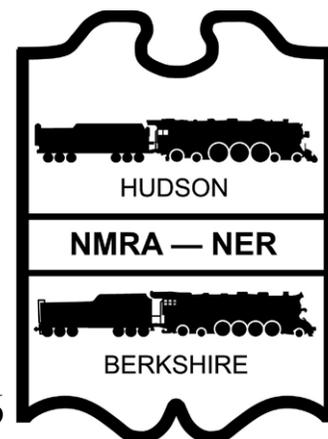


FORM 19

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



Order Number 316

January 2016

Next Division Meeting is Friday, January 15, 2016 at 7:00 PM at

John McBride's F-Scale Crown Point Iron Co Railroad

10 Plaid Place, Clifton Park, NY



As you can see in the photo, the workmen have engine number 1 all ready to go for our visit. The engine has received coal from the coaling tower and water from the tank behind the tower. Workmen are getting ready to drop some coal from the car into the coal elevator hopper so the tower can be refilled and ready for servicing the next engine.

And these workmen are not the only ones who have been busy on the Crown Point Iron Company Railroad, no sir. John, himself, has been very busy making changes and upgrades since the last time we visited two years ago. He has added new structures and scenery, moved some of the electronics around for better cooling and made other changes to his layout. Be sure to look and ask about what has changed in the two years since our last visit. John's large "F-scale" layout represents 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 the 3' narrow gauge railroad.

The CPICo RR was built in 1873 and removed in 1896, after the mining operation ended. This railroad, 13 miles long using 46 pound rail, was built to bring iron ore down from the mines around Hammondville (the village created around the mine) to the furnaces at Crown Point on the shore of Lake Champlain. In 1882 it was operating with four locomotives, two passenger cars, four boxcars and 110 small ore cars. The iron pigs from the furnace were a major source for the iron makers in Troy and Albany. And before they took out the railroad, they used it to take out all of Hammondville.

The men of the engine service facility are kept busy caring for the several steam engines of John McBride's CPICo RR. The layout has a 119 foot mainline run, 41 turnouts, a wye and two turntables; total trackage is about 560 feet.

Map & directions on page 4

www.hudson-berkshire.org





Form19

The *Form19* is published eight times per year for members of the Hudson Berkshire Division.

The opinions expressed do not necessarily reflect those of the Division. Products and publications mentioned in *Form19* in no way constitute 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

Artie Krass
4 Burton Drive
Ballston Lake, NY 12019
518 229-6080
ajkwings@yahoo.com

Vice-President

Irwin Nathanson
609 Diamond Point Rd
Diamond Point, NY 12824
518-668-9892
irwindnathanson@fastmail.fm

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
gpflagl@nycap.rr.com

GTE Manager

Rich Smith
15 Friar Tuck Way
Saratoga Springs, NY 12866
518 581-0535
rsmith1@nycap.rr.com

Copyright 2016, Bert Pflagl
& Hudson Berkshire Division

The Division Point

By Artie Krass

Happy New Year everybody! I hope 2016 will be a happy and healthy new year for you and your family.

I would like to send a sincere thanks to our friends up at Glens Falls for their hospitality for hosting our November meeting. And wishing the Upstate Model Railroaders (UMRR) luck in finding a new home for their many layouts and activities.

From all accounts this year's Great Train Extravaganza was another successful endeavor. I want to thank Rich Smith and Dave Halverson in particular for all their work and organization in putting together another fun GTE. And of course they could not have done it without the cooperation of the volunteers from both the UTA and Hudson Berkshire Division members – give yourselves a well deserved pat on the back! I do not have the exact attendance numbers or financials but will update you when we do. And mark your calendars as December 4, 2016 will be the show date for next year's GTE.

Back on November 24th, I had the distinct pleasure of delivering 66 train sets to Gunnery Sergeant Al Roman Jr of the Marine Corp Reserves as part of the annual Toys For Tots campaign. The train sets were loaded on the Toys for Tots train for the trip from Rensselaer to Rouses Point on Sunday December 6th for distribution along the way. I want to thank all of you who made donations to this worthy cause and look forward to our campaign for 2016. To that point I want to thank the folks at UTA for their recent donation of \$500 towards the 2016 fund! And another big thank you to Paul at JP's Trains and Hobbies for his generosity again this year for working with me in ordering the train sets for us. Next time you visit JP's be sure to thank him.

