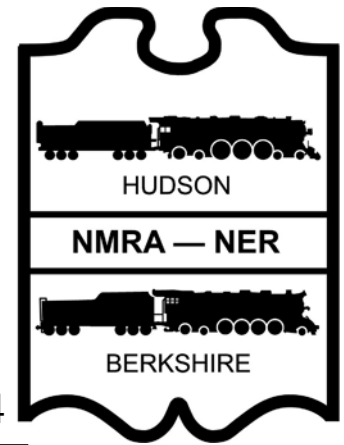


FORM 19

**The Official Newsletter of the
Hudson-Berkshire Division
of the NER-NMRA**



Order Number 299

January 2014

Next Meeting Friday January 17th at 7:00 PM

Paul Hoffman's CCARM RR

128 Woodfield Blvd, Mechanicville, New York*



That picture is of Paul Hoffman near the start of building his layout. And that big yellow thing to his left is a water tower. The tank is big and built with wooden staves and banding straps, just like 'in the old days.' And the legs are massive enough to hold up a water tower.

But why a water tower? Well we will get to learn that at the meeting. And we will also see all the progress that has been made since this photo was taken some time ago.

Paul will also talk about his vision for his railroad, what he wanted to accomplish, and how he has progressed towards that picture in his mind.

The CCARM layout is a triple level design that approximates the ATSF's Albuquerque Division running from Gallup, New Mexico to Ash Fork, Arizona sometime in the late 1960s. As one might imagine (especially if one checks via Google Earth) this is an arid southwest landscape covering about 240 miles. Paul chose this area because he likes it and it readily conveys the image of a long train running through the countryside. The overall concept is to have a layout that runs well and is pleasing to look at while including several scenes of high detail and having some operational variety to keep up interest. Gallup, NM has a large natural gas refinery and Ash Fork has a branch line from a mining operation; this layout is not point-to-point, however, but designed for continuous operation. Join us Friday the 17th to see what details Paul has included and find out why he started with a HUGE water tower.

* Map and directions on page 6

www.hudson-berkshire.org





Form19

The **Form19** 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 **Form19** in no way constitutes an endorsement by the Division.

Contributing to the **Form19**

The **Form19** 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
ajkwings@yahoo.com

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

Form19 Editor
Bert Pflagl
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

I'm writing this between Christmas and New Year's 2013. Always an eerie feeling writing something that won't be read until "next year"...

This month will find us at my layout on January 17 (got to get to work, hurry, hurry hurry, so I have progress to show, oh dear, oh dear). Not to worry, it's been a couple of years since we last visited and even though I work at a sub-glacial pace there is progress to be seen. Our slave driving editor, Bert, has coerced me into writing an article about the layout, with some pictures. You'll find that elsewhere in this issue. [In a series starting next issue, Ed]

A few announcements and comments on a "new" hobby, Virtual Modeling.

The GTE: This year's show was successful despite a number of challenges! Read the whole story in Rich's executive summary [next issue, Ed] but here are some high points. This year the show fell on Thanksgiving weekend, not the first time but definitely the 1st time since we've been involved. The State in its infinite wisdom, moved the Tree Lighting from our weekend to the weekend of the 8th. Speaking of the State, they decided that this would be a good time to remodel the main entrance stairs to the Show AND close down the handicapped entrance. Last, but not least, the Chocolate fest, which normally occurs with us, was also moved to the Tree lighting weekend. A potent combination of events, but I'm happy to say that we came through with flying colors. Despite the loss of nearly 40 tables for vendors and exhibitors who could not make the Holiday weekend, we still had 300+ tables. Despite the lack of a general public draw that the Tree lighting and chocolate fest provide, we still had over 3400 people through the door! Although we haven't received the final bill from the Convention center, word has it that they will compensate us for the entry problem in the form of a discount. As always, thank you to the volunteers, you truly make the show happen.

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 the link below. Seats are filling fast, don't wait to sign up!!!! Our bus is scheduled for Saturday the 25th, complete details are on the form.

http://www.hudson-berkshire.org/?Forms%2FSignup_Sheets

Bus Trip to Steamtown: Our end of season summer event will be a special Father's day weekend trip to Steamtown. Watch the **Form19** for details and sign-up sheets.

