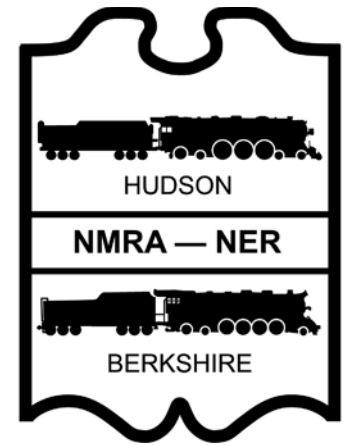


FORM 19

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



Order Number 325

January 2017

Next Division Meeting is Saturday, January 21, 2017, 10:00 AM to 12:00 PM

Rob Gould's Cheshire Line Railroad 15 Cheshire Place, Niskayuna, NY 12309



This month the members of the Hudson Berkshire Division have the opportunity to visit The Cheshire Line, the layout of Robert Gould, who, interestingly enough, lives on Cheshire Place in Niskayuna. The layout is a freelanced layout styled along the lines of the Erie-Lackawanna Railroad on its trek from New Jersey to Chicago; passing through some of the same cities. It is a loop around the cellar layout with some built out areas for industries and cities, rail yards and staging areas.

This is not Rob's first layout. He received a Lionel train at eight years old and it wasn't long

before his uncle and dad built a platform on which he could set up the trains and add details. His uncle had a large Lionel layout that provided considerable inspiration. He has built a couple since. Although this layout was started in August of 1981, it is only within the last couple of years that he has had regular time to work on it. Rob has had full-scale railroad experience, having worked for the D&H, CSX, and now as a railroad inspector for the State of New York.

Robert uses a Digitrax system with circuit breakers for six districts. Although he doesn't have regular op-sessions, he still has a car card system for directing and monitoring car movement. And he has a lot of cars – well over three hundred – so yards and staging areas can easily become clogged with rolling stock. He has a couple of large wall-mounted cabinets for handling extra cars and engines, but there is now more than they can handle, too. Having enough coal cars to run a forty-seven car unit coal train adds a lot in itself. And to get all three hundred plus cars to work well together, he recently went through the process of aligning all coupler heights and replacing all axles with ones with metal wheels. He says that this has made a great difference as the cars can be pulled so much easier and do not string-line on curves.

Pictures & directions on page 5
More pictures on page 11

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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.

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The Ready Line

By Paul Hoffman

Never say never.

If I have learned anything over my lifetime it is surely that pearl of wisdom. I'm back and filled with some new ideas and some thoughts on getting our Division ramped up and positioned for bigger and better things.

This will be a short Ready Line but I would be truly remiss in my duties and ungrateful to boot, without thanking Artie and his BOD for the awesome job they have done during my absence. WELL MET TEAM, WELL MET!!!!!!

Our Convention was a marvel and profitable! The amount of activities and clinics, to say nothing of the layouts, both in house and in the area, was outstanding. The Convention team was nothing short of amazing and I can't express my gratitude enough. Job well done!

Before I go on, I just wanted to give you a brief overview of where life as taken me in the last year. I tell you this not to elicit sympathy, but more as an informational recounting. Since we last spoke in 2015, I have, gotten divorced and moved in to a new house, torn down my old layout and that wonderful helix (those of you who saw it at the convention should savor that memory), started planning for a new layout, gone back to work from my previously retired state and generally had a lot of stuff happen. The good news, and trust me all of the above is not as bad as it sounds, is my father is doing well and currently living on his own, which frees up a little bit of caregiver time.

So having seen a little bit of turmoil in my personal life, I come back to the Division Presidency, humbled and schooled and with a fresh outlook on life. And the moral of the story is don't take anything for granted; things change in a flash and don't look back and say I wish I'd built that model or seen that layout or made that road trip. DO IT, don't wait, life is ever changing and you need to seize the opportunity for enjoyment at every turn. We won't be going down this particular road, is this particular way ever again.

