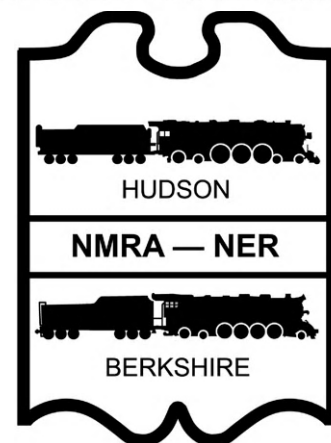


FORM 19

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



Order Number 377

June 2022

Next Division Meeting

Saturday June 18th
HBD Family Picnic at Thacher State Park
Starting 10am
Thacher State Park
Horseshoe #1 Pavilion

From the Editor By MARK SKLAR

I attended the joint meeting and layout-tours with the Central Division members last month. The layouts were great and I was impressed with the progress of the layouts, since I have not seen these layouts since covid started. Seeing the layouts gives me more motivation to improve my own modeling. Thanks again to the hosts for their hospitality!

We hope that you will join us for the HBD Family Picnic on the 18th. Thacher State Park is a beautiful backdrop for this event. See page 4 for details.

Sadly we lost two HBD members recently, Ken Nelson and Len Kilian. Both gentlemen were very friendly, helpful and a huge resource for their railroad and modeling knowledge, which will be greatly missed. See pages 5 and 6 for a tribute to Ken and Len.

Ken Nelson helped me by providing me with many articles for the Form 19. I have two articles from Ken left to publish. This month Ken's article talks about passenger operations for our layouts. See page 7 for an extensive discussion on "PASSENGER TRAIN OPERATION".

We are taking a break for the summer, so enjoy the warm weather. The Form 19 will be back in September.

Have a great summer!
See you here in September.

-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 Ready Line

By Irwin D. Nathanson

Only one month to go before we take our traditional Summer Break over July and August (i.e., no "Form 19s," no HBD events). When we return in September, it's already time to start planning GTE 2022! (Actually, as Publicity Manager, I already started our Advertising Campaign.)

Recap of May Event

Despite some last-minute schedule changes, our Layout Tours/Joint Pizza Get Together with the Central New York (CNY) Division went off without a hitch. Turnout from CNY, with folks coming all the way from Syracuse and beyond, was better than expected and may have even exceeded the number of attendees from Hudson-Berkshire! For those of you who missed the layout tours, or for those who would like to see them again, our own Cory Ward made videos at each of the four layouts and once edited, these will be posted on our HBD Facebook page. For those of you who have not yet met him, Cory is our youngest member (he's now in college) and he's easily one of our most enthusiastic!

The pizza and wings were great. I never tried Peanut Butter and Jelly wings before but they sure were tasty!

Kudos to our Vice President, Doug Dederick, for planning this event and for making all the arrangements! The logistics were certainly challenging but as noted

above, there were zero glitches! Well done, Doug, much appreciated!

Plans for June

For June we will be holding our Family Picnic, the first since the beginning of the pandemic. This will be at Thatcher State Park, on the 18th. Look for detailed information in this Form 19, and in Artie's Constant Contact e-mailings. We have reserved a covered pavilion, so the event will go on rain or shine. Although I won't be able to make it, I'm sure everyone will have a good time. (Julie and I will be in Los Angeles for our only grandchild's second birthday. As much as I love trains and HBD, little Charlie trumps all...)

Activities Other Divisions Are Doing

Mark didn't tell me I had to be especially brief this month, so I'm going to go back to his list of "Suggested Ready Line Column Ideas."

Like me, you should be electronically receiving a newsletter called NER news. This publication contains links to the newsletters of all the Divisions within our Region. By following those links, you can read interesting how-to and other articles, as well as get a glimpse of what those Divisions are doing. Since I spend several weeks each Spring and Fall visiting my sons/grandson in California, I also subscribe to the publications of the Pacific Coast Region. Off the top of

(Ready Line Continued on next page)



(Ready Line Continued)

my head, here are some things other parts of NMRA are doing which caught my attention:

- Mini train shows, just for members
- White Elephant tables at Division meetings, also silent auctions
- Joint meetings with other Divisions (as we did last month)
- Bus trips to tourist railroads and museums (mostly before COVID but picking up again) *
- Visits to local (and not so local) model train clubs
- Operations Weekends
- Make and Take clinics
- Guest speakers such as Tony Koester and Cody Grivno

What would you members like us to try? Please don't hesitate to contact Doug with your ideas!

