

FORM 19

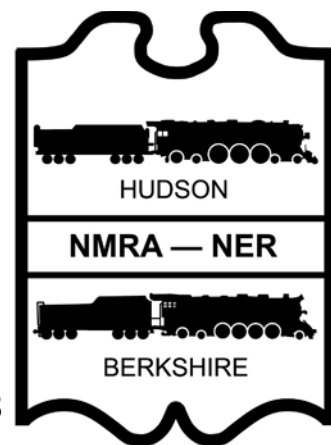
50th
YEAR

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

50th
YEAR

Order Number 334

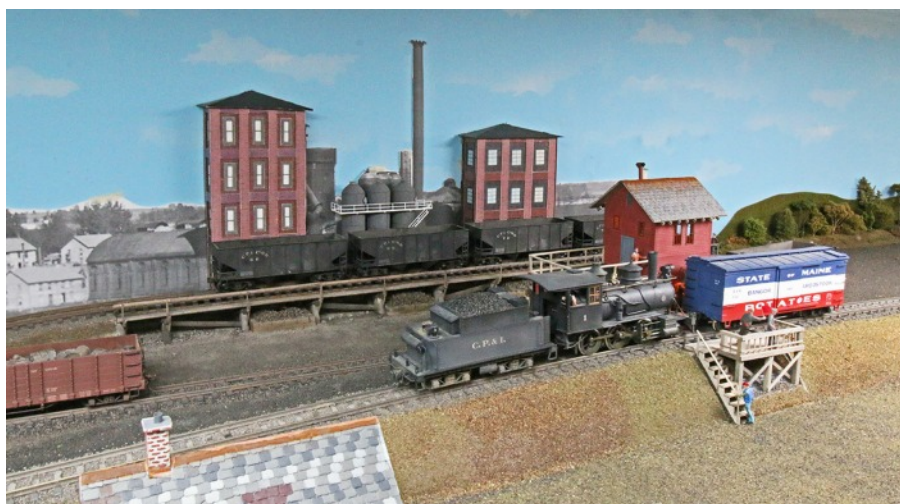
January 2018



Next meeting Friday January 12th at 7:00 - 9:00

John McBride's Crown Point Iron Co. RR

10 Plaid Place, Clifton Park, NY 12065



January's Division meeting is a layout visit to John McBride's Crown Point Iron Company Railroad, an F-scale line based on the original railroad running from Crown Point, NY on the shore of Lake Champlain to the community of Hammondsville, NY, which was disassembled. Indeed, this was a narrow gauge line built specifically to support the mining operation, build the community and transport the ore to the furnace.

The picture above is of the hump for the small yard with the furnace for CPI Co in the background. The yard handles material interchanged with the Delaware & Hudson Railroad including fuel, lumber, machinery and parts, and goods for the mine operation and the families that served the iron mine at Hammondsville. The ore was reduced to pig iron by the Crown Point Iron Company, and that was shipped by rail to places such as the Burden Iron Works, in Troy, NY. Some of the iron wound up in the Brooklyn Bridge. But when the iron mine was no longer profitable, the little community of Hammondsville was disassembled and moved out on the little narrow gauge railroad. And then the track was taken up and out on the railroad, too. And the community and operation are long forgotten

But the CPI Co RR continues to live on on John's large gauge layout, which is a tribute to the difficulty of operating a railroad in mountainous territory. Operating sessions here present challenges that do not occur on most layouts. And mistakes are not allowed when grades are steep and equipment is really heavy.

So join us on Friday evening as we look over this very unique layout remembering a very unique railroad and community. It is a tribute, too, to John's vision, skills and energies.

The Ticonderoga Historical Society (<http://ticonderogahistoricalsociety.org>) has an excellent article on the history and importance of the Crown Point Iron Company. There is also another fine article at <http://www.vizettes.com/kt/cpicrr/>, complete with topographical maps showing the location of the ghostly, long forgotten, Hammondsville and the railroad.

www.hudson-berkshire.org



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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

Brrrrrrr! It is cold outside as I write this. It has me pining for the warmth of Arizona where I was in November.

Hopefully you have been enjoying the Holidays and your time with family and friends. I'm guessing there were some train related gifts exchanged and we would love to see some of your "swag". Send Bert an email with a picture of one of your treasures and we will try and build a column around the Division's holiday gifts. Speaking of Holiday gifts, the Hudson Berkshire Division, thanks to your kindness and generosity, was able to donate 33 train sets to the annual Toys for Tots drive this year. A heartfelt 'THANK YOU' to all of you who contributed your funds and your time. The children truly appreciate these gifts.

