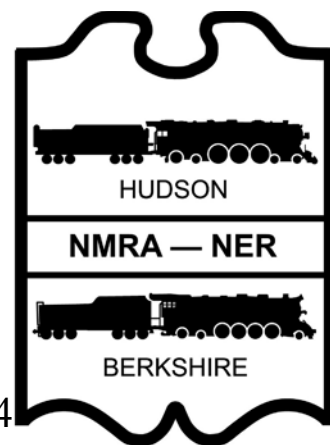


FORM 19

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

Order Number 301

March 2014



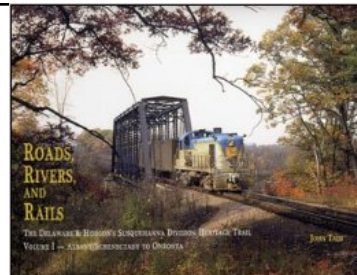
Next Division Meeting March 21, 2014, 7:00 P.M.

John R. Taibi

A Presentation on the

New York Central's Adirondack Division

Colonie Youth Center Bldg, 1653 Central Avenue, Albany, NY 12205



John Taibi's program will feature photos taken by Bob Morgan, a New York Central engineer who worked out of Utica and northward on the Adirondack Division. Mr. Morgan, who has since passed on, put together a very interesting "on the job" type of story about making a run up through the north woods. His slides were left to the Utica & Mohawk Valley Chapter of the National Railway Historical Society. Mr. Taibi will be using those pictures, supplemented with his own material and items from other rail historians and photographers, to present the action and activities along that unique rail line.

Mr. Taibi is a well respected railroad historian, author and enthusiast. People have said of his talks, "It's a joy to listen to a man who's so passionate about his work and so good at it and a master of power-point presentations." He is a retired postal worker from Long Island, who developed a love affair with the old Ontario and Western railroad so much that he purchased and refurbished the old O&W station in Munnsville and now resides there with his wife, Barbara. Someone wrote a while ago "if it wasn't for John and Barb moving upstate and bringing back to life through his talks, stories and photos of our railroading history, would anyone else have stepped up to the plate, so to speak, and 'perpetuated the memory,' as he likes to say, of the "O and W" and the other railroads? Probably not... and certainly not as detailed and expertly researched as he has done."

He has authored 120 articles and over ten books on the history of railroads in central New York State, with a predominance of his work focused on the New York, Ontario and Western Railway. His most recent book, Roads, Rivers, and Rails, Vol 1, is, however, about the Delaware & Hudson's Susquehanna Division from Albany/Schenectady to Oneonta. Volume 2, to be released later this year, will cover the line from Oneonta to Binghamton. In these books Mr. Taibi not only covers the railroad itself but the region and the affects that the railroad has had on it and its people. His publications are noted as being well researched with many pictures to aid the understanding. This recent book has pictures from the broad gauge Albany and Susquehanna to those of current owner Canadian Pacific with trackage rights trains of the Norfolk Southern.

The Hudson-Berkshire Division is again very pleased to arrange this presentation for its members.

You can learn more about the O&W and read some of John's work at www.nyow.org.

Pictures of Munnsville station on page 4; O&W history synopsis on page 5

Directions on page 4

www.hudson-berkshire.org



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Form19

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

Yes, it's still darn cold! That's OK, I head over to my work bench, throw on a sweatshirt, grab a cup of hot chocolate and get some modeling done. Not much doing outdoors, that's for sure.

A big **THANK YOU** to Gino DiCarlo! His presentation last month on local Trolley and rail history was fascinating. Don't forget to check out his blog page <http://ginosrailblog.blogspot.com/> for some great shots of the SNCR new BL2

We have a treat in store for you New York Central and D&H fans! Prolific author John Taibi will regal us with tales from Bob Morgan, a New York Central engineer on the Adirondack branch. John will share with us some of Bob's photographs and other information gathered from various railroad historians and photographers about Bob's trips out of Utica to the "north country". This promises to be a most interesting and entertaining presentation. John's latest book, "Roads, Rivers, and Rails—the Delaware & Hudson's Susquehanna Division Heritage Trail", is an informative look not just at the D&H but how the railroad is interwoven into the fabric of life along its route. A good read and volume 1 of a planned two part series.

