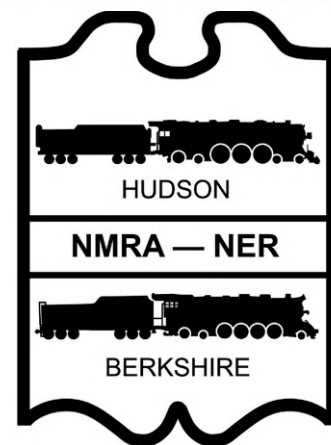


FORM 19

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



Order Number 382

January 2023

Next Division Meeting

**January Division Meeting
Saturday January 21st 10am to 1pm
Clifton Park Library, 475 Moe Rd., Clifton Park, NY, 12065
A SPECIAL PRESENTATION BY: DAVE MARECEK**

From the Editor By MARK SKLAR

2023 is here and our first meeting of the year is on January 21st. I am looking forward to this meeting as it is something we have never done. Our VP, Doug Dederick has arranged a presentation of the amazing and realistic Trainz Simulator by Dave Marecek. For more information on the Trainz Simulator go to page 8. There are links to YouTube videos of what you can achieve with the Trainz Simulator. Build and operate your next railroad virtually with Trainz.

Rich Smith finishes up his story on the Milwaukee Road 4-6-2 F-4 on page 4. Rich goes into detail on how he super detailed a very old Bowser locomotive kit into a great looking Milwaukee Road F-4. Thank you Rich!

A great deal sponsored by our Division is the bus trip to the **Railroad Hobby Show** in West Springfield, Massachusetts. It is not too late to sign up! See page 9 and 10 for all the information to attend this trip.

See you here next month.

-Mark



Form19

The *Form19* is published ten 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 President's Corner

By Ben Maggi

The holiday season has come and gone, and all of us on the Leadership Team hope you had a wonderful time. For me, like many of you, trains and winter holidays go together. While I can't say my first train experience was a Lionel set under the Christmas tree, for 20+ years I have been making up for lost time. I always have some three-rail track set up in which I run either my Lionel Hogwarts Express set or else a jumble of other tinsplate trains that I have collected. Our eight-month old son, Harrison, discovered his very own Thomas set circling the tree when he woke up! (I figure it is never too soon to start them).

What did you do with your trains this year during the holidays? I am sure there are many creative and artistic members out there. If you set them up under the tree or in some other festive arrangement, the *Form 19* would love to see some pictures. Please send them along and we will publish them in a future issue.

Have you considered gifting a train? It doesn't have to be expensive. I have gone to train shows and purchased some inexpensive O-gauge trains that I make into "sets". The engines don't have DCC or sound, and the freight cars aren't super detailed, but for someone getting started in the hobby they are perfect. The same can be done with HO or N scale trains, and the abundance of Bachmann EZ-track makes set up a snap for a beginner. The next time you are at a

train show, look at all the gently-used trains and put your thinking caps on to see if someone in your life might appreciate a train. I have brought these used trains to Office and Church parties and they are always popular.

Speaking of gifts, thanks to the generous donations of our members we were able to donate nine brand new Bachmann HO scale train sets as part of our *Paul Werschler Memorial Toys for Tots Fund*. We would have attempted to order more, but Bachmann was sold out at the factory! So, we will keep the extra funds safe until next season and make sure to order them earlier. Also, special thanks to Division friends Bob Chase and Matt Giardino for offering to order the sets on our behalf. What's more, due to the incredible donations collected at the recent Great Train Extravaganza we raised over \$900! Thank you everyone for making a little bit turn into a lot.

As you know by now, the G.T.E. was a success again and I personally want to thank everyone who came out and helped. It is a team effort, and we couldn't have done it without all of you. No matter what you did, large or small, it really adds up. Thank you!