January will find us visiting the F-scale Crown Point Iron Company Railroad of John McBride on Friday night January 15th. For those of you who have not yet had a chance to see the CPI Co RR you are in for a treat – an impressive layout to say the least – and for those who have been there before there always seems to be something new to see. Hope to see you later this month at John's.

Also at the January meeting we will be voting on a proposed change to the Hudson Berkshire Division Constitution. You can see the proposed change and the voting procedure elsewhere here in this edition of the *Form19*.

The Springfield Bus Trip is also coming up later this month – Saturday January 30th to be exact. As I said in the last issue of the *Form19* and it bears repeating – our annual trek to the Amherst Railway Society Railroad Hobby Show, at the Eastern States Exposition grounds in Springfield, in January is, to me, one of the major benefits of belonging to the HB Division. You cannot beat the convenience and the cost of the trip, along with the camaraderie of your friends and guests on the bus. There are still seats available so for those of you who are procrastinators it is now time to send in your signup form and check to the Division P.O. Box.

In case you were not there at our November meeting in Glens Falls Greg Whittle was re-elected to another 2 year term as a member of the Board of Directors and Irwin Nathanson was elected Vice-President of the Division.



Congratulations to both, and I look forward to working with the Officers and BOD in 2016.

I had hoped to include in this issue of the *Form19* a piece I am writing on what I see/refer to as the “geographic challenges” of the Division. We span a large area in three states (NY, MA and VT) and it is a challenge to provide and include everybody in our activities and meetings. I know a number of members from up Plattsburgh way drive down to some of our meetings and activities, as do some of you from Western Massachusetts. In any event I would like to address some ideas in next month’s *Form19*. However, I have already asked Irwin as Vice-President to try to arrange a monthly meeting (clinic or presentation) up around Chestertown which would be roughly equidistant between Plattsburgh and the Capital District area for driving purposes. This would have to be in the Spring or Fall timeframe to avoid weather issue. I would then like to do something similar for the Southern end of our Division and Western Massachusetts for a scheduled activity meeting. Look for more to follow on this next month.

Please make sure to keep the Division up-to-date with your contact information – especially your email address. Please make sure you send any changes to the NMRA, but also copy either myself or Jack Cutler with these changes so we keep current. And please keep your NMRA membership up to date.

Enough said for now – hope to see you at our upcoming meetings and events!

Artie



UR'L Appreciate This (You'll Appreciate This)

I have still not come up with a catchy title for a section that I would like to have included in each month’s *Form19* where you, the members, submit a tip, technique, brief write up on a new product you found, or some other kind of information you would like to share with the Division. For a start I entitled this month’s contribution “URL’ Appreciate This” as I wanted to share some things I found in using the Internet to pursue my model railroading endeavors.

I realize that you all know there is a wealth of information out on the Internet about model railroading and prototype railroads – what I hope to tell you are a few ways to find that information. First off, head to the NMRA website and go to the links on the Regions and their Divisions. Most of the Regions and Divisions publish a Newsletter or articles (similar to our *Form19*) on their websites – and over 90% of them are available for browsing without being a member of that Region or Division. There is enough material to browse to keep you busy each month – especially as most of the sites have both current and past archives.