- **The 2016 NER Convention:** The convention contract is all set! Our regional convention location will be the Desmond in Albany, NY. The dates are **September 15-18, 2016**. The current name of the convention (based on the input received so far) is "**The Pacemaker**" I'm actually starting to like this name, it sounds forward thinking and represents our idea to make this convention a pace maker.
- **Bus Trip to Steamtown:** Spots are filling fast on the Steamtown trip, as I suspected, don't dally, you may miss out. Sign up forms are on the website here: [http://www.hudson-berkshire.org/?download=Steam town sign-up form.pdf](http://www.hudson-berkshire.org/?download=Steam+town+sign-up+form.pdf)
- **Form 19 articles:** Please be sure to forward your stories, articles, pictures, random musings, insane ramblings, internet links and anything else our readers might find interesting to Bert at gpflegl@nycap.rr.com
- **New members:** *Please make every effort to meet and include our new members in our activities. There is nothing worse than joining a group and then being ignored. Don't let that happen!! Reach out, encourage and welcome the new guys and gals! If you have ideas on how we can do a better job on this front please share them with us!!!! If you are a new member, don't be afraid to ask questions, we are ALL here to help.*

Continued on page 3

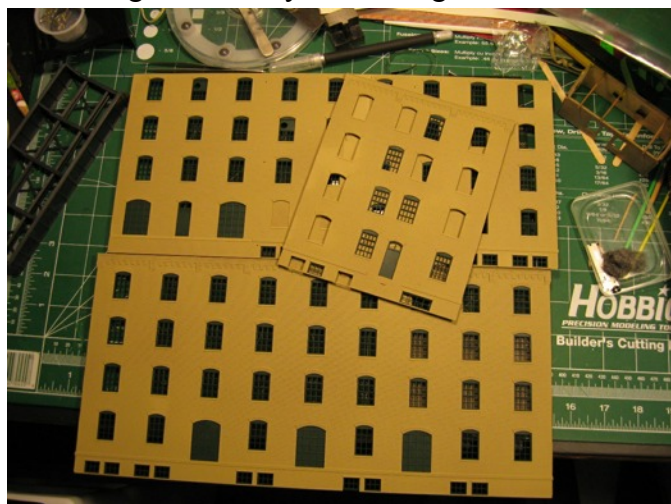
UPCOMING EVENTS

April 18 - Division meeting – RPI club layout

May 17 - open house at Henry Propst

June 21 – bus trip to Steamtown NHS

Currently on my modeling bench is a “south westernized” Atlas Middlesex manufacturing kit. Mortar lines are next then some weathering. What are you working on?



Work continues on the front offices of the Brzezinski Ball Bearing plant. Not to be confused with the infamous Schweinfurt plant.



Before and after the bombing raid of 1943

As President of this organization, the buck stops with me. If you have a problem or an issue, please contact me directly and I will do all that I can to help solve the problem. My address and email are on the inside cover of the *Form 19*, my “inbox” and telephone are always open to comments, both pro and con. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

The Editor's Column

So I asked, “Why pictures of the ball bearing factories?” Answer, “I just happen to like ball bearing plants.” OK.

A couple issues ago someone mentioned computer generated images and the future of model railroading.

This is a TRAINZ (rail simulation program) user (read, non-professional) generated picture of an ATSF freight with an interesting power set passing another in the vicinity of the Tehachapi loop

The power is 2 GE B40-8Ws followed by 2 EMD GP60Bs and then another B40. Lead unit is 529.

