall regarding Gatorfoam, his email is [tyndalljohn6@aol.com](mailto:tyndalljohn6@aol.com) and his phone is 518-572-3055. Check out [http://groups.yahoo.com/group/MRR\\_of\\_Northern\\_NY\\_VT/](http://groups.yahoo.com/group/MRR_of_Northern_NY_VT/)

# FORM 19

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

First Class Mail



## Great Train Extravaganza (GTE) 2012 Executive Summary

By Richard J. Smith

I want to give a huge shout out to the Hudson Berkshire Division members for once again contributing your time and energy to make the 2012 Great Train Extravaganza another successful show! It's a team effort that takes the Division to make happen!

The 2012 attendance was 3405 paying adults, which is only 53 less than last year. It appears that the increase in ticket price from \$5 to \$7 between 2011 and 2012 has had negligible effect on attendance. Also, 1380 children (12 and under) attended the show. This speaks to our commitment to bring the hobby of model railroading to kids, who represent after all, the future of the hobby. The leadership of this Division remains dedicated to bringing model railroading to this important demographic.

The show's net profit was an all-time record of \$16,775.54, which means the Hudson Berkshire Division share of \$8,387.77 will have been deposited to our treasury by the time this Form 19 goes to print. That is an increase of \$3373.76 over last year's earnings.

All our revenue sources have increased from 2011. Vendor table sales (\$7,620.00), ticket sales (\$23,835.00), and 10% of the Roaming Railroad gate (\$300) gave us a total income of \$31,755.00 which is an increase of \$8408.00 over 2011. However, our expenses also continue to rise, which is why we decided to raise the ticket price to \$7 in the first place. The \$7 ticket price not only puts our show on firm financial footing for the foreseeable future, it is a price point that is consistent with other shows of our size. This year's expenses were \$14,979.46, an increase of \$1153.48 from last year. The major sources of increase include the Times Union, layout honorariums (which were very well received), lawn signs, UTA layout transportation costs, and an extra mailing to update our mailing list. A detailed breakdown is available from me any time. Contact me at meetings or by email.

### 2013 GTE Year is Thanksgiving Weekend

This year's GTE is Sunday December 1<sup>st</sup>, which is Thanksgiving weekend. I checked the history of the show and indeed, this has happened numerous times before. Since there is a chance many of you may have Thanksgiving travel plans, I will need the Division members who have not helped before, but are in town that weekend to step up and give volunteering a try.

### GTE Lessons Learned

I welcome any and all feedback from Division members regarding how the show is run and ways to improve the show. Here are some lessons learned from this year. By no means is this an exhaustive list:

- The \$7 ticket price did not hurt the show's attendance. The price will be the same for 2013.
- We are running out of room in the Egg Area for dealers and displays. For the 2012 GTE, we originally sold 318 tables but had 23 tables worth of cancellations. I estimate that the total show's capacity is about 350 to 360 tables. Therefore, we should consider giving dealers and exhibitors the option of setting up in "L" or "U" shapes to make more room. If the success of the show continues to draw more dealers and exhibitors (remember, we had about 200 tables in 2008), we may need to start a show waiting list. Although such a list would increase the cache of our show, I would rather accommodate the dealers and exhibitors that want to attend. Any ideas you have are welcome.
- We planted out about 330 lawn signs for 2012. This taxed our volunteers to maximum capacity. Since many townships were getting wise to our signs and taking them down early. I think about 300 signs provides optimum coverage and acceptable burden to our volunteers. We may need to start a concerted effort to contact townships in advance to mitigate our signage being taken down.
- We need to continue to work hard at keeping our costs down.





- The food vendor was successful but not as good as 2011 in terms of quality. We will have the food vendor back this year but move them out of the Egg Area if we need the space for dealers. The food vendor's cost for coffee was too high and the service was not timely. We should cancel this service and go back to using McDonalds' coffee coupons.
- The 2012 Main Floor plan for layouts was the same as 2011 and worked out well again. We need to make sure UTA sets up the Lionel layout such that it can be removed from the elevator lift to allow the other clubs to leave in a timely manner. Continue with this layout plan.
- The Roaming Railroad was a huge success again evidenced by an increase in his (and hence our) income. Moving the Roaming Railroad out to the Main Concourse to make room for more dealers in the Egg Area was not detrimental to his ridership and in fact allowed him to run past 4:00 pm. We want to continue this arrangement.

Last year we said the following items should be done, we did them, and they worked out well. Continue these best practices!

- Make larger signs for the clinics. More clearly state that the "Make and Take Boxcar Clinic" requires a ticket obtained from the Head Table. Clinicians should report to Meeting Room 7 about 15 minutes prior to the start of the clinic to set up and help people with any questions.
- Provide more chairs on the Main Floor (where the layouts are) for people (especially grandparents) to sit down and rest.
- Provide ticket sellers and ticket takers with written Q&As for commonly asked questions like, "Where's the ladies room?", "Where's the ATM?", or "Where's the Chocolate Festival?"
- Besides manning the ramps, providing Division staff on the elevators was warmly received by our dealers and exhibitors.
- Use of color paper for flyers (this year yellow) was effective.

### **2012 Great Train Extravaganza Volunteers:**

And that brings me to our HBD volunteers. Once again the HBD came through with 48 volunteers! I sincerely you all find it as rewarding as I do. Special thanks to Kevin Surman for running the NMRA table, Ed Skowronek for running the HBD White Elephant table, and Irwin Nathanson for the GTE advertising ... nice job guys! Here is the alphabetical list of the 2012 GTE staff:

John Bemis, Forest Bevins, Carl Butler, John Carpenter, Jack Cutler, Dick Davis, Doug Dederick, Bill Doyle, Erik Denny, Mike Edwards, Jeff English, Dave Gould, Tom Grant, Mike Hachey, Chuck Haley, Bob Hamm, Paul Hoffman, Herb Insley, Joe Kavanagh, Jim Kirby, Artie Krass, John Lehman, Ben Maggi, Herb Marsilio, John McBride, Bill McChesney, Dave Miller, Bob Mohowski, Irwin Nathanson, Ken Nelson, Ernie Netz, Jim O'Hare, Glen Olf, Bert Pflagl, Tom Plesnarski, Scott Pregont, Mike Rein, Mike Romanowski, John Singer, Ed Skowronek, Richard Smith, Samuel Smith, Ryley Staffanson, Fred Steitz, Kevin Surman, John Tyndall, Al Wheeler, Greg Whittle



John Tyndall, Sr's presentation on the use of Gatorfoam at the March 1st meeting which was well attended by more than 50 members.

At left John started by discussing the unique properties of this material.

Below he shows its use as a stable base for lift-outs



Above John discussed the mounting of switch machines, the routing of the wiring, and the application of stiffening wires to eliminate sagging.

To the right, John demonstrated how light a large panel can be made using this material,

Gatorfoam is a stable material that may deform slightly when using water based liquids for painting and scenicing but will return and hold original shape when dry. Adhesive to use is vinyl adhesive caulk. See [http://groups.yahoo.com/group/MRR\\_of\\_Northern\\_NY\\_VT/](http://groups.yahoo.com/group/MRR_of_Northern_NY_VT/)







## A Tale of Two Layouts

By Richard J. Smith

I am in the rather unique situation of having a complete (whatever that means) model railroad while I am simultaneously building my “dream layout.” My finished pike is a terminal style layout, the city of Wauwatoga. The name comes from a mix of my hometown in Wisconsin of “Wauwatosa” and where I live today “Saratoga Springs”. The name sounded sufficiently like many of the American Indian names found in the Milwaukee Road’s home state and I liked the pun. Since hosting a Division meeting several years ago, Wauwatoga has found itself in better surroundings, with finished walls, drop ceiling all new lighting and a soft carpet.

Rich Smith in front of portion of layout with pictures of original scenes that he is using to guide construction of the layout

If you want to read about and see some photos of the city of Wauwatoga, please see the December, 2006 issue of Model Railroader. Better yet, come to my house on the 29th!

My dream layout has been under construction for about 2 years now. It is still in the “plywood pacific” stage and eats up most of the rest of the basement. I model the Milwaukee Road’s Lacrosse and River Division, First District, 2<sup>nd</sup> Sub-Division in the mid 1950’s. I plan to model the double track mainline from the division point yard of Portage to the city of Sparta, now famous for the Sparta bike trail. Eastern staging will represent 3 lines out of Portage which are the double track mainline route directly to Milwaukee and on to Chicago, a single track northerly route to Milwaukee via Horicon, and a southward line to Madison, the state’s capital. Western staging out of Sparta will represent Lacrosse, WI and Minneapolis, MN. A branch line out of Sparta to the town of Viroqua will also go to western staging. Heading west from Portage we find the city of Wisconsin Dells, a tourist destination on the Wisconsin River. As we travel westward we reach the junction city of New Lisbon. I can write an entire article about the passenger train action in this tiny hamlet where four trains (2 Twin Cities Hiawatha’s, the Northwoods Hiawatha and Local No. 58) all converge on a stucco style station in the course of 15 minutes! New Lisbon is the junction with the North Woods or Valley Division of the Road. Both freight and passenger trains traveled north to Wisconsin Rapids, Wausau, and the hunting and fishing paradise of Wisconsin’s north woods. In fact, one weekender passenger train traveling from Chicago to the North Woods via New Lisbon was named “The Fisherman”. On my new layout, the Northwoods Division is another set of staging tracks.

West of New Lisbon is the small town of Camp Douglas, where double track diamonds indicate the interchange with the Chicago, St. Paul, Minneapolis and Omaha railroad, a subsidiary of the Chicago and Northwestern known as the “Omaha Line”. Adjacent to the Omaha Line interchange track is a line running to the Camp Douglas military reservation, a place where my father and uncles spent some time in boot camp before fighting for our freedom in Germany, Italy and the Philippines during WWII. Farther west and gaining elevation we reach the high point of the main line to Minneapolis, a “mountain” ridge that was tunneled at the appropriately named town of Tunnel City. Interestingly, Milwaukee’s double track mainline ran only single track through this tunnel, while a nearby parallel double track tunnel was excavated for the Chicago and Northwestern single track main. More ironic is that double track tunnel collapsed and the C&NW ended up sharing the single track tunnel with the Milwaukee Road! As we travel west from Tunnel City, we reach Sparta, which is a picture perfect mid-western town and home of NASA astronaut Deke Slayton. I know I know, who the hell is Deke Slayton!

Continued on the next page



Rich running trains near the area that will have the New Lisbon Station, with pictures that he is using to guide the construction.

Continued from previous page

As I construct the new layout I take the best ideas from layouts I have visited and try to apply these ideas to my circumstance. As such, I have decided on a double deck layout with a helix connecting the two decks. I have found that a double deck layout is harder to design and build and neither deck is really at the optimum height for viewing and operating. Life is full of trade-offs and this is the price we pay for twice as much mainline. So far, only my upper deck is installed and about 1/2 of the track work is in place. Use of steel for upper deck benchwork has proven to work out nicely, so please take a look under the layout when you come. Two inch angle provides both support and rigidity and makes a 4 inch wide fascia possible. In fact the Tortoise switch machines are the most limiting protrusion from the bottom of the second deck!

While most model railroaders chose to hide their helices in mountains (or in the case of our Division President, in a water tank), I observed that operators and viewers alike seem to really enjoy watching trains running in a helix. So I decided to keep my double track helix exposed and finish it with fascia and painted surfaces. One of my best friends in the hobby has dubbed it the “Guggenheim” helix but you can be the judge.

Another lesson learned by operating at friend’s layouts is the importance of wide aisles. We don’t typically grow smaller as we age, and dancing cheek to cheek should be reserved for our wives, not our train buddies! Along the same lines as wide aisles, I also did not want any duck-unders. I’ve watched too many “old timers” struggle with these and, well, I will be one of those guys some day. And then there’s staging. I want open and well lit staging, where it is easy to see which train I am going to bring on scene. My eastern and western staging yards will be one above the other with 20” rail to rail separation. Now for those of you that have chosen different priorities than me, that’s o.k. We are all dealing the basements we have, not the basements we want! There is no right or wrong answer, just what is right for you and how you want to relate to your model railroad. Maybe you can get some ideas from my layouts and apply them to your circumstance.



The photo at left shows the result of some of the research that Rich has done to obtain photos and track layout diagrams of the original railroads in the region that he is modeling.

In this area The Milwaukee Railroad interchanged with another railroad and was crossed by a spur into Camp Douglas, a training camp for WWII.





## Wauwatoga

At Right: The Downtown District of Wauwatoga filled with great detail & modeling techniques

Below: The left side of his 'Wauwatoga' layout with the new lighting & decorations.



Below: The right hand side of the 'Wawautoga' layout showing that the new lighting gives a 'true color' rendition.



Above: The Milwaukee Road station platform and activity in the city of Wawautoga.

Below: Even backyards are well detailed







# Puzzler

The question last month was “Why was a fireman in the late 1800s and early 1900s referred to as ‘tallow pot’?”

On February 20<sup>th</sup> Dave Gould wrote regarding the term 'Tallow pot' used to refer to the fireman on a steam engine.

“Before the use of refined petroleum products circa 1865, beef fat was refined to produce valve oil. A tallow pot was kept on the backhead of the engine boiler to keep the tallow from congealing into a wax like state. Amongst the tasks of a fireman (fireboy, bake head, shovel artist) was to occasionally climb out the front cab door with the warm tallow pot and gingerly step along to the top of the steam chest and refill the valve oil reservoir and then climb around a do the same for the right hand side and finally clamber back to the cab. No small feat when rattling along at 10-20 mph, and in the 1840's and fifties, many engines did not have running boards! Narrow "ankle rails" that look like light weight frame members offered the only resting foot space as the drivers and rods circled inches away!

This had to be done every 30-40 minutes. It was a lot easier when standing at a station! Refined petroleum was more lasting, but more expensive, so the practice did not die out until the late 70's. Hope this is useful. Dave G.”

So Dave has won the coveted “Hudson-Berkshire Cup.”

To elaborate just a bit more, tallow is made by boiling beef and pork fat. The result is a substance much like paraffin (commonly called 'wax') that is a solid at room temperature and can be used to make candles because, since it is from fat, it burns once it is a liquid. This was the material that early settlers of this country used for candles as the only other alternative was bees wax, which was not readily available and was way too expensive for most folk.

Somewhere 'along the line' it was discovered that tallow was a good (in fact, the only) substance that could be used to lubricate the hot seals and sliding surfaces of steam cylinders and rods because it would cling to the surfaces even in the hot, wet conditions. A very unique material. It was used first on stationary engines and then on traction engines for railroads.

So as Dave has said, a pot (picture large spouted oil can with a fill cap) had to be kept at the back of the boiler so the tallow was liquid and then the fireman had to go out and fill the reservoirs for sliding surfaces while the train was running and in whatever weather was out there.

But tallow and the tallow pot (both the container and the fireman's duties) were not eliminated by the introduction of petroleum based lubricants in the late 1860s as Dave's comment might indicate. Indeed tallow continues to be a necessary component of steam cylinder lubrication even today. Green Velvet Steam Cylinder Oil used in full-size steam locomotives with pressure to 350 psi and temperature to 650 F are compounded with an minimum of 4% tallow. Green Velvet makes similar oils for engines down to the size seen on the ALS layout and, they too, have 4% tallow. By the early 1900s the lubricating oil (containing tallow) was injected by pumps driven off the rod linkage – but the reservoirs for the pumps had to be serviced by the engine crew.

One can still buy a tallow pot from Grainger Industrial supply.

EAGLE model  
211, 4-pints, 5 ¼  
diameter, 7 ½ high

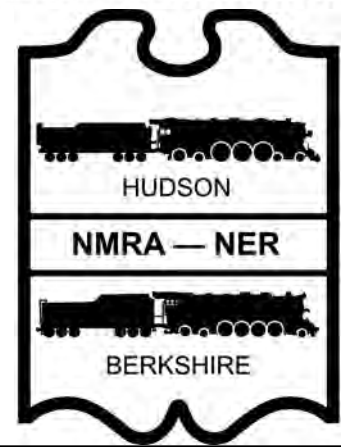


An original tallow pot as recently sold on e-bay.



# FORM 19

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



Order Number 292

April 2013

Next Meeting April 26, 2013 7:00

## **Frank Adamec's D&H Branch Line**

17 Stratton Lane, Stillwater, NY



Our Host, Frank Adamec  
and the bridge that was there  
before the layout.

**H**ow do you start a model railroad layout? What do you do first? Decide on track plan? Which railroad to model or do freelance? Well, for Frank Adamec it was to build a bridge. And not just any bridge – a BIG bridge (in picture at left) and not from a kit but from his own plan, cutting and fitting all the parts from Central Valley Model Works bridge girder sections. And he did this before he had the layout, the plan, or the home for the layout. And now, he is building his layout in the style of The Delaware and Hudson, after all it is “The Bridge Line.” Indeed, the layout has sections that look so familiar that you think you might even have been there – and that is the idea.

Frank, like many of us, became interested in trains and model railroading by getting a Lionel set as a kid so he “could have one like his brother.” His brother lost interest and gave his set to Frank who continued his interest and later decided on HO scale. He accumulated rolling stock, kits, parts and ideas over the years. And, while living in an apartment, constructed the double track, arch bridge that is a very obvious, well integrated element of the layout. Frank has been working on the layout for more than ten years and has been developing his talents and techniques. Some of the layout still has a bit of plywood showing through but other areas are completed and very well detailed; the cemetery, for example.

The railroad represents a branch of the D&H and, later, CP from 1980 to the present. There is also an interchange with the Boston & Maine. Frank uses code 83 rail throughout and Digitrax DCC. He has created a reversing loop on an extension and also a well placed, two level staging yard with multiple tracks on each level. The yard stores a LOT of cars. The layout has very modest grades so two U33Bs in D&H lightening stripes smoothly and easily handle trains of 30+ cars. He also has a pair of well detailed and well weathered GP26s in Springfield Terminal livery. They really look like Guilford has (not) been taking care of them.

More text, pictures and map on page 6

Be sure to see the GTE Summary Report on page 3

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





## Form 19

*Form 19* is published 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 the *Form 19*

*Form 19* welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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

#### The Brass Hats

President  
Paul Hoffman  
128 Woodfield Blvd.  
Mechanicville, NY 12118  
518 899-7515  
trains@hudson-berkshire.org

Vice President  
Kevin Surman  
5 Sherri Rd.  
Saratoga Springs NY 12866  
518 583-1383  
spacity4@nycap.rr.com

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

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

## The Ready Line

By Paul Hoffman

To start off this month's column, I would like to offer a heartfelt THANK YOU to all of you who have inquired about my son. Your thoughts and prayers have been warmly received and have offered us a lot of comfort during this trying time. For those of you who don't know what I'm referring to, my step son, Ryan, was involved in a serious motor vehicle crash on his way home from college last month, he was severely injured. The great news is that he is on the mend and will make a full recovery. There is a quote in the movie *Stand by me* that goes like this; "I never had any friends later on like the ones I had when I was twelve". I'd modify that to match the sentiments I have towards those of you in this wonderful group; "I've never had friends like the ones I've made in this hobby."

I just returned from a very interesting meeting. I had the opportunity to meet with 8 of the 11 Division Superintendents of the NER (there are 12 Divisions in the region but one is currently inactive). Henry Pierce, NER Vice President, moderates these meetings and I must say it was a very informative and worthwhile get together. The common thread that we all shared was a desire to serve our memberships better and to give them more value for their dues dollar. Our conversation was far ranging and covered topics as diverse as the AP program to the upcoming Convention in Laconia, NH (which looks to be a blast by the way). We also spent a lot of time discussing our, meaning the Divisions, relationship to both the Region and the National. As a group we have decided to take a more proactive role and to foster greater communication and cooperation between our respective Divisions. Watch this space because I feel that you are about to see a vast change in the manner in which our organization has been run.

A big Thank You to Rich Smith! His layouts looked great and he is making some awesome progress on his new endeavor. I absolutely loved his open helix idea, it is a real eye catcher and I think it will be one of the focal points of his superb layout.

This month we have a new layout to visit, Frank Adamec, one of the "Mechanicville gang" will show off his D&H branch layout. Frank is new to our group but not to the model railroading world and his layout is wonderful. Let's give him a warm HBD welcome and a great experience as a new host. Check out the article and photos on the layout in this issue. Also, in this issue on page 9, you will find our quarterly Treasurer's report. Needless to say, through the hard work and dedication of your BOD and the outstanding efforts of you, the members, we are on a very sound financial footing. We have a lot of plans, including a trip to Steam town, to accomplish, and we are always looking for help with ideas and organizers to make these plans a reality.

Our last *Form 19* issue regarding National President Getz's response to our letter has generated a lot of response, all of it well thought out and respectful. Thank you! Keep that input coming, I am collecting it and will publish it in a future *Form 19*. Your insights are most welcome and I've been impressed with the level of engagement on this subject.

Continued on Page 9





Editor's Note: Below and on the next page is the Summary of the December 2012 Great Train Extravaganza that many of the Hudson-Berkshire members helped to make happen. This article was published last month in the extended pages of the E-Version of the *Form 19* due to space constraints in the print space. It is published here so that those who only get the print version also can see the impressive results of all the effort.

## Great Train Extravaganza (GTE) 2012 Executive Summary

By Richard J. Smith

I want to give a huge shout out to the Hudson Berkshire Division members for once again contributing your time and energy to make the 2012 Great Train Extravaganza another successful show! It's a team effort that takes the Division to make happen!

The 2012 attendance was 3405 paying adults, which is only 53 less than last year. It appears that the increase in ticket price from \$5 to \$7 between 2011 and 2012 has had negligible effect on attendance. Also, 1380 children (12 and under) attended the show. This speaks to our commitment to bring the hobby of model railroading to kids, who represent after all, the future of the hobby. The leadership of this Division remains dedicated to bringing model railroading to this important demographic.

The show's net profit was an all-time record of \$16,775.54, which means the Hudson Berkshire Division share of \$8,387.77 will have been deposited to our treasury by the time this Form 19 goes to print. That is an increase of \$3373.76 over last year's earnings.

All our revenue sources have increased from 2011. Vendor table sales (\$7,620.00), ticket sales (\$23,835.00), and 10% of the Roaming Railroad gate (\$300) gave us a total income of \$31,755.00 which is an increase of \$8408.00 over 2011. However, our expenses also continue to rise, which is why we decided to raise the ticket price to \$7 in the first place. The \$7 ticket price not only puts our show on firm financial footing for the foreseeable future, it is a price point that is consistent with other shows of our size. This year's expenses were \$14,979.46, an increase of \$1153.48 from last year. The major sources of increase include the Times Union, layout honorariums (which were very well received), lawn signs, UTA layout transportation costs, and an extra mailing to update our mailing list. A detailed breakdown is available from me any time. Contact me at meetings or by email.

### 2013 GTE Year is Thanksgiving Weekend

This year's GTE is Sunday December 1<sup>st</sup>, which is Thanksgiving weekend. I checked the history of the show and indeed, this has happened numerous times before. Since there is a chance many of you may have Thanksgiving travel plans, I will need the Division members who have not helped before, but are in town that weekend to step up and give volunteering a try.

### GTE Lessons Learned

I welcome any and all feedback from Division members regarding how the show is run and ways to improve the show. Here are some lessons learned from this year. By no means is this an exhaustive list:

- The \$7 ticket price did not hurt the show's attendance. The price will be the same for 2013.
- We are running out of room in the Egg Area for dealers and displays. For the 2012 GTE, we originally sold 318 tables but had 23 tables worth of cancellations. I estimate that the total show's capacity is about 350 to 360 tables. Therefore, we should consider giving dealers and exhibitors the option of setting up in "L" or "U" shapes to make more room. If the success of the show continues to draw more dealers and exhibitors (remember, we had about 200 tables in 2008), we may need to start a show waiting list. Although such a list would increase the cache of our show, I would rather accommodate the dealers and exhibitors that want to attend. Any ideas you have are welcome.

We planted out about 330 lawn signs for 2012. This taxed our volunteers to maximum capacity. Since many townships were getting wise to our signs and taking them down early. I think about 300 signs provides



optimum coverage and acceptable burden to our volunteers. We may need to start a concerted effort to contact townships in advance to mitigate our signage being taken down.