Let's get this party started! I'll be meeting with the BOD in the coming weeks and outlining my vision for our future together. This is your Division, so bring us your ideas and thoughts! In the meantime please enjoy a new layout that we haven't previously seen before. A tip of the hat to our newest member, Rob Gould, for generously opening his layout to the Division. Look forward to more of this sort of thing and please help us find more of these hidden gems in our area. If you know someone that might be interested in our Division, give the BOD their contact information and we will reach out to them with a warm welcome!!

As the president of this organization, the buck stops with me. If you have a problem or an issue, please work with your fellow members and do all that you can to help solve the problem. Our doors and thoughts are always open to a fellow member and we welcome all to become involved. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.



Hudson Berkshire Division Sponsored Bus Trip to Amherst Train Show Springfield Massachusetts January 28th 2017

Please fill out the form on the next page and make your checks payable to the **Hudson Berkshire Division** for the correct amount to reserve your place on the bus. Please **mail** your form and check to our Division PO Box, as indicated below. The cost, including show admission ticket, for a Hudson Berkshire NMRA member and for any NMRA member guest is **\$25**, and for a member invited non-NMRA member guest it will be **\$37**. The bus will make stops in Wilton, Clifton Park and Albany to pick up and drop off riders. We will be making one stop on the Mass Pike each way - there will be no stop for a formal dinner on the way home. The bus will make a stop at a rest area on the Mass Pike and refreshments may be purchased at that time.

Seats on the bus are on a first come, first serve basis starting at the November Meeting and we need to have 50 seats sold by December 15th or we may need to cancel the trip. If the Division does cancel those who signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

On January 28th pickup points and times will be:

Pickup: 6:00 AM - at the Wilton Mall north end by Dick's - light pole C2

Pickup: 6:30 AM - Clifton Park Exit 9 - at The Crossing bus shelter, across the parking lot from Big Lots and the Tower (this is not the Park and Ride Lot!)

Pickup: 7:00 AM - Albany Crossgates Mall - lower level lot near JC Penney's

Rest stop on the Mass Pike in-route to Springfield

Arrive at Springfield approximately at 9:00 AM

Depart Springfield at 5:00 PM sharp!

We will stop at a rest stop/area on the Mass Pike on the way home.

- Please make checks out to the **HUDSON BERKSHIRE DIVISION** in the amount of **\$25.00** for each member and **\$37.00** for each guest which includes admission to the show. This is a first come, first serve event with a signup/payment deadline of December 15, 2016.

- Please send payment and signup form to:

**Hudson Berkshire Division
PO Box 83
Clifton Park, NY 12065-0083
Attn: Jack Cutler / Bus trip**

- You will be contacted on the receipt of your signup form and check - if you do not hear from Artie within 10 days of mailing your form and check - please contact Artie (ajkwings@yahoo.com or 518-229-6080).

- Bus will depart on time - we cannot wait for individuals!

- Any questions please contact Artie Krass at 518-229-6080 or ajkwings@yahoo.com



Hudson Berkshire Division Bus Trip to Amherst Train Show Springfield Massachusetts Saturday January 28, 2017

Name: _____ Cost \$25 - checks only no cash

NMRA # _____

Contact phone # or email: _____

Guest: _____ Cost \$37 - checks only no cash

If guest is an NMRA member need their NMRA # _____ and their cost is \$25

Contact phone # or email of guest: _____

Please check pickup location: Albany ☐ Clifton Park ☐ Wilton ☐

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

MAIL TO:

**Hudson Berkshire Division
PO Box 83
Clifton Park NY 12065-0083
Attn: Jack Cutler / Bus Trip**



When at the Amherst Railway Society's Railroad Hobby Show, look around for some of the layouts that have been mentioned in the *Form19* and say "Hello." The Albany Free-mo group will be there with their modules combined with others of the New

England Free-mo group. The total is a large, free flowing layout that last year was about eighty feet long.