The Springfield train show is this month, and I can't wait. It's my favorite day of the year. I hope you will join us on the bus ride over, which is outlined elsewhere in this *Form 19*. For \$25 you get a heated

(Continued on next page)



(Presidents Corner Continued)

bus ride there and back with all of your friends and you don't have to wait in lines *outside in January* for tickets because they are included in your price. Did I mention that you can eat lunch in the bus instead of fighting for a table somewhere in the

noisy buildings, and you can sleep on the bus ride home? And you can drop by throughout the day to store all of your newly acquired goodies down below instead of lugging them around for hours. You also won't have to worry about taking care of

a flat tire from the Big E parking lot (yup, that was a fun year...).

See you at the next meeting... and hopefully on the bus!

Ben

Upcoming Division Meetings/Events

January Division Meeting

Saturday January 21st 10am to 1pm

Clifton Park Library, 475 Moe Rd., Clifton Park, NY, 12065

A SPECIAL PRESENTATION BY: DAVE MARECEK

February Division Meeting

Friday, February 17, 2023 7pm to 9pm

See the February Form 19 for details

A SPECIAL PRESENTATION

BY

DAVE MARECEK

This month we have a very special presentation by Dave Marecek from British Columbia. This past September my wife and I traveled to Nelson BC for the Great Northern Railway Historical Society's convention, which was a joint convention with the Canadian Pacific Historical Association. During the 5-day convention there were some great bus tours of both railroads and a number of clinics. This is where I met Dave Marecek. Dave gave a clinic on the Spokane Falls & Northern and Great Northern of 1902. I was very impressed with his presentation for a number of reasons. First, it was about the GN which is the Railroad I model and secondly in the way he presented it, "Virtually". After the presentation I introduced myself to Dave and we had a very nice conversation. I then asked Dave if he would be willing to do a clinic for our Hudson Berkshire Division, which he was more than happy to do.

Dave will be doing a 3-part clinic to show us how he models his railroad and the program he uses. He will also

demonstrate how the program works and what you can do with it. I think you will all find it very interesting and something you may look into for yourself, I know I will.

Again, this is a DON'T MISS presentation and I hope that ALL of you come out and show our neighbor to the Northwest a big US and a HBD welcome. We will be holding an in-person meeting on Saturday January 21st @ 10:00 am until 1:00 pm (7:00 am to 10:00 am PST) and Dave was willing to give up some sleep and join us around 11:00 am our time (8:00 am his time). If you can't make it to the meeting in person, it will also be available online via Google Meet. Watch for those details on the Division website and via Constant Contact a few days before the meeting.

Your VP Doug Dederick



Milwaukee Road 4-6-2 F-4 Project

By Richard J. Smith
Continued from Last Month

Boiler Super Detailing

I studied images of F-3s, F-4s, and F-5s from the internet to figure out the appliances I needed to add to my naked boiler. As an example, Figure 8 shows F-4/5 No. 838 with its 69" drivers and bell a-ringin'. Figure 9 shows F-3 No. 192, with its 79" drivers. Both Figures 8 and 9 show the extended tender coal bunker characteristically seen with these Pacifics. Using internet photos, I was able to assemble a list of brass detail parts that I needed for the model. Most brass parts are CalScale, but some are also Cary, while a few were in my parts boxes of unknown origin. In total, brass super details set me back about \$80. Brass parts cannot be soldered to Zamac. Instead, the best way to attach parts is by drilling holes to accept the part and use JB Weld metal epoxy to glue in place. The next series of Figures 10a thru 10c show all the brass super details on the left side, right side, and front of the locomotive.

F4 Tender

The original Bowser brass tender was too crude to use for this model. After studying prototype photos, I concluded that an old Bachmann tender from a "fried" 2-8-0 would do nicely. I bought one of those original Bachmann 2-8-0s, which arguably changed the landscape for HO steam engines forever, giving us the first nicely detailed, good running plastic steamers since Rivarassi/AHM at the time. After many years of service, my 2-8-0 decided to die in a puff of blue-gray smoke, but like all model railroaders, I kept it for parts!