The GTE was a resounding success this year! We had a complete sell out of vendor tables, filling the Convention center and the Egg lobby. Attendance was similar to last year. Rich Smith will be providing a report shortly. Our outreach to the vendors has worked wonders and they are pleased with our volunteer staff and the folks who attend. Our partners in this endeavor, the Upstate Train Associates, generously donated \$500.00 towards our TFT fund drive. Thank you gentlemen. I would be remiss in my duties if I didn't give a large shout out of "THANKS" to our volunteers and organizers. Without your hard work and dedication, the show would not exist. This is a good time to mention that we are still in need of a willing member of the Division to shadow Rich and learn the ropes of running this show. Please see myself or Rich so we can explain the details and the time commitment. Trust me, it is one of the most rewarding jobs in the Division and the time you put in is nowhere near what you might think.

Please also consider taking on the **Form 19** Editor's role. We are in need of a new editor. Bert has been most generous with his time in staying on, but let's give him a break and have someone else take on the mantle of Editor. Again, not a big time suck and you will get the joy of seeing your handiwork distributed to the far corners of the Division, the Region and even up to the National. Wide exposure for a small investment of time and effort! Please see Bert or myself.

Both of these positions can be used towards your Volunteer Certificate as you work on your MMR.

We are at 37 riders so far for the Division bus trip to the Big E in Springfield. There are still a few seats left if you are interested in the best deal in Model Railroading.

This month will find us at John McBride's Crown Point Iron Company Railroad, a masterpiece of large scale railroading with a working hump yard. Always a must see!!

So, send us some photographs, write a brief article, contribute a post to our Facebook page, be active! Make every effort to welcome our new members (we had 3 sign up at our table at the GTE) and I promise, you will reap far more enjoyment from our hobby.

As 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. Feel free to contact me directly and I will do all that I can to help. 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.

See Santa Fe photo in online edition



Holiday Train Exhibit at the Bronx Botanical Gardens

Bill Doyle

For many years, I have wanted to visit the Holiday Train exhibit at the Bronx Botanical Gardens. Somehow it never happened - too many other seasonal activities, the winter weather, the long trip to get there, etc. So when a friend of my wife told us about two seats available on a charter bus trip, we jumped at the chance and went in January 2017.

The Holiday Train exhibit debuted in 1992 and has gained in popularity ever since. The exhibit is set up in the Enid Haupt Conservatory building within the Garden grounds. The living landscape features G-scale trains winding their way on a half mile of track across trestles, over bridges, through tunnels and around pools past over 140 scale replicas of New York landmark buildings and structures. What makes them unique is that they are crafted using natural materials like bark, twigs, vines, stems, fruit, seeds and pine cones. As a sometime scratch builder, I had to marvel at the craftsmanship of using these raw materials to capture and create the individual characteristics of the landmark structures. Among the many featured buildings are Grand Central Terminal, Penn Station, Rockefeller Plaza with the holiday tree and Prometheus, the Brooklyn and George Washington Bridges, the original Yankee Stadium, the Statue of Liberty, the NY Public Library

with its iconic sitting lions, and NYC's famous brownstone apartments as well as Hudson Valley landmarks like Olana (Hudson), Lyndhurst (Tarrytown), Phillipsburg Manor (Sleepy Hollow), and Van Cortland Manor (Croton-on-Hudson). A special exhibit featured Coney Island's iconic roller coaster and other rides. A special cake celebrating 25 years of the Holiday Train was being filmed as we were visiting, but no samples were available! I have included a sampling of pictures of some of those buildings.

The exhibit is crafted each year by a guy named Paul Busse and a team of artists from Applied Imagination. Most buildings are reused but each year is a different theme and arrangement. This is not the only place we have seen his work. Last summer we visited the Biltmore Estate in Ashville, NC where he had created a similar exhibit, on a much smaller scale, that featured structures like the Eiffel Tower and Big Ben.

The Holiday Train exhibit runs through Monday January 15, 2018. Weekday admission for all the exhibits is \$23 for adults, \$20 for seniors/students and \$10 for kids 2-12. Prices for the prime season - December 18 through January 1 are \$30 for adults, \$28 for seniors/students and \$18 for kids. It's open 10-4 each day. A visit to their website can give you all the details and directions.

It is worth seeing at least once in your life.