Upper right is the Saratoga Gravel spur, modeled after the one across from the Saratoga Amtrak station and as describe by Bill Doyle in a *Form19* article.

Also, look for the Chester & Becket Railroad shown in the February and featured in the April 2016 issues.

If you have questions about JMRI, specific DCC systems, or other issues, look for the displays by the particular entity to get answers.



Pabst Brewing has annexed all or part of a grain silo operation so that the company can buy and store more grain when the price is lowest. That is a grain train being moved through the unloading house now.

There is plenty of freight traffic moving through on the adjacent mainline tracks and it is being faithfully watched over by the old switch tower.

An Erie-Lackawanna freight operation is busy with contract freight and items that are too big for UPS. That cab-over tractor was typical of the period and the location. The long frame was used mainly in the midwest.



Directions – Directions – Directions

Turn onto Pearce Road at the traffic light on Route 7 east of Schenectady. That's a left going west; a right going east.

Take the first right onto Brookshire Drive.

Take the third left onto Northumberland drive and then the quick right onto Worcester Drive.

Take the second left onto Cheshire Place.

Number fifteen is the third house on the right. About where the crosshairs are on the map.

Alternatively:

From Pearce Road take the first right onto Brookshire Drive.

At the end of Brookshire Drive, turn left.

Take the first left onto Worcester Drive.

Take the Second right onto Cheshire Place.

Number fifteen is the third house on right.

GPS users note that the address is in the Town of Niskayuna but has a Schenectady zip code. Either entity will give you the same location on your map.



Following are some pictures that are intended to provide just a bit of insite into the 2016 GTE – Great Train Extravaganza. We may think of this as a Hudson Berkshire Division & Upstate Train Associates event, but it is so much more. There is a lot of work by HBD members and a lot more by the men and women who make up the vendor and exhibitor community. It helps sustain railroading enthusiasm for a very large area surrounding the Capital District. Vendors come from as far away as Rochester and Long Island.



For those with large layouts, the day starts early on Saturday when the elevator that is really part of the floor, raises the sections of layout up to the show floor. And then everyone has to start assembling their displays. Above you can see the display floor. And around the outside of the hall are three levels for display tables.



Above the members of the Catskill, Adirondack & Berkshire Railroad have a good start, having assembled and arranged the modules. They will have to connect all electrically and then look for any dead spots in the rails. Some will have to be adding scenery elements. Other groups are doing the same things.



Above: Ed Skowronek has set up the Division White Elephant tables so that members can sell items they no longer want. This is a free service for Division Members. He will be logging in items all day Saturday. Then he will have to man the tables to sell all day Sunday. Work ended for all late Saturday afternoon. There is an armed guard overnight.

Left: Then very early Sunday morning the vendors and exhibitors swarm in to set up their displays before the 10:00 opening. There are large carts being rolled down steep ramps and around the walkways. Friends take a moment to greet other friends, but everyone is busy.





Left: Exhibitors arriving on Sunday have from 7:30 until 10:00 to move in, unpack and set up the display material and then unpack and arrange all of their material – that may be in the many hundreds of items. Organization is the key. And they may do this having started driving at 3:00 in the morning.

Rich Smith and his crew had been working on making this all happen since July.

Right: At 10:00 the doors are open and nearly three thousand people start coming in. Some want to buy a certain item – a book, a memorabilia item for their collection, buildings or rolling stock – or they may just want to look to see what's available. Others want to just see model trains.



Left and below: This year Joe Macken brought in his 30 feet long, 1:2,400 scale model of Manhattan. Every building sized and detailed and mounted in 30-by-20-inch sections. His display created a lot of interest and a lot of conversation. Over 6,000 hours of effort.





There were many more displays and vendors in the lobby area between the Empire State Plaza Concourse and the GTE display hall. The Lego Layout drew a lot of interest from young people as did the Thomas the Tank Engine train ride in the concourse. Jacki Meyer (below) of Albany won an HO scale model train kit like the ones donated to Toys for Tots.