Election: Thank you to all that voted in our recent election! Artie Krass has been elected our new Vice-President and his contact information can be found in the mast head left. Greg Whittle was re-elected to his Board member position. I look forward to working with Artie and continuing my strong relationship with Greg. Congratulate both these guys when you see them. It's their hard work and volunteerism that keep our organization running. If you'd like to get involved, we have plenty of positions that need filling on our Convention committee, remember you get more when you give more.

Continued next page

Form19 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

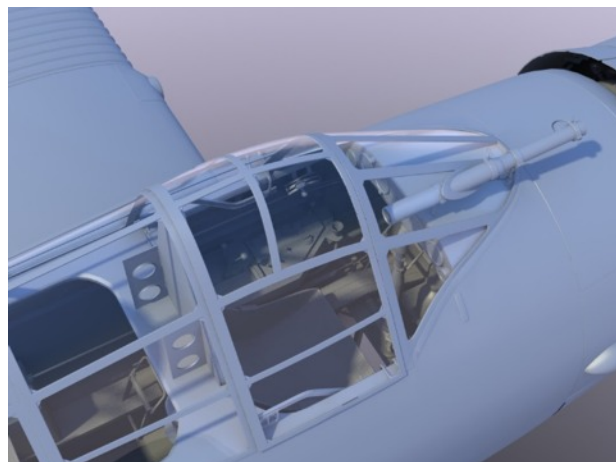
New members: *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front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

I correspond frequently with our members and I'm always up for a good discussion (my wife might say argument, but she tends to over dramatize). Recently I was introduced to a fascinating subject by one of you, who shall remain nameless... Virtual Modeling.

What you may ask is that? Well it runs the gamut from Train Simulators to actually "building" (coding) 3 dimensional representations of most any subject.

Many of you are familiar with simulators, I even touched upon this subject in past Ready Line articles. What is new and intriguing is the idea of virtually modeling something, say a favorite locomotive, or in this example, a WWII Devastator TBD. Virtual modeling is used in any number of fields, from architecture to automobile design to people. Yes Virginia, some of those "models" you see in advertisements are not even real people but virtual manikins. The movies are doing more and more of this too, we've all heard the term "cgi" (computer generated image). What does it mean to us? Perhaps one day you'll sit at your modeling bench and there will be but one tool there, your computer, from there you will create the most intricate and complete model of some bygone piece of railroad hardware. Right now the tools are crude but they are getting better, by the minute. Take a look at some of these photos. What do you think? Is this a plausible destination for our hobby? I know what I think, share your thoughts and let's get a conversation started. More next month.

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.



WWII Devastator TBD (Torpedo Bomber, 'D')



Above: train & urban surroundings
Below: CGI for sales catalog





John Scully and his dream layout

When John Scully was four years old, his mother took him from their Metuchen, NJ home to Macy's in New York City at Christmas time. There he saw his first model train layout on display for the holiday and asked if he could have one for Christmas. His mother replied that it cost way too much money for one child to have and that one would have to be a millionaire to own one. "What's a 'millionaire' and how do I become one," he asked. That experience; that question and his determination to have such a layout set in motion much of the story of his life.

The September 2013 issue of *Forbes Life* has a short article (with pictures) on the interest in trains that that experience generated, a bit about the layout that has resulted and a bit about the life of John Scully and his driving desire over the years. The article by Susan Adams, with photos by David Yellen, relates that John soon had a Lionel train and a deep interest in railroads. The interest was so strong that on July 26, 1952, his eighth birthday, his aunt took him on a commuter train ride from Cranberry Lake, NJ, where the family had a cabin on the lake and was spending the summer, to Netcong where they transferred to another train and rode until lunch time. After getting off and having lunch they boarded another train for the return trip.