ALL PHOTOS BY WILLIAM DOYLE



To the left is the Enid Haupt Conservatory building as it appears in real life and below is the model Conservatory as it appears on the layout.



Be sure to look at all of the pictures in this issue of the *Form19* on the Division's website so that you see them in color and can expand them to see detail. The concept is fitting, but the actual construction is hard to believe - even after you look at the pictures.



That is Penn Station to the left with the tracks going underneath and Grand Central Terminal looking oh so cute with the trolley, below. But note the bridge in the upper right background.

Photos by William Doyle.



Left is a building under construction showing how these structures are made. A waterproof board is used to provide the basic shape and bits of bark, wood, stone, etc. are glued on. This is a high humidity environment and there is spray to water the plants.



The New York City Main Library is to the left and most of the visitors know what that looks like so the model better be good. Don't know what the building is above but the train is coming out of a most natural tunnel.



That is the Queensboro Bridge above - a New York City icon. Again, note the size and detail - and all of natural material (at least on the outside).

Yankee Stadium, below, with direct rail line service.. Sorry Mets Fans, no stadium for you.

Top above is mid-town Manhattan with buildings like 'The Chrysler', all being devoured by green plants. Note the visitor in red blouse for a sense of scale and just how large these structures are.

Above is a row of classic New York City 'brownstones' - in 'olden days' when the trolleys ran at street level.

More pictures in the 'extra pages' of the online edition.

Photos by William Doyle.





My Visit to Gulliver's Gate

Irwin D. Nathanson

Vice President, Hudson-Berkshire Division

My wife, Julie, and I visited Gulliver's Gate when we were in Manhattan in October. Located right in Times Square, Gulliver's Gate is open daily all year, from 10AM to 8PM. Admission fees are Adults \$36, children to 5 free, children 6 – 12 and seniors \$27. If you book on line ahead of time, you save \$5 per ticket.

I couldn't help comparing Gulliver's to Miniatur Wunderland. Both layouts are HO scale and have amazing scenery. Wunderland seems to have more trains than Gulliver's. Gulliver's claims to be the largest model railway in the world. Perhaps they are by floor space, but when you deduct isles and open space, Wunderland seems larger. Wunderland is one long, continuous, room-to-room, country-to-country layout whereas Gulliver's is laid out as separate, themed layouts.

The first is New York City and it's amazing! Starting with the massive Brooklyn Bridge, then a cutaway model of Grand Central Terminal, with all above and below ground levels modeled and populated. While still visiting New York City, you can see the Macy's Thanksgiving Day Parade in progress. Continuing on, you come to the separate New England model railway. Also beautifully sceniced, this multi-level layout has, perhaps, the most trains of all the locations within Gulliver's.

Next was the separate layout of the British Isles including an innovative model of Parliament and Big Ben, wrapped around a vertical column, and an operating Tower Bridge over the Thames. Then continental Europe, where one country runs into the next. Models included landmarks such as the Eiffel Tower, the Atomium, the Leaning Tower of Pisa, and Neuschwanstein Castle in Germany. Throughout the layouts, Gulliver's extensively uses the Faller Car System with operating vehicles of all sorts.

Next was the separate layout of Russia, frozen and white in the midst of deep Winter! Here there is a good number of snow and ice-covered trains rolling through. The model of the Kremlin is truly outstanding, as is the frozen Volga River. That was followed by the glass fronted Control Room with massive computer displays and desks where the technicians run and monitor the entire model railway.

At this point, we entered Asia where the modeling includes famous buildings in Singapore, Malaysia, India and China, including a massive model of the Forbidden City. Here, the focus was really on the buildings and the landscape; tracks and trains were few and far between.

Continuing around the room brought us to the Middle East with a great model of old town Jerusalem. In the middle of this room was a separate layout of Latin America, including a massive Iguazu Falls with real water.

Nearing the end was the Works in Progress section area where construction continues during normal working hours and you can glimpse the modelers working. Finally, when we got to the opposite side of where we started, we came to the stand-alone model of an operating modern airport. Like the one in Wunderland, planes will take off and land. The airport at Gulliver's was still under construction but, by the time you read this, the airport might well be completed.



Author and our VP, Irwin Nathanson, admiring the fully detailed, fully populated, multi-level model of Grand Central Terminal in Manhattan. The swirls on the building are artifacts of digital photography.

As many of you know, Irwin routinely travels extensively on business and has visited literally every site mentioned and so is a good commentator for the modeling. (He approved all the captions.)