Since the tender trucks are plastic, creating more reliable electrical pickup for my F4 was easy. I cut small strips of sheet brass and soldered a fine brass wire "wiper" to make electrical contact on both sides as shown in Figure 12.

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Figure 8. Internet Photo (no credit) of Milwaukee Road F-4/5 Pacific with 69" Drivers.



Figure 9. Internet Photo (credit shown) of Milwaukee Road F-3 Pacific with 79" Drivers.

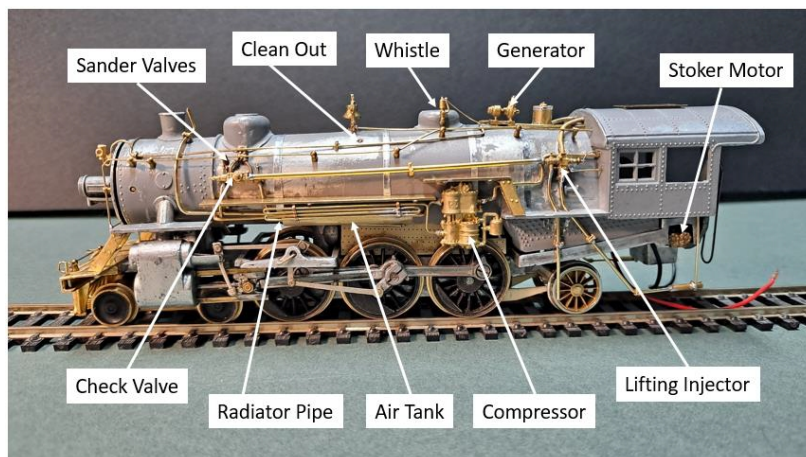


Figure 10a – Brass Parts Left Side



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For comparison, the old wipers are shown in the figure that would only provide electrical pickup from the left side. Adjust the brass wire to gently contact the wheels for minimum rolling resistance. The brass strips are attached to the plastic trucks using a #1-72 x 3/16" round head screw drilled and tapped into a hole in the truck. Later, wires will be soldered to each assembly and run through holes drilled in the tender floor providing eight wheel pick-up.

The Bachmann tender comes with a weight on the floor of the tender. I removed this weight to drill speaker holes and mount a 1" 8 ohm speaker to the floor with silicone glue as shown in Figure 13. Also shown in Figure 13 are some additional lead weights and the coal bunker extension seen in earlier prototype photos. I cut sheet plastic to match photos "by eye" and kept the plastic coal load to serve as a base for gluing scale coal. The space under the plastic coal load is where I installed a SoundTrax Tsunami2 TSU-2200 sound decoder. I also squeezed in a SoundTrax No. 810140 Current Keeper in the tender body. In general, I think current keepers are a game changer for old Bowser and brass steam locomotives with limited pick-up wheels. The locomotives with current keepers virtually never stall on any part of my railroad. But I still can't get used to the burping and chirping after I turn off layout power! Finally, Figure 14 shows a rear view of the tender to get a better look at that extended coal bunker plus additional brass grab irons, coupler level, ladder, and marker lights.

F4 Painting, Decaling, and Weathering

After all the brass parts are applied, one of the most satisfying moments in this project is the first coat of paint. All painting is done with a Badger single action airbrush. I used Scalecoat II gloss black in anticipation of applying decals later. Decals should always be applied over a gloss finish. Scalecoat II advertises that no primer is required so I did not