So John was a kid with an obsession for model railroads. Like many of us. But he worked hard, went to Princeton University and got an advanced degree from the business school at Stanford University. He then worked at two Wall Street investment firms and then moved to California where he started to build his own layout and a private investment firm called San Francisco Partners, now SPO Advisory Corp. The company manages over \$10B in assets. And after the kids had gone off to college, he built a summer home in East Hampton, NY with a 2,200 sq ft basement dedicated to his dream layout. That layout is a 1:32 (Gauge One; not 'G') model of northwestern New Jersey with Cranberry Lake as its center as it all was on July 26, 1952. Everything has been researched for that time period. The layout has six train stations, over 100 buildings (all custom and historically accurate), over 5,000 trees, and seven computers running the trains, the buildings, the people (animated) and the lighting, which includes the star pattern of that date when the lights dim during the 24 hour fast-clock day.

And the cost? Well, it is currently near \$400,000. Mr. Scully has one full time modeler working on the layout and supervising seven full & part time staff. Just about everything is custom made. Oh yes, John works on the layout, too; it's his dream layout after all. It appears that it will be finished sometime during 2014. Happy New Year, John and enjoy.

And what of the rail line that John and his aunt took from Cranberry lake? Well, that was the Sussex Branch of the Erie-Lackawanna Railroad that extended through Sussex County. Providing service from 1848, the Sussex Branch evolved from the former Sussex Mine Railroad, which was used to transport high-grade iron ore from mines in Andover, NJ to the Morris Canal, where it was loaded onto barges and transported for processing. As iron mining faded away and towns and industries grew, the railroad began to transport farm products, freight, and passengers. In the late 1800's, Cranberry Lake became a popular resort and day-trip area for its passengers traveling from eastern cities. The railroad ceased operations on the Sussex Branch line in stages during the late 1950's and early 1960's. The last train ran in 1966. The state of New Jersey acquired the right-of-way and it is now the Sussex Branch Trail.

[Above text is by a *Form19* staff writer from material in the *Forbes Life* article, the magazine's website, and the Liberty Water Gap Trail website.]



The Summer home on Cranberry Lake, NJ
done in Gauge One scale - 3/8" to the foot.

More pictures in the back section of the
Form19 online version at Hudson-Berkshire.org.



Potential DCC Issues With Hornby Locomotives

By Irwin D. Nathanson
Lake George, NY

I recently experienced a very frustrating technical challenge when trying to install an ESU LokSound Decoder in a “DCC-Ready” Hornby A4 “Mallard.” Perhaps my experience can help resolve similar problems you may encounter when installing sound (or function-only) decoders in this or other (British or American) locomotives.

Many of my 00 Hornby and Bachmann locos came factory equipped with ESU sound decoders. Whenever possible, I’ve converted the rest to sound myself. I’m not that ambitious and I do this only with DCC-ready locos, typically with 8 or 21 pin NMRA sockets.

I’ve never encountered any serious issues until I attempted to install an ESU LokSound decoder in my new Mallard. This decoder had an authentic A4 sound file loaded by Howe’s in the U.K.

First, as always, I tested and ran-in the loco on my DC test track. No issues whatsoever, ran perfectly right out of the box, in both directions.

Then I installed the ESU LokSound and placed the loco on my DCC track. As soon as the power was turned on, the decoder got very hot and died. Hardly moved. Made one brief sound. All in one moment the decoder was fried!

I suspected a faulty decoder so I installed a second one and the same thing happened!

So, two \$109 sound decoders ruined and I had paid \$25 each for Howe’s to load British sound files. And add the cost of mailing the decoders to and from Howe’s.

I checked with the ESU U.S. Distributor and they never heard of the problem. I checked with Howe’s and they never heard of the problem, either.

Both ESU and Howe’s suspected a fault in the loco. Nonetheless, ESU USA agreed to send me two new sound decoders – free of charge! *What amazingly good customer service!*

And, Howe’s agreed to send the British sound files to ESU USA so they could load the sound files onto the new decoders so I wouldn’t have to send them to the U.K. for the sound blowing. *Again, awesome customer service!* And great co-operation between ESU USA and Howe’s!

So, back to the Mallard...