Check the 'extra pages of the online edition of the *Form19* for additional photos. And when you do, be sure to enlarge the photos to see all the detail

PHOTOS BY JULIE NATHANSON.



New England is depicted in a separate, multi-level layout. As with everything in Gulliver's Gate, the modeling is superb. From what Irwin could tell, this layout has more of a focus on operating trains than any other part of the attraction. To the right is another shot of New England. All the harbor scenes were especially interesting.

Photos by Julie Nathanson.



Now in England where Big Ben (BTW, Big Ben is the clock at the top of the tower, not the tower itself) dominates. Note how the tower and the parliament buildings are wrapped around the H-Column. Tower Bridge to the right.



And here on the right the focus is indeed on Tower Bridge over the Thames. The bridge opens and closes at regular intervals. In the rear the tall buildings of London's financial district including 'The Gherkin,' the building with the curved, 'pointy' top.



Ah, across to the Continent and sunny Italy! The Colosseum and the dome of St. Paul's cathedral in The Vatican in the background. That is a European style steam engine and cars on the track in front of the tower.

Neuschwanstein Castle in Bavaria (see text) is the centerpiece here. Notice the NH box car at the front of the European freight train. Is there some whimsy here that we're not getting?



Be sure to see more pictures in the 'extra pages' of the online edition of this Form19.

Photos by Julie Nathanson.



Moving from warm Italy to snow covered Moscow (above) is a shocker. The modeling is, as normal, superb. The Kremlin is on the left. Note the ornate paint work and onion domes on Saint Basil's Cathedral.

To the right, a Russian train heading towards Moscow having passed a familiar switch tower like structure at the end of the small yard





Calls for Expressions of Interest

Modeling with the Masters Class Series with Bob Hamm

A number of HBD members have expressed interest in pursuing their Master Model Railroader (MMR) certification. Some of the required Achievement Awards do not require Modeling skills such as Volunteer, Author and Operator. However the majority require skills related to electricity/electronics, scratch-building (rolling stock and buildings), track-laying, etc. If there is sufficient interest, Bob Hamm, MMR, is willing to conduct a weekly class starting some time in the Spring. He has been conducting similar clinics and classes in Florida for some five years now. They would be held one evening each week for perhaps 6 to 8 weeks and will be hands-on. There would be a nominal fee, but what is most important to Bob would be the commitment of the students to attend on a regular basis and to put the skills obtained into practice between the class sessions. The venue would be Bob's home in Saratoga Springs.

Irwin Nathanson is coordinating the effort with Bob, so please contact Irwin at irwindnathanson@fastmail.fm or 518 668-9892 or Bob Hamm at rhamm1@nycap.rr.com or 518 588-9090 for more information and to register. Of course ideas and suggestions for specific subjects are welcome. Sign up for the class will be on a first-come, first-served basis.

Please respond by January 31st.

February Meeting Information

The February Division meeting will be held on the 16th from 7:00 to 9:00 pm at the Defreestville Fire Department, 350 North Greenbush Road, Troy NY, 12180. This is a new location as the Division Officers try to make the meetings more accessible to more of our members.

The subject of the meeting will be an exercise in which you participate (if you choose to) as described in "Conducting a Scratch Building Test" in the Division Business Car column (pg 39) of the August 2017 issue of NMRA Magazine (which you all received). Participants will be given materials such as white glue, water-based paints, and an assortment of basswood, balsa, and other stock

materials and asked to "simply build something - you have an hour." Then, at the end of the hour, we all get to see what you come up with.

The meeting will be hosted and MC'd by VP Irwin Nathanson, who will provide the materials, minimal instructions and a list of tools to bring posted in the February *Form19*.

Division Treasurer's Report

Because this issue of the *Form19* had to be completed before the end of December, the Division Treasurer, Jack Cutler, will have the 'End of Year' report in the February issue.

Great Train Extravaganza Report

Rich Smith, the GTE talented and determined head honcho, will have a summary report in an upcoming issue, after all the billings and finances have been finalized.

Bus Trip to the 'Springfield Train Show'

There is still room on the bus for members and guests interested in attending the Amherst Railway Society's Railroad Hobby Show at the NES Fairgrounds in West Springfield, MA on January 27th.