And then at 4:00 (and not before) on Sunday, something like a miracle happened. Within one hour almost all of the remaining materials had been packed up. Things were taken off shelves, pegboards and tables and packed into boxes and crates. Those boxes and crates were put on (mostly) four wheel hand carts and, with the help of HBD members, moved up ramps, down elevators, and out to waiting vehicles – cars, trucks, and trailers. And once again the 320 tables were bare and ready to be stored by OGS personnel – who were oh so helpful throughout the weekend.

The GTE continues to be a social event as well as one of entertainment and commerce. Many of the vendors are old friends who keep in touch through events like the GTE – although most will tell you that this one has a special nature to it. Vendors and exhibitors are welcomed and helped by the GTE volunteers. And all of the positive feelings get transferred to the guests who say they look forward to coming to the show again and again. Thank you all. See you again December 2, 2017





Hudson-Berkshire Division NMRA
Treasurer's Report
December 31, 2016

	Checking & Savings	Toys for Tots
Balance on 12/31/2015	\$ 18,523.88	\$ 367.77
Total Income	\$ 7,553.67	\$ 4,678.80
Total Expenses	\$ (7,650.35)	\$ (2,099.65)
Balance on 12/31/2016	\$ 18,427.20	\$ 2,946.92

Welcome Aboard New Members

Thank you for joining the NMRA and we hope you enjoy the Hudson Berkshire Division.

Elliot Courtney, Ballston Lake NY
Jeff Easterly, Saranac Lake NY
Rolf Gaeding, Mechanicville NY
Willard Kohler, Clifton Park NY
Mark Lafond, Ballston Spa NY
Vince O'mahoney, Albany NY
Phillip Sutter, Ballston Lake NY
Peter Vassallo, Schenectady NY

New members and old timers please greet others and introduce yourselves to others you may not know at our meetings. Friendships are one of the great benefits of the Division.

Upcoming Events

January 28, bus trip to Amherst Rail Hobby Show, West Springfield, MA

February 24, 7 to 9 PM, Community Center, Malta, NY, Irwin Nathanson will discuss visits to Miniatur Wunderland in Hamburg, Germany and European modeling and rolling stock. See a video clip of the latest modeling technology - it's amazing.

Saturday, February 11, 2017. Lunch at Noon.
"Along the Rails in Troy", by Barbara Urban, Rensselaer County Historical Society. Lakeview Restaurant, Beltrone Living Center, Colonie. Mohawk & Hudson Chapter, NRHS. Contact George Hansen, 371-7225 or Euan Somerscales, 273-703



Have something your layout no longer needs? Looking for a particular item or information for your layout? Have an obsession that needs another member? Why not contact the **Form19** and we will put the request in the next issue? We might be able to put you in contact with someone who can help.



Puzzler Answer: That is the 1942 Talgo Train in Spain. The first of its kind. It had a unique suspension system as well as the unique look. Other pictures in the extra pages section.



An abstract sculpture? Nope! That is a home made rail bending tool; for less than \$5 if you have to buy all the parts. The white, round thingies are actually shower door rollers available at most home centers and hardware stores. The shiny thingy is a thumb screw that goes into a nut glued into the base board or a T-nut inserted from the other side of the base. That light center strip has a slot cut into it for adjusting the curvature; it slides in a slot in the base board. Works well. Another picture in extra pages.