I contacted Hornby Customer Service in the U.K. But they told me to contact Hornby USA. When I finally got in contact with Hornby USA, they told me to go back to Hornby UK because they don’t distribute the Hornby British locos in the USA!

Finally, after this run-around, Hornby UK tried to help. They first confirmed that they had never heard of such a problem. Then they suggested that I remove the 8-pin decoder socket (located in the tender) and see if there were any “solder bridging” causing a short circuit between any of the 8 pins projecting beneath the socket.

I checked and saw what looked like lots of solder, but even under a magnifying glass, I didn’t see any solder bridging.

This stumped Hornby UK and they asked me to send the loco and tender to them in Margate.

Before taking this expensive and time-consuming step, I decided to show the loco and tender to Jim Bulgey. He’s my go-to-guy when it comes to anything DCC. We did all sorts of testing with a multi-meter but didn’t see anything amiss.

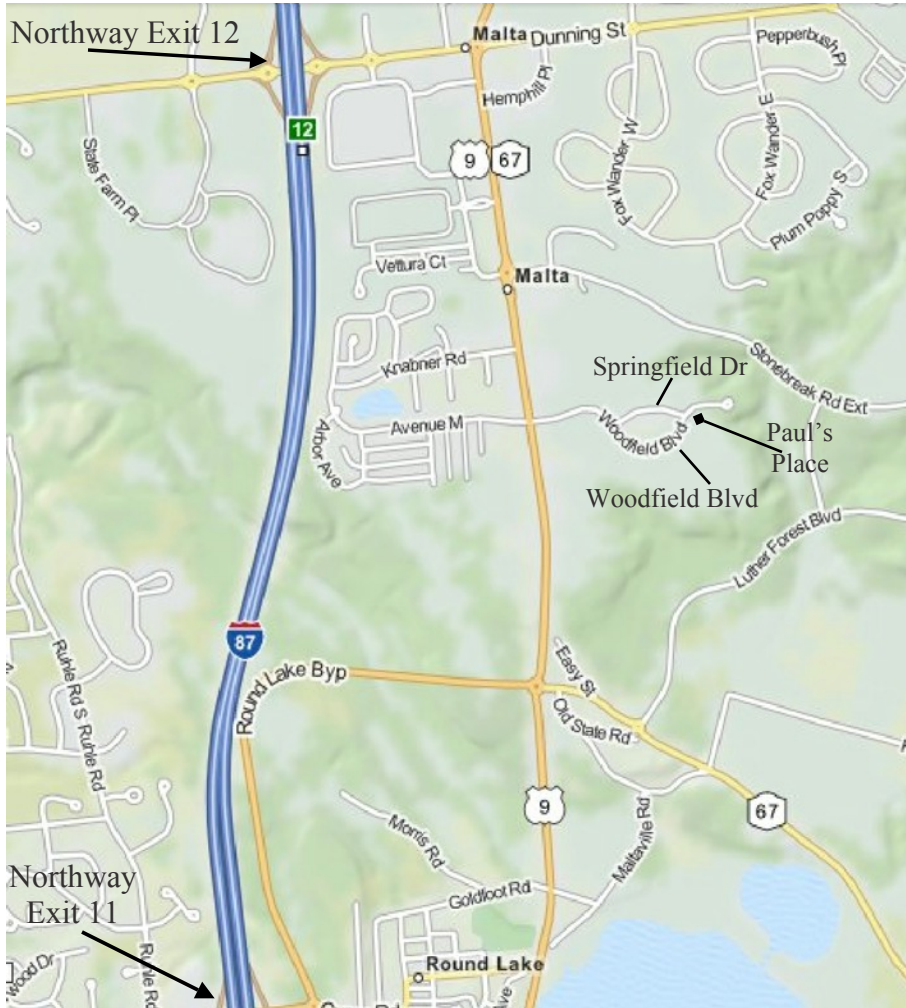
Then we decided to remove the decoder socket and look carefully at it. We finally discovered the problem! Because there was so much solder, one of the pins was a little bit longer than the others. Carefully examining the black-painted metal tender deck underneath where the socket sits, we discovered a tiny silver dot where the pin was just touching the deck, thus creating enough of a short circuit to fry a sensitive electronic component on the ESU LokSound decoder.