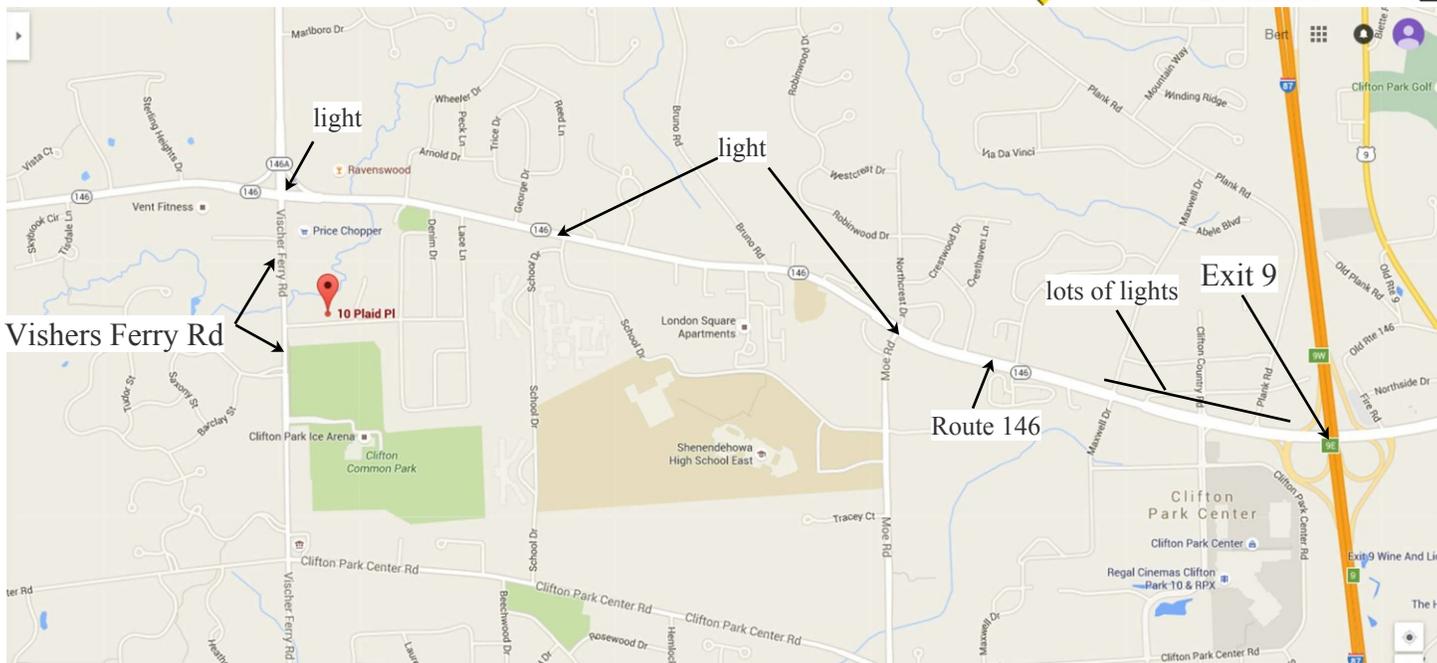
And then there is the proliferation of blogs and individual modeler’s websites. If you go out to Google (or any other search engine), try some of the following:

- Search on ‘model railroad blogs’ and you will be rewarded with a long list of sites of those who use ‘blogspot’ for publishing/hosting their blogs.
- Search on ‘model railroad wordpress’ and you again will see a long list of sites of those who use ‘wordpress’ for publishing/hosting their sites.
- Search on ‘model railroad wix’ and you again will see a list of those modelers who use ‘wix’ for publishing/hosting their model railroad sites.

Even though I model in HO I have found that many of the articles (especially those on building kits and scratch building) can be ‘converted’ to whatever scale you model.

This should give you something to do at night indoors during the upcoming winter nights (after you come up from the basement!).

Artie



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 rail-road crossing sign near the mailbox.



To the left, the men are working the cars over the small hump in the yard at Crown Point. The CPI RR interchanges here with the Delaware & Hudson RR. Behind them and to the right can be seen part of the furnace complex of the CPI works. The iron mine at Hammondville was a deep tunneling mine with one shaft following a vein out under Lake Champlain. Mining ended when ore started coming from the Mesabi Range

To the right, some men are working the sawmill in Hammondville to cut timbers for use in the iron mine. The mine produced high quality ore that was used during the Civil War to make ship cladding. It was also used for bridges and even the rails of the CPICo RR itself; ore having been hauled out by wagon.

The conductor is helping the engineer spot the ore cars on the siding.

The railroad operated 1873 to 1893.