- We need to continue to work hard at keeping our costs down.
- The food vendor was successful but not as good as 2011 in terms of quality. We will have the food vendor back this year but move them out of the Egg Area if we need the space for dealers. The food vendor's cost for coffee was too high and the service was not timely. We should cancel this service and go back to using McDonalds' coffee coupons.
- The 2012 Main Floor plan for layouts was the same as 2011 and worked out well again. We need to make sure UTA sets up the Lionel layout such that it can be removed from the elevator lift to allow the other clubs to leave in a timely manner. Continue with this layout plan.
- The Roaming Railroad was a huge success again evidenced by an increase in his (and hence our) income. Moving the Roaming Railroad out to the Main Concourse to make room for more dealers in the Egg Area was not detrimental to his ridership and in fact allowed him to run past 4:00 pm. We want to continue this arrangement.

Last year we said the following items should be done, we did them, and they worked out well. Continue these best practices!

- Make larger signs for the clinics. More clearly state that the "Make and Take Boxcar Clinic" requires a ticket obtained from the Head Table. Clinicians should report to Meeting Room 7 about 15 minutes prior to the start of the clinic to set up and help people with any questions.
- Provide more chairs on the Main Floor (where the layouts are) for people (especially grandparents) to sit down and rest.
- Provide ticket sellers and ticket takers with written Q&As for commonly asked questions like, "Where's the ladies room?", "Where's the ATM?", or "Where's the Chocolate Festival?"
- Besides manning the ramps, providing Division staff on the elevators was warmly received by our dealers and exhibitors.
- Use of color paper for flyers (this year yellow) was effective.

### 2012 Great Train Extravaganza Volunteers:

And that brings me to our HBD volunteers. Once again the HBD came through with 48 volunteers! I sincerely you all find it as rewarding as I do. Special thanks to Kevin Surman for running the NMRA table, Ed Skowronek for running the HBD White Elephant table, and Irwin Nathanson for the GTE advertising ... nice job guys! Here is the alphabetical list of the 2012 GTE staff:

John Bemis, Forest Bevins, Carl Butler, John Carpenter, Jack Cutler, Dick Davis, Doug Dederick, Bill Doyle, Erik Denny, Mike Edwards, Jeff English, Dave Gould, Tom Grant, Mike Hachey, Chuck Haley, Bob Hamm, Paul Hoffman, Herb Insley, Joe Kavanagh, Jim Kirby, Artie Krass, John Lehman, Ben Maggi, Herb Marsilio, John McBride, Bill McChesney, Dave Miller, Bob Mohowski, Irwin Nathanson, Ken Nelson, Ernie Netz, Jim O'Hare, Glen Olf, Bert Pflagl, Tom Plesnarski, Scott Pregont, Mike Rein, Mike Romanowski, John Singer, Ed Skowronek, Richard Smith, Samuel Smith, Ryley Staffanson, Fred Steitz, Kevin Surman, John Tyndall, Al Wheeler, Greg Whittle

**ALL SCALES**  
NEW & USED  
*We Buy & Sell*

**TRAINS & HOBBIES**

2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm

*Please support  
our advertisers  
and tell them  
you saw their  
ad in the  
Form 19*

WELCOME TO JP'S TRAINS & HOBBIES

277 TROY SCHENECTADY ROAD  
LATHAM, NY 12110  
(518) 782-0981

[www.jpstrainsandhobbies.com](http://www.jpstrainsandhobbies.com)





# Puzzler



The PUZZLER questions for this month should be easy once you have identified the engine shown above. The questions are: 1) What was the engine and why was it different? 2) How many railroads did it run on? 3) What happened to this unique machine?

Your clues are: 1) It was built in 1930. 2) It was NOT built for a railroad. The questions also provide clues. Have fun.

Bonus question: What embarrassing thing happened during the press presentation when this engine was introduced to the public.

Because of space constraint, the answer to the last puzzler was in the back section of the e-version of last month's *Form19*. Part of it is repeated following.

February's Puzzler was about why a fireman on a steam engine was called a "Tallow Pot."

In answer Dave Gould wrote: "Before the use of refined petroleum products circa 1865, beef fat was refined to produce valve oil. A tallow pot was kept on the backhead of the engine boiler to keep the tallow from congealing into a wax like state. Amongst the tasks of a fireman (fireboy, bake head, shovel artist) was to occasionally climb out the front cab door with the warm tallow pot and gingerly step along to the top of the steam chest and refill the valve oil reservoir and then climb around and do the same for the right hand side and finally clamber back to the cab. No small feat when rattling along at 10-20 mph, and in the 1840's and fifties, many engines did not have running boards! Narrow "ankle rails" that look like

light weight frame members offered the only resting foot space as the drivers and rods circled inches away!

This had to be done every 30-40 minutes. It was a lot easier when standing at a station! Refined petroleum was more lasting, but more expensive, so the practice did not die out until the late 70's. Hope this is useful. Dave G." So Dave has won the coveted "Hudson-Berkshire Cup."

Well before petroleum it was discovered that tallow could be used to lubricate the hot seals and sliding surfaces of steam cylinders and rods because it would cling to the surfaces even in the hot, wet conditions. A very unique material. So a pot (picture large spouted oil can with a screw-on fill cap) had to be kept at the back of the boiler so the tallow was liquid. Then the fireman had to go out and fill the reservoirs while the train was running and in whatever weather was out there – and wearing leather-soled shoes.

But tallow was not eliminated by the introduction of petroleum based lubricants in the late 1860s as Dave's comment might indicate. Indeed tallow continues to be a necessary component of steam cylinder lubrication. Green Velvet Steam Cylinder Oil used in full-size steam locomotives with pressure to 350 psi and temperature to 650 F are compounded with an minimum of 4% tallow. Green Velvet makes similar oils for engines down to the size seen on the ALS layout and, they too, have 4% tallow. By the early 1900s the lubricating oil (containing tallow) was injected by pumps driven off the rod linkage – but the reservoirs for the pumps still had to be serviced by the engine crew. Today one can still buy a tallow pot from Grainger Industrial supply.



Backhead of newly rebuilt Milwaukee 261 showing stainless steel tray for tallow pot and oil can on tray.  
Photo by Jeff Terry via Railpictures.net





(from front page) The main community has housing, industry and a train station complete with columns – a Walthers kit. Structures are made from kits, kit-bashed, and scratch built. Unique features are a large Quad Graphics plant, complete with Quad Graphics semis at the loading area, and a Saratoga Furniture warehouse. There is a paper processing plant and outside the community, in the farming area, there is a new feed mill going up. Much of the layout has a photo backdrop behind it. One enters the layout from the crew lounge through a doorway and then a reasonably high duck-under. The first thing that you will probably notice is the bright even lighting of the room.



Frank Ademec, 17 Stratton Lane, Stillwater is on the left hand side of Stratton Lane having turned from Routes 4 & 32. If you go past the first right hand road, you just went past the home. Entrance into the crew lounge is through the ground level entry from the driveway.

Do note that Stratton Lane is the first left going north passed the cemetery entrance and Riverside Drive on the right, having passed trough Stillwater. The street is marked with a street sign .

Routes 4&32 and Stillwater can be reached by taking Route 146 eastward from Exit 9 of I-87 (the Northway) toward Mechanicville where 146 merges into 4&32. Follow 4&32 through Mechanicville to and through Stillwater.





## Thoughts on Operation

Final in a series of articles by Ken Nelson

Most of us try to “model” a railroad’s infrastructure with rolling stock, scenery, and structures, but we should also want to “model” our railroad’s operation. Prototype railroads take time, sometimes a lot of time, to get their work done safely. As you watch fellow modelers operate, you will frequently find them working much too fast. Everything on a railroad takes time. Let’s look at some of the obstacles that will come into play while we are switching an industry or set of sidings.

Grade Crossings. The most familiar grade crossing on a railroad is where a road or highway crosses the railroad at the same elevation. Usually, such crossings are protected with crossing flashers and/or gates. Except in special situations, railroads are required to sound their bell, and blow their horn (or whistle) at such locations. We touched on this in part IV. However, if we are switching one or more industries in the area, and will be passing over the crossing several times, the situation changes. The amount of time the railroad may block the crossing varies with the community, the era we are modeling, and a few other factors. If you must leave part of your train over the crossing, split it so that vehicles may pass between the cars of your train. I can remember as a child, watching the Pennsylvania Railroad switch sidings in my town, which included several grade crossings. They would leave their train back quite a distance from the sidings being switched, and take only the cars with them that they intended to spot. This saved having to part the train at the crossings. If the crossing flashers continue flashing for a long period of time, drivers will begin to ignore them. You may have to station one of your crew at the crossing to direct traffic. Putting a crew member on the ground, or having him ride the front platform of the locomotive to give the engineer a better view of the situation can do this. Sometimes, a crew member will light a fusee or flare. This can be modeled by inserting a small red LED into the road at the crossing, and lighting it with a toggle switch on the fascia.

Locked Equipment. Railroads and industries lock everything for safety and security. It is common for train crews to interact with locked equipment while working. One such item frequently locked is the switch throw. Give your brakeman/conductor time to

unlock the switch throw before you push the button or throw the switch to change the direction of the turnout. An item almost always locked is the derail. This is set to throw any runaway cars off the track, rather than having them end up on the main line. These are available from Walthers and others if you want the actually model one. Another piece of locked equipment is the gate protecting the property of the industry. Putting swinging gates over the entrance of the siding into such industry makes for a good-looking scenery item, and such gates must be opened before switching. Don’t forget the close them again when you are finished.

### All Aboard to New Member

Anthony Barrera, Niskayuna NY

Richard Desir, Westerlo NY



Structure kits for the discriminating builder

[www.chrstructures.com](http://www.chrstructures.com)

**WE CARRY A COMPLETE LINE OF KITS AND HOBBY SUPPLIES FOR ALL YOUR MODELING NEEDS AT COMPETITIVE PRICING.**

### Upcoming Events:

May 18th - ‘State of the Division’ & Model Showcase at Clifton Park-Halfmoon Library

June 29th - Division meeting & picnic with the Adirondack Live Steamers

Sept 13th - Dick Elwell’s layout

Check out the NER website and the website for the North East Regional Convention “Tracks to Lakeport 2013” all available at

<http://www.nernmra.org/newsletter.html>



## Free-Mo Modules Requested

**Planners for the Northeast Region Convention at Laconia in October request contact.**

The Northeast Region Convention at Laconia in October this year will have a first in that there will be space, approximately 40' X 72', for an significant operating Free-mo layout. The space will include an area for presentation and Free-mo clinics. Because of the educational focus we will accept modules under construction. The only requirement is that they meet the national or Seacoast Division Free-mo standard and be operational by Labor Day this year. Scenicked modules are wanted as well to show what can be done with Free-mo. We hope to entertain all modules, but may need to decline some modules to allow more people to participate.

While the convention is months away, we want to start the list of possible modules to include and begin designing possible layouts. Please reply to Bill Hodges [hodges\\_b@myfairpoint.net](mailto:hodges_b@myfairpoint.net) with the plan drawing including dimensions to 1/8" of the module(s) and degree of completion (planned, built- but not operational, operational, scenicked/ completed). Also, please include "CFM" in the subject line. We see this as a great opportunity to feature this aspect of the hobby and hope you can attend."

Again, if you are interested, contact Bill Hodges at: [hodges\\_b@myfairpoint.net](mailto:hodges_b@myfairpoint.net)

---

The objective of the Free-mo Standard is to provide a platform for prototype modeling in a flexible, modular environment. Free-mo modules not only provide track to operate realistic models, but also emphasize realistic, plausible scenery; realistic, reliable trackwork; and operations. Free-Mo was designed to and continues to push the envelope of modular model railroading to new heights. It goes beyond the traditional closed-loop set-up in creating a truly universal "free-form" modular design that is operations oriented and heavily influenced by prototype railroading.

To learn more about this newer experience in modular railroading go to <http://free-mo.org>. There you will be able to read more, view the standards, and link to video showing layouts made with these modules. Also check out the website and flier at <http://njfreemo.org>.



## Leviathan to operate on Saratoga & North Creek in September

Published by S&NCRR on April 3, 2013

NORTH CREEK, N.Y. – The Saratoga & North Creek Railway will host 4-4-0 No. 63, the Leviathan, this September. The locomotive is a replica reproduced from the original design of a steam engine constructed at the Schenectady Locomotive Works in 1868 for the Central Pacific Railroad. The reproduction took 10 years to build and uses fuel oil rather than wood for fuel. This will be the locomotive's first visit to New York and the Northeast.

The locomotive will operate Sept. 7, 8, 14, and 15 from Corinth to North Creek and return, an 82-mile round trip. Trains will depart Corinth at 9:00 a.m. arriving at North Creek at noon. Departure from North Creek is at 2:00 p.m., arriving in Corinth at 5:00 p.m.

The trips will feature multiple meets with regular S&NC passenger trains, and photo runbys including a stop in Hadley for photographs on the Sacandaga Bridge. The fare is \$175 and includes snacks and beverages on the train, a barbeque lunch in North Creek, admission to 1871 North Creek Depot, and the Delaware & Hudson Railroad Fair. The train will consist of No.63 and a single 1928 ex-Canadian National open window coach, which will be painted and lettered in 1870s Adirondack Railway livery.

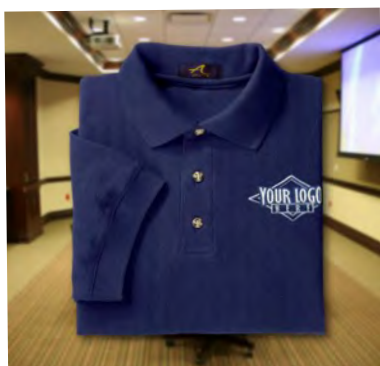
The Leviathan was one of four engines ordered by the Central Pacific Railroad for use on the trans-continental railroad. After being built, they were dismantled and shipped by sailing ship to California and put into service in March 1869. #60 of the series (60-63) was the Jupiter which was used in the Golden Spike Ceremony on May 10, 1869.





Hudson-Berkshire Division NMRA Treasurer's Report for April 2013 Form 19		
	Checking & Savings	Toys for Tots
Balance on 12/31/2012	\$ 9,238.76	\$ 765.13
Total Income	\$ 12,721.40	\$ 1,585.42
Total Expenses	\$ 5,115.34	\$ 0.00
Balance on 3/31/2013	\$ 16,844.82	\$ 2,350.55

(Continued from Page 2) Don't forget we are having our Annual Business meeting on Saturday May 18 at the Clifton Park- Halfmoon Library, and an open forum to discuss whatever issues you wish to bring up. There will be a Modelers Showcase, Raffle (the prize closet needs some spring cleaning) and time permitting, a short clinic or slide show.



- **Division Polo Shirts:** We are in the process of finalizing the design for our Division polo shirts, the pricing will be \$15.00 for small through large and \$18.00 for XL, 2XL and 3XL. Color will be blue with our logo in yellow over the right breast. I

have attached a photo of a sample. We do not have a formal order form yet but please contact me if you like one. Thanks to John McBride for championing the shirt idea.

- **Toys for Tots:** Our TFT drive continues! We recently received a donation from Northern Trust; they have been past benefactors, in the amount of \$500.00. Thank you! As you know we now take any raffle money collected and deposit it directly in the TFT fund.
- **Committee memberships:** We are always on the lookout for members willing to serve on

our various committees. This is your chance to bring your ideas to the table and to contribute to our Divisions continued success. Contact me with any and all ideas and I can show you how you can help.

- **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.*
- **Renew your membership:** Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)

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 FRA Chief, Joe Szabo, announced in January that 2012 was the safest year in the history of the railroad industry, based on performance measures tracked by the Federal Railroad Administration. For the fifth fiscal year in a row, the industry has improved on all six of the FRA's official [safety](#) performance measures, including the rate of grade crossing inci-

dents, human factor-caused train accidents, track-caused accidents, equipment-caused accidents, signal and miscellaneous train accidents, and non-accidental rail hazmat releases. The industry has also met the Department of Transportation's set safety performance goal for rate of rail related accidents and incidents.

# Four days of concentrated model railroading fun

near the mountains and in the lakes  
region of New Hampshire during its fall  
foliage season. Lots of rail-fan  
experiences to enjoy, as well as great  
clinics, lots of layouts and modular setups  
to learn and operate on. Plenty of  
shopping, dining and touring for the non-  
rail fan in your party, too.



<http://convention.nernmra.org>



## The NMRA Northeast Region Convention Tracks to Lakeport 2013, Oct. 17-20, LACONIA, NH

**FORM 19**

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

First Class Mail





Additional pictures from Frank's layout- the station, industry, D&H U33Bs on bridge, and radio tower (the first I've seen on any layout)







*JUPITER*

The *Jupiter* (officially known as Central Pacific Railroad #60) was a 4-4-0 steam locomotive which made history as one of the two locomotives (the other being the Union Pacific #119) to meet at Promontory Summit during the Golden Spike ceremony commemorating the completion of the first transcontinental railroad.

The *Jupiter* was built in September 1868 by the Schenectady Locomotive Works of New York, along with three other engines, numbered 61, 62, and 63, named the *Storm*, *Whirlwind*, and *Leviathan*, respectively. These four engines were then dismantled and sailed to San Francisco, CA, where they were loaded onto a river barge and sent to the Central Pacific headquarters in Sacramento, then reassembled and commissioned into service on March 20, 1869.

The *Jupiter* was not Leland Stanford's original choice for transporting his party to the Golden Spike site. Originally, Stanford's train was to be pulled by another Central Pacific locomotive, the *Antelope*. For some distance, this train followed closely behind a regularly scheduled train pulled by the *Jupiter*. However, at one point the two trains were to go through a cut where a logging camp resided atop the hill. There, the workers apparently did not notice the *Jupiter*'s small flag which indicated another train was closely following. After the *Jupiter* passed, the workers rolled a large log down the mountain, which struck the *Antelope*. With the engine damaged, a message was sent to the upcoming station to hold the approaching train. There, Stanford's consist was added to the *Jupiter*'s train.

The *Jupiter* continued in service for the Central Pacific. In the 1870s, the railroad decided to end their practice of naming their engines, and thus, the *Jupiter* name was dropped and the engine was simply known as C.P. #60. The locomotive also received many new upgrades such as a new boiler, cowcatcher, domes, and smokestack. In 1891, the Southern Pacific, which acquired the Central Pacific in 1885, began renumbering its locomotives. As part of this



*LEVIATHAN*

renumbering, the former *Jupiter* engine #60 became S.P. #1195. In 1893 it was converted to burn coal, and later that year was sold to the Gila Valley, Globe and Northern Railroad and designated GVG&N #1. In 1909 the locomotive which no longer resembled the original *Jupiter* was sold to scrappers for \$1,000.

The Southern Pacific had not acknowledged the *Jupiter*'s significance until well after the engine had been scrapped. The railroad later used a stand-in for the *Jupiter*, usually Virginia & Truckee Railroad's *Genoa* locomotive, to celebrate the road's legacy at various events, such as the Chicago Worlds Fair.

In 1969, another stand-in for the *Jupiter* was placed on display, this one at the Golden Spike National Memorial Site to celebrate the centennial of the Golden Spike. In this instance, the engine was portrayed by Virginia & Truckee Railroad's *Inyo* and the engine remained on display until its sale to the state of Nevada in 1974.

Meanwhile, the National Park Service had approached O'Connor Engineering Laboratories of Costa Mesa, California, to construct exact, full-size replicas of the *Jupiter* and Union Pacific 119. Original drawings of the engines have not been preserved, so the firm had to construct new drawings based on enlarged photographs of the engines and an 1870s vintage locomotive design handbook.

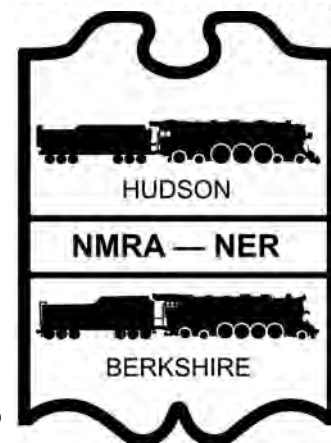
The replicas began operating May 10, 1979, and continue to make demonstration runs.

The Leviathan that will be running on the S&NC in September is made from the plans created for the *Jupiter* and is therefore (as near as possible) identical to the original Leviathan.



# FORM 19

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



Order Number 293

May 2013

Next Meeting May 18, 2013 10:30 AM  
In the Piracci Board Room of the  
**Clifton Park-Halfmoon Library**  
475 Moe Road, Clifton Park, NY 12016



A Saturday morning meeting with a feature presentation on the 'State of the Division', Q&A session, modelers' showcase, and a demo clinic on the art and craft of dry-brush techniques.

A recent issue of the *Form 19* featured a series of communications between HB Division President Paul Hoffman and NMRA President Charlie Getz on the relationship of the national organization and its actions to the Divisions and the individual members. There have been some follow-up meetings since then and significant e-mail "chatter." The annual business meeting on May 18th is an opportunity for the members of the HB Division to hear first hand how these efforts are playing out and how they will affect you, the member. It is also your opportunity to make your voice heard as you comment or ask questions.

As an additional incentive to attend this meeting there will be a "modelers' showcase" where members have the opportunity to present some of the items that they have created/modified to enhance their railroading endeavor. It is also, therefore, an opportunity to ask, "How'd you do that?" This gives you, the member, a chance to benefit from others' experiences and, perhaps, shorten your learning curve or generate new ideas. This, of course, means that you should bring something to show.

In addition, there will be an invited presentation by Rich Smith on the art and craft of dry brush techniques using acrylic paints. Rich's artistry in creating scenic realism is evident in his Wawautoga Railroad, which many of you got to see when he recently hosted the HB Division meeting.

Map and directions on page 9

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





## Form 19

Form 19 is published 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 the Form 19

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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

The Brass Hats

President  
Paul Hoffman  
128 Woodfield Blvd.  
Mechanicville, NY 12118  
518 899-7515  
trains@hudson-berkshire.org

Vice President  
Kevin Surman  
5 Sherri Rd.  
Saratoga Springs NY 12866  
518 583-1383  
spacity4@nycap.rr.com

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

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

# The Ready Line

By Paul Hoffman

Those of you, who know me well, know that I am a modeler at heart. While I find operations interesting and intriguing from an intellectual point of view, that avenue of the hobby just doesn't grab me emotionally like a well done model does. As I've mentioned in this column before, that emotional connection with a miniature representation of something in the "real" world leads me to all kinds of things, from plastic airplanes and cars to figures and sci-fi models. The good part about that is the multitude of techniques and ideas that other modelers in other genres are using, many of which have uses in the model railroading world. Our narrow gauge friends take this approach, utilizing techniques from many different sources. Operations are unique in this sense, besides the model airplane world, and even that is quite limited, no one recreates the logistics, planning and operations of a full size transportation system in miniature like we do. There are entire tomes devoted to the arcane art of rules and procedures that dictate the safe and efficient movement of trains. This uniqueness is one of the things that many who operate find quite appealing and why operations have been part of the hobby since its earliest days. So keep an open mind and a weather eye out for new ideas and methods to make this hobby even more rewarding. As they used to say in the Life cereal commercial "...try it, you'll like it..."

Speaking of rewarding, I'd like to personally congratulate our own Andy Clermont, who has just achieved Master Model Railroader status!! Andy becomes MMR #508. Well done. For those of you interested in the program please contact any Board Member or Bob Hamm for details. Despite what you may have heard, the emphasis is not on paper work, but on modeling, and in turn documenting what you have done. An MMR is an eminently achievable goal for any of us and a good first step is the Golden Spike Award. Check out this website for more information on what you need to do.

<http://www.nmra.org/education/achievement/gold.html>

Thank you to new member Frank Adamec for sharing his marvelous D&H layout with us last meeting. Frank was an excellent host and his layout is awesome. It seems that new layouts also help bring out new members and I was happy to see several new faces at Frank's last month. Let's keep up that trend! The BOD is working on a new member welcome package to help introduce them into our happy group. Let's make sure that everyone else does their part to make the new member feel welcome and to encourage them to get involved. Let's pass that good HBD feeling on!

This month will find us at the Clifton Park/Halfmoon Library in the Piracci Board Room. This is a Saturday meeting that will start at 10:30 am, May 18th. On the agenda is our annual state of the Division business meeting where you will get to voice your comments and concerns on the direction of your Division. We will also be discussing the President Getz letter and your thoughts on that. Because all work and no play makes Johnny a dull boy, we also will have a modeling showcase and a clinic by Rich Smith on dry brushing techniques using acrylic craft paints. Bring your ideas and thoughts on the Division; it is after all yours, the Board and I don't own the railroad we just keep the trains moving.

Continued on page 3





Continued from page 2

- **Division Polo Shirts:** Thank you to everyone who contacted me about the Division shirt. I hope to have the first order in hand at our meeting on May 18<sup>th</sup>.
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, Internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)
- **Puzzler Mugs:** I have created another dozen of the famed HBD mugs. If any past winner of the Puzzler contest has not collected their award please see me on the 18<sup>th</sup> to get one of these prizes of “unspeakable” value.
- **Committee memberships:** We are always on the lookout for members willing to serve on our various committees. This is your chance to bring your ideas to the table and to contribute to our Divisions continued success. Contact me with any and all ideas and I can show you how you can help.
- **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.*
- **Renew your membership:** Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

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.