We then:

1. Filed the long pin down a little
2. Covered the metal deck underneath the socket with electrical tape
3. Added an additional (plastic) washer on top of each of the two projecting mounts where the socket screws down onto the tender deck. The mounts come with thin, non-conductive washers. The plastic washers raised the socket just a little bit more off the deck.

We then tested the loco with a \$15 four function only decoder. It ran great. So we installed one of the ESU LokSound Decoders and – finally – the loco worked perfectly with the ESU installed.

I let ESU USA, Howe’s and Hornby UK know so that if they ever come across this sort of problem again they will be able to better diagnose the problem and suggest the fixes noted above. Now, readers of the *Form19* are also so informed.



Directions to Paul Hoffman's Home
or 'Welcome to the world of roundabouts'

Paul lives at 128 Woodfield Blvd,
Mechanicville, NY although you can't get to
his house from Mechanicville. You have to
go to the Malta, NY area. And you have to
go through roundabouts*.

From Northway Exit 12 (Malta) head east
to Route 9 and go right (South). Woodfield
Blvd is the 3rd street on the left. You go
through four roundabouts.

From Exit 11 (Round Lake) go east to the
roundabout and then take the 'Round Lake
Bypass' to Route 9. At the roundabout go $\frac{3}{4}$
way around to Route 9 north. Woodfield is
the first street on the right over the top of the
hill.

Woodfield Blvd starts as a divided street and
become two-way farther in. 128 is on the
right across from the end of Springfield Dr.

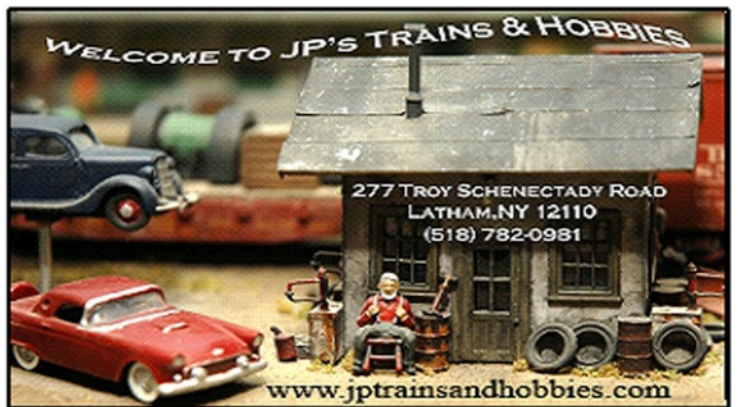
* A 'roundabout' is a small diameter traffic
circle designed to test your cars suspension
and steering. They are very popular in
England - like warm beer.



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.**



UPCOMING EVENTS

Bus trip to Railroad Hobby Show
Springfield, MA - Saturday January 25th
Saturday morning meeting February 22nd
Friday March 21st - presentation by John Taibi
Friday night April 18th at RPI
June 17th - bus trip to Steamtown NHS



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

**TRAINS &
HOBBIES**



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



Once nearly extinct, Streetcar gets new life in US

Associated Press article By JASON KEYSER
posted on news.yahoo.com on November 12, 2013

When the auto plant in Kenosha, WI closed, this prosperous Wisconsin port city on Lake Michigan lost more than just its largest employer. Its sense of vitality seemed to drain away, and city leaders set out to find something that would inject life into the brick-storefront downtown while the economy went through a transition.

What they came up with was obsolete: an electric streetcar. Kenosha decided to bring back a relic that once clattered around metropolitan areas in pre-war America but was abandoned on the march to modernity. [see Editor's note, pg 8]

More than a decade later, the experiment is now popping up all over. More than 30 cities around the country are planning to build streetcar systems or have done so recently. Dallas, Portland and Seattle all have new streetcar lines. Most projects involve spending millions of dollars to put back something that used to be there — often in the same stretches of pavement.