The bus, you remember, takes you to within twenty feet of the entrance door and a Society member steps on board the bus to hand out your entrance bracelet. This year is the 50th anniversary of the show with special guests being 'Peppersass,' Mount Washington's First Cog Railway Locomotive, celebrating its own 150-year birthday and Boothbay Railway Village's 1925 H.K. Porter steam locomotive (live and under steam and blowing its whistle just yards from our parked bus). There will be over 60 operating layouts at this anniversary special.

And you get to go for just \$25. People come from Chicago, New York City, Montreal, and places farther away to experience this event. You have a chance for chauffeured service. If you can't find your sign-up sheet (page 7 of the November *Form19*), you can get a new one at the Division website (listed at the bottom of the front page of this issue of the *Form19*).

Welcome Aboard, New Member

John Corini, Clifton Park, NY

This issue of the Form19 has two contributed articles about holiday trips to New York City to see model railroad displays. Thanks to Bill Doyle and Irwin Nathanson for the pictures and the writing.

And both men are still alive - it didn't kill either of them to provide an article for you to read. Of course, it almost killed the Form19 staff as Bill provided 60 pictures of his trip, of which the staff photographer selected 39 for consideration. And the Editor then had to agonize and choose the 15 for publication. Some good pictures are left on the hard drive.

And you did you notice that the masthead on the front page announces that the *Form19* is now in its 50th year. We hope to have a special anniversary issue coming out in the near future.

We also hope that future issues of the *Form19* will have articles on the Portage Viaduct (old and new), another Almost Hidden Treasure visit, train travel in Peru, and more pictures from the recent NER convention in Rhode Island from the camera of the *Form19* Associate Photographer, Tom Plesnarski. See the Extra pages of this issue for the start of that series.

Dealing With History by Signalman Gary

We were working at crossings in New Jersey. While repairing old, out-dated flasher cables and masts, we kept digging up old cables in pipes. These were not signal cables but heavy steel wires and rods in steel pipes. No one knew what these were. They were sure a pain, though, and in the way.

From my reading of railroad history books, I figured out that these pipes, rods, and cables were the remnants of the old crank down gates, used in early crossing protection, that required a gate man to manually crank down the gates before an oncoming train. We had to rip out what we could with a backhoe and mangle the rest, pushing the stuff back into the ground with the bucket, since we didn't have a torch to cut it away.

It was neat to think about the history of what was there and sad to think that a bit of that could not have been preserved.



FORM 19

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First Class Mail



ATSF 46c at Santa Anita Station. Photographer unknown.

President Paul Hoffman added the above picture to the bottom of his 'Ready Line' column for this month.

That Santa Anita train station is now at 301 North Baldwin Avenue, Arcadia, CA on the grounds of the Los Angeles County Arboretum and Botanic Garden, about a quarter of a mile from where it was when this picture was taken.

The depot was abandoned by the railroad and in 1970 it was moved from its original location and restored to look as it was first constructed by the Atchison, Topeka and Santa Fe Railroad in 1890. A typical half-passenger, half-freight depot with living quarters upstairs for the agent and family, the Santa Anita Depot was an active local station stop for both Baldwin Ranch and nearby Sierra Madre residents. Described in the local Sierra Madre newspaper in August, 1890, as "an elaborate two-story depot built with one hundred thousand bricks from the nearby E.J. "Lucky" Baldwin brick yard", the Santa Anita Depot cost an estimated \$5,000 to construct.

Because of its condition, the Depot could not be moved intact, but all the original bricks were removed from the station as well as salvageable doors, trim, beams and even the picturesque Depot balcony. Reference photographs were taken of the interior details, and within days the Santa Anita Depot was a stack of wood and brick in the south parking lot of the Arboretum.

Reconstruction was completed in 1970 and fifty yards of Santa Fe standard gauge track was laid in front of the Depot by members of the Monrovia Model Railroad Club. The Santa Anita Depot of today has been refurnished with turn-of-the-century housewares and period railroad equipment to recreate the ambiance of the bustling station stop it once was.