As noted above by President Hoffman, if you have articles, suggestions for articles, something you think would be of interest to the members and would like to see in the *Form 19*, please contact the the *Form 19* staff. Comments on published items are also welcome.

## The NMRA Achievement Program

The NMRA Achievement Program (AP) is a guide to help you on your journey through the world of model railroading. The AP provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you are issued a certificate acknowledging your achievement.

The AP requirements are defined by a set of standards that also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby to become more knowledgeable and confident in the various aspects of model railroading. And earning the Achievement Certificates help you enjoy the hobby, not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects and skills that can help you learn to become a better modeler.

Briefly, the AP is a system of requirements for demonstrating a high level of skill in various aspects of the hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and the NMRA, which are important, as well, as this gets people involved with other modelers.

We hope that you will soon find just how easy it is to participate in the Achievement Program, and if you are not yet involved start you off on the right foot. Please visit the AP page of the NMRA website to find out more about the AP and points of contact.

### Master Model Railroader

An NMRA member qualifies as a Master Model Railroader when he or she has obtained at least seven of the eleven Achievement Certificates provided that he or she has earned at least one Achievement Certificate in each of the four areas of the Regulations. Earning the title of Master Model Railroader is the ultimate goal for many participants in the Achievement Program.

Saturday's meeting will be a good opportunity for you to ask questions about/discuss the AP program and how you can participate. You can talk to those who are participating in the program.



# Puzzler

Last month's Puzzler was about this locomotive - the Timken 1111, a 4-8-4 steam locomotive built in 1930 by American Locomotive Company (Alco) for the Timken Roller Bearing Company to serve as a demonstration unit for new roller bearings produced by Timken. It was the first locomotive built with all sealed roller bearings rather than friction bearings or a mix of the two types.



Timken chose a 4-8-4 on which to demonstrate the company's bearings so the locomotive could be used in all types of railroad work, especially on heavy freight and fast passenger trains. A total of 52 different parts manufacturers agreed to supply their parts for the locomotive "on account" until the locomotive operated over 100,000 miles, the demonstration period, and 1111 was sold.

It started out hauling freight on the NYC. The PRR used the locomotive on a passenger train where it hauled twelve passenger cars through the Allegheny Mountains so well that the train did not require the use of helpers. By August 1931, the locomotive had been used for over 90,000 miles when it was delivered to the Northern Pacific Railroad, the fifteenth railroad to demonstrate the locomotive. While in service for the Northern Pacific, the 1111 suffered severe crown sheet damage. Timken demanded that Northern Pacific repair it, while Northern Pacific refused to repair a locomotive they did not own. The resulting agreement led to the sale of 1111 to Northern Pacific and the end of the demonstrations.

Northern Pacific used the locomotive for 23 years before retiring it from active service. The locomotive's last run was made on August 4, 1957, when it pulled a passenger train from Seattle to Cle Elum, Washington and return. It was scrapped in

At some of the stations on the locomotive's demonstration runs, publicity 'stunts' were held where the locomotive would be pulled by as few as three men (or, as was done in Chicago, by three women). These publicity 'stunts' were designed to show that the roller bearings produced so little friction that the locomotive could easily be moved by hand.

The initial test of the immense reduction in friction that the Timken roller bearings created was done by trying to pull the locomotive with an automobile. Since the 1930 sedan could pull the 1111, a 'press conference' was set up to demonstrate this and generate the first publicity for the engine - indeed, publicity about this new technology was what this effort was all about. And so, with the press assembled early in the day, the automobile couldn't move it.

And then someone realized that when they had tried it the day before, the locomotive had been moved around prior to the test and the lubrication in the bearings was warm. So the engineer moved the engine back-and-forth a bit to warm the lube and demo went ahead successfully.

After the tour of the 1111 about the country on fifteen different railroads and with publicity stops all over, many railroads began ordering locomotives with the Timken roller bearings. Others built their own with the new technology.

The Norfolk & Western's Class A 2-6-6-4 articulateds featured all the latest components, including roller bearings on virtually all surfaces, when introduced in the late 1930s. After the two trials engines (1200-1201), eight more were built in 1936-1937. N&W made 25 more during World War II and eight more in 1949-1950. Between Williamson, WV and Portsmouth, Ohio, these engines had a tonnage rating of 13,000 tons of slow freight or 5,200 tons of fast freight. And they could pull passenger trains at 70 mph. The last editions even had valve gear pivoted on needle bearings. But even the N&W had to relent to the economics of diesels and all the 'A's were retired in 1958-1959. Number 1218 was later used for excursions. It now resides in the transportation museum in Roanoke, Virginia.

In 1954 Timken introduced the "AP" bearing, a pre-assembled, pre-lubricated, self-contained bearing that was inexpensive and easily integrated into nearly any type of railroad car. The new bearing was credited with dramatically increasing reliability and reducing operating costs.





# Puzzler

This month's Puzzler is the vehicle below. What is it? What company made it? What was it created for? Why does it look like that?



The following is a letter received at the Form 19 office in regard to an article in the April issue. Such letters are gratefully appreciated as they indicate that members are indeed reading what we have worked so hard to put into print. Editor.

Dear Editor,

I have a comment on Ken Nelson's last article in the April *Form 19*.

In the section labeled Grade Crossings, Ken wrote, "The most familiar grade crossing on a railroad is where a road or highway crosses the railroad at the same elevation. Usually, such crossings are protected with crossing flashers and/or gates."

This is the way most people think of grade crossings. However, in my years on the RR, I have heard the lawyers and safety engineers at every grade crossing seminar I attended urge, no DEMAND, that this term no longer be used in regard to "Highway Warning Devices" installed at railway/highway grade crossings. "You can warn them but you cannot protect them!" There are even some RR officials who have not yet understood this message.

This may seem like a minor point but as friends of the railroad industry it can't hurt to use the desired terminology. It also helps us to understand how the railroads have to view this issue.

Sincerely,

*Dave Hoadley*

**MODEL TRAINS**



Under New Ownership

**ALL SCALES  
NEW & USED**  
*We Buy & Sell*

**TRAINS &  
HOBBIES**



2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm



## Upcoming Events:

June 29th - Division meeting & picnic  
with the Adirondack Live Steamers

Sept 13th - Dick Elwell's layout

As Dave has pointed out people are free to disregard the warning devices at grade crossings as we have heard of with a parade in Texas, a truck driver in Nevada, and an elderly couple in Cohoes, New York just a year or so ago.

Amtrak began providing 110-mph rail service on a 15-mile segment in Illinois along the Chicago-St. Louis corridor on Nov. 22, 2012. In order to do this all grade crossings were required to have double drop-down gates that have sensors and the crossings monitored by video cameras both of which display to the approaching locomotive indicating any issues at the crossing requiring a reduction in speed or a stop.

The high speed rail passenger services in Europe do not have grade crossing and most of the right of way is fenced to limit any pedestrian access.





## California governor seeks Chinese investment in high speed rail

Published: April 10, 2013

SACRAMENTO, Calif. – California Gov. Jerry Brown and a delegation of business leaders are heading to China next week to begin a weeklong trade mission in search of what Brown calls “plenty of billions,” including money for the proposed high speed rail line between the Bay Area and Los Angeles.

“They’ve got \$400 billion or \$500 billion they’re going to invest abroad, so California’s got to get a piece of that,” Brown says in an interview with the San Jose Mercury News. California, which would be the world’s ninth largest economy if it were a separate country, will open a trade office in Shanghai during Brown’s visit.

The state’s \$68 billion high speed rail system is expected to start construction this summer. Brown is especially interested in studying China’s extensive high speed rail system and using it as a way to promote his own plan, which has come under criticism and has been losing public support as its projected cost has soared. The governor is scheduled to ride part of China’s rail system from Beijing to Shanghai, accompanied by the chairman of California’s high speed rail board, Dan Richard.

China has the world’s most extensive high speed rail system, covering 5,800 miles, and has tried to turn it into a showcase despite a recent derailment and corruption charges against railway officials. Brown says he likes “the exuberance” with which Chinese officials approached building high speed rail and would welcome investment in the California system or any other infrastructure projects in the state.

It’s not clear how applicable the Chinese system is to a major infrastructure project in the U.S. The Chinese high speed rail network benefits from heavy government financing, and faces few of the environmental and legal hurdles found in California. The land needed to build the Chinese system is often forcibly procured at below market prices.

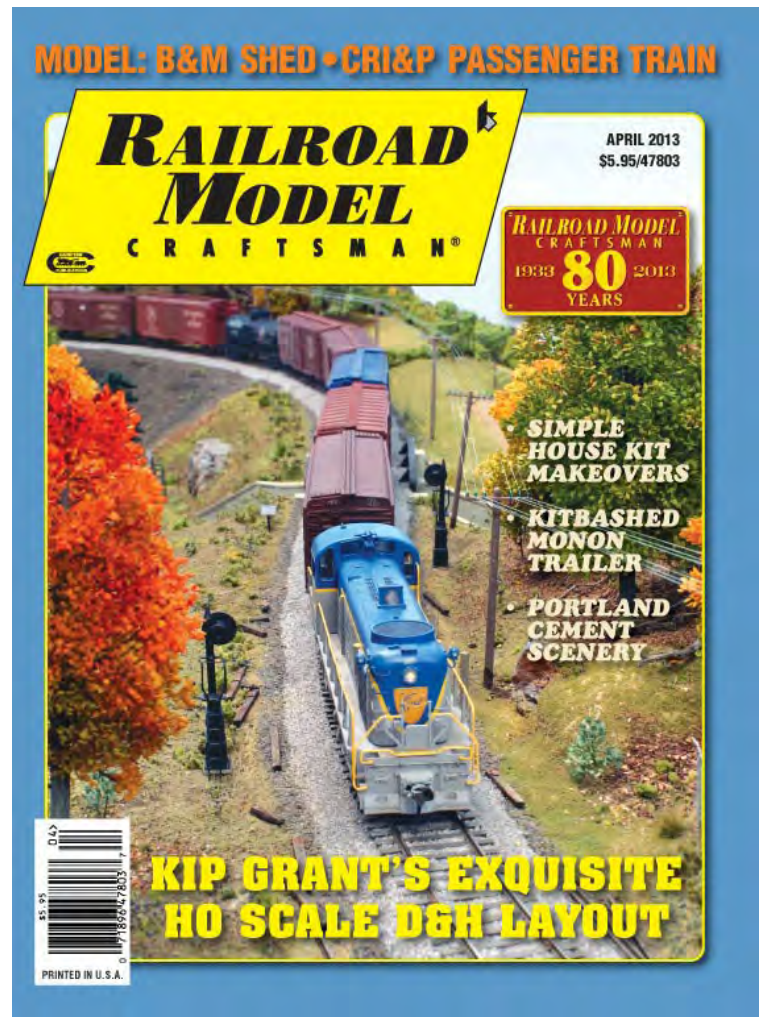
## Congratulations are in Order

We take note of two significant achievements by members of the Hudson-Berkshire Division this month.

As noted in the 'Ready Line,' Andy Clermont has been awarded Master Model Railroader designation (#508) by the NMRA for his accomplishments in the NMRA Achievement Program (AP). The Members and staff of the Hudson-Berkshire Division take this opportunity to say “Well done” and wish Andy the all the best.

There is a brief description of the AP on page 4 of this issue. The BOD of the HBD feel that we should be promoting this program and opportunity more.

And local modeler Kip Grant has had his Delaware & Hudson division layout featured in the April 2013 issue on Model Railroad Craftsman and with a picture from the layout on the issue's cover. Way to go!







The April 26<sup>th</sup> meeting was well attended as approximately 47 members showed up for the meeting and to enjoy seeing Frank Adamec's D&H branch layout and enjoy his hospitality. There were conversations going on all over the place – and this is one of the advantages of belonging to the HB Division. When so many of you get together there are conversations about operating sessions, DCC, craftsman structures, scenery, wiring track, cleaning track, etc. There are also conversations about railroading experiences and, for those who don't come from a railroading background, this is a great part of the meetings.

And then there is the business portion of the meeting where we hear about some of the latest efforts of the President and the BOD to continue to enhance our experiences in model railroading.



Conversations were in abundance. If not participating in one, it is great to just move about and to stop and listen in.

Everyone in rapt attention as Paul explains plans for upcoming events, efforts to improve the Division's interactions with others divisions in the NER, and other items.

This was in the fine crew area of Frank's layout space.



A well weathered and well detailed RS-11 on display at Frank's layout.

Attending meetings gives you a chance to see how others have added to the realism of their models.



Photos by Form 19 staff



*The following is an article motivated by something in an earlier Form 19. Thanks again to Dave Hoadley for his interest and willingness to share from his experience. Editor*

In the January "Form 19" Ken Nelson commented on operations at an interlocking –

"INTERLOCKING--An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically." 1.

By the above definition of an Interlocking, one can understand why there would be a delay getting a signal to move back through the interlocking after moving clear of its limits.

Typical locations for Interlockings are: Junctions, Level (diamond) crossings with other railroads, Moveable bridges, Major station throats, Mainline Crossovers, Beginning/end of multiple track territory, and Large yard entrances/exits.

But an interlocking would not be placed at a branch line junction for example where having the crew stop and throw the switch manually would not delay mainline trains. Nor would a mainline crossover used only by the local freight be so equipped, nor the entrance to a passenger station which served only a limited number of daily trains.

Most prototype interlockings had an operator on site that controlled the switches, signals and other appliances. This individual was often stationed in a tower which provided him with a view of the entire interlocking limits.

"INTERLOCKING LIMITS. – The tracks between the home signals of an interlocking." 1.

These structures were often of attractive design and unique to the railroad owning them so they make interesting models.

Indeed these structures so capture the interest of many modelers that they are sometimes placed indiscriminately on the model railroad in places completely out of context to the prototype we are attempting to replicate in miniature. I am sure we have all seen model interlocking towers placed near entrances to two track yards on branch lines or even in places with no turnouts nearby. The prototype would not do this! It would be a waste of resources.

When looking for a location for that model of your favorite interlocking tower, ask first "would the prototype railroad put an interlocking here?" If not and that model still must have a place, consider a level crossing with a mainline railroad – even branches crossing mainlines would have an interlocking. (Voorheesville is one example).

My thanks to Ken for the opportunity to air one of my pet peeves, hope there was some educational value here also.

Dave Hoadley

1. (The Delaware and Hudson Railroad Corporation Rules for the Government of the Operating Department effective April 25, 1948.)



Structure kits for the discriminating builder

[www.chrstructures.com](http://www.chrstructures.com)

**WE CARRY A COMPLETE LINE OF KITS AND HOBBY SUPPLIES FOR ALL YOUR MODELING NEEDS AT COMPETITIVE PRICING.**

For Sale G-Scale (1:20.3)

- 1) Accucraft K-27 and Spectrum Mogul
- 2) Aster C&S mogul – live steam
- 3) 60" Lonestar Howe truss bridge

If interested / for more information contact Bill Zautner, cell # 518.423-2395

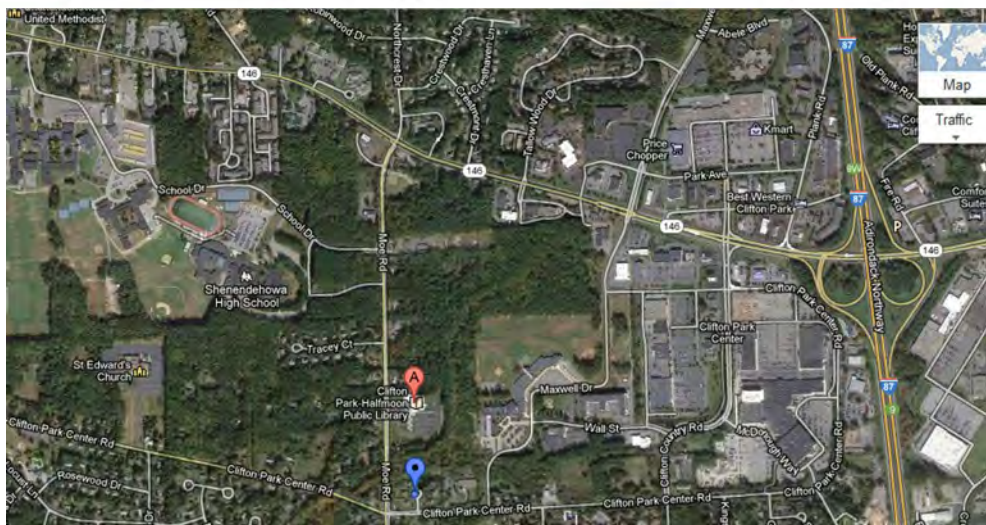
All Aboard to New Member

Frank Adamec, Stillwater, NY

Check out the NER website and the website for the North East Regional Convention "Tracks to Lakeport 2013" all available at

<http://www.nernmra.org/newsletter.html>





**From south:** From Route 87 (Adirondack Northway), take Exit 9, turn left at light at end of ramp, going west on Route 146. Keep to the left on Route 146. Turn left at the fourth light, onto Moe Road. The Library is on the left.

**From north:** From Route 87 (Adirondack Northway), take Exit 9W onto Route 146. Keep to the left on Route 146. Turn left at the third light, onto Moe Road. The Library is on the left.

**From Schenectady:** Take Route 146 north, then east to Clifton Park. You will pass the Shenendehowa Central Schools campus. Turn right at the first light past the campus, onto Moe Road. The Library is on the left.

**From Mechanicville:** Go west on Route 146, cross Route 9 and go under Route 87 (Adirondack Northway). Turn left at the fourth light, onto Moe Road. The Library is on the left.

## Ever see a 'Rotary' turntable?



While some people in the Adirondacks want to prevent the Adirondack Scenic Railroad from using the right-of-way and extending the line from Big Moose, New York to Lake Placid and the mayor of Kingston, New York had a dump truck parked on the tracks of the Catskill Mountain Railroad (both wanting bike trails instead), the Rotary Club of Taihapi, New Zealand championed the re-installation of a turntable for the excursion railroad, Steam Incorporated. That is their 4-8-2 coal fired, Class JA being turned by the two men on the handle of the Rotary Club's efforts.

In 2002-2003 the original turntable, which was no longer used by the scheduled railroad, was removed for a scrap drive. Later, some of the people of the area realized that, if they were to benefit from the tourists of the nearby excursion railway, they would need the turntable back. The Rotary Club accepted the challenge, secured funding and the new turntable was dedicated in October, 2007. Thus the Rotary emblem on the side of the turntable

## This Space Available

Yes, this space and more in each issue of the *Form 19* is available for your article or for articles you find of interest. Articles can be 'how-to', railroad operations, layout operations, new advances in DCC, or... whatever it is that you think others in the hobby might consider interesting.

Over the past several issues we have had a series by Ken Nelson which provided insight into the requirements of full size operations that can be directly translated into operations on a layout. These have generated a response and a further article on translating interlocking operations into tower siting on a layout.

Other Division's newsletters often have articles on one person's experience with a particular item or experience from their layout. The HUB Division newsletter just had one on one man's experience hand-building turnouts with 'Fast Tracks' kits. The *Form 19* recently had an article on the adapting a Tortoise switch machine to control a switch stand or other device and to reduce clearance for the machine. However, the staff of the *Form 19* is not geared to competing with MR, MRC, or Model Railroad Hobbyist magazines. And our print space is limited to about seven pages.

So what would you like to read. What would you like to contribute? You don't have to contribute a fully developed article. Maybe you would like to have someone else research and write about something.

So, if you want to see something here in a future issue contact the Editor with your suggestions. Just plain comments are also welcomed.

# Four days of concentrated model railroading fun

near the mountains and in the lakes  
region of New Hampshire during its fall  
foliage season. Lots of rail-fan  
experiences to enjoy, as well as great  
clinics, lots of layouts and modular setups  
to learn and operate on. Plenty of  
shopping, dining and touring for the non-  
rail fan in your party, too.



<http://convention.nernmra.org>



## The NMRA Northeast Region Convention Tracks to Lakeport 2013, Oct. 17-20, LACONIA, NH

**FORM 19**

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

First Class Mail





## Containers

We see them on trains and know they ship goods we use, but what else do we know about their use?

The world's cargo ships are getting big, really big. No surprise, perhaps, given the volume of goods produced in Asia and consumed in Europe and the US. But are these giant symbols of the world's trade imbalance growing beyond all reason? It's been 25 years since the biggest became too wide for the Panama Canal. These first "post-Panamax" ships, carrying 4,300 20-foot containers (known as TEUs), had roughly a quarter of the capacity of the current record holder - the 16,020 TEU Marco Polo, launched last November by CMA CGM. The current crop of ultra-large container vessels can navigate the Suez - just - but they are only able to dock at a handful of the world's ports. No American harbor is equipped to handle them.

This year's new class of container ship, the Triple E, when it goes into service this June, will be the largest vessel ploughing the sea. Each will have a capacity equivalent to 18,000 TEUs. Those containers would fill more than 30 trains, each a mile long and stacked two containers high.

The sole purpose of the soon-to-be-launched Triple E ships will be to run what's called a pendulum service for Maersk - the largest shipping company in the world - between Asia and Europe. They arrive in Europe full, and when they leave a significant proportion of containers carry nothing but air. About 20% of all containers on the world's seas are empty.

But, since the ships only dock in Europe and Asia, it's not likely that the trains there will be a mile long. But here in the US those trains, often with the 53-foot containers that are designed to be hauled by truck to their final destination, are becoming the mainstay of railroad traffic and revenue. And trains are often in that mile-long category.

## Scale does make a difference!

What scale do you model in? N, HO, O or maybe even G scale? Each has their benefits - and their 'issues.'

Well, HB member Joe Kavanagh recently sent out pictures of two milk cars that he is building - pretty much from scratch.

Would these fit on your workbench?

Yes, one can ride on the cars.

---

Here are two photos of the milk cars. Here's the DL&W car so far. It has 4' end doors and ice hatches.



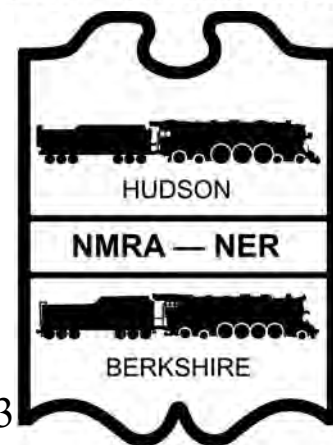
Here's the Rutland car. It has a full roof walk and no ice hatches.



I'm using the wheels and axles, and pedestal and journal castings I bought last year. I think it will take more than 4 days to make a set of trucks!

# FORM 19

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



Order Number 294

June 2013

## June 29th - Division meeting & picnic with the Adirondack Live Steamers

Saturday from 11:00 to 3:00 at the ALS site in Saratoga Springs

(Map and directions on page 3)



Begun in 1983, Adirondack Live Steamers is a 1 ½ inch scale, 7 ¼ inch gauge railroad running in the woods near Saratoga Springs, NY. Engines include live steam and diesel style running on both gas engine and battery power.

Several Hudson-Berkshire Division members were part of the starting group back in 1983.

See page 8

The Officers and volunteers of the Hudson-Berkshire Division have been working hard to prepare for this end-of-year special program. And some have worked especially hard to arrange and prepare for this 'dining out.' They have seen to it that there will be food and beverages for everyone, including the ALS members who will be out there running trains for us.

So come and enjoy and be sure to thank those who have worked to make this a great experience.

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







## Form 19

Form 19 is published 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 the Form 19

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

**Hudson Berkshire Division**  
PO Box 83  
Clifton Park, NY 12065-0083  
[trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org)

### The Brass Hats

President  
Paul Hoffman  
128 Woodfield Blvd.  
Mechanicville, NY 12118  
518 899-7515  
[trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org)

Vice President  
Kevin Surman  
5 Sherri Rd.  
Saratoga Springs NY 12866  
518 583-1383  
[spacity4@nycap.rr.com](mailto:spacity4@nycap.rr.com)

Treasurer  
Jack Cutler  
8 Bluestone Ridge  
Clifton Park, NY 12065  
518 383-5684  
[cutlerjm@nycap.rr.com](mailto:cutlerjm@nycap.rr.com)

Form 19 Editor  
Bert Pflegl  
19 Lea Ave  
Waterford, NY 12188  
(518) 235-8496  
[gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)

# The Ready Line

By Paul Hoffman

Short and sweet this month!! If we get any more rain I'm moving to Seattle for the dry weather....