Canadian Pacific Holiday Train

December 25, 2016 at 2:46pm · 🌐

Congrats to JB Murdico and his adorable kids on winning our photo contest. As part of the Scouts, this cute clan help to run a food drive every year! This family truly embodies the spirit of giving back, and are very deserving winners for a ride on next years train and a \$1,000 donation to the Mechanicville Area Community Services. #MerryChristmas 🎄 🎅

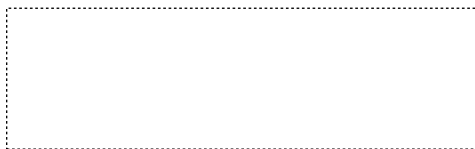
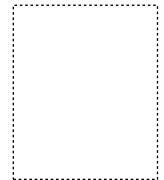


Each year the Canadian Pacific Holiday Train collects money and food for programs in communities along its routes. It also has a photo contest with multiple winners getting a chance to ride next years Holiday Train and a large donation to charity of their choice. Congratulations to JD Murdico of Mechanicville, a local winner. See map in extra pages.

Next month: The first of a two part series by Bill Doyle on his cross-country and return train trip on Amtrak and VIA Rail.

FORM 19

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



First Class Mail



The Cheshire Line RR is an all freight layout. There are unit coal trains, long strings of hopper cars carrying grain, and much mixed freight - including those oh-so-long double-door boxcars (along the barrier wall) transporting auto parts.

Somebody was short on power and had to pull a well used old C&O GE unit off the deadline - or so it might seem.



Some Erie-Lackawanna GE units are sitting patiently awaiting their next assignment.

Note the car card rack above them. Cards are for a D&H train headed for Binghamton.

And that sheet of paper sticking down is a track diagram for the area.

In a different yard area, an EL EMD unit keeps a couple of cabooses company.





That is the tail end of the 1942 Talgo train with its totally different suspension system.

Today's Talgo trains are used on the Cascades Route, providing passenger service in the Pacific Northwest. Amtrak Cascades trains are designed for high-speed rail service. Amtrak Cascades trains feature a special technology that uses gravity to tilt through curves while speed is maintained. This technology shortens travel time between Seattle, Washington, and Portland, Oregon, by 25 minutes.



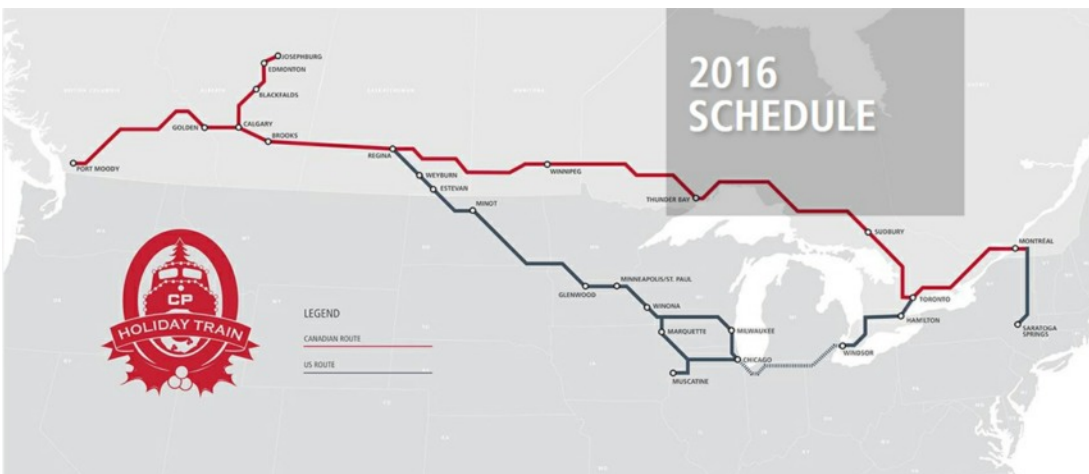
Below is the Talgo Series 8, designed in cooperation with the Oregon Department of Transportation (the owner) and Amtrak to maintain that cherished look of weirdness.





Indications are that a device like this works as well as a commercial \$80 unit.

Yes, that really is a picture of the famed Burlington Zephyr in 1934 on the tracks south of the Schenectady, NY train station with the famous General Electric sign and logo above the main building at the downtown plant. The Zephyr was so revolutionary that it was toured around the country before being put into regular passenger service. Oh, what might have been.