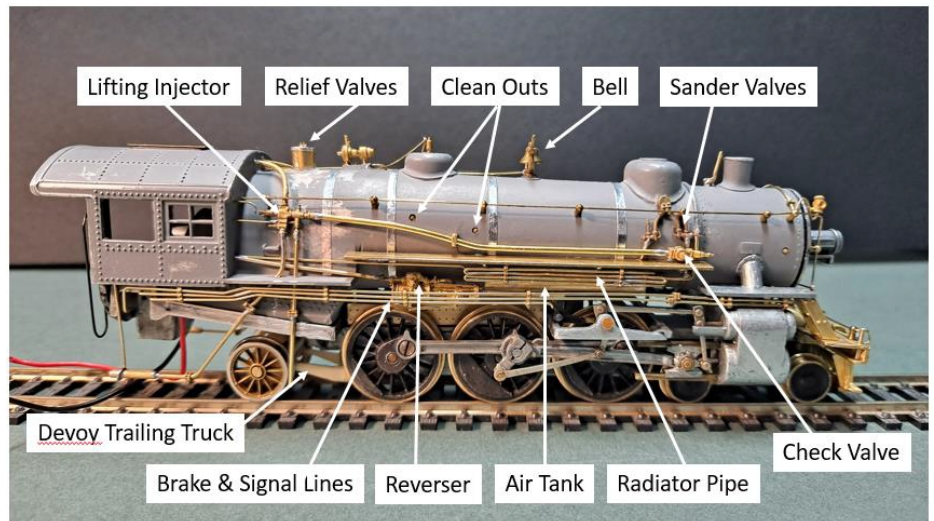


Figure 10b – Brass Parts Right Side

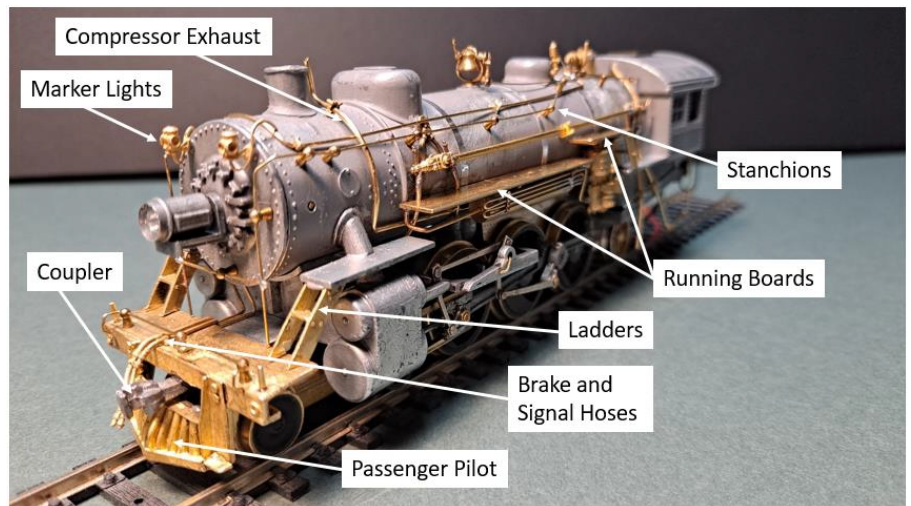


Figure 10c. Brass Parts - Front

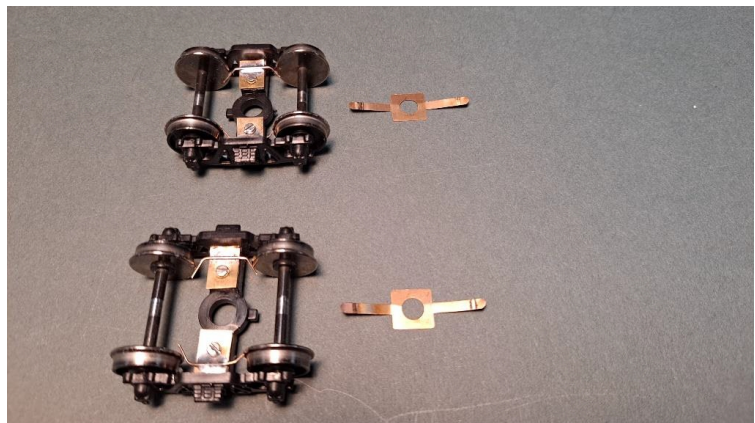


Figure 12. New Tender Truck

Continued next page.