Thank you to Rich Smith for his informative Dry Brush Clinic last month. I will post the handout on the web page shortly. (It may even be there before you read this). A hearty Thank You also goes out to those members who contributed greatly to the Division discussion we had. Rest assured those great ideas have been captured and we will be doing all we can to implement them in the coming months. The BOD was especially enamored with the "Donate MR and RMC subscriptions to local schools" idea! This is something we definitely can get behind.

I'll see you all at the Family Day on June 29<sup>th</sup> at the Adirondack Live Steamers home. No rain will be tolerated, so start your magic chants and keep us dry for this event.

- **Division Polo Shirts:** The shirts are in and have been handed out. If you didn't get yours yet please see me on the 29<sup>th</sup>.
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)
- **Committee memberships:** We are always on the lookout for members willing to serve on our various committees. This is your chance to bring your ideas to the table and to contribute to our Divisions continued success. Contact me with any and all ideas and I can show you how you can help.
- **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.*
- **Renew your membership:** Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

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.



Directions to joint picnic with ALS.

**Please note** that these directions are provided to HB members to get to the meeting. Please DO NOT share this information with anyone outside of the Hudson-Berkshire Division. Adirondack Live Steamers is concerned about ‘un-authorized access’ to their facility and requests that this information be ‘held close.’

As stated at the top of the page, the directions are sufficient but somewhat vague by intent. Should you feel you need more information you can call HB Vice President Kevin Surman at his home phone 583-1383 prior to Saturday or Ben Maggi of both HB & ALS at 585-506-2680.

When on the ALS sight, be sure to follow safe practices and signs. Remember ‘things’ can be hot, there is live steam and there are sharp edges.

Have fun! Enjoy. Please wear your HB Division badges and, perhaps, your HB tee-

All Aboard to New Member

Lloyd Coon, Berne NY

Frank Adamec, Stillwater, NY

This meeting is a good time to make sure we all say ‘Hello’ to everyone

End of the line for Testors’ Floquil and Polly Scale paint

Testors has announced that it is ending its Floquil and Polly Scale lines of paints, including dozens of model-railroad specific colors. Testors will continue to take orders from retailers and ship paint for a limited time based on available quantities. In addition to Floquil and Polly Scale, Testors is also ending its lines of Pactra and ColorArtz paints. Floquil paints are solvent-based, and Polly Scale acrylic paints are water-based. Floquil has been a staple of model railroading for decades; the first advertisement for Floquil paint in Model Railroader was in 1947.





## Summary of President Hoffman's State of the Division Message Given at the May Meeting

The presentation began with a short statement of the agenda, that is, to give a brief history of the Division, list some upcoming and possible activities, discuss some of the challenges that the Board of Directors sees, give a brief financial report, briefly discuss the interchange between the H-B Division President and NMRA President Getz (as given in the March, 2013 *Form 19*), and summarize with closing remarks.

The Division was originally started in December, 1966 with a meeting of 14 modelers and the initial *Form 19* was published in December of the following year. The group was recognized as the Hudson Berkshire Division of the NMRA in 1968. The Division has hosted five Northeast Regional Conventions in the following years. In 2008 we became junior partners in the Great Train Extravaganza (GTE) that had been started by the Upstate Train Associates and helped them run the show. That same year we donated 51 train sets to the Toys for Tots program sponsored by the US Marines. In August 2010 the Division received IRS recognition as a tax exempt 501c(4) public welfare organization. By December 2012 the membership was over the 180 mark.

The Division is now a full partner in the GTE and members have worked hard to turn the Show into a 'looked-forward-to' event that drew over 5,000 people last year. We now donate over 100 train sets per year to Toys for Tots. We have for the past few years provided discounted bus trips to the Amherst Railway Society's train show in Springfield. We now have a substantial budget each year, reflecting the income (and expenses) of the GTE and regularly reported in the *Form 19*, now in its 46<sup>th</sup> year.

And what do we want to do for the future? We want to continue the annual bus trip to the Springfield, MA train show and to look at organizing other bus trips, such as to Steamtown in June, 2014. We are looking for other suggestions. Also continue the Toys for Tots deliveries. We are starting to look at hosting the NER Convention in 2015 or 2016. Past experience says that there is a long lead time to prepare a good program.

We would like to increase the number and locations of clinics and bring in some more of the "luminaries" of our hobby to present at our events (again, suggestions are encouraged). The Board Members would like to develop new and better member benefits. Work is underway on a "new member package." We want to continue and improve the *Form 19* newsletter (suggestions and submissions most welcome). And we will continue to use social media with our website and Facebook page. Members with internet access are encouraged to check out both of these regularly. There are some great links at the [www.hudsonberkshire.org](http://www.hudsonberkshire.org) website which, by the way, has gotten very good reviews from visitors.

And what are the current challenges? The NMRA National Organization doesn't seem to be (is late in) changing to meet the 'demands' of an aging/shrinking membership base. Programs take a long time in process and others are left undone. Within the Division (and throughout the organization) is the need to recruit more members and to raise up the next generation of leaders with vision to carry us forward. Our Division wants to find ways to better integrate our geographically far flung membership by identifying new layouts and activities that more members can enjoy. We need to avoid the trap of doing "the same old." We continue to try to upgrade the *Form 19* to make the content more interesting and helpful. (Editor: You mean it's not enough?) And we want to find better ways of welcoming new members and getting them involved. We would like to find ways of getting young people involved in the hobby.

Regarding the correspondence with President Getz; our questions involved dues allocations, National's support for the Divisions and transparency in operations, both current and future. The answers (see complete response in the March, 2013 *Form 19*) included Gerry Leones' chart of 'Where Do My Dollars Go' (which was somewhat outdated) explaining where the money goes, promises of upcoming help that include assistance gaining 501c(3) recognition for those Divisions that want to pursue that course, arrangements for obtaining a 'standardized' Division banner at modest cost to the Division, and 'other initiatives.' There were also stated plans to maintain/improve transparency.

Continued on next page



Continued from previous page

And the exciting news is that there is much happening at the Regional level. Our Division is involved with the NER Vice-President, Henry Pierce, and his 'Super Forum,' bringing together Division representatives on a regular basis. Division Presidents are putting in place a format to replace State Directors and have a direct voice in the NER Board. Division Presidents are working together to keep neighboring Divisions informed of upcoming activities and to find ways of interacting. They are working on a calendar of events at the NER website to consolidate the listing and coordination of activities. There is effort to better emphasize and explain the Achievement Program. The Division Presidents and Officers are working to identify/develop better ways of allocating Regional resources and opportunities to benefit the membership at the Divisional level (suggestions, please). Definitely, the NER Division leadership is looking to do things differently and make things better for the membership.

Finally, consider how you might help. Volunteer yourself for a committee, volunteer an idea, or an article (or idea for an article) to the Form 19, even consider giving a clinic or sharing photos of something that you did for a 'how to' article. This is a great hobby. It was THE 'virtual reality' game – before computers (but after doll houses).



**CHR Structures Unlimited**  
Structura kits for the discriminating builder  
[www.chrstructures.com](http://www.chrstructures.com)  
WE CARRY A COMPLETE LINE OF KITS AND HOBBY SUPPLIES FOR ALL YOUR MODELING NEEDS AT COMPETITIVE PRICING.

## They've Done It Again

In the April issue of the *Form 19*, we told you about 'Leviathan' coming to the S&NC Railroad in September. We also told you that this was a reproduction of one of four identical locomotives built by the Schenectady Locomotive Works in 1868 for the Central Pacific Railroad, one being the 'Jupiter', used in the 'Golden Spike' ceremony. The National Park Service had commissioned O'Connor Engineering of Costa Mesa, CA to do the design and construction of a replica of the 'Jupiter' and the Union Pacific #119 locomotives used in the ceremony.

Then Klope Locomotive Works of Elgin, IL used the plans for the *Jupiter* to create the *Leviathan* and have toured it around the country. Now Dave Klope and his staff have created the 4-4-0 *York*, a replica of an 1850s vintage Rogers locomotive for the 'Steam into History' amusement park in York, PA. The N.C.R.R. on the tender is for the Northern Central Railway, a line connecting Baltimore, MD with Sunbury, PA. Completed in 1858, the NCRR came under the control of the Pennsylvania Railroad in 1861. Thereafter, the Northern Central operated as a subsidiary of the PRR until much of its Maryland trackage was washed out by Hurricane Agnes in 1972.

But some of the original line survives and later this year the *York* will travel to ceremonies commemorating the 150<sup>th</sup> anniversary of the Civil War Battle of Gettysburg over some of the same remaining NCRR trackage that President Lincoln traveled on behind such an engine on his to Gettysburg.



Picture by Jeff Terry via RailPictures.net





## To Clean or Condition

By Form 19 staff member

How and how often do you clean the track on your layout? Do your trains run smoothly and consistently? Layout performance is certainly dependent on the rail-wheel interactions just like on the real thing.

Perhaps you shouldn't clean your rails. Maybe you should 'condition' them.

First, the disclaimer – neither the Form 19, it's staff, the Officers and staff of the Hudson Berkshire Division, nor that of the NMRA make any claims about, recommendations for or the suitability thereof of any specific materials for use on your railroad. So the following information is presented solely for your consideration.

The back story: I was recently asked to help with an auto tail light problem – tail light would not work and directional would not if headlights were on. Bulbs checked out 'OK.' Connections inside the light housing were 'OK.' Checking the Internet showed this was chronic problem for this make & model and that the problem was with the bulb socket contacts to the lamp housing. Several owners recommended using 'CRC 2-26' to treat the contacts. Many agreed that this solved the problem. It worked for me.

But in researching 'CRC 2-26' on the Internet, I found several references in model railroad sites and forums.

Several people had written, and some HB Division members have said, that cleaning the track with a 'Bright-Boy' and then wiping the rails with alcohol on cloth cleaned the track but that it was then dry and subject to arcing which caused operational problems and pitting of track. Online writers state that anything abrasive will leave scratches in the rails that act as pockets for crud and the sharp edges of which act as electric field concentrators that then increase arcing. It is a momentary fix.

But many wrote in text dated from 2012 back to 1990 that 'conditioning' the rail head with an electrical contact cleaner & 'lubricant' solved the problem. Indeed one fellow stated that after treating his track he has run his trains for two years without any further work. Is this possible?

The June, 2011 issue of Scale Rails (the NMRA Magazine) had an article on the tests that one club had

done to study the problem but they had not (apparently) researched anything on the internet or used anything to condition the rail – just clean it.

Below (reprinted from the referenced website) is the best article I have found to report the problem, search for solution, varied testing and report of success.

The author used a product named LPS-1 (made by LPS Laboratories) that is labeled a “greaseless lubricant” which provides a thin, non-oily lubricating film that penetrates and dries fast and will not attract dust or dirt.” It is listed as safe on electronics, food machinery and most plastics. LPS-1 is available Amazon and many industrial supply businesses.

CRC 2-26 (made by CRC Industries) is listed as a “plastic safe lubricant, penetrant and corrosion inhibitor that helps prevent electrical malfunctions caused by water penetration, humidity, condensation or corrosion. Restores resistance values and helps stop current leakage.” It is stated that it can be applied directly to “connectors, relays, circuit breakers, transformers, switchgear, motors, generators, controls, etc.” CRC 2-26 is available at Home Depot.

In checking the reviews for CRC 2-26 at the HD website, there is a review dated 03/29/2013 by 'David' that states: “Use of lubricants on Model Railroad track is controversial among modelers. It is a balancing act between better conductivity and reduced traction. I have a DCC system and consistent electrical contact is essential for smooth operations. A few drops of CRC 2-26 on the rails makes for a big improvement. It also helps with unreliable contact between delicate copper wipers and tiny wheels. Products are sold specifically for model railroad use, but in my experience 2-26 works better and is much less expensive.”

Now, the posting to rec.model.railroad in June, 1990 that details testing and experience:

First, some background on my dirt problem. I used to clean the track with a Bright Boy before operating and things would work OK for about 1/2 hour, then engines would start acting up. I tried cleaning the engine wheels halfway through an operating session by placing a thin cloth on the rails, wetting it with denatured alcohol and holding the engine on the wet spot with the power on. This worked for about 10 more minutes. Another cleaning would reveal more crud. What I figured out was that after 10 years of use, my



car wheels had a lot of crud built up and were transferring the crud back to the track.

Before I heard about **LPS-1**, I decided to bite the bullet and clean ALL my car wheels (that's 1200 axles worth!). Since this was SOOO much fun, it took 9 months of tedious on and off work sessions with friends. Just before we finished, Mark Paris of Tiny-Tronics told me about LPS-1, so I decided to try it.

I went through a few steps before using it, the first being to test it on a test loop before I screwed up 1000' feet of track on my layout. Also, I wanted to do an experiment to verify my hypothesis about wheels transferring dirt to the track.

I set up an oval with new Atlas FlexTrack to run a train on and cleaned the new track with alcohol (I didn't use a Bright Boy, because I now suspect that the binder used in them is what causes the wheel crud and because they cause scratches on the railhead that can collect dirt). I cleaned the wheels on my best running engine and ran it continuously for 1/2 hour with no problems. After cleaning the track and engine wheels again, I got six cars with dirty wheels and pulled them around. Within ten minutes, the engine was stalling and bucking! Just to double check, I again cleaned the track and engine wheels (getting lots of black crud) and pulled some cars with clean wheels around for 1/2 hour with no problems.

Next I applied LPS-1 to the track. I used a 2" long piece of 1/2" square balsa wood to apply it to the track. I just sprayed a little on the wood (which soaked it up) and wiped it on the track. While the track was wet, I ran the engine over it to get some on the engine wheels, then took the engine off so the track and wheels could dry. After a half hour, I tried the test again with the dirty wheels. I pulled them around for an hour with no problems! What surprised me was I could actually see black gunk on the track (I guess it was coming off the wheels somehow) and the engine still ran great! It seemed impervious to dirt!

Convinced, I applied it to my layout. First I thoroughly cleaned the track with electrical contact cleaner, again spraying the cleaner on a piece of balsa and wiping the track with it. The balsa works great, since it absorbs the cleaner and stays wet and it doesn't get caught on switch points and track joints like cloth does. I'm not sure if this cleaning step was necessary, but after spending so much time cleaning wheels, I

didn't want to skimp. I used a track cleaning car (a piece of Masonite suspended below a box car) to clean tunnels and hard to reach areas by pushing it with an engine. Needless to say, I used a lot of pieces of wood (the track was filthy!). After cleaning it, I applied the LPS-1 using balsa and the track cleaning car. I also cleaned and coated all my engine wheels.

The next operating session (August, 1989) went beautifully. Every engine ran like clockwork. I have been operating twice a month since then and have re-applied LPS-1 once (for no special reason). Before a session I will push the track cleaning car over the layout to remove any dust that has settled. I use a clean piece of balsa to wipe dust off sidings (dust still settles on the track; LPS-1 doesn't \*repel\* dust). If I don't wipe the dust off, the engines will cough a little until the dust gets pushed out of the way.

LPS-1 Greaseless Lubricant is a product made by Holt Lloyd Corp. (Tucker, GA and Los Angeles, CA) and is designed for use on electrical contacts. They also make LPS-2 General Purpose Lubricant and LPS-3 Heavy Duty Rust Inhibitor, neither of which are suitable for our purposes.

LPS-1 has a bizarre characteristic: it is normally non-conductive but in the presence of an electric field or with metal to metal contact, it becomes highly conductive. Sounds sort of like what happens with locomotive wheels and the track, eh? It's been described as "a long polymer kind of thing" (don't ask me what that means, ask a chemist). It goes on wet and dries in about 30 minutes. It won't attract dust. It smells a lot like WD-40. It reduces traction a tad (I would guess-timate about 10%). A friend who does N-scale was having terrible contact problems after ballasting, tried LPS-1 and is now a true believer.



**ALL SCALES  
NEW & USED**  
*We Buy & Sell*

---

**TRAINS & HOBBIES**

---

2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm







# Puzzler

In the May *Form 19* we told you about the previous month's *Puzzler*, the Timken 1111 4-8-4 locomotive built by ALCO in Schenectady, NY in September 1930. The *Form 19* staff writer failed to include the name of John Bemis of Waterford, NY as the first one to identify the engine and provide a bit of its history. The write-up on the 'Four Aces' was by the same staff writer who used material from Wikipedia.com, and two other articles found on the internet. The information about the difficulty during the original demonstration (the engine pulled by an automobile) came from a Mechanical Engineering Magazine article printed over 20 years ago. The information on the N&W's adoption and expansion of the use of roller style bearings came from information at [steamlocomotive.com](http://steamlocomotive.com) and [railarchive.net](http://railarchive.net).

Dave Gould was the first person to provide the correct answer to last month's *Puzzler*. The picture is (one end) of the *Roger Williams*, a six unit RDC-1 based passenger train developed and made by the Budd Corporation for the New York, New Haven and Hartford Railroad for service from Boston into New York City. It consisted of 2-single-ended cab units, and four intermediate cars to make a complete train. The cars were adapted from the standard 85ft Budd Coach. Each was powered by two Detroit Diesel Series 110 diesel engines, each of which drove one axle of a truck through a hydraulic torque converter (a technology adapted from military tanks of World War II) giving each a 1A-A1 wheel configuration. These units were also fitted with third-rail shoes, electric traction motors, and associated gear for operation into Grand Central Terminal. The 'unique' streamlined styling of the end units was requested by the NH to make the control cars look like the Fairbanks-Morse P-12-42 diesel locomotives that the railroad had purchased at about the same time as part of their *John Quincy Adams* train, also between Boston and New York.

In the New Haven's later years, the set was broken up, and used with regular New Haven RDCs, and by Amtrak into the 1980s. Amtrak retired the then two portions of the *Roger Williams* in 1986. The two control cars were given to Danbury Rail Museum

(now the Connecticut Museum of Transportation) in 1997. In June 2009, the control cars were moved to the Hobo Railroad in Lincoln, NH where they and a center car have been completely refurbished and are completely operational and privately owned.

There is more interesting information on some of the later Budd Corporation activities in the extended pages of the *eForm 19* at the HB website. Information comes from Wikipedia, [rrpicturearchives.net](http://rrpicturearchives.net), Budd-RDC.org, and others.

This month's *Puzzler* picture shows one 'uniquely styled' end of a passenger train. What is it? Why does it look like that?



Not a *Puzzler*: From "The Model Railroader's Catalogue" by Melinda Corey and George Ochoa copyright 1991. The picture caption is: "Tom Rhodes drives this 1 1/2 inch-scale Fitchburg & Northern 0-4-2-T train in Saratoga Springs, New York. Rhodes built this train from a kit which he modified to meet his specifications"



In a previous Form 19 we told you that the US railroads had their safest year EVER in 2012.

Someone sent the following article about one railroad safety campaign and the author's thoughts about it. Evidently he had railroad experience.

## Keeping it Safe at the Bakersfield Santa Fe by Bryce Martin

Safety was a topic touched upon even if only slightly at every daily shift change meeting. At precisely 3 o'clock on the hour each afternoon, all swing shift crew hands gathered in a small room in the roundhouse for the daily briefing from the day's foreman.

At each meeting the same question was asked: "Does anybody have anything to say about safety?"

And each time, the same person said, "Use Trojans."

Sometimes real safety concerns were addressed and dealt with.

There were few reminders posted, stapled, painted, pasted or otherwise displayed regarding safety. One was the safety slogan with the odd looking little man named Axy Dent printed on blue (?) shop wipe rags (some called them "towels").

The crudely rendered little man was rushing forward to, one can guess, keep from getting wiped away.

The 17-inch by 14-inch wipe rag read:

Work Safely  
WIPE OUT  
AXY DENT  
On The Santa Fe

The slogan also appeared in a painted square on the sides and in the middle of Santa Fe cabooses.

Watch Out For  
Axy Dent

A circle was drawn in the square to contain Axy Dent, the fleeing figure.

Axy Dent? It was not just a bad choice for a name, it was a bad choice for a slogan name in Bakersfield. The city was rich in agriculture and oil produce and products. Oil was big and Occidental Petroleum was a familiar name. Oxy Dent. It should have been Occidental's wipe rag.

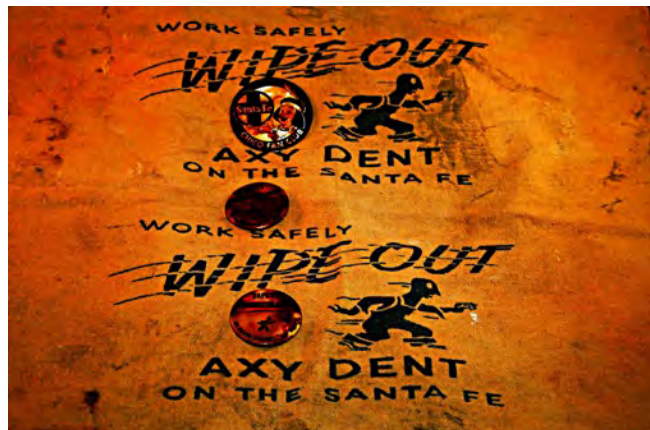
To my way of thinking -- and I'm sure I put far more thought into those wipe rags than any of the other rail hands -- just the name "Axy Dent" used as the punch line in a key national safety slogan seemed such a stretch as to undermine the entire concept. Were all the good names taken?

On the other hand, the drawn figure was so crude and folksy I was rather taken by its whimsical nature.

End of article

Some checking by a Form 19 staff member found that this rant appeared in 2007 on a blog site about Bakersfield, CA (baketown.blogspot.com) Bakersfield was home to a large ATSF service facility.

The wiping cloths of which the writer spoke are now collectors items being sold on ebay.



The 'Axy Dent' logo first appeared in the Santa Fe magazine in August, 1947.

The January 2013 issue of the Topeka Windmill, the publication for the BNSF service and maintenance terminal (SMT), announced that the 'Topeka SMT is resurrecting Mr. Axy Dent.'

Topeka SMT experienced six reportable injuries in 2012, and 15 incidents for the year. These figures were up from six incidents in 2011. "It's all due to losing focus," the site safety assistant said.

So maybe 'Axy Dent' isn't such a foolish guy (campaign) after all.

The Leslie S3J air horn on Green Mountain Railroad's 1951 era RS-1 No. 405 was stolen in early May 2013.

Anyone with information as to the horn's location is asked to contact Vermont Railway System at 1-877-463-4756 or

1-802-463-9531



# Four days of concentrated model railroading fun

near the mountains and in the lakes region of New Hampshire during its fall foliage season. Lots of rail-fan experiences to enjoy, as well as great clinics, lots of layouts and modular setups to learn and operate on. Plenty of shopping, dining and touring for the non-rail fan in your party, too.



<http://convention.nernmra.org>



## The NMRA Northeast Region Convention Tracks to Lakeport 2013, Oct. 17-20, LACONIA, NH

**FORM 19**

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

First Class Mail



## More on the Budd Company and the Burlington Zephyr

By Frank Hermanek, MMR

In 1912, Germany's Krupp Steel Works was looking at ways to improve the oxidation resistant of high temperature alloys. They knew that chromium and nickel, when added to iron, made an alloy with good rust resistance. The was kept secret until 1920 when patent rights were given to the English who improved it to develop the now familiar 18-8 stainless steels.

### The Budd Company

The Budd Company, in 1920 was the largest manufacturer of pressed steel/welded automobile bodies. In 1924, they teamed up with Michelin tire, to make dual wheels for trucks and buses. By the time the Great Depression came around business had dropped and Budd needed new products to keep his company going. He impressed by the Chrysler Building's silvery dome that required no painting. He also learned that stainless steel could be cold-rolled into sheets three times stronger than structural steel so he bought some. They were made into airplane parts, marine hardware and some trailer truck bodies, but none would lead to any substantial business.

### The Stainless Steel Airplane

On an impulse, Budd decided to build something beyond anyone's wildest dreams—an airplane. He wasn't going into the airplane business, but it gave his engineers an opportunity to work with the material and develop manufacturing techniques. One thing quickly learned was—welding cold-rolled 18-8 stainless steel causes it to lose its strength. Enter Budd's Chief Engineer Col. Ragsdale an expert at resistance spot welding. He developed parameters to join thin sheets with no loss of mechanical properties. The colonel promptly applied for a patent.

In 1931 an airplane was actually built based upon an Italian amphibian, a Savoia-Marchetti. The plane was built using 6-mil sheet joined by spot welding. It weighed just 1750 pounds and carried a pilot and two passengers. Spot welding and 18-8 stainless steel became a pair.