Albany Free-mo at the 2016 Amherst Railroad Hobby Show

The Albany Free-mo modular group has been invited to the annual Amherst Railroad Hobby Show in Springfield, MA on January 30-31, 2016. Albany Free-mo members will bring modules that will integrate with New England's Free-mo's layout. Other Free-mo groups from as far away as Michigan, Maryland, and Ontario will also be there. If you are attending the show please stop by. The layout will be in the Mallory Complex. It is anticipated that the Free-mo layout will be one of the larger ones on display at the show this year.

Free-mo is a concept where anyone can build a module following simple construction and electrical standards. Their module can then become part of a larger layout. Modules can be as simple as a three foot long diorama with one piece of flex track down the middle or more robust like a double track main line with several industry sidings. By design Free-mo modules do not have a left or right side so they can be rotated. This brings flexibility and variety to Free-mo layouts. Free-mo is geared towards operations rather than main line running and attempts to draw viewers into the scene being modeled.

Albany Free-mo attended GTE in December for the first time. In 2015 we also displayed at the Polish Community Center, Columbia Greene Community College, and Syracuse train shows. We hope to become regulars at these shows in the future.

Albany Free-mo is looking for more modelers to join us. We have no dues or formal organizational structure. A member simply builds a module and brings it to a show or other layout gathering. Members' skills vary but all share their knowledge and experience. For those with limited space at home Free-mo is a great way to participate in model railroading. Even those with home layouts may find Free-mo rewarding as they can build a module that periodically becomes part of larger layout.

Albany Free-mo has a Yahoo group page at: <https://groups.yahoo.com/neo/groups/AlbanyFree-mo/info>

The main Free-mo web site can be found at: <http://www.free-mo.org/>

Art Brearton
AlbanyFreeMo@gmail.com

An Update on PTC & Amtrak By the *Form19* 'Staff'

The *Form19* had an article on the PTC December 31 deadline issue and we followed that with an article on how a PTC deadline extension was passed by Congress by making it a rider on another bill.

As a further update, Amtrak officials announced that in early December the passenger railroad activated its positive train control system, known as ACSES for Advanced Civil Speed Enforcement System (developed by Alstom), between Washington, DC and Philadelphia. On the weekend before Christmas, it activated the section between Philly and New York City, completing the Washington to Boston protection. The Boston-New York section had been functional for some time. There has been no mention of the performance of the system on the Boston-New York section other than that there have been no accidents. The runaway train in Boston on December 10 was an MBTA commuter train and not on the Amtrak system. Amtrak shares the Philadelphia to New York section with NJ Transit and Southeastern Pennsylvania Transportation Authority commuter trains, as well as freight traffic.

The PTC system is designed to prevent accidents such as collisions and delailments, as happened in Philidelphia on May 12, 2015. In that case, Amtrak train 188, pulled by a new ACS-64 engine, derailed on a curve as it traveled at twice the posted speed. The National Transportation Safety Board continues its investigation but has not indicated any results other than the speed and that it has not been able to determine why the train was traveling that fast. The engineer involved, who had an exempliary performance record, does not remember anything leading up to the crash. He has been fully cooperative, states the NTSB.

You may have wondered where the designation 'ACS-64' came from for Amtrak's new engines. Well, ACS stands for 'Amtrak City Sprinter' and the 64 represents the 6.4 megawatt power capability of the engines. At about 750 watts per horsepower, that results in 8583 mechanical horsepower, enough to get a train up to sprinting speed rather quickly.



An Easy Industrial Siding by Bill Doyle

The article on rock trains in the October 2013 issue of *Trains* got me thinking about a local quarrying operation in our area. The Palette Corp. of Saratoga Springs, NY is a subsidiary of construction giant D.A. Collins. Palette provides crushed stone from its quarry operation located 2 miles west of Saratoga Springs for construction projects in the New York City metropolitan area as well as for ballast.

The loading operation siding lies somewhat south and across from the Saratoga Springs Amtrak station on the CP rail line between Albany/Schenectady and Montreal. The operation is simple; large dump trucks bring loads of crushed stone and dump them in piles next to the siding. Front end loaders create larger piles while waiting for the next cut of

empty hoppers. Usually there are piles of several different sized stone. Once the hoppers arrive (the siding can accommodate up to 19 hoppers), they are loaded and wait for the CP local from Ft. Edward to switch them out. The hoppers are usually a collection of mixed colored cars but I have also seen dedicated cuts of CP Rail ballast cars.