** It's long been a dream of mine to organize an HBD visit to*

ExpoRail, the national train museum of Canada, which is just across the border into Quebec from where U.S. I-87 becomes Canada 15.

Ken Nelson

In my Ready Line column in our November 2021 issue, I reported on NER's Mill City Convention which had been held the previous month. I included a photograph of Ken Nelson receiving his Master Model Railroader (MMR) certification. It was my honor to be seated at the Award Banquet with Ken and his wife. (And with Joe Kavanagh, who also received his MMR, and his wife.) My, how time flies...and now I must share the sad news of Ken's passing on May 20th.

Ken was an active NMRA member since 1990, and his Poco Valley Railroad was a favorite with his Tuesday Night Round-Robin Group. Like me, I'm sure

you enjoyed Ken's recent series of Form 19 articles wherein Ken shared his vast knowledge of railroad operations in easily digestible, easy to understand explanations.

Fitting tributes to Ken appear elsewhere in this issue. Ken was a great model railroader, a musician, and a truly wonderful gentleman. Ken, you will be missed...

This past month we lost another HBD member, Len Kilian. I didn't really know him personally but I understand he had a lot of friends in the model railroading community. Look for the tribute to him within these pages.

OK, That's It for This Month.

I'm signing off now. Have a nice, safe Summer everyone, and see you in September!

Irwin

Upcoming Meetings/Events

Saturday June 18th

Family Picnic at Thacher State Park

Starting 10am

Thacher State Park

Horseshoe #1 Pavilion

Summer Break

Watch for details in the September Form 19 for the next meeting.



FAMILY PICNIC

SATURDAY JUNE 18th 10:00 till ?

THACHER STATE PARK @ HORSESHOE #1 PAVILION

Come one, come all! This month we will be at Thacher State Park for our family picnic at the Horseshoe #1 Pavilion. All members and their families are invited to join us. This will be held come rain or shine, so mark the date and time. The HBD will provide hot dogs and hamburgers along with bottled water. I am asking everyone to bring one dish to share with others - for example - Potato salad, cookies,

chips, dessert, etc. I am looking forward to seeing you all for our final spring meeting before we all take July and August off to do other things for the summer. Remember that these events are planned for YOU so be a part of it.

Thanks.

Doug

NOTE: **There is a \$6 parking fee.** Each vehicle can pay *exactly \$6 in cash or with a credit card* at the Green pay station.

HBD Will supply Hot Dogs, Hamburgers, Bottle Water

Attendees Bring a dish to share with the group

Lawn Chairs recommended

Car Pooling recommended



You have probably received an email from the Northeastern Region office announcing that the latest issue of the Coupler is now online. The NER website is - [NER Coupler](#).



Remembering Ken Nelson

We are saddened to report the passing of long time Hudson Berkshire Division member Ken Nelson this May.



Ken's accomplishments as a model railroader were many and varied. Ken held HBD leadership positions from 1988 to 2000 – Director, Vice-President and two separate stints as Division President.

Ken was the proud owner and Superintendent of the Poco Valley Railroad HO scale layout, which many of us had the pleasure of visiting and participating in operating sessions. Ken graciously opened up his home and layout for Division meetings and Conventions.

Ken authored numerous articles, both for trade publications "Model Railroader" and "Railroad Model Craftsman", and for the HDB Form 19:

RMC – October 1980 – Article about the first Poco Valley RR

RMC – October 1981 – Article about "GE's Schenectady Industrial Railroad

MR – January 1991 – Article about the rebuilt Poco Valley RR

MR – July 1994 – Article about adding a cement plant to the PVRR

Ken also published a book in 2019 [The Story Behind the PVRR](#).

Ken became Master Model Railroader #688 in October 2021 – fittingly

awarded with his longtime friend Joe Kavanagh (MMR #673) at the Mill City NER Convention.

Ken was also a longtime member of the Adirondack Live Steamers, and according to Ben Maggi "Ken took great pride in having been the Editor of the ALS Newsletter. And Ken tirelessly, year after year, brought his train to ALS when the ALS was open to the public, and gave rides to those attending".

To quote Kevin Surman about Ken, "Now the most important accomplishment in my mind is that Ken has inspired the next generation of modelers. Ken has also inspired me; I have always been a big Poco Valley fan".