### Steel Rail Cars

Returning to the Budd-Michelin joint venture. Andre Michelin had the idea that railroads would be interested in a quiet running train—one that ran on his tires. He approached Budd to inquire if he would build a lightweight railcar. Budd accepted the challenge and the *Lafayette*, a gasoline powdered, thirty-two passenger, stainless steel railcar was designed and built. Orders for more Budd-Michelin railcars were received from the Reading, the Pennsylvania RR and the Texas-Pacific.

Meanwhile, in Chicago, Ralph Budd, president of the Chicago, Burlington & Quincy Railroad was dreaming of ways to improve passenger rail traffic. Learning that the E.G.Budd Company was building lightweight self-propelled passenger cars made from a new material called "stainless steel" he visited them and took a ride in one of the cars; he was impressed and promised to "get back". Legend has it that he was reading a poem "Ode to the West Wind" about the Greek god Zephyrus and in a flash decided he would call

his new train the "*Burlington Zephyr*".

In June 1933 he returned to Philadelphia and told Edward Budd that he wanted a three-car train powdered by a Winton diesel engine—and no rubber tires. The lead designer was Albert Dean who used aircraft and wind tunnel technology to develop the streamline body that included. Enclosing the undercarriage to reduce drag. John Harbeson, an architect, designed the shovelnose. A radical design was to have only the center car with trucks and sharing them with the before and after cars. This created an "articulated train" permitting the cars to turn on roller bearings pivots; it also eliminated two couplers. The completed train was 196 feet long and weighed 104 tons or about the weight of a single Pullman coach. Its sides were fluted stainless sheet; the car body was primarily 12-mil sheet and the roofs 22-mil corrugated sheet. Joining was by resistance "spot welding". Final cost was about \$260,000 or \$3,640,000 in 2008 dollars.

### Dedication and "The Run"

The formal dedication was on April 18<sup>th</sup> at Philadelphia's Broad Street Station followed by a three-week thirty-city tour. This was just the beginning as Ralph Budd planned to race the *Zephyr* 1015 miles, from Denver to Chicago—all nonstop. All kinds of preparations were made including stopping rode traffic at 1689 grade crossing at the time the train would be passing.

At 7:04, May 26<sup>th</sup> the train left Denver's Union Station; three engineers were in the driver's compartment. They would man the controls in two-hour shifts. Three mechanics also rode in the cab. The throttle was set at 90 mph for much of the trip and ran at 100 mph along one 90-mile stretch; it hit 112.5 mph for three miles. The *Zephyr* reached Lincoln, 483 from Denver in 6 hours, 7 minutes; the record set by the Royal Scot in 1928 had been broken. At 8:09 P.M. the *Zephyr* entered Chicago's Halstead Station. Many records were set – it was a world's record for the longest nonstop railroad run having sped 1014.4 miles in 13 hours, 4 minutes; average speed was 77.61 mph. The run was made in less than half the normal time. Fuel used was 418 gallons at an unbelievable cost of \$16.72. The Burlington Aristocrat, running the same route, burned 85 tons of coal at \$3.00 a ton.

The trip forever changed the way passenger trains would be built but also spelled the end of the steam engine.

The train on its second anniversary, was renamed the "*Pioneer Zephyr*" and ran for 25 more years covering 3.2 million miles.





This car is the Budd **XR-400** was a fully operational concept car. A "sporty" youth-oriented convertible was built in 1962 by the Budd Corporation, an independent body builder in Detroit Michigan, for evaluation by the fourth largest U.S. automaker at the time, American Motors Corporation. The phrase "ahead of its time" applies to this proposed vehicle. The XR-400 was developed and constructed by the Automotive Division of the Budd Company. The "R" stood for Rambler.

The objective of this car was to entice AMC to expand into a new market segment with a low-cost Rambler-based "sports convertible." The Budd Company was a long-time supplier of tooling, parts, and bodies to automakers. Budd also worked with Nash Motors, AMC's predecessor company, to develop the first unitized automobile body in 1940. By enticing AMC with this concept, Budd's already existing business with AMC would increase. It planned to supply bodies and major sub-assemblies for the production version of this new car. Budd estimated that the new model could be available for public sale by October 1963, six months ahead of the Ford Mustang.

The XR-400 was built on a shortened two-door 1962 Ambassador chassis. To keep costs down, Budd engineers kept front of the unit body with the suspension in the same location. The engine's position was lowered by two inches (51 mm) with new rear mounts, the radiator was lowered by 3.5-inches, the fan blades were shortened, as was the oil-filler neck. The air cleaner was relocated, the exhaust system was reshaped, and the gas tank was new.

The XR-400's long nose was accomplished by adding a second cowl section behind the original that made space for the battery. The car was styled by Budd with a rather clean and uncluttered body giving little indication of its Rambler sedan origin. A double crease in the beltline suggested a family relationship to the contemporary styling of Rambler's large-sized cars.

The proposed model was a true 2+2 (two front bucket seats plus limited use seats for two back passengers) sleek, steel-blue convertible with a long hood and a short, stubby rear deck. The XR-400's long 108-inch wheelbase and truncated overhangs gave it athletic proportions, while the top-up appearance suggested a close-coupled two-seater sports car.

Budd's sales pitch to AMC included pioneering a market "presently untapped by any other manufacturer" with a car so "unlike anything else on the road it would attract widespread attention, provide your dealers with both a new profit area and morale-builder, and offer unusual advertising and sales promotion opportunities."

Automotive press reports stated that such a new model could have appeared in AMC dealer showrooms, thus establishing a market segment at least six months before Ford's similar Mustang started the "pony car" market. Unfortunately, AMC turned down the idea.

The irony for this car is that it is now at The Henry Ford Museum and displayed at major classic car shows.

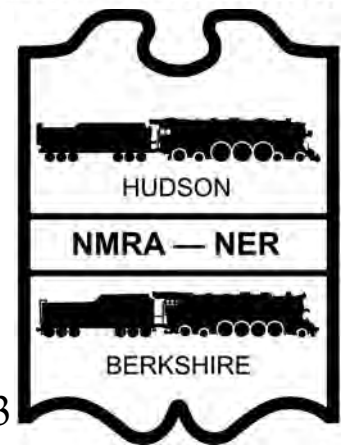
There are two final ironies to the XR-400 story.

1. The idea was first presented to Ford Motor Company in 1961 when Budd developed a sporty convertible by combining a 1957 Thunderbird body with a 1961 Ford Falcon chassis. Ford turned them down (and subsequently based its new Mustang on the compact Falcon chassis) so Budd tried to pitch its concept to AMC.
2. In 1987 American Motors was acquired by Chrysler Corporation. At the time Chrysler was headed by Lee Iacocca, who, while working at Ford was responsible for introducing the Mustang. As Iacocca stated, "you either lead, follow, or get out of the way."

Through imagination it is possible to reweave history just by thinking about the "What If?" and "suppose, for example, that the sporty compact 'ponycar,' that wildly successful 1960s phenomenon, had come not from Ford but tiny American Motors?"

# FORM 19

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



Order Number 295

September 2013

Next Meeting Friday, September 13th at 7:00 PM

Dick Elwell's Hoosac Valley Railroad

18 East Road, Adams, Massachusetts



The city of Adams, Mass circa 1950. Top of passenger station seen lower right.  
Industry stack smoke is part of layout, not something added to photo

Dick Elwell's Hoosac Valley Railroad is a point-to-point bridge line that runs between Essex, NY and Pittsfield, MA.

*It is also spectacular!*

If you have not visited Dick's layout, do take advantage of this opportunity. This layout has been featured in Model Railroad Craftsman (Jan 2012), the 2008 Great Model Railroads, and many others.

Check out the website [www.HoosacValley.com](http://www.HoosacValley.com).

The Hoosac Valley Railroad is a large linear railroad with structures, terrain and backdrops that are so convincingly realistic for its area in the fall of the early 1950s that, though you know that it is not a prototype layout, you will think that this is just what the area was like. The structures, scenery and backgrounds are well integrated and provide visual perspectives that makes the layout seems much bigger than it already is. It is also something that makes regular operating sessions so enjoyable. Those regular operating sessions are based on 15 jobs, use switch lists, and are all under the direction of a dispatcher who sits at a display board with no view of the layout.

This current layout is in a 64' by 32' basement that Dick co-designed with the architect to give the most open and uninterrupted area for this specific layout design. It was started twelve years ago in this home when Dick moved most of his previous layout from his former home across town and placed it so that it is now about 60% of the current one. He has joined those pieces, updated them, and made additions in a way that is well integrated and provides the perfect, realistic surroundings and reason for the trains. That is to say, the trains are needed to service the factories, creameries, lumber yards, businesses, etc. on the layout as one would have found them in the early 1950s.

Please note parking request bottom of page 4

Directions page 4

More on the layout page 5

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



Find us  
on  
Facebook





## Form 19

*Form 19* is published 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 the Form 19*

*Form 19* welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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

The Brass Hats

President  
 Paul Hoffman  
 128 Woodfield Blvd.  
 Mechanicville, NY 12118  
 518 899-7515  
 trains@hudson-berkshire.org

Vice President  
 Kevin Surman  
 5 Sherri Rd.  
 Saratoga Springs NY 12866  
 518 583-1383  
 spacity4@nycap.rr.com

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

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

# The Ready Line

By Paul Hoffman

Welcome back! I hope your summer has been filled with good friends, good fun and some good trains.

To lead off, a round of applause for our friends and members in the ALS. Thank you so much for hosting our family day! The warmth and hospitality shown to the HBD was marvelous. Eva, Mark and I had a blast and made the most of the excursion rides around the "layout". I know Mark had his share of hamburgers that day too...

Bravo, ALS, thank you!

I've spent some significant time on the road this summer and I wanted to touch on a couple of issues and discoveries I made along the way. They say that travel can help you find yourself and that the discoveries you make along the way can lead to a greater appreciation of life. While I have traveled pretty extensively around this country, I always looked at these "trips" as just that, trips, not so much journeys or adventures or really much beyond getting from place A to place B to accomplish some task. This summer my wife and I, along with Mark, took a cross country trip; not so unusual, we do this every year to visit Eva's parents and brother in San Diego. However, we decide to do something different this go round, we took the train. It was an eye opening experience and allowed me the time to contemplate a journey as opposed to a conveyance. I won't bore you with a blow by blow but I will say that we traveled in as close an approximation to the 1950's as is possible on a "modern" mass rail system in the US. Was the journey a smooth experience of perfection? No, far from it, but that was part of the charm and discovery my family made. No, not everything went smoothly, yes the cars were older and threadbare. But the journey, yes, the journey was delightful, from the gentle sway of the sleeper car at night, to the time to sit with my son and marvel at the scenery of the southwest with his, and my, undivided attention, to meet and converse with some of the most interesting people I have come across in a while. I fly a lot, and I have had the privilege to talk to many seatmates during my flights, but this was very different. You could actually converse in a normal tone of voice, without having to make yourself heard over the drone of the jet engines. You had time to explore deeper ideas and thoughts and pick up conversations where you left them before dinner. I was able to discuss peak oil and hydrofracking with a petroleum engineer and his family on the way back to Texas (this was on the North Shore Limited to Chicago from Albany, our first leg). I met a Doctor, heading to a conference on holistic medicine and the mind/body dichotomy, on the Southwest Chief on our second leg. I had dinner with an engineer for the Cumbres and Toltec railroad on his way to Colorado for a 2 week volunteer tour piloting the steam locomotives there.

I was also able to connect and talk with my wife in a way that was most refreshing, without the interruptions of our cell phones and work lives. It was a good trip and my family and I came away with some great memories and started off our vacation in Arizona and California relaxed and refreshed as opposed to jet lagged and tired. Next month I'll tell you about my experiences at the Santa Fe Historical and Modeling Society National convention in Flagstaff, the ostensible reason for our trip.

The second issue I'd like to talk about also occurred over the summer and is not quite so uplifting, although we have reached a sort of stasis about it. I'm a member of the so called "sandwich" generation; families with kids at home or in college and aging parents who need care. My parents have lived in the South for the last 22 years since my father retired. (Yes, this was another annual location we would

Continued page 3



Continued from page 2

visit in April with the kids, I told you I travel a lot!) Unfortunately, my parents are no longer able to live on an island off the coast of North Carolina, and the decision was made that they would move back up here to be near my sister, brother and myself. Before this could be accomplished in a slow and organized fashion, my parents both became ill and that necessitated a bit of a “fire drill” as I was forced to head south and supervise the movement of 80+ years of stuff from their home to their new downsized living arrangements.

Now granted, when my parents moved south after selling their upstate home 22 years ago, they rid themselves of some clutter, but 22 years is ample time to rebuild that and my father, from whom I’m sure I inherited the “collectors” gene, took full advantage. Therein lies the discovery I made on this journey.

Almost without exception, those of us who enjoy model trains are hoarders, not all of us to the extent that there are piles of locomotives waiting to fall on us in the living room and crush us to death, but we, as a group, tend to hold on to things.

It was painful having to decide for my parents, who could not decide for themselves, what goes and what stays. In a perfect world, everything stays and is “stored” away because “someone, somewhere” can use this! Reality is very different. Moving and storing a collection of things is enormously expensive. By way of example, it took 91 man hours to pack up my parents “things”, just the ones we decided to keep, and load it on a moving truck bound for Niskayuna, NY. That’s just the logistics; it doesn’t even begin to cover the decision process.

My parents have not passed on, they just need some help, so every item may or may not have some significance that I, as sorter, am aware. And the good news is my parents are regaining their health and we have them setup comfortably on their own with a large measure of independence. It remains to be seen if I made the right packing choices as we work together to unload boxes.

I know our hobby is aging, as do all of us, so take the opportunity, while you are vital, to dispose of unwanted things, to make lists of what to keep and how to deal with your “stuff” when the time comes. Don’t leave the burden entirely to your children or grandchildren- make your wishes known!

Perhaps this is moot if you have passed away (although you might not be reading this if that’s the case). My father always said, just get rid of it if we die, but as you’ve seen, what happens in between? Circumstances change and we can’t count on a definitive “end” point sometimes.

Below you will find some links to information that you can use to develop an estate plan to deal with your collection. The NASG (National Association of S Gaugers) offers

a booklet on estate planning that can be found here:  
[www.nasg.org/documents/EstateSurvivalKit.pdf](http://www.nasg.org/documents/EstateSurvivalKit.pdf)  
[www.cnlines.ca/modelling/estate-planning.php](http://www.cnlines.ca/modelling/estate-planning.php)

A pod cast on the subject by Dick Karnes:  
[www.themodelrailwayshow.com/ShowNotes/?P=149](http://www.themodelrailwayshow.com/ShowNotes/?P=149)

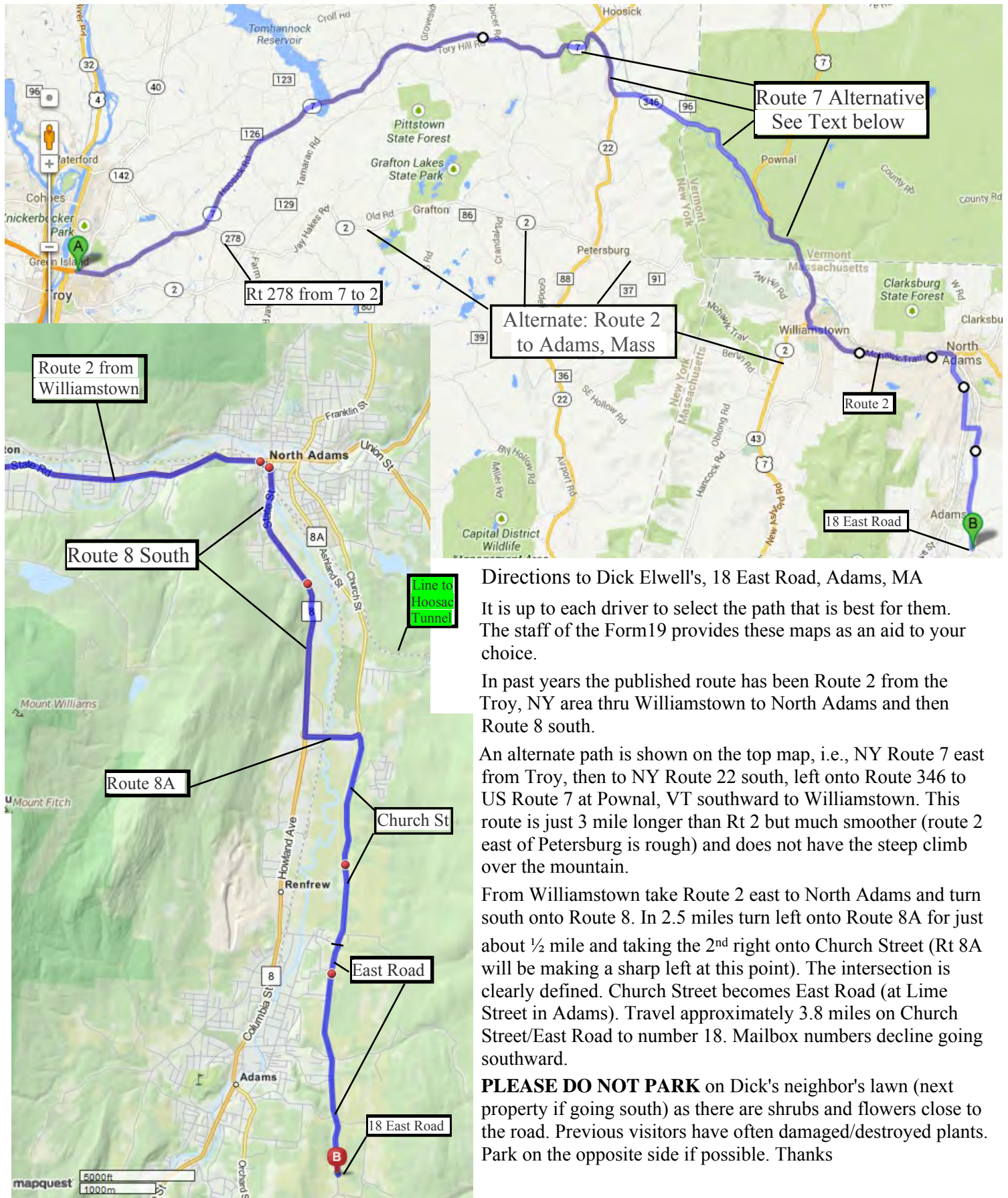
We’ll talk more about this in upcoming issues. Please feel free to chime in with any comments or ideas on the topic.

Our first meeting of the 2013-2014 season will be Friday, September 13th at Dick Elwell’s. Please see the schedule box elsewhere in this issue for what’s happening this year.

- **Nominations BOD and VP position:** We will be holding an election for 1 Board position and the Vice President position in November. Please contact any Board member by the meeting on September 13, 2103. Nominations will be **CLOSED** after that meeting so we can prepare ballots.
- **Discounted ride on the Leviathan:** We have been able to secure a discount code for our members wishing to ride on the Leviathan at the Saratoga and North Creek Railroad on the weekend of September 14<sup>th</sup> and 15<sup>th</sup>. Mention code **SNC Steam** for a 10% discount. Check their website for times and to purchase tickets: [www.sncr.com/leviatan-special-trip.html](http://www.sncr.com/leviatan-special-trip.html)
- **Division Polo Shirts:** I still have some polo shirts left. The prices are \$15.00 for small through large and \$18.00 for XL, 2XL and 3XL.
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)
- **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don’t let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don’t be afraid to ask questions, we are ALL here to help.*
- **Renew your membership:** Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

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.





## Directions to Dick Elwell's, 18 East Road, Adams, MA

It is up to each driver to select the path that is best for them. The staff of the Form19 provides these maps as an aid to your choice.

In past years the published route has been Route 2 from the Troy, NY area thru Williamstown to North Adams and then Route 8 south.

An alternate path is shown on the top map, i.e., NY Route 7 east from Troy, then to NY Route 22 south, left onto Route 346 to US Route 7 at Pownal, VT southward to Williamstown. This route is just 3 mile longer than Rt 2 but much smoother (route 2 east of Petersburg is rough) and does not have the steep climb over the mountain.

From Williamstown take Route 2 east to North Adams and turn south onto Route 8. In 2.5 miles turn left onto Route 8A for just about ½ mile and taking the 2<sup>nd</sup> right onto Church Street (Rt 8A will be making a sharp left at this point). The intersection is clearly defined. Church Street becomes East Road (at Lime Street in Adams). Travel approximately 3.8 miles on Church Street/East Road to number 18. Mailbox numbers decline going southward.

**PLEASE DO NOT PARK** on Dick's neighbor's lawn (next property if going south) as there are shrubs and flowers close to the road. Previous visitors have often damaged/destroyed plants. Park on the opposite side if possible. Thanks





## A bit about our host, Dick Elwell.

His interest in trains started with Lionel as a boy but that set went by the wayside when a job with the telephone company and a wife took precedent. Then one day in 1956 he saw an HO scale coal car in a store and was amazed by the detail and the 'real' look of it. When he brought it home to the apartment and his wife, she did not seem to share his excitement. But his interest grew and he bought some more cars and built some structures. Of the first four, one met a sad end when something fell and it was crushed. Of the other three, one is on Dick's current layout and the other two are proudly on friends' layouts by their request. And he still has that coal car – in a case – mounted on the wall.

He continued building structures and in 1961 started building a layout. Along the way he met other model railroaders. As a trouble shooter for the telephone company he had to pay close attention to details and that trait also carried over into the modeling, so much so that he was not only helping friends with their layouts but he was more than once asked to participate in building a layout to be featured in one model railroading magazine or another or to be put on display. That is to say, his talent and skills were readily recognized by other modelers.

About 60% of the structures on the layout have been scratch-built by Dick. The others are from kits or gifts from friends and model manufacturers. One of Dick's friends is Bob Van Gelder, owner and developer of South River Model Works. Some of the buildings are even custom made SRM structures made specifically for the Hoosac Valley layout. The Martin Machine building at the top of the waterfall is one of three prototypes; one was kept by SRM for advertising and the other went to George Sellios. And the roundhouse- that was made specifically smaller than the commercially available model so as to fit the location more appropriately. There is also an Allen Keller Productions video on the Hoosac Valley. All of these are evidence of other modelers' respect for Dick's talents and personality.

Dick is a member of the Hudson-Berkshire Division of the NMRA, a member of the Berkshire Model Railroad Club and a sought after host. The Berkshire MRC has 3 members with operating layouts in Adams, MA (I wonder if Dick and the Hoosac Valley had any influence) and others in Bennington, VT; Lenox and East Hampton, MA and one in Eagle Bridge, NY.

Just a bit about the layout. As stated earlier, this is a point-to-point layout from Essex, NY, on the west shore of lake Champlain, through Whitehall, Hoosic Falls, North Adams and Adams and on to Pittsfield. There are small, line-side stations for Eagle Bridge and New Haven Junction. After some time visiting, you begin to believe that if these communities didn't look exactly like this in the early 1950s, they were very close to this.

One of the first things one notices about the Hoosac Valley is that there is plenty of detail and color. The foliage of the trees and the background are based on Fall colors. There are evergreens, of course, but a majority of the trees are of a deciduous variety with plenty of reds, yellows and oranges that match the colors of the backdrops so well that one flows into the other. Most of the trees are made from the plant 'peppergrass,' one of the many types of plants in the mustard family. Dick says that while in Colorado on vacation, he even met a HBD member collecting peppergrass to ship back home to make trees.

Consistency of style is certainly a noticeable characteristic of the Hoosac Valley. Structures, scratch built or from kits, have been carefully crafted to always 'fit in' and add to the smooth continuity of the layout.

So enjoy the visit, increase your motivation, and collect ideas. And 'that' is the motivation behind all the efforts and activities of the Hudson-Berkshire Division.

And if you wonder about the spellings of Hoosac, Hoosic and even Hoosick, Dick says it is all the choice of people in the different areas.

**See pictures on next page** and in extended pages of E-version of the Form19



**Coming Soon!!**

San Bernardino 5th St Tower ATSF in HO Scale



Structure kits for the discriminating builder

**www.chrstructures.com**

**WE CARRY A COMPLETE LINE OF KITS AND HOBBY SUPPLIES FOR ALL YOUR MODELING NEEDS AT COMPETITIVE PRICING.**



**WELCOME TO JP'S TRAINS & HOBBIES**

277 TROY SCHENECTADY ROAD  
LATHAM, NY 12110  
(518) 782-0981

**www.jpstrainsandhobbies.com**

Welcome Aboard New Members

Ronald Cox, Catskill NY

Joe Menditto, Niskayuna NY





Right: The station, switch tower, factories, and mountain face in Adams, Mass.

Below: Stone building near roundhouse. 2 walls from kit; Dick built the rest to fit site and desired look.