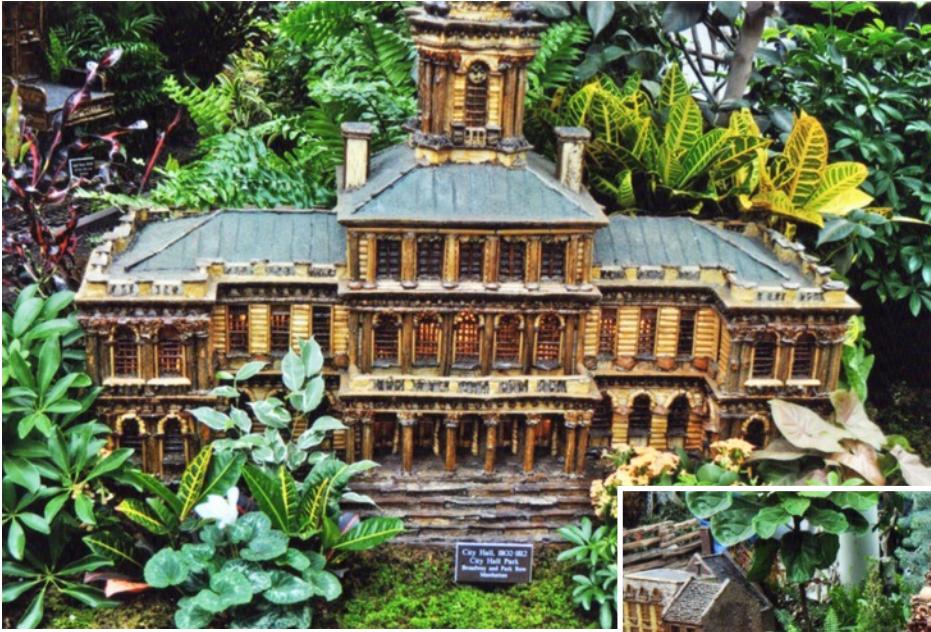
The massive Forbidden City in China (above) beckons the viewer. Note the CN box car at the front of the depressed center flat cars. How come? (Likely those containers are full of consumer goods headed for the United States or Europe.)

Photos above and below by Julie Nathanson



This is the centralized Command & Control for all of Gulliver's. The author suspects this is newer/higher tech and therefore more compact than the larger, more equipped "nerve center" at Wunderland.

Note the several totally separate layouts in light blue in the center of the central screen. With the much smaller number of trains and Faller vehicles, there appears to be much less need for control.



To the left is a 'model' of New York City's City Hall that was built from 1802 to 1812. It is located in City Hall Park near the tip of Manhattan and still houses the offices of the Mayor and the New York City Council. It is a National Historic Landmark and on the National Register.

Below is the famous Ellis Island Immigrant Center - minus the water around it, of course.

Photos by William Doyle



Imagine creating structures for your layout that are going to be seen by thousands of critical viewers that have all seen the original structures. Yikes!



Above is the Lyndhurst Mansion that overlooks the Hudson River in Tarrytown, NY - 'where the Hudson Valley begins.' It is one of America's finest Gothic Revival mansions. It has been the home of former New York City mayor William Paulding, merchant George Merritt, and railroad tycoon Jay Gould.

To the right is a Conrail EMD GP30 doing what it was designed to do - haul freight in great surroundings.



Hudson Berkshire Division member and Form19 Associate Photographer Tom Plesnarski attended the NER Convention "Rails to the Gilded Age", November 9-12, 2017 at the Atlantic Resort Newport, Newport, Rhode Island and took his camera. He has some pictures of Convention activities including layout visits. So here we share with you some of his photographic work.

We start with his visit to the layout of Bob Davis. The information in the layout book explains Bob's layout. There are no captions for the pictures so you look at these as a visitor.

E3		Bob Davis		Mashamou Valley & Western			
Viewing Times				Handicap Access		Pets	
Thursday	Friday	Saturday	Sunday	YES			
10-2	-	-	11-4				
Location & Contact Information							
Address		GPS Coordinates		Distance/Time (Bridge)	Phone		
		N	W				
120 Freedley Rd, Pomfret, CT 06258		41.902234	71.946731	58mi / 85min / Over Bridge	860-928-4618		
Summary Description							
Prototype	Scale	Scenery	Modeled Locale	Era	Size	Style	Throttle Control
Freelanced NH/B&M	HO	Fully	Freelance	50's & 60's	36X20	Walk Around 2 Level	NCE DCC

Description: The Mashamou and Western railroad is fantasy railroad set in the 50's and 60'. It is a two level layout. The main yard is called Ridge Yard. From Ridge yard interchange trains travel 220' West on the Yellow Birch division to interchange with the New Haven, 210' East on the Green River division to interchange with the B&M and 140' North on the Red River division to switch out the Applegate Industrial Park. There are 10 towns to be switched out that are off the main line. Car cards are not used, instead markers are placed on cars to indicate which division they are going to, which town they are going to and where they are going to be spotted. Track power is by NCE. Engines are controlled by Soundtraxx.