Joe Kavanagh says: "Ken had three passions: his family, music, and trains. His family came first and no matter how far away his children and grandchildren lived, they were always close in his heart and thoughts. Secondly, there was music. He and his wife Bobbie were both musicians. In music he played the tuba with groups and he led groups, both orchestras and chorales. To Ken there was no car he could not fit his tuba inside. The problem was what else could he fit inside along with the tuba. His tuba traveled to Florida and back every year on the Auto Train. It logged more Amtrak miles than many of us ever will. And thirdly, Ken loved trains. It did not matter what the scale was or if it was steam, gasoline or electric. Ken was a music teacher and when his family was growing, he found the need to supplement his teacher's salary with summer employment. What better way to accomplish that than work for the New Hope and Ivyland Railroad! He started as a brakeman, learned to run and fire the steam engine, and was made conductor. His twin passions were hauling passengers and working local freights and that job provided both. In a smaller scale, his 1.5" scale gasoline-powered switcher engine was called into service for both those activities year after year

on the ALS club railroad. It is doubtful he missed any occasion when those activities were held there. For a number of years he also fired and ran Marcel Zucchini's New Haven RR I-2 steam engine hauling passengers around the club track. In recent years he joined a number of fellows and drove to Michigan for a week of freight operations on a private 1.5" scale railroad, the "White Creek Railroad". Operations would start at 9 AM and end at 5 PM every day. After dinner he would get back on a train just for the pleasure of running around. He participated in operating sessions on my 1" scale railroad, most often as a passenger train engineer. He operated on the Ames' 1/2" scale outdoor railroad in Massachusetts, on many other small scale model railroads in the northeast, and locally in the division and with the "Tuesday Night" round-robin group, including his own wonderful HO scale "Poco Valley Railroad". Ken brought a positive attitude and great enthusiasm to whatever activity he joined. He was a gentleman and a person who was always a pleasure to have around. The division has lost an active participant and many of us have lost a good friend."

For me personally, Ken was a good friend and all-around nice guy. I first met Ken back in the 80s (nothing to do with model railroading) when he was a music teacher at Burnt Hills, as both of my sons had Ken for music. Little did I know at the time that our paths would cross later on as model railroaders.

Rest in peace Ken and our prayers and condolences go out to his dear wife Bobbie and family.

Artie Krass



Tribute to Len Kilian



I was saddened to hear of Len's passing. I didn't see it coming, and perhaps that was because whenever I saw him he had such a zest for life. Like many of you, I met him at a train show and we soon became very good friends. Not only that, but he also enjoyed talking with my wife Sarah and frequently asked how she was doing whenever I saw him. He was a true and caring gentleman.

I met him at one of the G.T.E. shows when he was selling books. I recognized his name as the author of the Trackside in the Albany, NY Gateway book. As a bit of a preface, when I moved to the Capital District from

Rochester in the mid-2000s I went to the library and started borrowing any local railroad books I could, and his was one of them. I enjoyed it so much I borrowed it many times, and I was specifically drawn to one picture of the Albany Tomato Company in North Albany. I knew the building well from my railfanning of the area. So, when I saw him at the G.T.E. show, I noticed he was selling copies of his book as well as prints of pictures from the book. On a whim I looked through the box of prints to see if he had that image for sale but he didn't. When he saw my dejected face he asked what I was looking for and I told him. "*Ahhh, the Albany Tomato Company*" he beamed. That exchange was the beginning of our friendship. I didn't think much of it until a week or so later a giant blow-up print arrived in the mail for me of that picture.

He was always a busy man when he worked train shows, but he never failed to stop what he was doing and talk to me whenever I went by his table. He would also look for certain things that he knew I wanted such as books of local and western New York railroads (where I am from), D&H slides and photos of interest to my modeling, and other railroadiana. My prized item from him is the Albany Tomato Company slide that he used in his

book, which is now part of my collection. In fact, I almost always bought what he offered. He was very generous and never priced things unfairly. He also helped arrange for a lot of the newer books I acquired to be signed by their authors.

I started my model of the Albany Tomato Company in 2016 and only recently finished it mid-2021, in no small part because I wanted to make sure he got to see it completed. I would regularly provide him updates and he was always proud enough to show them off to other people standing around. And he always asked how my layout was coming along. I recently purchased a display cabinet and that building will reside in it. It is more than just a plastic structure... it is a symbol of our friendship.

My wife and I recently had a son and I never had the chance to tell him about Harrison. I am sure he would have been very pleased to hear that news. I will miss him very much.