Note old sanding tower



Below: Old sanding tower- one of the first four structures Dick built - before he had a layout



MORE PHOTOS IN EXTENDED  
PAGES OF E-VERSION OF  
Form19



Right: Store/depot/station with siding

Note red/white 1955 Chevy

The newest vehicle Form19 staff found on the layout. Thus earliest date of layout must be late 1954.





# Puzzler

The last issue's Form19 PUZZLER was correctly (and first) identified by Dave Gould as the 'face' of the new Talgo trainset for the Amtrak *Cascades* service in the Pacific Northwest.



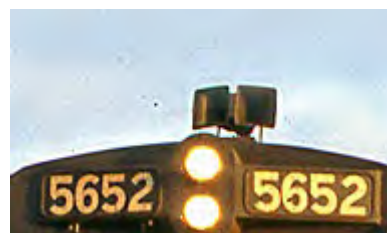
The Amtrak *Cascades* is operated by Amtrak partnership with the Washington State and Oregon State of departments of transportation covering the Vancouver, BC to Eugene, OR corridor. Washington State actually owns the equipment and is the purchaser of the two new train sets. The Spanish designed and manufactured (in a US factory) Talgo train is of a swing-suspension design that allows higher speeds on turns than standard Amtrak equipment. However, in 2013 the travel time between Seattle, WA and Portland, OR remains the same as they were 1966, with the fastest trains making the journey in 3 hours 30 minutes. The *Cascades* service is very popular with more than 1 million riders in 2012, hence the need for more equipment as shown in the photo. Efforts are underway to improve roadbed, signaling and grade crossings to increase speeds to 110 mph. The blunt (non-streamlined) front of the engine is a design that incorporates safety features to provide enhanced protection for the crew. Handsome, huh?



Photo by Tom Ferance via railpictures.net

## A new PUZZLER:

This picture is of a Milwaukee Road U30C parked on the causeway over the swampy area southeast of Reeseville, Wisconsin sometime in 1979. The photo was taken by the engineer (I did say the train was stopped). And the question is (look carefully) (obviously): What company made the square ended horn on top of the cab? Is that two horns or one trumpet that splits into two? How common was this in 1979? Any information would be appreciated since, having looked at 1000s of locomotive pictures (on railpictures.net and other places), this is the only one the Form19 staff has seen with such a horn. Anyone have a history of motive power on the Milwaukee?



## Upcoming Events

September 14-15 Leviathan on the S&NC  
October 17-20 NER convention Laconia NH  
October 25, Division meeting - Vic Roman  
November 2-3 Syracuse train show  
November 7-9 Fine scale expo Pittsfield Mass  
November 15 Division meeting -Upstate Model Railroaders, Glens Falls  
December 1- GTE

**MODEL TRAINS**  
  
Under New Ownership

**ALL SCALES**  
**NEW & USED**  
We Buy & Sell  
**TRAINS & HOBBIES**  
  
2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm





## Of Note in the Railroad Industry:

Richard Jay Corman, creator and president of RJ Corman Railroad Group, died on Friday August 23<sup>rd</sup> at the age of 58 after a long battle with multiple myeloma, a form of blood cancer that attacks the plasma cells in the bone marrow. He is best known as a self-driven entrepreneur who started his company at age 18 and built it into a large railroad and railroad service organization that specializes in emergency services for derailments and accidents. The RJ Corman Railroad purchased and has operated a Chinese made QJ 2-10-2 steam locomotive in revenue freight service. The March 7, 2011 issue of Fortune Magazine had an article about him by Carol Loomis, the Fortune Senior Editor-at-Large, who stated that Mr. Corman was “the most unforgettable character I've ever met” in my more than 50 years at Fortune Magazine. Worth 'googling' to find out more. The Fortune article can be read here- <http://management.fortune.cnn.com/2011/03/07/the-ballad-of-richard-jay-corman/>. Articles about his death and career can be found at <http://www.kentucky.com/2013/08/23/2782221> and clicking on 'jessamine'

### Mexico Derailment-

Officials have said that the freight train derailment on Sunday, August 25<sup>th</sup> in southern Mexican state of Tabasco was caused by thieves who had removed the spikes and tie plates over an extended length of track. The situation was made worse by heavy rains that softened the roadbed and caused shifting of the track. Eight of the twelve freight cars rolled onto their sides. This situation was made deadly as this freight is used as a means of travel by tens of thousands of Hondurans who ride it north each year on their way to the US to seek a better life. Some local people said that they had seen about 200 people on top of the cars as the train went through the last village prior to entering the very remote region where it derailed. First rescue and investigative efforts had to be accomplished by helicopter as there is no other access (beside the rail service).

## Track cleaning – a follow up!

In the last issue of Form19, the staff brought you an article on track cleaning and track conditioning.

It would be interesting to hear from members of the Hudson-Berkshire Division what their reaction was to the article and what their experience has been with maintaining adequate power and, in the case of DCC, signal transfer throughout their railroads.

This issue more than any other, it seems, sets the standard for the enjoyment of the operation of one's layout. A layout can be fastidiously modeled after a prototype, can be based loosely on a prototype or simply be the creation of one's own mind to a comfortable level of satisfaction. But if the trains don't run reliably, the satisfaction and the joy soon turn into frustration.

So to improve the level of operations on our layouts, won't you please share your experiences (good, bad, or seemingly to little effect) so that the staff can continue to aid and enlighten our readers. Send emails to Bert Pflegl (The Editor) at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com), contact Bert at a Division meeting, or send a note to the Hudson-Berkshire Division, PO Box 83, Clifton Park, NY 12065. You do not have to have a well written article ready for publication – just an expression of your experience. So if you put Wahl Clipper oil all over your track and your trains kept sliding past the stations or yard, we'll have a good laugh and know that, even though some people are recommending this, it probably isn't going to produce satisfactory results.

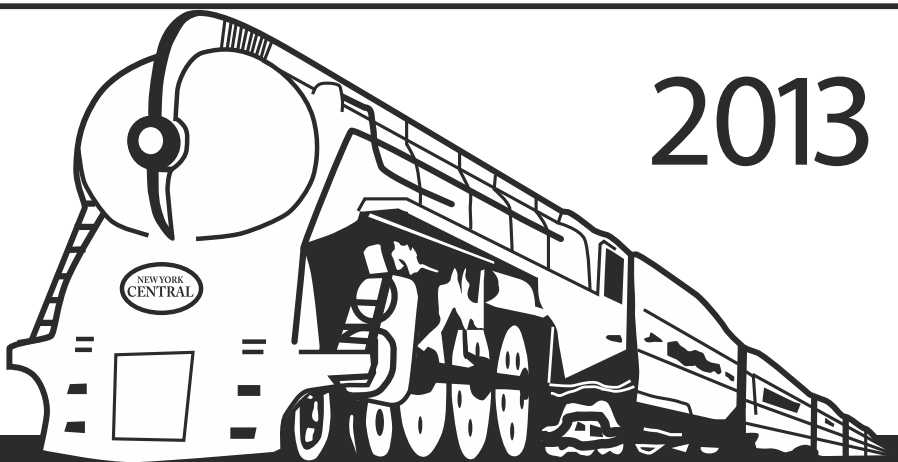
Looking forward to hearing from you. And Thanks.

Model Railroad Hobbyist Magazine, with text and video content, is available free of charge at [model-railroad-hobbyist.com](http://model-railroad-hobbyist.com). Current and all back issues are available at the website for reading online and/or downloading. Downloads available in both landscape (wide; 2 pages per frame) format for desktop computers or portrait (1 page per frame) for tablet computers. Viewer can also choose file that includes imbedded videos.

If you can't make it to the Hudson-Berkshire Division clinics, this is a good source for learning.

# Great Train Extravaganza

2013



Public model train show and sale.

Bigger and Better Than Ever!

Sunday, December 1st  
10 am - 4 pm

Adults only \$7  
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
- Refreshment stand

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.

[www.gtealbany.com](http://www.gtealbany.com)

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



The perfect  
place to do  
your holiday  
shopping.



# Four days of concentrated model railroading fun

near the mountains and in the lakes region of New Hampshire during its fall foliage season. Lots of rail-fan experiences to enjoy, as well as great clinics, lots of layouts and modular setups to learn and operate on. Plenty of shopping, dining and touring for the non-rail fan in your party, too.



<http://convention.nernmra.org>



## The NMRA Northeast Region Convention

### Tracks to Lakeport 2013, Oct. 17-20, LACONIA, NH

**FORM 19**

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

First Class Mail





Callanan Post & Beam mill is based on a kit. The front building & tower are from the kit but Dick crated the rear building of the mill to match the design of the original but to be smaller so as to fit in the space available.

This seems like a technique that might be useful on many layouts.

Kendricks Lumber is loaded with detail.

A feature like this can have its yard configured to fit in to available space and provide viewing interest. Of course the siding provides more reason for the railroad



Wrisley Paper had a coal delivery ramp right outside the boiler house door. This was the form of energy delivery to many sites in the '50s and '60s.

The green building in the lower right adds interest and fills space - whether it's part of the factory or is a separate entity is unclear- that's left to the viewer to decide.





The old cabin, above, is a gift and recent addition to the Hoosac Valley layout. Of course, with Dick's careful attention, it looks like it has always been there.

The coaling tower on the left is still in use on the Hoosac Valley RR as it still has a few steam engines left.

There are still coaling towers standing around the country, even though the rails for which they existed may have been torn up.



Martin Machine Company building. Originally water powered but not today. There are lines running to the building giving it steady, reliable power.



Dick Elwell controlling motive power at the Essex, NY yard with NCE DCC





Martin Machine from below the falls. Not much water running so it's good there are power lines to the building and the water wheel in the basement is no longer turning.



Photo by John Sesonske via railpictures.net

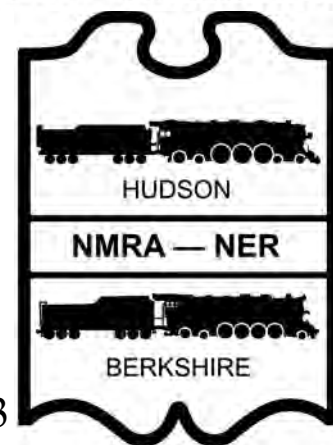
The D&H GP38 in lightning stripes, seen here pulling a MoW train through Worcester, NY on 4 May 2012, is no more.

Since the picture was taken, CP has had the engine repainted in standard red & white.



# FORM 19

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



Order Number 296

October 2013

Next Meeting Friday October 25 at 7:00 PM

**Vic Roman's New York Central**

1038 Vincent Ave, Schenectady, NY



The Albany, New York passenger station and the city behind it  
circa 1948 on Vic Roman's New York Central

Vic Roman's New York Central Hudson Division layout is a representation of the line from Albany to Tivoli, NY. It is not intended to be a scale model of that entire region but rather to generate the feel of that area in 1948. And this it does very well. Indeed so well that it was featured in the March 2012 issue of Model Railroader and will be featured in an upcoming issue of the New York Central System Historical Society's quarterly publication.

One of the central (no pun intended) features of the layout, of course, is the city of Albany and its downtown train station- prominent in the picture above. This version of the city that Vic has created gives one the sense of the expanse/volume of the city within the limits of a shelf layout. It is impressive.

Vic's version of the NYC Hudson Division includes the West Albany hill, the City, the rail bridge over the Hudson River and trackage and scenery to the water pans at Tivoli on the east bank of the Hudson. It is run as if the Selkirk Yard did not exist. Besides the large bridge and large city there is also a large roundhouse, a four track coaling tower, and other service facilities to meet the needs of a steam fleet – this is 1948 and the move to diesel was in its early stages. There are other community areas besides the city and these are exceedingly well done, as you will see. All of this is in a cellar that is very modest in size. Vic wants to expand his layout so he is putting a 250 sq ft addition onto his home to accommodate a larger layout.

So come and visit; enjoy viewing this amazing layout, enjoy the conversation, and be inspired.

Directions & more on page 4

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





## Form 19

*Form 19* is published 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 the Form 19**

*Form 19* welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

**Hudson Berkshire Division**  
**PO Box 83**  
**Clifton Park, NY 12065-0083**  
**[trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org)**

President  
 Paul Hoffman  
 128 Woodfield Blvd.  
 Mechanicville, NY 12118  
 518 899-7515  
[trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org)

Vice President  
 Kevin Surman  
 5 Sherri Rd.  
 Saratoga Springs NY 12866  
 518 583-1383  
[spacity4@nycap.rr.com](mailto:spacity4@nycap.rr.com)

Treasurer  
 Jack Cutler  
 8 Bluestone Ridge  
 Clifton Park, NY 12065  
 518 383-5684  
[cutlerjm@nycap.rr.com](mailto:cutlerjm@nycap.rr.com)

*Form 19* Editor  
 Bert Pflegl  
 19 Lea Ave  
 Waterford, NY 12188  
 (518) 235-8496  
[gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)

GTE Manager  
 Rich Smith  
 15 Friar Tuck Way  
 Saratoga Springs, NY 12866  
 518 581-0535  
[rsmith1@nycap.rr.com](mailto:rsmith1@nycap.rr.com)

# The Ready Line

By Paul Hoffman

Last month we spoke a bit about what to do with our stuff as we age. In this issue I will give you some resources that I have found helpful when moving unwanted items.

Before that, let's do some Division housekeeping and appropriate kudos. A large round of applause and a definite Thank You to member Dick Elwell for sharing his marvelous Hoosac Valley layout with us. The event was very well attended and Dick was a congenial and giving host. Heck, I even got a chance to see some of the layout this time, which for me is pretty unusual!

This month will find us at another nationally known treasure. Vic Roman will share his Hudson Division of the NYC. An interesting note on this one, the version we will see, the one featured in MR back in March 2012, will no longer exist in this configuration after our visit. Vic is in the planning stages of a significant expansion and realignment of the layout. Knowing Vic it will be every bit as exiting, beautiful and innovative as the current incarnation. I'm looking forward to this visit and a chance to say goodbye to an old friend (the layout that is) and hear Vic's ideas about the new layout.

- **Election in November:** We will be holding an election for 1 Board position and the Vice President position in November. The candidate biographies and ballot are on page 7 in this issue. The election will take place at our meeting on November 15. Please be sure to follow the ballot instructions and get them back to the election committee before or at the meeting on the 15th. Remember, this is your Division and voting for its future is one of your primary responsibilities as a member.
- **Bus trip to Springfield:** The November issue of the *Form 19* will contain the sign-up information for our annual Bus trip to the Amherst Train Show in Springfield held on January 25. Complete details will be in the November issue.
- **Toys for Tots:** Our annual Toys for Tots drive is in full swing. Please be as generous as you can. On a related note, retired Gunnery Sgt. Roman will once again be involved in the drive. We have worked with Gunny Roman in the past and he has been a great asset to the program.
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, Internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)
- **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.*

Continued on page 3





Continued from page 2

Ok, the housekeeping done! Let's talk, briefly, about some ways I have used to sell or dispose of my no longer needed train stuff. This is a list format with resources listed. It is not a blanket endorsement of each of these methods. I have used most, if not all, of these and your individual situation will determine what works best for you.

- **EBay:** Yes we all know about EBay. ([www.ebay.com](http://www.ebay.com)) there are lots of pros and cons involved with this method. You will get enormous exposure and competition. There are fees to be dealt with and listings have to be written. One of our members, Jeff Brzezinski, gave a clinic on buying and selling on EBay that was quite good and I will post his handout on our website. In the meantime there are literally thousands of resources on the web to help enlighten your EBay experience.
- **Yahoo HOswap group:** (<http://groups.yahoo.com/neo/groups/HOswap/info>) there are lots of these type groups on the internet, each specializing in a different aspect of the hobby. I have found this group to be one of the better ones. There are no listing fees, you deal one hobbyist to another. It is a lot like a swap meet at your local train show. Yes there are some dealers trolling here but the site is primarily devoted to people selling their stuff to other like-minded enthusiasts. As with any thing on the Internet, be wary of any deal that "sounds too good to be true". Use PayPal or some other traceable/refundable method for payment and you'll be fine.
- **The Local train show:** Good place to both buy and sell, be aware that when you sell to dealers they are not in the habit of paying top dollar or full retail. Their goal is to sell your stuff and make money, that won't happen if they buy your stuff for what they sell it for.
- **Hudson Berkshire Division:** Not only does the Division offer members a no cost table at the Great Train Extravaganza, many a deal has been made amongst and between our members. We have run for sale ads in the *Form 19* in the past and we are open to more of that

in the future. We can also make announcements at our meetings to help our members move their stuff. Ask around, I have no doubt that one of our members is looking for what you have or knows someone who is. A great resource.

- **Advertisements in the National magazines:** Great exposure, somewhat pricey. In that same vein, advertise in the smaller specialty magazines or in the historical society publications. I have used the Santa Fe Modeling and Historical Society's *Running Extra* to advertise items for sale that have a special appeal to ATSF modelers with good luck. Costs were very reasonable for members of the Society and you reach a very targeted market.

There are lots of other ways to sell things and I encourage you to contact me with methods that have worked for you. Remember the goal is to **sell** your stuff! I can't count the number of times I got on one of these endeavors intending to sell an item and ended up buying more...

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. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

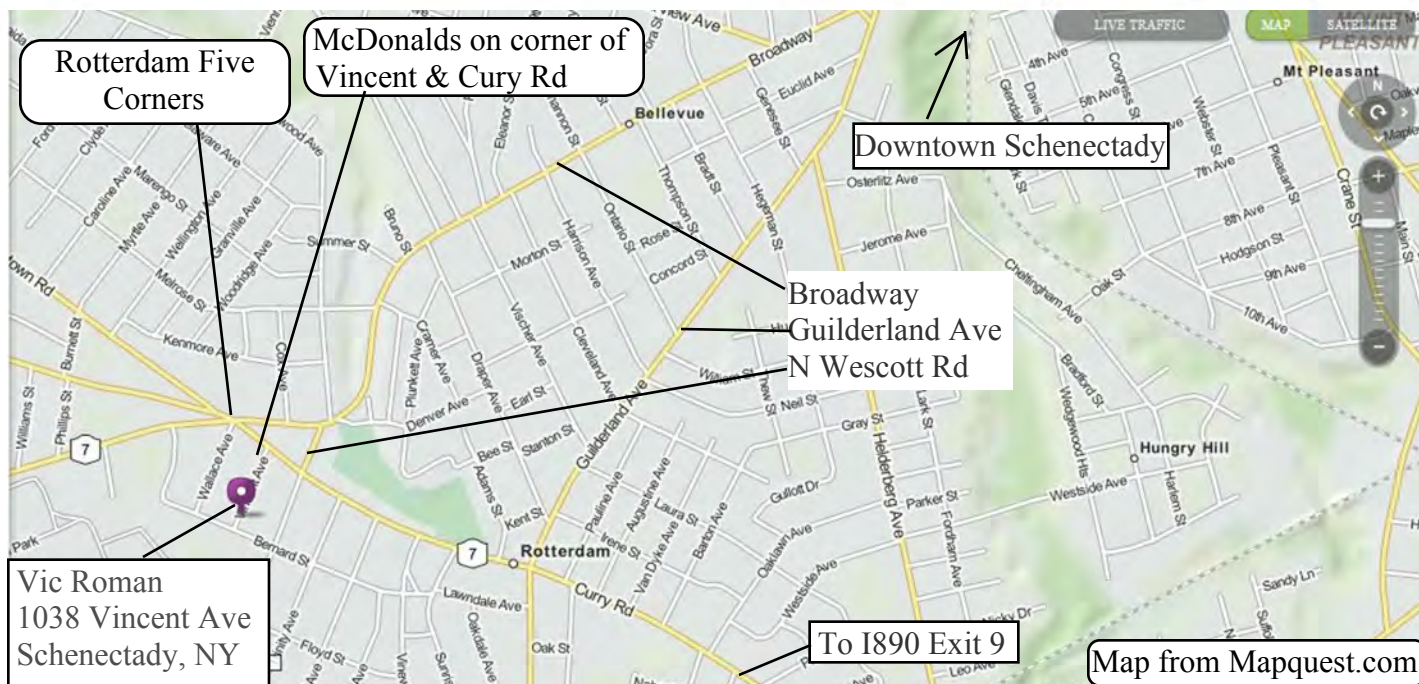
---

From the Adirondack Daily Enterprise-

On Monday September 23rd, the Saranac Lake Board of Trustees failed to pass a resolution calling for the state to convert the railroad corridor between Lake Placid and Old Forge into a multi-use recreational trail.

The resolution would have asked the NYS Depts of Transportation & Environmental Conservation and Gov. Andrew Cuomo to "expedite a rail-to-trail conversion" of the corridor, claiming such a facility would become a major tourist destination throughout the year, creating jobs and expanding economic opportunities across the region."

This failure to pass the resolution preserves the Adirondack Scenic Rwy operation on the state owned right-of-way.



A bit about our host, Vic Roman. Like many model railroaders, Vic received a train as a boy but most of his interest developed because he and his family lived near the “Carman Cutoff” and he could hear and see the trains passing through. He remembers that even as a small child he would run to the window to see the train. He was born with a built in interest in things mechanical. And, too, he had a neighbor, a few years older, who had HO scale trains and a Grandpa who worked at Alco who would often take the boys for a visit. He was not only fascinated by the trains but became interested in the industry as well, reading about how it worked and who it served.

He regularly visited the Schenectady Model Railroad Club during their open houses and saw that a layout could/should include scenery. He became a junior member and through the people he met there he made the connection to the Hudson-Berkshire Division and the NMRA. He bought his first HO engine at Reale's on Foster avenue in Schenectady. (How many of us remember where we bought our first model railroad equipment?) He has been involved with model railroading for forty plus years.

He chose to do a freelance version of the New York Central because that is what he had watched for many years, had studied and likes. He chose 1948 as there was still a lot of passenger service, steam was still powering most of the named trains, the Pullman cars were being sold to the railroads, and there was a lot of diversity of engines, cars, shippers, etc. He has built

his layout with some help from his friends but, as you will see, he likes working on the scenery and details himself. To increase track length and add more scenery he is soon going to add a 250sq ft addition to his home so that he has that much more basement room for the layout. And, of course, he has that pretty well planned out. We certainly will be looking forward to seeing it and reporting to you in the Form19.

Pictures on page 10 & extra pages of online Form19







## Congratulations

To Mike Evans, a H-B Division member in Morrisonville, NY. And not only once but twice!

Mike had his article on the conversion of a tank car to a specialty covered hopper car, with his photos, printed in the September issue of *Model Railroad Craftsman* magazine. As Mike stated in the opening paragraph, "In 1948, the Barrett Division of the Allied Chemical and Dye Corporation needed covered hoppers to haul granulated slate from quarries on the Washington Branch of the Delaware & Hudson Railway to various roofing manufacturers. Rather than invest in new cars, they decided to convert 30 of their General American Tank Car Co. (GATC) circumferentially riveted, 10,000 gallon tank cars (commonly referred to as Type 17, originally built in 1919) to covered hoppers." Then, in the rest of the article, Mike goes on to tell and show (photos) how he made the same conversion in HO scale. Well done, Mike, not only for the article and photos but for the research that determined all the history behind this project.

And Mike has another article, "Turn a common electrical switch into a Turnout Control," in the November issue of *Model Railroader* magazine. With recognition to fellow H-B Division member and MMR, Andy Clermont, Mike shows how to use a commonly available 3-way, household light switch and electrical box to create a manual mechanical and electrical control for turnouts. The toggle action of the electrical switch provides the locking motion control for the points and the electrical function provides the correct polarity for the insulated frog of the turnout. It all looks so simple as Mike explains it in words and pictures.

Big congratulations, too, to outgoing H-B Division Vice President Kevin Surman for having his article about his "New York & Long Branch Railroad" layout published in November issue of *Model Railroader* magazine and having a video clip of operations on the layout posted on the MR website (Online Extras at [www.ModelRailroader.com](http://www.ModelRailroader.com)). Kevin starts his article with a discussion of the joint ownership of the NYLB by the Central Railroad of New Jersey and the Pennsy and his research into it's operations. Further on he describes his layout and, thereby, the connections and operations on the prototype. He continues on

discussing the construction, structures, controls & signals and the rolling stock. He then describes operations on the layout that follows the original. 24 trains are typically run during a normal three hour session which represents 18 hours of 'real clock' time. Operation is by train orders, fast clock display on the controllers, and the active signal system, including the semaphores and switch lists for the freights. Again, congratulations to Kevin for the fine article and a big "thank you" for all that he has put into the Hudson-Berkshire Division.

## Puzzler

Last month's Puzzler had a picture with the question, "What's with the square ended horn(s)?"