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apply any more primer. Figure 15 shows the painted boiler and steam chest. I also painted the tender body at this time. .

After all gloss paint was thoroughly dry, I applied Microscale decals for Times Roman Locomotive Number 165 plus the Milwaukee Road herald on the tender. I then sprayed a coat of Scalecoat II clear flat to all glossy parts.

I hand painted the locomotive leading and trailing trucks and wheels as well as the tender trucks and wheels with Scalecoat II flat black. I sprayed the frame, pilot, worm gear view block, and motor Scalecoat flat black (of course with the wheels, running gear, and valve gear removed). After reassembling I painted a product from Micro-Mark called Neolube, which is a combination metal blackener and dry lubricant to all the locomotive drive linkages and valve gear. I also painted the drivers with Neolube, but was careful to not paint across the left driver's wheel insulation with the fluid as it is also a conductor!

I weathered the locomotive and tender with a mix of Scalecoat II Flat Black and Scalecoat II Flat Smokebox Gray. Using an eyedropper, I start with 4 parts black to 1 part gray and continue to add gray until I get the grimy black look I want. More gray gives a grimmer look. I then thin 1 part paint to 3 parts Scalecoat II thinner to create a thin wash to spray. First, I assembled the locomotive and placed it on a spare piece of track in my spray booth and hooked up DC power to the motor leads. I hold the engine in place, apply power, and let the drivers rotate and slip on the track. I then spray light coats of the grimy black as the engine is running until I get the look I want. Running the engine will make sure all parts get paint eliminating any "shadows". I then sprayed the thinned grimy black to the tender separately. I don't necessarily spray uniformly at this point. I try to create some color variation and streaking.

After the grimy black is thoroughly dry, the next coat is Floquil Railroad Tie Brown to simulate dirt and dust along the bottom portion of the model. Similar to

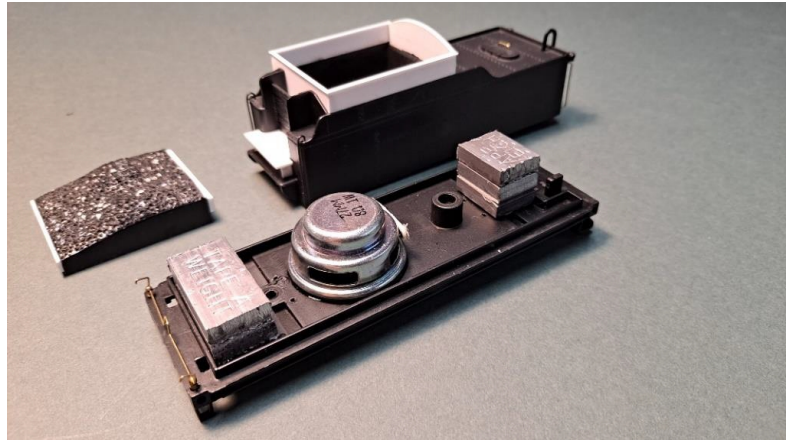


Figure 13. Bachmann Tender with Weights and Speaker Added.

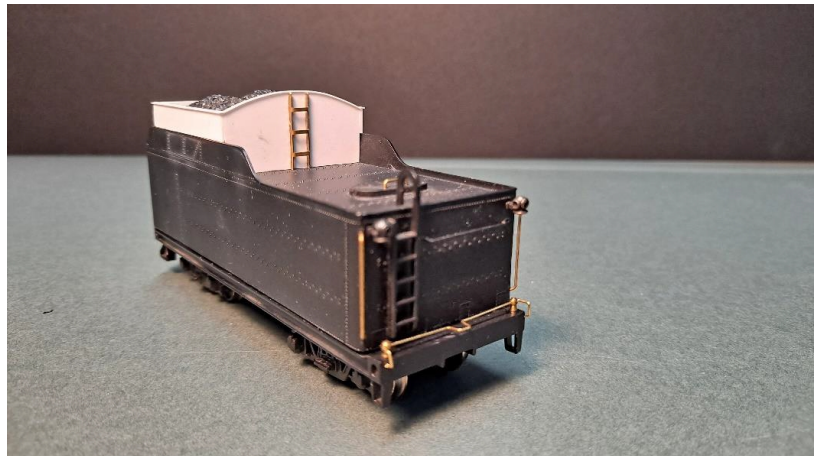


Figure 14. Bachmann Tender with Sheet Plastic Coal Bunker Extension and Additional Details.