"It goes along with the revival of inner cities all over America," said Steve Novick, transportation commissioner in Portland, which has spent more than \$250 million to replace the lines the city shut down in 1950. "It's too bad that they weren't kept here all along."

Many city planners are convinced that old-timey cars tethered to overhead electric cables or their updated descendants - futuristic and low-slung - ignite economic development in a way that buses cannot - and with a whiff of romance. Embedding rails in roads is part of resurrecting entertainment districts and capitalizing on the return to urban living by young professionals and empty-nesters bored with suburban life.

"It really is about creating a certain kind of neighborhood feel and fabric," said Patrick Quinton, executive director of the Portland Development Commission.

Since Portland's line opened, \$3.5 billion in development has sprouted within blocks of the tracks. A section of old rail yards and warehouses is now the trendy Pearl District, home to galleries, restaurants, shops and housing. The system has been expanded to nearly eight miles and each weekday carries 13,000 people, who can track arriving cars on their smartphones.

Salt Lake City, where the last streetcars vanished in 1946, is set to open a two-mile line next month. It's part of a planned "greenway" of parks, bike paths and trails designed to attract 4,000 new households and 7,700 jobs by 2030.

For technology firms and "talent-driven companies, it's

definitely a selling point" for business locations, said Quinton.

American companies are making streetcars again for the first time since the 1950s. Most new systems use sleek cabins with doors that slide open at street level. Just like their forerunners, they run with traffic rather than on separated lines so the systems can cost as little as \$50 million, a fraction of the expense of light rail.

Voters in Los Angeles and Kansas City have approved new taxes for streetcar projects. A handful of cities, including New Orleans and Philadelphia, are delighted they don't have to. Their streetcars survived the mid-century purge and continue making their rounds.

Today, the city [Kenosha] is something of a bedroom community for nearby Milwaukee and Chicago. A more diverse economy is bringing jobs back and the lakefront has blossomed with condominiums, two museums, parks, a heated boat storage facility and a harbor bristling with sailboats.

Before the two-mile streetcar loop was laid, the downtown "was very dark," said Joe Catuara, standing outside his bustling hot dog shop — aptly named Trolley Dogs. "Now it's lit up more, there are businesses." A row of shops, bookstores and cafes borders one side of the line.

The annual ridership of about 50,000 isn't large, but that may not matter, said Mayor Keith Bosman because the aim is to create atmosphere, much like public art, more than just transportation. He said the line helped hook the developer who put hundreds of new condos on the site of the old demolished Chrysler plant.

Some are unimpressed. It's a "trolley to nowhere," said Pat Lawler, 83, sitting on a downtown bench. "In Kenosha, people drive their cars."

Still, the streetcars have soaked into the town's fabric. The old cars with their rounded edges and original bulbous light fixtures appear in street murals and in black and white photos on the walls of downtown shops, and each year the town holds a streetcar festival.

"It makes a bigger town seem smaller," said Jenna Hass, 29, who pays \$1 to ride the streetcars with her 3-year-old son, Tyler, between museums or just for fun.

On a recent outing, streetcar mechanic Brad Preston let his red- and cream-colored car linger so a woman leaning from a minivan could take a photo.

"We get that a lot," Preston said with a grin.

http://news.yahoo.com/once-nearly-extinct-streetcar-gets-life-us-152100969.html?soc_s

Photos of Kenosha streetcar on next page



Part of the caption under this Sept 2013 picture states "... passengers boarding streetcar ... in Kenosha, WI. Long after the streetcar was driven to the the edge of extinction in America by the automobile ... cities are ... putting them back



Inside the streetcar looks much like it did when first built

The *Form19* staff has chosen to bring you this article on the renewed interest in streetcars in American cities in the belief that our readers in the Hudson-Berkshire Division are interested in rail transportation as well as in model railroading and that many of you may have missed the article when it was originally posted on news.yahoo.com.

It is interesting that city planners and administrators have taken note of the positive effects that the restoration of this form of transportation has had on the cities where it has already been restored such as Portland, OR "spent more than \$250 million to replace the lines the city shut down in 1950" and "\$3.5 billion in development has sprouted within blocks of the tracks [and a] section of old rail yards and warehouses is now the trendy Pearl District, home to galleries, restaurants, shops and housing.