Indeed, no one on the *Form19* staff had a clue to what this was. And the closest answer we got from a Hudson-Berkshire member was from Al Muller who said that it wasn't a horn but an alerting device or speaker to let the crew know that they were wanted on the radio.

A staff member did some more research and found a picture of the same engine that added to the confusion in that there was a typical air horn behind the cab in the usual manner.

So what was this 'thing' and what did it do?

The same staff member found that there are actually collectors and dealers of locomotive air horns and he contacted one, a Mr. Ed Kaspriske of Horns Inc. in Wilkes-Barre, PA.

Mr. Kaspriske's reply was, "That is an electronic bell."

Further research showed that some Milwaukee Road engines of that era did have a real bell mounted in about that same location. Today, electronic bells are used by the railroads and take the form of a short, wide cylinder usually mounted under the front of the frame, or designed to look like an actual bell to be mounted in typical bell fashion and supplied with 72 volt DC power.





Below: CPRR 63 and coach at Stony Creek  
Photo by John Sesonske via railpictures.net



The Leviathan replica created by David Kloke ran on the Saratoga & North Creek September 14 & 15  
Above & Right: entering "station area" at Corinth  
Bottom Right: drive wheels & Westinghouse airbrake. Note bolted on caps to journal bearings of tender.

Below: pilot wheels cast in mold with lettering JONAS C. HEARTT & CO TROY N.Y. 1868  
More photos in extra pages of online [Form19](#)



The [Form19](#) staff photographer reports that, being near this engine, one is impressed with how small and fragile this machine is. And to think that this tiny engine had such a big impact on the development of our country.







If you receive the *Form19* as digital media, please print and complete this page.

**Hudson-Berkshire Division Election of Officers  
(Vice President & one member of the Board of Directors)  
Candidates Statements of Qualification**

If you receive the *Form19* as digital media, please print and complete this page.

**Artie Krass, position: Vice President:**

My name is Artie Krass and I am running for the office of Vice-President of the Hudson-Berkshire Division. I first joined the NMRA back in the 70's but it has been the last 4 years that I have been really fortunate to be an active participant in the Hudson-Berkshire Division. I have helped out with the GTE show weekends for the past 3 years and this year, under the mentoring of Irwin Nathanson, I have undertaken the role of 'Co-Chairman' for the publicity efforts of the GTE. I have attended a number of the BOD meetings to get a better understanding of how the Division is run (very well I might add!). I currently have an HO scale layout under construction, the RTK, which is a freelanced division/branch of the D&H designed for operations using NCE DCC. I cannot tell you how much I have learned from all of you in the Division over the past 4 years or so - scratch building, operations, scenery, wiring, trackwork - and of the friendships that I have gained. I now feel it is time for me to give back to the Division - and following the past two VP office holders - Rich Smith and Kevin Surman - I will be challenged to uphold their standards but with your help and vote I am confident I can.

**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 six 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. I act as moderator for the Division Yahoo group and invite members to join and contribute to the site content. 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.

---

**HUDSON-BERKSHIRE DIVISION, NATIONAL MODEL RAILROADERS ASSOCIATION  
Fall 2013 Ballot** Mark an 'X' in the space after the name or write in a qualified\* member's name

**Vice-President:** Art Krass \_\_\_\_\_ Other: \_\_\_\_\_ Write in name here

**Director:** 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 six month trial period.

**To vote:** 1) Mail the completed ballot in an envelope, marking the envelope "ballot enclosed," to:

**Hudson Berkshire Division  
P.O. Box 83  
Clifton Park, NY 12065-0083**

If you receive the Form19 as digital media, please print and complete this page.

All ballots sent by mail must be received by November 15 to be counted. Or 2) Present a completed ballot in an envelope to a Division officer by the deadline date or 3) Present the ballot at the November 15 meeting at Upstate Model Railroaders in Glens Falls.



## **The Great Train Extravaganza** **is a True WIN-WIN**

By Richard J. Smith

This year the GTE falls on Thanksgiving weekend. Since some of you who normally help out at the show may not be able to participate that weekend, the Hudson Berkshire Division (HBD) is offering a very special incentive to encourage more participation. **If you volunteer at the GTE this year, the total cost for you to go on the HBD bus trip to the Springfield train show next year at the “Big E” in Massachusetts will be only \$10, and that includes the ticket to get into the show!** Oh, and did I mention the bus parks right at the entrance ... nice.

And that brings me to Dr. Stephen R. Covey's book the “The 7 Habits of Highly Effective People”. The forth habit is to think Win-win, and as Covey states, “Win-win sees life as a cooperative arena, not a competitive one. Win-win is a frame of mind and heart that constantly seeks mutual benefit in all human interactions. Win-win means agreements or solutions are mutually beneficial and satisfying. We both get to eat the pie, and it tastes pretty darn good!” We have all been on the winning or losing side of a win-lose relationship or transaction and it's not really satisfying when someone gets ahead only because someone else falls behind. We are often taught that compromise is supposed to be a good thing. However, Covey puts forth a thought provoking position that compromise is really a lose-lose relationship, the worst kind of all. The opposite is win-win or in Covey's parlance to “synergize”. To synergize is to find creative and cooperative solutions to old problems where both parties get more of what they want. Finding a win-win solution is usually harder to do, but much more satisfying and rewarding when both parties walk away happy.

The Hudson Berkshire Division's participation in the Great Train Extravaganza is a win-win on so many levels. At the “greater good” level, we are promoting our hobby to the masses by running a show like the GTE. That promotion leads to more young people getting into the hobby, local hobby shops get more business, the hobby sustains and grows, and that is good for all of us. That's a win-win. At the Division level, the show gives us the opportunity to attract new

members, grow our ranks, bring in fresh talent; talent that can give clinics in the future or become Division officers in the future. That's a win-win. Also at the Division level, we grow our treasury, which affords us the opportunity to donate to worthy causes, fund guest clinicians, and offset the cost for events like the Saratoga and North Creek train ride. That's a win-win. At a personal level, the GTE gives you the chance to volunteer and go to the Springfield show on a luxury coach bus for only \$10, including the price of admission! That's a win-win. But volunteering for me is more than getting a low cost bus ride to the Big E. I really get a great deal of enjoyment working with the H-BD membership at the show and two weeks before planting those “highly effective” signs. I really enjoy seeing the kids with their parents walk into the Convention Center with their mouths wide open, barely able to utter “wow”! And last but not least, the camaraderie and the friendships I have developed are my personal win-win. Please think about your own personal win-win reasons to volunteer and as always, I and the Division leadership wish to express our gratitude for your help with the GTE. We couldn't do it without you!



**MODEL  
TRAINS**

Under New Ownership

**ALL SCALES  
NEW & USED**

*We Buy & Sell*

**TRAINS & HOBBIES**



2037 Hamburg St., Rotterdam  
**(518) 372-9124**  
Tuesday-Saturday 10am-6pm

### **Welcome Aboard New Members**

Logan Cope, Porter Corners NY

Wade Valla, Gansevoort NY

### **Upcoming events**

November 2-3 Syracuse train show

November 7-9 Fine scale expo Pittsfield Mass

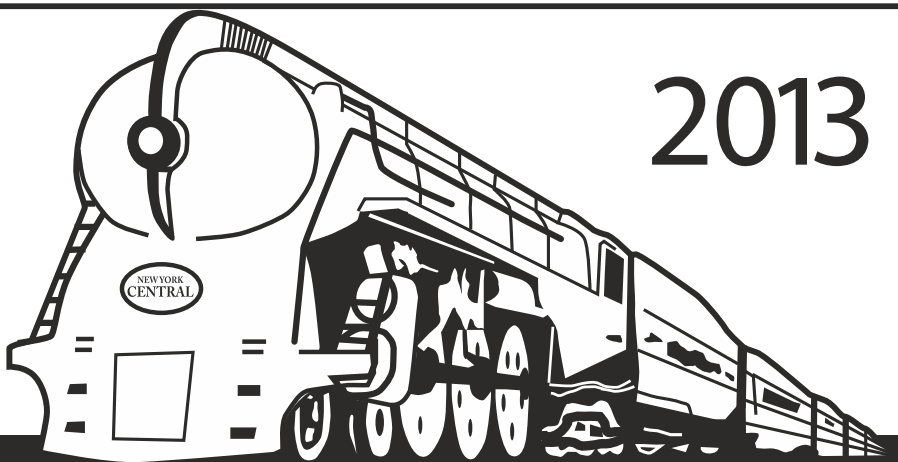
November 15 Division meeting -Upstate Model  
Railroaders, Glens Falls

December 1- GTE



# Great Train Extravaganza

2013



Public model train show and sale.

Bigger and Better Than Ever!

Sunday, December 1st  
10 am - 4 pm

Adults only \$7  
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
- Refreshment stand



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.

[www.gtealbany.com](http://www.gtealbany.com)

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



The perfect  
place to do  
your holiday  
shopping.



Part of a street scene in one area of Vic Roman's New York Central Hudson Division layout. There's more to the street and the detail is astounding in its robustness and realism.



The engine coaling facility on Vic Roman's New York Central Hudson Division layout with auto traffic speeding by on the bridge overhead.

# FORM 19

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

First Class Mail





Dick Elwell talking with H-B Division members during the meeting. Copies of covers of some of the magazine issues in which his layout has been featured, along with a drawing of the layout, are on wall behind him.

H-B Division members talking about their interests in model railroading as they view the layout and enjoy the fellowship.







More of members talking and enjoying the experience. You can get a sense of how big the layout is.



To give you a sense of the details and the variety of architecture





Yes, that is a real grain car and the sill really does carry the words -

THIS CAR EQUIPPED WITH KADEE #58 COUPLERS



Some more pictures of downtown Albany on Vic Roman's New York Central Hudson Division layout.



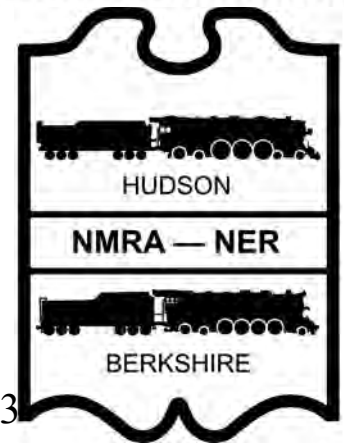






# FORM 19

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



Order Number 297

November 2013

Next Meeting Friday November 15 at 7:00 PM

## Upstate Model Railroaders

190 Glen Street in downtown Glens Falls, NY  
located in the basement of Aimie's Dinner and a Movie



Part of just two of the several layouts  
created and maintained by the Upstate  
Model Railroaders.

Picture from UMR website

**The Upstate Model Railroaders'** offices and layouts are located in the basement of Aimie's Dinner and a Movie at 190 Glen Street in downtown Glens Falls NY. The organization's mission is to own, operate and maintain several model railroad layouts at their headquarters and to set up displays in the Glens Falls area and surrounding communities in Warren, Washington and Saratoga Counties designed to educate the public at large and their members about the history of railroading in the United States, particularly in the Northeast, and the service and benefits railroads have provided to our economy from the early 1900's to present. The group also strives to teach adults and children how to set up model train layouts and scenic dioramas depicting prototype railroad operations by inviting them to their open house events, by bringing modular railroad layouts to schools, civic events and celebrations, and by setting up train layouts for display at local malls.

**To teach** about the building and operation of a model railroad and to the rewards of this hobby, they have N, HO, S, O, and G scale layouts and, to interest the younger folk, a Lego layout at their headquarters. Their activities include monthly business meetings, monthly open houses, weekly operating sessions every Wednesday evening from 7-10 PM, an annual railroad show in December, and field trips.

**Please** go to the front door and use the door to the basement on the right as you enter. There will be an "OPEN" sign in the window when they are in session. All are invited.

Check out their website at <http://upstatemodelrailroaders.weebly.com>

(Text from UMR website; edited by *Form19* staff writer)

Map and directions on page 4

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





## Form 19

Form 19 is published 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 the Form 19

Form 19 welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include return postage if you would like materials returned.

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

#### President

Paul Hoffman  
 128 Woodfield Blvd.  
 Mechanicville, NY 12118  
 518 899-7515  
 trains@hudson-berkshire.org

#### Vice President

Kevin Surman  
 5 Sherri Rd.  
 Saratoga Springs NY 12866  
 518 583-1383  
 spacity4@nycap.rr.com

#### Treasurer

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

#### Form 19 Editor

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

#### GTE Manager

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

# The Ready Line

By Paul Hoffman

Vote, Vote, Vote!!!

Don't forget that the election for Vice President and one Board Member position will be held at our next meeting; November 15<sup>th</sup> at the Upstate Model Railroaders in Glens Falls, NY.

If you haven't filled out your ballot, please do. Candidate biographical information and ballot were on page 7 of the October *Form19*. Ballots can also be found on our website at [http://www.hudson-berkshire.org/?Forms%2FSignup\\_Sheets](http://www.hudson-berkshire.org/?Forms%2FSignup_Sheets). Printed ballot forms will be available at the November meeting for you to fill out and submit, if you haven't filled out one by then.

A model showcase and raffle will be held at this meeting as we have traditionally done. Please bring something to show off!! WIP (work in progress) or even something still in the very formative stages is welcome. The goal is to show others what you are working on and stimulate some great conversation on techniques and ideas. Of course the great progress the Glens Falls members have made on their three club layouts will be conversation worthy in and of itself!

We had a great turnout at Vic's layout last month. Mucho thanks to Vic for opening his home to the Division. The layout, as expected, looked performed flawlessly. It was interesting hearing Vic's plans for the future and I'm looking forward to seeing what comes next for this remarkable modeler. Read through the announcements and continue to the end of this month's column for a further discourse on our ephemera and what to do with it.

- **Bus Trip to Springfield:** Please find the sign-up sheets for our annual Bus Trip to the Big E, Amherst Train Show, held on January 25-26 in this issue. Our bus is scheduled for Saturday the 25<sup>th</sup>, complete details on the form. It is also available on our website: [http://www.hudson-berkshire.org/?Forms%2FSignup\\_Sheets](http://www.hudson-berkshire.org/?Forms%2FSignup_Sheets)
- **The GTE:** Item sheets for the White Elephant table are available on the website. Be sure to fill these out completely, you can do so on-line, the forms automatically populate the right spots. Print them and bring them with you to get your unwanted stuff on the tables for our December 1<sup>st</sup> show. The show is shaping up to be a blast. We are close to a record number of tables and may, in fact, exceed it by the time you read this.
- **Toys for Tots:** Thanks to your generous donations we have purchased 50 sets for delivery on the Christmas Train. As we have been doing the past few years, we purchase the sets early in order to ensure that they make the train. So please continue to donate to any Board member. Our Fund drive officially closes on December 24<sup>th</sup>, although we can accept donations at any time, we keep them in a special fund separate from our HBD monies.
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at [gpflegl@nycap.rr.com](mailto:gpflegl@nycap.rr.com)



- **New members:** Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.

In keeping with the discussions from last month, here are a few more ideas on dealing with our accumulation of things:

**Inventory:** This can be as simple as a ledger sheet or even a plain sheet of paper that records the pertinent details and approximate values of our collections. Things such as date acquired and purchase price, along with identifying numbers will go a long way towards making your heir's life easier when it comes to your estate.

I'm a child of the digital age and I use a computer program to keep track of my collection. There are several out there, some free (my preference) and some for a small cost. They all share common features, such as giving you an easy format to record the details and most provide a place to insert a photograph of your treasure. Two particular favorites are *Easy Model Railroad Inventory* (my favorite and what I use) and *Yard Office*. Both provide the ability to produce waybills and print switch lists and time tables in addition to full featured inventory programs. *Easy Model Railroad Inventory* also gives you the ability to print out NMRA insurance forms so you can take advantage of the NMRA low cost collections insurance benefit. Another useful piece of software is *Shipit* by Albion software, designed for setting up operations and producing waybills, car routings, etc. The makers, Albion Software, also offer a database program called *Railbase Professional*. Not having used either of them I can't comment other than to say they are paid programs and are popular.

*Easy Model Railroad Inventory* by RCL Software

<http://easy-model-railroad-inventory.rclsoftware.com/index.htm>

*Yard Office*

<http://www.musicmixradio.com/yardoffice/index.html>

*Shipit and Railbase Professional* by Albion Software:

<http://www.albionsoftware.com/index.html>

I'm sure there are others and I'd love to hear about them. I also know of at least one of our members who uses *Yard Office*, maybe we can talk him into a short clinic...Ralph?

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 *Form19*, my "inbox" and telephone are always open to comments, both pro and con. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.



**The Officers and Members** of the Hudson-Berkshire Division take this opportunity extend congratulations to Andy Clermont (center) on his receipt of NMRA recognition as a Master Model Railroader. Andy was presented his award at the convention by Bill Brown (right), the head of the NER Achievement Program. Behind Andy and to the left is 'Scooter' Youst, President of the North East Region. (People in the background, unidentified. Photo by Paul

## Up Coming Events

Sunday, December 1

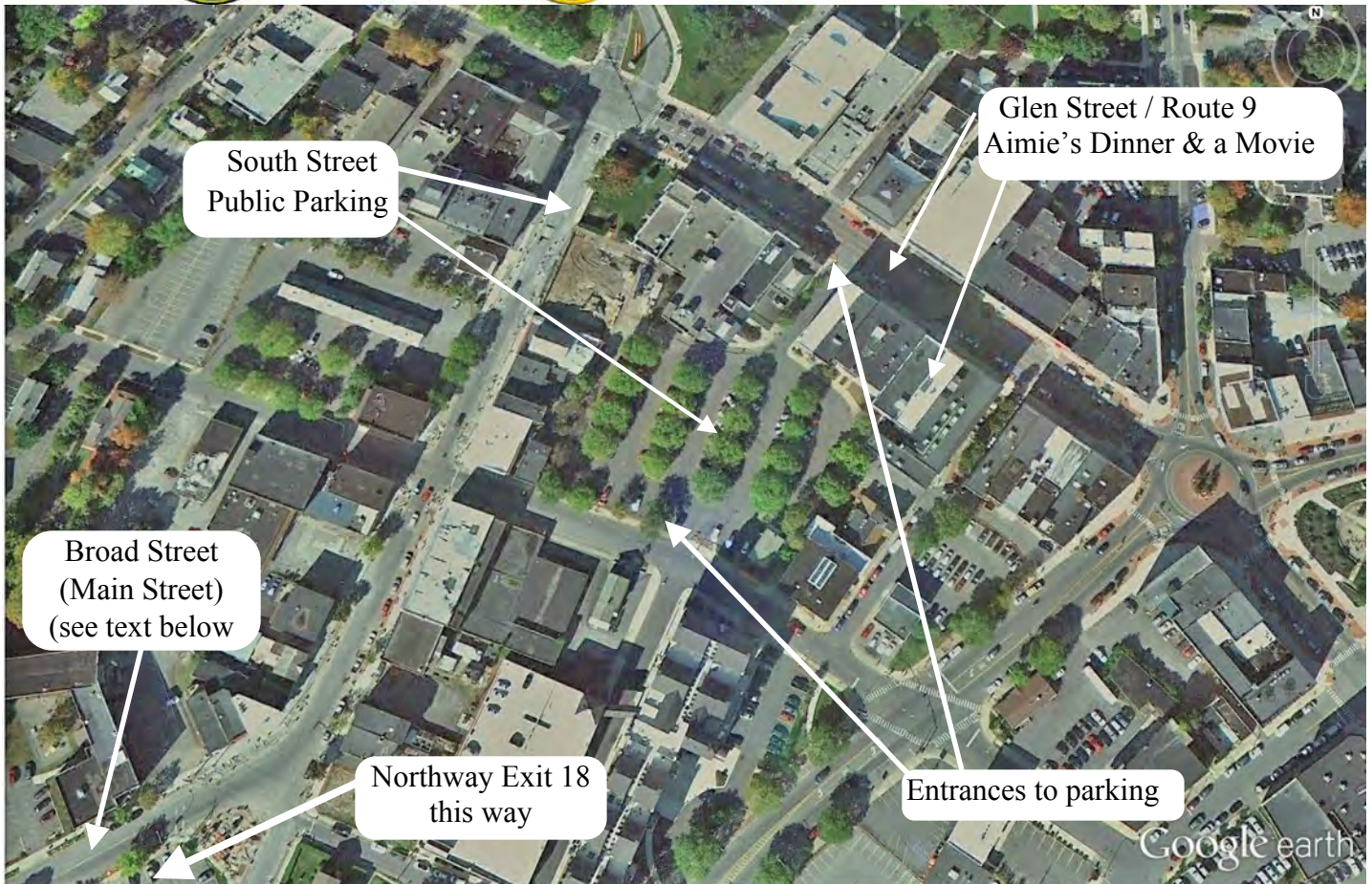
Great Train Extravaganza

Empire State Plaza, Albany, NY

Set up on Saturday November 30

January 17, 2014 - Paul Hoffman's layout





To get to Upstate Model Railroaders at Aimie's Dinner & a Movie, take Exit 18 of the Northway (I 87) towards Glens Falls. This is Main Street that will later be labeled Broad Street.

Follow Main Street/Broad Street until it intersects South Street. Bear left at the intersection.

If you take your first right turn off South Street, you can then take the first left into a parking lot.

If you take the second right off of South Street, you will be on Glen Street/Route 9 and Aimie's/UMR will be on your right before the next intersection.



Structure kits for the discriminating builder

[www.chrstructures.com](http://www.chrstructures.com)

WE CARRY A COMPLETE LINE OF KITS AND HOBBY SUPPLIES FOR ALL YOUR MODELING NEEDS AT COMPETITIVE PRICING.



**ALL SCALES  
NEW & USED**  
We Buy & Sell

**TRAINS & HOBBIES**



2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm

**Welcome Aboard New Member**

Walter Fretz, Saranac Lake NY





## Hudson-Berkshire Winners at NER Convention



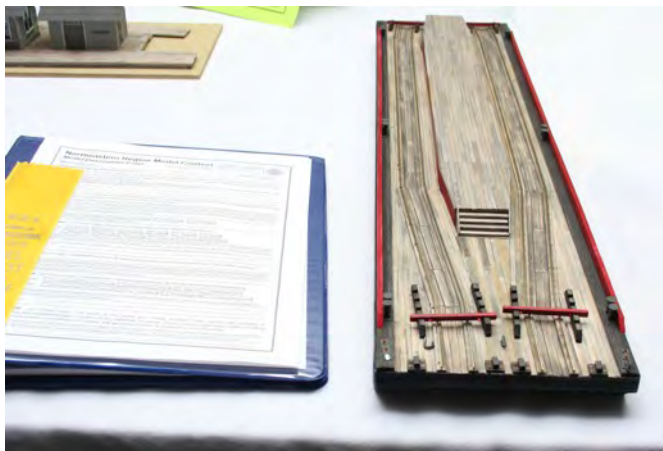
Mike Evans Barrett covered hopper (tank car) won 1st place in master class cars and a merit award. This is the car that was the basis for Mike's article in the November Model Railroader magazine as we told you in last month's *Form19*



The coach was built by Kevin Surman using a La-Belle kit based on a 1886 prototype. The car won 1st place in passenger. The roof sits on the table at the bottom of the picture.



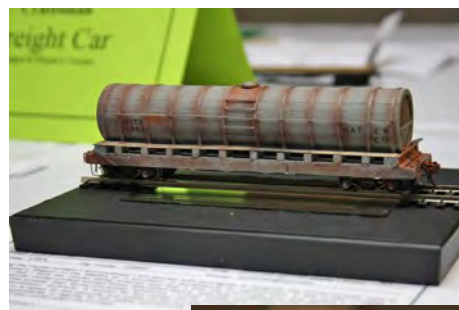
This structure, labeled 'KALISELL MFG,' was scratch built by Doug Dederick and received an Honorable Mention



This rail car barge was scratch built by Artie Krass and received an Honorable Mention award.



Kevin Surman's scratch built PRR XD (above) car won 1st place and merit in craftsmen class. His tank car (above right) and Savannah box (right) car tied themselves for third, both received merit. The tank car also won the popular vote in cars.



All photos on this page by Paul Hoffman



## Bus Trip to Amherst Railway Society's Railroad Hobby Show Springfield, Massachusetts, January 25, 2014

Please fill out the form below and submit it with your check made out to 'Hudson Berkshire Division' in the correct amount to reserve your place on the bus. Either hand the form and check to Jack Cutler at the November meeting or mail it to the stated address. The cost, including entrance ticket for a Hudson Berkshire NMRA member is \$25, or \$10 if you serve as a GTE volunteer, while for a member invited guest it will be \$36. The bus will make stops in Wilton, Clifton Park, Albany, one rest stop on the way and arrive at the show at 9:00 am. The bus will depart at 5:00 pm.