Benjamin Maggi

The obituary for Len can be found at this link: (ed.)

<https://www.legacy.com/us/obituaries/dailygazette/name/leonard-kilian-obituary?id=34879753>

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PASSENGER TRAIN OPERATION

By Ken Nelson MMR

When model railroaders think of "Operation," the first thing that comes to mind for many of them is freight trains. This might include switching freight cars in a yard, making up freight trains of various types, delivering freight cars to various industries, interchanging freight cars with other railroads, and so on. However, passenger cars can also provide a lot of fun and offer a great deal of variety to an operating session. Let's take a look at several examples:

Probably the simplest way to include passenger operation is to just run one or two passenger trains at some point during an operating session. Don't forget that people traveling west must return east to get home again, and vice versa. In addition if your only passenger train always runs west, and you don't have a train return, you are going to have a lot of equipment piled up at one end of your railroad. Therefore, run that same train back in either the same session or the next session. For some added interest, drop a car out of the train at one station, to be picked up by another passenger train going the same direction, but to a different destination. For example, on my Poco Valley a train leaves Boston for Jefferson Junction carrying several coaches. (It happens that both Boston and Jefferson Junction are in staging, but that is not necessary.) At Nelson

City, one coach is dropped on another track, the train is put back together, and proceeds. Later a train leaves Boston and arrives in Nelson City going to Binghamton by taking the D&H. It picks up the coach dropped earlier and proceeds to its destination. This same scheme could be used with a milk car, baggage car, or sleeper. In the next session, you might run the same two trains in the opposite direction and do the same drop and pick up as before. On the Poco Valley, the car going to Binghamton is lettered for the D&H, but this is not a requirement. If your railroad serves both cities, the special car could be any one of your coaches. But suppose you have a junction where you connect to another foreign railroad. Have the other railroad's passenger train pick up the car or cars you have dropped to take them to one of their cities. Just make sure that your plastic people get on the right car when they leave their original station or they will end up very surprised at the end of their trip.

In the above example, the drop and pickup can be done at any station along the way that has two tracks. But remember that the track on which you drop the car or cars will be tied up until the pickup is made, so you may want to run the two trains rather close together on your schedule. The town from

which the passengers came, and/or their destination could both be on a staging track, so you don't need a large railroad to work this out.

Another way to get into passenger service easily is to run a mixed train. While such trains had a schedule, it was almost never followed. You probably already run a local freight to switch your industries. Simply add a passenger car to the end of your train. If your passengers do not really care when they arrive at their destination, this is a great way to save money. Tickets for such a train were usually quite a bit cheaper than riding a typical passenger train.

These same extra cars were also used to deadhead crew members to another city for their next job. When you arrive at a station, and perhaps again when you leave, be sure to stop your passenger car at the platform so any passenger getting on or off at that station has that opportunity. Indecently, the car used for a mixed train was frequently a combine, but any passenger car would do. Or why not try running a passenger train from one city (perhaps in staging) to two different destinations? At a major station with multiple tracks, split the train into two. Add power and proceed with both trains to their next station, again possibly in staging. This is exactly what Amtrak does with its daily train

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from Chicago to both Boston and New York City. The train is split up in Albany. On my Poco Valley, the *Crescendo*, which happens to be the premier passenger train on the railroad, begins in Chicago (staging). It runs to Nelson City, where the Nelson City switcher breaks the train into one leg for Boston, and the other for Montreal (both in staging). The train from Chicago runs with double-headed PA locomotives. At Nelson City, each locomotive leads one leg of the train to its destination. However, you could assign different locomotives to each train. Of course the same trains return to Chicago, putting the two together at Nelson City for their westbound run. You will probably want to arrange the consist of the trains in order to make the necessary switching as easy as possible. Many passengers will be in the cars when you switch them, so be gentle.

Do you run RDCs on your railroad? If you have two, here is a scenario you can use for some extra fun. One RDC runs alone from a distant station, perhaps in staging. Another begins at a different station, perhaps on a branch line or in staging. When they both arrive on your railroad, couple them together to make one train. Together they both run to the other end of your railroad. After arriving, they can terminate, or be split up again to head for different destinations which could be in staging. The Pennsylvania Railroad

Seashore Lines did this for years. One train of three or more RDCs would leave Haddonfield, New Jersey and head east toward the Jersey Shore. At one point, the lead or trailing RDC would be uncoupled and head for Atlantic City, while the remaining two would continue south. Again, one RDC would be uncoupled and head for Ocean City, while the remaining car would head for Wildwood and finally arrive in Cape May. The next morning, the Cape May RDC would return to Wildwood and eventually meet the one coming from Ocean City. Now there was a two-RDC train, which would eventually meet the Atlantic City car and head for Haddonfield. Just remember not to have an RDC pull a coach. The Budd Company which built the RDCs frowned on this practice and would cancel your warranty for doing such a thing. They indicated that the engine in the RDC was only strong enough to pull itself, and not another car.