The operation lends itself to a neat small industrial operation for your model railroad. All that's needed are hopper or ballast cars, one or two heavy dump trucks, a front end loader, several simulated stone piles and chain link fence to surround the operation. Of course, crushed stone is used to pave the roadways in and around the siding.

With a minimum of space and equipment, you can create an industrial siding for that string of hoppers sitting unused on the shelf and another assignment for your local.

Photos by Bill Doyle.



To the left is the simple car loading setup - just piles of product and a wheeled loader. No quarry is in sight. This style of operation can also be used for coal, ore, sand, etc.



Above is an elevated shot showing extent of how simple this operation is. The quarry is about 2 miles west along route 29. See an aerial view in the extra pages.

Above is a string of cars ready to be filled or picked up. Note the light area beyond the cars indicating that track goes a bit beyond loading area for pushback of long string.



Proposed Change to the Hudson Berkshire Division Constitution

At the last Board of Directors meeting, held on Monday night, October 19th, 2015 the following change/ amendment was submitted in writing to the Board by Jack Cutler in regard to Article VI - Section 3 of the Constitution:

Current verbiage:

ARTICLE VI Newsletter

Section 3: The Form 19 shall be available to members of the HUDSON BERKSHIRE DIVISION and the general public as prospective members by subscription

Proposed change to the verbiage:

ARTICLE VI Newsletter

Section 3: The Form 19 shall be available to members of the HUDSON BERKSHIRE DIVISION as part of their Division membership.

As per Article V Amendments - Section 1 (cited below) the proposed amendment change was published in the November 2015 issue of the *Form19* for membership review. Because of the thirty (30) day notice requirement, a vote by the membership could not be scheduled until the January 2016 Division meeting. This notice will also be repeated in the January 2016 *Form19*.

ARTICLE V Amendments

Section 1: This Constitution may be amended at any Division meeting by a two thirds vote of the membership present, provided that such proposed amendment has been submitted in writing to the Officers and Directors, and with published notice to members thirty (30) days before the next Division meeting.

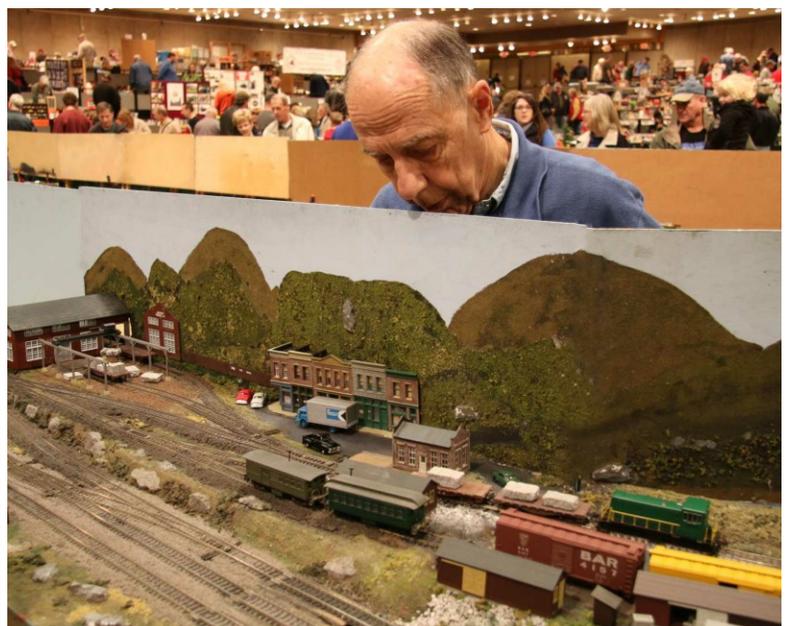
Upcoming Events	The Algonquin Turn
<p>Details for the February meeting have not been set</p> <p>Friday night - January 15th - Monthly Meeting at John McBride's; vote on change to constitution</p> <p>Saturday - January 30th - HBD Bus Trip to Springfield</p> <p>Saturday & Sunday January 30th and 31st - Springfield/Amherst Train Show - vendor list now online at show web site.</p> <p>Thursday, Friday and Saturday - March 31st thru April 2nd - The Fine Scale Model Railroad Expo - Danvers, MA.</p> <p>Sunday to Sunday - July 3rd thru 10th - NMRA National Convention, Indianapolis, IN</p> <p>Thursday, Friday, Saturday and Sunday - September 15th thru 18th - The Pacemaker Convention - Desmond Hotel & Conference Center, Albany, NY</p>	<p>The 2016 Niagara Frontier Region Spring Convention is Friday May 6 to Sunday May 8, 2016</p> <p>See the website- Algonquinturn.ca - for the most up to date information.</p> <p>The convention will be held on the Woodroffe Campus of Algonquin College, Ottawa, Ontario.</p> <p>The convention will feature the NMRA Achievement program judging, NFR model contest, popular vote and as a special feature a 'Peanut Butter Lid' Challenge. There are 24 layouts on the tour list with a wide variety of themes, scales, prototype and era represented. Three area layouts have opened their doors for an operating session for convention participants.</p> <p>The banquet will be held Saturday evening with live music before the meal and our guest speaker this year will be Trevor Marshall, a well-known model railroader who has been seen recently hosting clinic segments on Train Masters TV.</p>