Cities are finding that the streetcars are producing a cultural change as well as providing transportation and that ' for technology firms and "talent-driven companies, it's definitely a selling point" for business locations.'

It is somewhat sad, however, that the author states that streetcars were "abandoned on the march to modernity" and (in the picture caption) "that the streetcar was driven to the edge of extinction in America by the automobile."

Nothing could be further from the truth, as many of you know. For those that don't, the freedom of information act of the 1970's provided access to records that showed that between 1936 and 1950, National City Lines and Pacific City Lines - with investment from GM, Firestone Tire, Standard Oil of California, Phillips Petroleum, Mack Trucks, and the Federal Engineering Corporation - purchased over 100 electric surface-traction systems in 45 cities including Baltimore, Newark, Los Angeles, New York City, Oakland and San Diego and converted them into bus operation. Several of the companies involved were convicted in 1949 of conspiracy to monopolize interstate commerce but were acquitted of conspiring to monopolize the ownership of these companies." General Motors paid a \$5,000 fine under its conviction.

Wikipedia has a good summary of this under the title General Motors Streetcar Conspiracy. There are, of course, many other articles about this on the internet.

Puzzler



What is this funky rail and why is it rarely found in the United States but quite common in Europe? Do you have any on your layout?

Photo by David Honan via Railpictures.net



From the Editor's Keyboard:

We try to bring you interesting reading about rail transportation; both model and full size. We are always looking for articles and pointers to articles that might be of interest to you and other readers. So if you have an article, information for an article, or think something should be printed in the *Form19*, please email, call, drop a line or corner the Editor or one of the staff at a meeting to discuss your idea. Material does not have to be complete or in finished form. We have a staff writer looking for work.

The final summary of the 2013 GTE will (hopefully) be in the next issue of the *Form19*. Rich Smith is still waiting for some of the final bills and data to come in. There are some pictures here taken at the GTE which might give you, the reader, an idea of the tremendous amount of effort, from both the vendors and the volunteers, that go into making this show happen. From the *Form19* photographer's discussions with several vendors, they were on a whole very pleased with the interest of the visitors to the show expressed by both their comments and their purchases. The responses of most of the young people at the show indicated an interest in model trains.

On page 6 in the list of Upcoming Events you will notice that plans are underway for a bus trip to Steamtown National Historic Site in Scranton, PA in June. Newly elected H-B Division Vice-President Artie Krass is working on this and would really appreciate expressions of interest in the trip from H-B members. So please send him an email at ajkwings@yahoo.com or drop him a note if you are at all interested in the trip. You will not be held to any commitment at this point, he would just like 'a show of hands' if you are interested. If only five of you might consider going, the Executive Board may just reconsider the idea.

In his 'Ready Line' column this month, President Paul Hoffman has a couple of paragraphs discussing the use of computer generated imaging and graphics and its possible development in the realm of model railroading. If you have used one of the several graphics programs available for planning a layout or have used the MTS or TRAINZ programs, why not drop a line to the *Form19* and speak of your experiences. This is a fascinating field that seems to be growing, perhaps because of the connection with computers, perhaps because it is creative at a lower cost, or perhaps because it offers a significantly different experience. If you, or someone you know, is involved, we'd like to hear from you.



GTE early Saturday morning began with working to set up the 'Railroads on Parade' display from Clark Dunham.



Vendors arrive with boxes and boxes of stuff to be displayed. Some have their own carts and some use carts arranged by the GTE. In either case, they are often heavy and the short steep ramps require many guiding hands. The volunteers work to keep things safe.

Welcome Aboard New Members

John Cerrone, Ballston Lake NY
Dick Dorsey, Old Chatham NY
Chad Rancourt, Delanson NY
James Smith, Delmar NY

Those awaiting badges: The engraver has recently moved and is setting up equipment. Badges should be available mid-January.



The GTE required much work setting up and then provided an exciting shopping and watching experience for all ages.