Speaking of RDC cars, you may have one in your collection which does not have an engine, or runs very erratically. Remove the power. You can pull this unpowered RDC in another train pulled by any locomotive. Many railroads did this to get maximum mileage out of an RDC before scrapping it.

Frequently dining cars would not make the entire trip with a train. These cars were expensive to purchase, and cost a lot of money to maintain and stock. If a train on

your railroad has a dining car in it, and your train has already served dinner, but will not arrive at its destination until sometime in early morning, drop it at a station, where it can be serviced and restocked. The next morning the returning train, or a totally different train, can pick it up and serve the next logical meal. If you drop it in a city with dedicated facilities, it can be serviced there. If it is out in the country somewhere, an arrangement can be made with a local restaurant to restock it.

A sleeping car might be dropped off in the middle of the night, containing passengers who are all destined for a particular station. Rather than having your passengers get off the train at 2:00 or 3:00 in the morning, let them sleep in the car until 7:00 or 8:00 the next morning and then leave. After being serviced, a fresh load of passengers can board the car which will be picked up perhaps in the middle of the next night.

Milk Trains offer a whole new set of possibilities for switching, but many of them had a passenger combine or coach at the end, similar to a mixed train. These cars might contain regular passengers, rail fans who wish to watch the milk train, or crew members deadheading to another city. Again, combines were frequently used, but any passenger car would work.

Another possible use of passenger equipment could be at the end of an express train. If you are interested in modeling an

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express train, Kalmbach has an excellent book on the subject. Perhaps you are fascinated by fancy private cars. These might be owned by a well-to-do person who likes to run all over the country, providing transportation to anywhere he pleases, as long as rails go there. There is a national organization of such private car owners, and they schedule private car trains, with all of the cars coupled into the same consist, that travels across the country, or to special destinations. If you are an owner of such a car, you can join this train when it arrives at a station near you. (This is very expensive, so have your credit card handy.). On the other hand, if you are a railroad, you can charge these owners whatever you feel is fair to pull their train of private cars to anywhere using your road's power. About once a year, this private car special has traveled through the Capitol District, and it is something to see. By purchasing several model cars with almost any railroad name on them, you can duplicate this train. Open

platform observation cars are usually the most popular, but that is not necessary. The private car will contain several bedrooms, a kitchen, a table for eating, and a generator to make electricity for the car's use. Any further amenities are up to the owner. You will charge the owners a LOT of money to run this train, and to service it at various stations along the way, so it becomes top priority while on your railroad. Here is an opportunity to run on your railroad a fancy car from any other railroad.

Such cars might also run on one of your railroad's passenger trains, coupled to the end of the train. The railroad's paying passengers would not be permitted into this car. If you only have a single passenger car, this is one possible way to use it. Of course, many railroads including the D&H, NYC, and PRR among others ran their own private cars to carry the CEO wherever he wanted to go on an inspection trip. Such cars would be very similar to those used in a private car train,

but would usually be the only car in the train. These cars frequently ran at the end of an important freight train.

Here is a way to add interest and variety to one of your trains with only one private car. My final example would be the detouring of another railroad's passenger train on your railroad. Usually this happened when the other line had experienced a wreck or other unfortunate incident that closed that railroad's main line for a day or two. Here is an excuse to model a passenger train from a neighboring railroad, and to occasionally run it on your road.

If you are in the design stage of your railroad, think about adding a coach yard to your main terminal and including passenger operation, perhaps using one or more of the above ideas. Even if you have a completed railroad with no more room for expansion, you might find at least one of the above scenarios will work for you.

Ken

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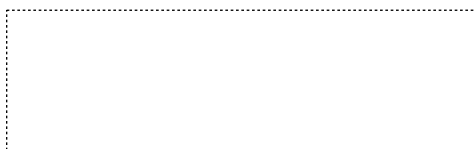
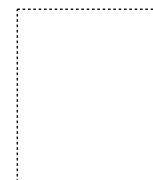
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