Some photos from the 2015 Great Train Extravaganza



Sunday during set-up
 Layouts being set up on the main floor as vendors set up on the 3 levels around the room
 This represents a lot of work to plan the show; make all arrangements.
 The layout owners and vendors have to unpack items and set up for display.
 See more pictures in extra pages



Clockwise from above - Bob Hamm explains essential tools to guest at HB table as Irwin Nathanson listens, Tom Plesnarski discusses Division benefits with guest at HB table while another looks over literature and display, Ken Nelson switches industry on CA&B layout



Clockwise from top left: Jack Cuttler coaches a young visitor through the operation of 'time saver layout; Jim O'Hare's Amtrak layout gets attention from someone riding daddy's shoulders while guests visit at HB table behind; Artie Krass discusses structures with his grandson; Trainville Hobby Depot owners have setup a long, well planned display, unpacked and arranged 1000s of items; the owner of the Lego Layout has unpacked 100's of pieces and crawled around on the floor to set them up - to the delight of a lot of kids

Bits & Nits

There is still time to sign up for the bus trip to the Amhearst Railroad Hobby Show on January 30.

As a volunteer organization we appreciate the help of those who participate and donate, e.g., GTE, Toys for Tots, open their layout for Division meetings, and present clinics and programs at Division meetings. We are now asking if anyone of our readers has any experience with 'Layout Command Control' and would be willing to lead a discussion or give an overview of the subject. Please contact President Artie Krass to discuss LCC and a possible program.

For those of you following the drama, The Canadian Pacific Railroad, Hunter Harrison, President, has made three (3) proposals to the Norfolk Southern Railroad to purchase the NS and merge the assets of the two companies. The NS has declined all three times.

If you enjoyed reading the 'Almost Hidden Treasure' articles in past issues of the *Form19* and you have a layout that you think would fit in, please contact the *Form19* or President Krass.



- Hands-On Clinics
- Layout Visits
- Operating Sessions
- Prototype Tours
- Fan Trips
- Banquet
- On-Site Modular Layouts
- Raffle in support of Toys for Tots
- Spouse Activities
- AP Contest
- Models Showcase
- More...

SAVE THE DATES!

The Pacemaker
2016 North East Regional Convention
Desmond Hotel and Convention Center
Albany, New York

September 15 – 18 2016

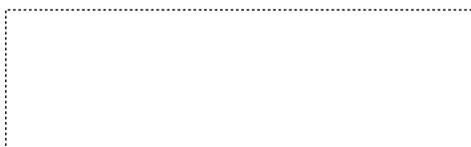
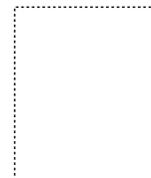
A Taste of the Division
A Toast to the Region

Sponsored by the Hudson-Berkshire Division



FORM 19

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



First Class Mail