There will be NO stop for a formal dinner on the way home. The bus WILL stop at a rest area on the Massachusetts Turnpike and refreshments may be purchased at that time. 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 do not make the trip.

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

Pickup: 6:30am at Clifton Park (Exit 9) near The Crossings bus shelter, across the parking lot from Big Lots and the tower. This is not the park and ride lot on Firehouse Road.

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

Arrive at Springfield 9:00 am

Depart: Springfield at 5:00 pm sharp

Rest stop on Massachusetts Turnpike on way home. Refreshments may be purchased at that time.

- Please make checks out to the **Hudson Berkshire Division**. Price includes transportation and admission to the show. This is a first come, first serve event with a sign up and payment deadline of December 15, 2013.
- Please send payment and sign up form to:  
Hudson Berkshire Division  
PO Box 83  
Clifton Park, NY 12065-7893  
Attn: 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 Artie Krass at 229-6080 or ajkwings@yahoo.com or Kevin Surman at 583-1383 or spacity4@nycap.rr.com

---

## Bus Trip to Amherst Train Show Springfield, Massachusetts, January 25, 2014

Name: \_\_\_\_\_ cost \$25 check only (no cash)  
NMRA # \_\_\_\_\_ (\$10 only for GTE volunteers)  
Guest: \_\_\_\_\_ cost \$36 check only (no-cash)  
Contact phone number or e-mail \_\_\_\_\_

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

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





The above photo (from 'CitySlicker' via Railpictures.net) illustrates the vital role of the two man crew as the conductor on this Orangeville-Brampton Railway is keeping the engineer aware of a clear highway crossing as they head back to the yard after switching out an industry to the north of Orangeville, Ontario, Canada.

The two men are in constant communication using radios, now long an important part of railroad operations. 100 years ago there was no such capability and communication on a freight was by hand signals and engine whistles. Dispatchers used telegraphs, railroad station personnel and track side signals to communicate with train crews. Accidents happened and it was just part of the way things were done.

And today... well the photo below (from Joe Blackwell via Railpictures.net) show what happened when the BNSF yard job shoved back "blind" and pushed seven car lengths past the clearance point, through a derail (which obviously worked!) and across a street. Fortunately no one hurt and amazingly the cars did not come uncoupled and the air hoses never parted putting the train into emergency which is why the engineer didn't even know this had happened.

And someone said that this could only occur on a model railroad. Hah!



# Puzzler

And now another real 'Puzzler.'

The Hudson-Berkshire Division Officers, after careful consideration and without bribes, have volunteered to host the 2016 North East Region NMRA Convention. The first planning meeting has taken place. Some volunteers have already stepped up to start the work on this process.

One of the questions, for which there has yet to be a satisfactory answer, is, "What are we going to name this event?" Last month we had "Tracks to Lakeport." What will we have in three years?

Some suggestions were made at the last planning meeting and after the laughter died down it was agreed that the ubiquitous 'someone' could/would come up with a better name.

The challenge to you, our faithful readers, is then- "What do we call the 2016 convention?"

The Division President, so confident in your capability, even said that there would be a prize of 'unspeakable value' for the chosen submission. Multiple submissions from any one individual are OK. And the more submissions, the better.

The convention organizers are looking for something that considers the regional heritage and the upstate New York location for the event. And if they had had more insight, they might have come up with a suitable name. But they didn't, and now it is in your, our readers', lap. Submissions can be made by email or postal service or write it down with your name and give it to an officer at one of the regular meetings.

In the last issue of the *From19* we told you how, the Saranac Lake Board of Trustees had failed to pass a resolution calling for the state to convert the railroad corridor between Lake Placid and Old Forge into a multi-use recreational trail. And that this action preserved the Adirondack Scenic Rwy operation on the state owned right-of-way.

This legal vote was not sufficient for some individual(s). *The Adirondack Daily Enterprise* reported on October 15th that a locomotive used by the Adirondack Scenic Railroad on runs between Saranac Lake and Lake Placid was heavily damaged by vandals who broke into the engine and cut many wires in the electrical cabinets. A spokesperson for the railroad said damage to the wiring of the diesel engine could run as high as \$50,000, plus lost ticket sales.



## Hudson-Berkshire Division NMRA

### Treasurer's Report

November, 2013

	Checking & Savings	Toys for Tots
Balance on 12/31/2012	\$ 9,238.76	\$ 765.13
Total Income	\$ 13,605.12	\$ 1,862.35
Total Expenses	\$ ( 6,807.29 )	\$ ( 0.00 )
Balance on 10/31/2013	\$ 16,036.59	\$ 2,627.48

## Do you Clean or Condition? Maybe the track isn't the problem?

Some months back the staff of the *Form19* brought you an article about the surface treatment of model railroad rail in order to improve performance. Some modelers have tried these conditioners, such as CRC 2-26 and LSP-1, and found that they improve the electrical connection between the rail and the wheel at the contact interface by altering the railhead surface properties.

But the problems may not all be caused at that rail/wheel interface. The *Form19* staff, in continuing to follow that thread on the internet, has found comments about a recent product called 'NeverStall.' This is a substance sold in a small, pen-like tube with a very fine tip applicator used to apply the liquid to the axle-wiper contact areas on model train engines and also to treat the brushes in the motors of those engines.

From the distributor and sales website we have:

"Oxidation has met its match! Developed for the railroad hobby, this new product will solve the problem we all face of locomotives stalling during operation. NeverStall is not a wheel or track cleaner. Rather, we have found that oxidation is the root cause of stalling when everything else looks like it should be fine. A little drop on the contact points, axles or the wipers on your wheel sets cleans oxidation and will make your engine run better than new.

Once applied, NeverStall will work for months!

Uses include: Switch points, wipers and contact points on locomotives and rolling stock, and battery terminals. Handy needle applicator gets into tiny places Plastic friendly and made in America, the 6 ml tube is enough for a club or large layout."

That tube, by the way, sells for about \$16.

Is it worth it?

The *Form19* staff found these unsolicited comments on model railroad connected websites:

"I saw a thread not too long ago about a product called 'NeverStall.' I ordered and tried it out. WOW! I was impressed. With NO other changes, not even cleaning the track, I set my BLI Blueline Big Boy on the track, and it

just crept along. I'm sold on it. After using it on the rest of my motive power, I've noticed the same results."

The posted reply to this was that the results can depend on the type of pickup the locomotive has. If it uses wipers, a small drop at each wiper will do it or if, like a lot of diesels, it gets the pickup at the bronze bearings, a small drop between the back of the loco wheel and the bearing. A small drop on the kingpin (especially common with Athearn BB locomotives) is also recommended.

And speaking of Athearn locomotives, a testimonial from a man in Colorado had this:

"I used the NeverStall today on three Athearns I have purchased in the last six months, two AMD 103s and an SD40-2. Athearns come with preoxidized brushes and commutators. They either will not run or they creep with a tremendously loud groan. I could not find or use any product to effectively make them perform as they should until NeverStall. A drop on the upper and lower brush made them run beautifully in just a few minutes."

From a Zscale Yahoo group: "Just my two cents, but we use NeverStall on the WP in Z Scale Layout at the Western Pacific Railroad Museum and it has eliminated a LOT of problems we were having. Our Locomotives including units we thought were dead are running now flawlessly for hours on end." David Epling, Museum Manager, Western Pacific Railroad Museum, Feather River Rail Society.

And someone has tried it on rail contacts at a track switch- "I tried the 'NeverStall' on one of my Shinohara turnouts that during a previous operating session refused to route power through the frog. No matter what I tried it was a no go. Wow what a difference! One dab of the 'NeverStall' and every engine traveled through the switch flawlessly." Fred Eisen

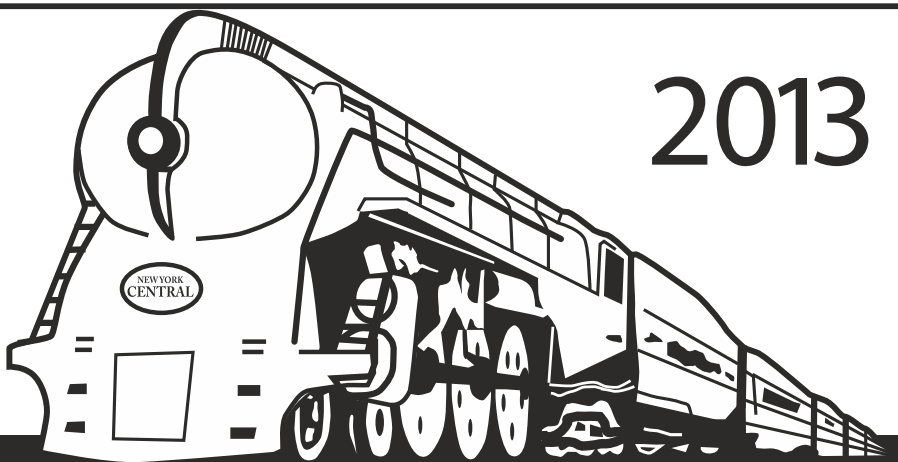
The above is not to be in any way construed as an endorsement of 'NeverStall' by the *Form19* Editor or staff or by the Hudson-Berkshire Division of the NMRA. This article is presented solely in an effort to inform model railroaders of items that may increase their enjoyment of the hobby and the operation of their layout.

See [www.daylightsales.com](http://www.daylightsales.com)



# Great Train Extravaganza

2013



Public model train show and sale.

Bigger and Better Than Ever!

Sunday, December 1st  
10 am - 4 pm

Adults only \$7  
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
- Refreshment stand

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.

[www.gtealbany.com](http://www.gtealbany.com)

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



The perfect  
place to do  
your holiday  
shopping.



And at the back end is the caboose. And if it has POCO VALLEY on the side, it has to be from Ken Nelson.  
Ken's work earned the caboose a second place award in the NER Convention judging.  
Ken should perhaps give a clinic on how he made the ends of those boards look so old and worn.

## FORM 19

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

First Class Mail





All photos on this and following pages are courtesy of Paul Hoffman.

For fans of the Chicago, Milwaukee, St. Paul and Pacific Railroad (often referred to as the Milwaukee Road) the Form19 offers these photos of one of Upstate Model Railroaders' trains on one of their layouts.

This and many others will be on display on the 15th. There can certainly be a lot of detail in the larger scale.



The Editor and staff of the *Form19* wish to thank Paul Hoffman for his kind and extensive efforts in arranging the transfer of large sizes digital photo files to the *Form19* computer system.

This capability lets us bring you a better newsletter and reduces the frustration experienced by the photo editor.

When viewing online you can expand the photos to see detail.







And now we have some photos from the 'Tracks to Lakeport' NER Convention. Some photos may be of private layouts.







All with water.

Canoeist, trestles and a fisherman, a covered bridge (rarely seen on a layout), and snow covered roads and a snowplow (very rarely seen)







An engine one doesn't often see on a layout

That Ford is another 'nice ride'

And the detail & decorations in the hotel scene are amazing







An ivy covered tower (How's that done?)

An amazing layout.

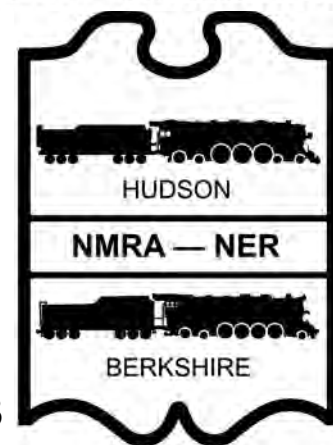
Details of the round house at right of middle picture.





# FORM 19

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



Order Number 298

December 2013

## Hudson-Berkshire Division, NMRA Special Edition - End of Year Review



The amazement, wonder and joy of a  
model railroad

Photo taken at 2012 GTE by Form19 staff photographer

**The Hudson-Berkshire Division** Officers and Members of the Board of Directors wish to thank all of the members for their participation and support during the 2013 year.

This special issue of the Form19 is a look back at the 2013 events that have been created to help all of us enjoy the hobby of model railroading. There have been six opportunities to visit other modelers' layouts and see what and how they have created their railroads. There were three clinics presented by members along with a slide show presentation. There was also a bus trip to the Amherst Railway Society's Railroad Hobby Show in West Springfield, MA and a Summer Picnic with the Adirondack Live Steamers where we got to ride on their model trains. Representatives of the Division were present and promoting model railroading at the Columbia-Greene Toy and Train Show at Columbia-Greene Community College and at the Boy Scout Pow Wow for Scout leaders at Siena College, both in March. And the year is being capped off by a large number of members volunteering their time and efforts to make the Great Train Extravaganza a success for the community, as well as the Division, as they have done for several years.

This Form19 is also very special as it is the first issue of our 47th year of continuous publication. Issue Number 1 of the Form19 was published in December of 1967. Think about what you were doing then, what you knew of model railroading and how much the hobby has changed in nearly a half-century. And yet one thing remains the same – our fascination with trains! Our January issue will have an interesting article about how one boy's excitement at seeing a toy train lead to a career and an amazing model railroad.

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







## Form 19

The *Form 19* is published eight times per year for members of the Hudson Berkshire Division and 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 the Form 19***

The *Form 19* staff welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include a note if you would like materials returned. Suggestions also welcome.

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

President  
Paul Hoffman  
128 Woodfield Blvd.  
Mechanicville, NY 12118  
518 899-7515  
trains@hudson-berkshire.org

Vice President  
Artie Krass  
4 Burton Drive  
Ballston Lake, NY 12019  
518 229-6080  
Ajkings@yahoo.com

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

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

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

# The Ready Line

By Paul Hoffman will return next issue

## A Brief Summary of Division 2013 Events

January 2013 a visit to John McBride's F-scale Crown Point Iron Co. Railroad and the bus trip to the Railroad Hobby Show in West Springfield, MA.

February 2013 a clinic night at the Colonie Youth Center Building with John Tyndall, Sr. coming all the way from Plattsburgh to present a clinic on the use of foam board to create and enhance a layout, a clinic by Kevin Surman using material from Chuck Dijak of Garden State Div on the creation of a 'beer bottle' water tower, and a slide presentation by Bill McChesney.

March 2013 a visit to Rich Smith's two layouts – the completed Wauwatoga Railroad and the in-progress, multi-level Milwaukee Road Lacrosse and River Divisions.

April 2013 a visit to Frank Adamec's free-lanced D&H branch line with the fantastic self-designed and built large arch bridge.

May 2013 a 'State of the Division' meeting at which President Hoffman described the Division's operations and plans and was open for all questions. Following was a presentation by Rich Smith in which he showed how the technique of 'dry-brushing' can be a way of painting a structure as well as providing a weathered look.

June 2013 a picnic at the Adirondack Live Steamers site at which we all feasted on great food arranged, prepared, and served by Vice-President Kevin Surman and his wife, Sandy. There were rides all day long on the trains thanks to the ALS members.

July & August 2013 we were all left to visit as many scenic railroads and railfan sites as we could.

September 2013 we visited Dick Elwell's renowned Hoosac Valley Railroad in Adams, MA.

October 2013 a visit to Vic Roman's Hudson River Division of the New York Central with the City of Albany and its neighborhoods.

November 2013 a visit to the Upstate Model Railroaders G, O, HO, N, and Lego layouts and election of officers.

December 2013 participation in and visits to the Great Train Extravaganza at the Empire State Plaza in Albany.

Many members are also in one or more small groups of modelers that hold operating sessions on a somewhat regular basis. This is a great way to get experience and learn about elements of the hobby that may not be your primary interest.

Cover photo of boy intently enjoying Dick Hosmer's layout is by Bert Pflegl. All photos & writing by Bert Pflegl, the *Form 19* staff, unless otherwise noted.





Crown Point Iron Co. Furnaces at Crown Point, engine service, and the 0-4-0 picking up a tank car at Bennett's Wood Chemical Company on John McBride's Crown Point Iron Company Railroad.

January 2013

Bus trip to the Amherst Railway Society's Railroad Hobby Show.

The bus took us right to the door and a Society representative came on board to hand out wristbands, programs, and pens.

The bus was open at noon for the stowage of purchases and rocks.



All photos this issue by Form19 staff unless otherwise noted.





February 2013 Clinic night: John Tyndall, Sr. came down from Plattsburgh to talk about the benefits of using Gatorfoam board in layout construction. This strong and dimensionally stable material can be used as the base for lift-out sections of scenery and even for a layout base. An approximately 2' by 6' panel with minimal wood stiffeners is easy to lift. Foam panel ribs add stiffness. Wiring is easy when the panel can be moved around.

Unfortunately the Form19 staff photographer did not take pictures of the beer bottle water tower presentation by Kevin Surman. Kevin showed how a one ounce liquor sampler bottle can be used to create a model of the iconic Pabst Brewery tower (above right) seen from the New Jersey Turnpike. The bottom tower (like the one Kevin made) is for the Stegmier Brewery. Photographer did not get pictures of Bill McChesney's presentation, either. Bad photographer.



March 2013: Two for One Night at Rich Smith's. His Wauwatoga layout with awards and mementos (below and center).



Above shows some of the research and planning that Rich is doing for his new Milwaukee Road Lacrosse and River Division. He's using actual track plans and old photos.





April 2013: Visit to Frank Adamec's D&H branch line with the large (count the cars) self designed, stick built bridge that was the first thing he made - even before he had a layout or space for it. There is an interchange with the B&M and a cemetery tucked away on a hilltop - that & the antenna tower not often seen on layouts. Great lighting with fixtures and reflectors that Frank designed and built.



May 2013: State of the Division followed by dry brush clinic



Following the presentation by President Hoffman, Rich Smith presented a clinic on the art and technique of dry-brush painting. Rich showed that this method can not only be used to apply a weathered look but that it is a method of painting a structure, car, etc. He showed how to do the prep and then apply the paint in various layers to get a finished look.

President Hoffman had a full discussion of the Division starting with a brief history, a list of past and possible future activities, challenges to the division and the hobby, a full financial report and a 'Q&A' on his exchange of letters with NMRA Pres. Getz (published in the March Form19). One thing he repeatedly emphasized was greater cooperative interactions with the surrounding Divisions and the NER organization. See the meeting summary in the June 2013 Form19.





## June 2013: Picnic with the Adirondack Live Steamers

The Officers of the H-B Division arranged at picnic with ALS and there were train rides all day. Some H-B members are also ALS members. The fun was abundant and the bugs were not making for a great day.



That's a GE D9-44CW sitting on the rack. Beautiful.

VP Kevin worked on burger prep while Greg did the grilling. When the grill flared, Kevin was worried. "Is my shirt on fire?"



There was great food available in great quantities in the dining area of the ALS site.

And, yes, that is an operational, unrestored, original 1919 Model T.

And a big 'Thank You' to all the Adirondack Live Steamer members who made this possible and drove the trains for so many hours and trips around the tracks.

Special thanks to Sandy & Kevin Surman who arranged all the food, prepared much of it at home, delivered & served it with a great smile.





Sept 2013: Dick Elwell's Hoosac Valley



A visit to Dick Elwell's Hoosac Valley Railroad is awesome. It inspires and brings a sense of joy and amazement - and it is fun! Thank you Mr. Elwell.

October 2013: A visit to Vic Roman's Hudson River Division of the New York Central. Vic has created the feel of the city of Albany - its vastness and yet its intimate neighborhoods. There are streets that one just wants to walk along.







November 2013: at Upstate Model Railroaders, Glens Falls



Clockwise from top left:  
large N-scale, good attendance,  
election results, large industry,  
warm & inviting. UMR has G, O, HO, N, Z,  
and Lego layouts



Structure kits for the discriminating builder

[www.chrstructures.com](http://www.chrstructures.com)

WE CARRY A COMPLETE  
LINE OF KITS AND HOBBY  
SUPPLIES FOR ALL YOUR  
MODELING NEEDS AT  
COMPETITIVE PRICING.



[www.jpstrainsandhobbies.com](http://www.jpstrainsandhobbies.com)



**ALL SCALES**  
**NEW & USED**  
*We Buy & Sell*

**TRAINS & HOBBIES**



2037 Hamburg St., Rotterdam  
(518) 372-9124  
Tuesday-Saturday 10am-6pm

## Upcoming Events

January 17, 2014 Paul Hoffman's layout

January 25, 2014 Bus Trip to Springfield, MA  
Train Show

June 2014 Bus Trip to Steamtown





## Summary of the *Form19* for 2013

Each issue of the *Form19* brings Hudson-Berkshire Division members and subscribers information about the upcoming Division events, usually with pictures and directions, some more pictures of a recent past event, and (what the staff hopes are) some articles of interest to those interested in railroading. All writing is by the *Form19* staff (as is this issue) unless otherwise noted. Some articles may be about modeling, some about real railroading activities and how they relate to operations of a layout, and others may be just an item of interest. And, of course, we often provide a 'Puzzler.'

Now not to necessarily blow our own horn (no pun intended) here is a list of some of the items we have provided to present a bit of interesting reading and some useful information.

January 2013 when the layout visit was at John McBride's Crown Point Iron Co. Railroad there was an article from an 1874 Plattsburgh, NY newspaper describing a railroad and a ride on the cowcatcher of the locomotive – a 'fun thing' to do in those days. There was also the third article by Ken Nelson on how real railroad operation can be reflected on a layout. This issue also had a write up of Karl Butler's unique way of installing a tortoise switch machine to reduce the 'hang down' distance under a layout and to also add switch stand indicator motion. And there was a picture showing how Bob Chase created an inexpensive and very functional structure assembly jig from parts readily available at a hardware store.

February's *Form19* presented the fourth in the series of thoughts on operation by Ken Nelson, and article about being a modeler's wife (somewhat tongue-in-cheek but actually a good statement of what might be expected when living with 'one of us'), an information of an internet group that deals with re-powering and re-gearing of model railroad engines and a picture and statement of how the Saratoga & North Creek Railroad had resumed freight operations.

The March issue was dedicated to the email communications between Hudson-Berkshire Division President Paul Hoffman and NMRA president Charlie Getz.

In the April issue, the *Form19* carried Rich Smith's summary of the December 2012 Great Train Extravaganza experience; what worked well (all the volunteers) and what could be 'tweaked' for better results. We'll see how that all plays out shortly. There was the fifth and final article on thoughts on operation by Ken Nelson and a statement about the scheduled visit of the American style 4-4-0 locomotive Leviathan to the Saratoga & North Creek Railroad in September.

In May there was an article about the NMRA Achievement Program and its value to the individual modeler, some correspondence regarding interlockings and the associated interlocking towers prompted by the articles on operation, a short article on how the state of California is seeking investment in high speed rail service from The People's Republic of China and finally a picture of a Rotary turntable, i.e., a railroad turntable in New Zealand restored by the local Rotary organization to aid a tourist steam railroad.

In June the *Form19* had a summary of President Hoffman's State of the Division message presented at the May meeting, a picture of the 4-4-0 York produced by David Kloke's operation, a notice that Testors will stop producing Floquil and Polly Scale paints, and article discussing the 'conditioning' of model railroad rail (which has generated correspondence from as far away as Texas), and article on the Santa Fe's safety program being restarted by the BNSF, and an article (with picture) on how the Budd Company (yes, that Budd) presented the original idea for the Mustang to Ford and received no compensation or recognition.

In September the *Form19* had a short article about Dick Elwell in precursor to visiting Dick and his Hoosac Valley Railroad layout.

In October the *Form19* took notice of the publication of articles by HB Division member Mike Evans' (one each in *Model Railroader* and *Model Railroad Craftsman*) and a feature article in *Model Railroader* by and about Vice President Kevin Surman's New York and Long Branch Railroad. There were also pictures of the Leviathan on the Saratoga & North Creek taken by the *Form19* photographer.

In November we congratulated member Andy Clermont on his receiving his Master Model Railroader certification at the NER convention in Laconia, New Hampshire. And we also brought you some pictures of the conventions prize winning entries created by Hudson-Berkshire Division members with special thanks to Paul Hoffman for the pictures and the extra effort needed to make them available to the *Form19* staff. And there was the latest entry in the 'clean or condition' track discussion with an item that is used on track, switch points and axle/wheel wipers on locomotives.

And we end the year with this summary and a reminder of the Great Train Extravaganza wrapping up the year. The Division's next meeting will be January 2014.

The staff of the *Form19* wish all of you the happiest of holidays and a wonderful 2014.





## Great Train Extravaganza December 1, 2013



Clockwise from top left: large empty space starts to fill; help to move heavy loads on steep ramps; set up display; unpack and set hundreds of items; a smile after hours of work; fascination with trains; watched the trains intently

# FORM 19

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

First Class Mail