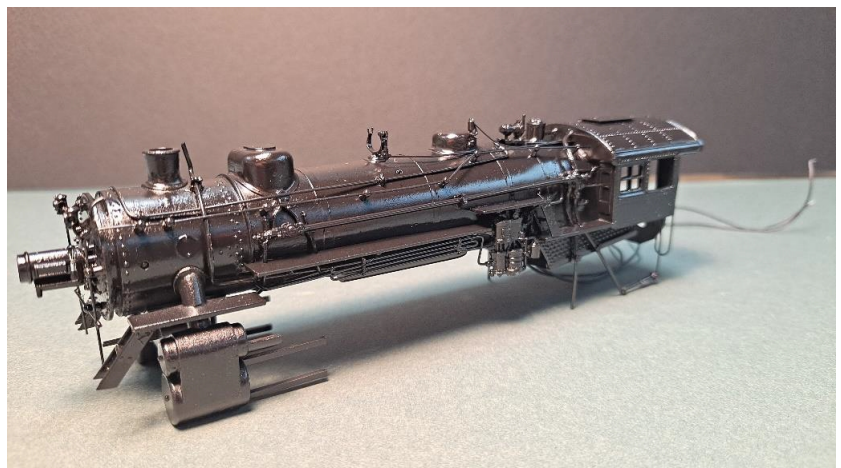


Figure 15. First Coat of Paint.

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before, I place the locomotive on a piece of track in my spray booth and shoot a light coat of 2 parts Railroad Tie Brown to 1 part Floquil thinner along the lower portion of the engine while running in place. I do the same with the tender but manually push the model back and forth to evenly weather the wheels. After all weathering paint is thoroughly cured (Floquil in this case), the final DCC hook-up can be made and the engine connected to the tender.

Figures 16 and 17 show each side of the painted locomotive. As a final step I very subtly dry brush Testers Flat Gull Gray over the cast brass details to make them “pop”. I also add streaks on the boiler at the steam reliefs to simulate water/steam scaling, as well as streaks under the smoke stack. I use thinned Polyscale acrylic Rust to add rust streaks at the clean-out plugs and on the top of the tender. Figure 18 shows the tender with a hefty coal load which is actual coal applied with white glue and water mixture with a touch of detergent to make the glue solution “wet”. Gluing the coal load is much like ballasting track and I use an eyedropper.

Finally, Figure 19 shows my F4 in service at the grade crossing in Wauwatoga, my fictional Milwaukee Road city. The smoke and steam effects are the author having fun with Microsoft Paint! The engine runs smooth as silk and when the sound is turned off all you hear is wheels on the track.

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Figure 16. Finished F4 Left Side.