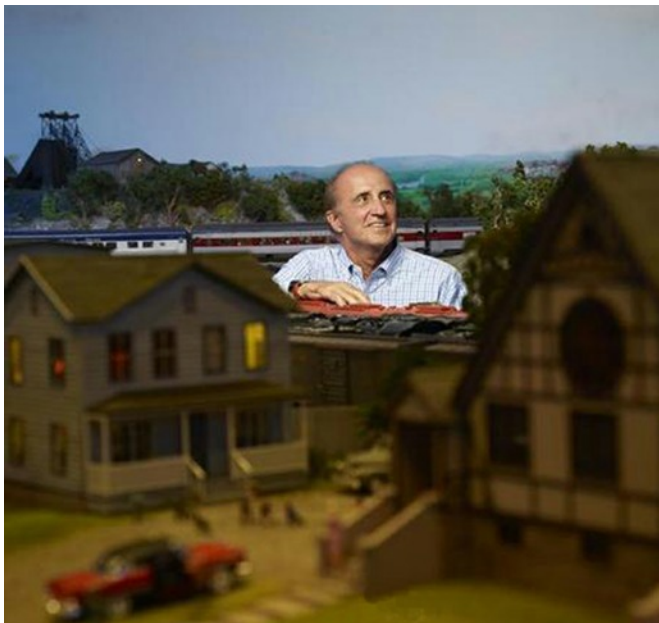
Pictures from the 2013 GTE.
 Be sure to read the Editor's column on page 9
 Map and directions on page 6
 More pictures for the article on page 4 in the extra
 pages of the online Form19
 More pictures of the GTE in the online version



FORM 19

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

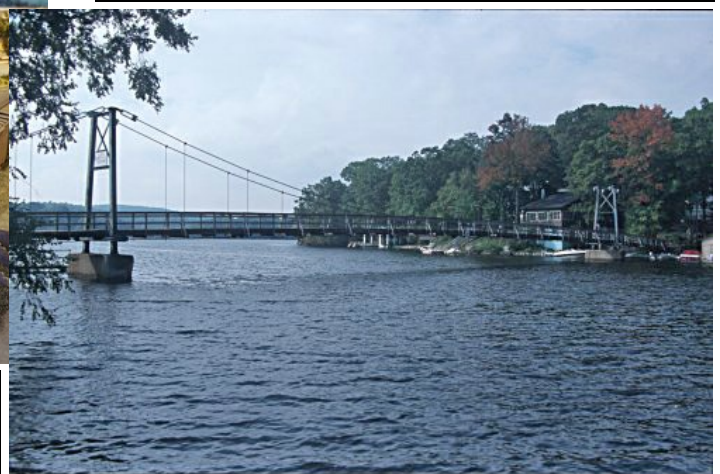
First Class Mail



Left: John Scully with layout. Note size of buildings & pass cars.
Below: expanse and detail of layout
Below rt & lf: detail inside grocery store & inside home is typical



Below: The suspension bridge across Cranberry Lake and next to the summer cabin on page four still stands and is functional.



Above: Some of the custom made engines and cars and in the background is the Delaware House Hotel, Delaware Water Gap, PA, all as they were in July, 1952. Any room that can be seen from the outside has interior detail

Photos above and on page four by David Yellen from Forbes Life website except photo of bridge & lake above is a Douglas-Kent photo from the Liberty Water Gap Trail website



Clark Dunham's display drew interest from the young people as the layouts were at the level where they could readily see (and often, study) the trains and the structures.

There were no barriers and the kids respected the displays and did not touch.



A tremendous amount of effort by each vendor to unpack boxes and boxes of items and place them for display and then repack much of it after the show.



And setting up a large modular railroad with the mechanical connections of the modules, the leveling, putting track at the joints, making the electrical connections - and getting it all to work is a sizable task.

And then the crew (here of the Catskill, Adirondack and Berkshire) operate it to provide entertainment, answer questions from people who haven't seen one before to technical questions from people with their own layouts.

And then they have to take it all down, pack it up, and take it home.

A lot of people put a lot of effort into the GTE - and are happy to do so. Thank you all!