The Canadian Pacific Holiday Train is a massive operation over most of the CP network.

The 2016 Holiday Train raised over \$1.2 million and collected approximately 250,000 pounds of food for the community aid organizations along its routes.



AMTRAK

Speaking at the RailTrends 2016 conference (Nov. 17-18, 2016 at the W Hotel in New York City), Wick Moorman says he does not have a long-term future at Amtrak. Moorman took the top spot at the national passenger railroad in September.

“My wife has told me that,” Moorman said at a conference on Thursday.

Moorman’s goals at Amtrak include making the company highly efficient, developing a stronger safety culture, and finding the right executive to lead the company over the long term.

“Amtrak’s not broken. There are things to be fixed,” Moorman said. Moorman retired as CEO of Norfolk Southern in mid-2015 and stepped down from the freight railroad’s board of directors on Dec. 31, 2015.

Then Amtrak called, asking for help finding a new CEO after Joseph Boardman announced he would be step down. One thing led to another and Moorman was offered the job. He said, “no,” but relented after the Amtrak board persisted in asking for his help.

“I am not doing this for the money,” said Moorman, whose salary is \$1 per year. “I am doing this because the future of Amtrak is important to this country.”

Moorman has brought in a few fellow NS retirees, including former Chief Operating Officer Mark Manion, to help him make the company more efficient. It’s easier to get lawmakers and others behind Amtrak when it is efficient and well-managed, Moorman said.

Well, it seems that Mr. Moorman is taking action.

Amtrak announced Jan. 4 several significant management and organizational changes instituted by President and CEO Wick Moorman. Effective immediately, Moorman reduced by half the senior management team into six direct reporting organizations:

“Since joining the Amtrak team in September, I’ve been impressed by the dedication and passion of our employees and leadership team,” said Moorman. “This new structure aligns with our focus on improving the way we do business, modernizing and enhancing the customer experience, and investing in the future.”

Also, train operations will be managed regionally through three general managers and supported by Mechanical, Engineering, Network Support, Police and Security organizations.

A new Administration group will manage key administrative and support functions including Human Resources, Labor Relations, Procurement and Enterprise Project Management. Certain corporate planning, IT and station and facility functions, as well as the Government Affairs and Corporate Communications division, will be transferred to the new Planning, Technology, and Public Affairs group

FORT EDWARD, N.Y.

A Chinese rail car manufacturer in the running to build subway cars for the New York City subway system plans to open a facility near Fort Edward if it wins the contract, the Glens Fall’s *Post Star* has reported.

Chinese Railway Rolling Stock Corp., the largest locomotive and rolling stock manufacturer in the world, says it will hire 150 to 200 workers if it gets the contract to build 1,025 subway cars. The contract will be open for bids on Thursday, December 15.. The company plans to build the factory at the former General Electric dewatering, or special water extraction, facility north of Albany, N.Y., and even build a two-mile long test track.

Chinese Railway Rolling Stock Corp. is also opening up other factories in the United States, including one in Springfield, Mass., to build subway cars for Boston’s Massachusetts Bay Transportation Authority. The company began hiring workers this fall and will soon send them to China for training.

The *Form19* staff could not find out anything about the number and nature of bids received by the time this issue was written

WASHINGTON, DC

The Washington Metropolitan Area Transit Authority on Dec. 15 fired six track inspectors and two supervisors for falsifying records that resulted in a derailment near the system’s station at East Falls Church, Va.

The July 29 derailment injured 29 passengers and led to investigations by the National Transportation Safety Board, Federal Transit Administration, and the system’s police department.

Investigators found a pattern of falsification and negligence that went back as long as three years, the Washington Post reported. No criminal charges have been filed, but reports were turned over to prosecutors for possible legal action.

Six more employees of Metro’s 60-member inspection staff also face termination, and 28 more face disciplinary action, the newspaper said.