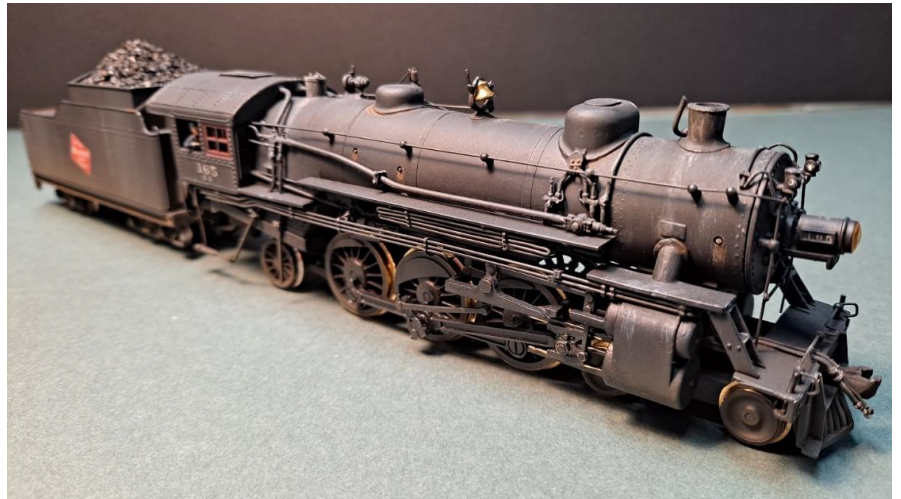


Figure 17. Finished F4 Right Side.



Figure 18. Finished F4 Left Side



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I hope you enjoyed this article and maybe even picked up some tips along the way. Converting this ~70 year old NYC K-11 Bowser locomotive to a Milwaukee Road F4, with a new can motor, DCC, sound, and super-detailing was a challenging project. But even though it is not a perfect match to the prototype, it has the prototype look I wanted and is truly a one-of-a-kind model ... and a bit of model railroad history!

The End



Figure 19. Milwaukee Road F4 Number 165 in Wauwatoga

More Information On This Month's Meeting

My name is Dave Marecek and I have been modeling since 1965 in N, HO, O and G scales. Despite building satisfying model railroads indoors and outdoors, I have always been held back by selective compression. I am passionate about prototype operations and am now modeling in Virtual Scale using Trainz Software.

Virtual modeling appeals to the younger generation starting at about 4 years old with Thomas, but more importantly for lifelong modelers who have moved into a condo or who have health challenges, it provides the opportunity to model your dream layout from the comfort of your chair with a coffee in hand.

The presentation will have 3 parts:

1. Why I model using Trainz SW and how your prototype dreams can come true using Trainz
2. 15 minute video of the Spokane Falls and Northern Railroad (part 3) simulated in 1902 using Trainz
3. Scratch build and operate from Curlew WA to Midway BC in 1905 on the Great Northern using Trainz

Useful links for videos on Youtube:

(Trainz 2022) - This demonstrates Virtual scale modelling
<https://www.youtube.com/watch?v=XcIqXN9S7I0>

(SF&N Trainz) - Spokane Falls and Northern (Great Northern) 3 part documentary in 1902
<https://www.youtube.com/watch?v=uUsrQDhmDMs>

(Trainz C&WRR) - Columbia and Western RR (CPR) in 1901 from Rossland to Midway BC
<https://www.youtube.com/watch?v=1duRQHZHI2Y>

(Trainz C&KR) - Columbia and Kootenay Railroad (CPR) centered on Nelson BC in 1902
<https://www.youtube.com/watch?v=pVE6669HB9Y>



Hudson Berkshire Division Sponsored Bus Trip to Amherst Train Show Springfield Massachusetts January 28th 2023

Please fill out the attached form (page 10) 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 is **\$25**, and for a member invited 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-served 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.

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

Rest stop on the Mass Pike en-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-served event ~~with a signup/payment deadline of December 31, 2022.~~

Please send payment and signup form to:

Hudson Berkshire Division

PO Box 83

Clifton Park, NY 12065-0083

Attn: Artie Krass / Bus trip

You will be contacted upon 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!

Continued on page 10

Hudson Berkshire Division Website:

<http://www.hudson-berkshire.org/>

Facebook Pages:

<https://www.facebook.com/HudsonBerkshireNMRA/>

**Hudson Berkshire Division Bus Trip to Amherst Train Show
Springfield Massachusetts Saturday January 28, 2023**

Hudson Berkshire Division Bus Trip to Amherst Train Show
Springfield Massachusetts Saturday January 28, 2023

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.

FORM 19

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

First Class Mail