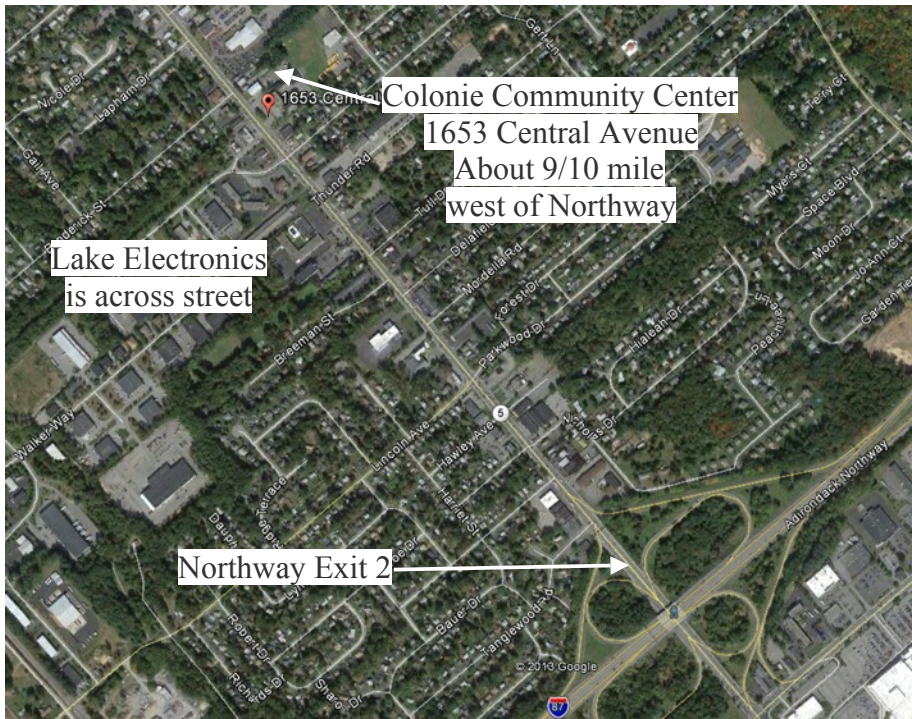


The next picture was taken in June 1993 in Joliet, IL of an ATSF B40-8W followed by 2 GP60Bs and another B40. Lead unit is 534.



Photo is by Bob Zwiers via Railpictures.net

One can buy and drive real rail routes for the cost of a nice HO scale freight car; a gaming computer and monitor for about the cost of two engines. Modeling as we know it may only be for those who can work with their hands and have the money and time.



Directions and Notice

The meeting will be in the large hall where we have held previous meetings.

If you are using GPS, the address is 1653 Central Avenue, Albany, NY 12204

This building is west of Northway (I-87) Exit 2 on the north side of the street.

The officers and directors of the Division have been seeking other meeting facilities that are convenient to member locations. However, we have been quoted rates of \$100 per hour or \$300 to \$400 per meeting by churches and civic organizations that have meeting rooms. This is beyond our budget.

If you know of meeting facilities that might be available at reasonable rates, please let us know.



The abandoned NY, O&W station at Munnsville, NY
This station is located about 1/2 mile east of Munnsville



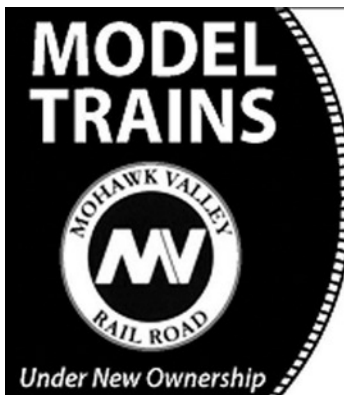
The Munnsville station after being restored by John and his wife, Barbara; with vintage autos and signs



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The New York, Ontario and Western Railway- started out as the New York and Oswego Midland Railroad, running from Oswego on Lake Ontario southeast to the New Jersey border at Unionville, where the New Jersey Midland Railroad continued to Jersey City. After the reorganization in 1880 of the New York and Oswego Midland (and the New Jersey Midland), the newly-organized New York, Ontario and Western built a new route in New York, from the old route at Middletown east to Cornwall on the Hudson River. The opening of the West Shore in 1884 gave the New York, Ontario and Western trackage rights from Cornwall south to Weehawken, which it kept through the reorganization and buyout by the New York Central.

The New York & Oswego Midland Railroad, the O&W's predecessor, was the grandiose vision of Dewitt C. Littlejohn, a dynamic politician bearing an uncanny resemblance to Abraham Lincoln. His concept of a direct rail route northwest across New York State, serving virgin territory not reached by any existing line, seemed logical.

Thus in 1868 the "Midland" began building, meandering this way and that to reach the towns which had put up money for its construction. Its twisting route was built "at right angles to the mountains" requiring steep grades, high bridges and enormous fills. Construction costs far exceeded estimates, and within a month of completion the Midland was bankrupt. But it survived, and was reorganized in 1880 as the New York, Ontario & Western Railway.

Shortly after the O&W was incorporated, its owners became involved in the promotion and construction of the New York, West Shore & Buffalo, a route that eventually would parallel Cornelius Vanderbilt's New York Central & Hudson River all the way to Buffalo via Albany, N.Y. Naturally, NYC&HR viewed the West Shore as a nuisance or blackmail scheme.

Complicated financial arrangements existed between the O&W and the West Shore which were detrimental to the corporate health of the former. However, this was mitigated by the West Shore's construction of a branch from its main line at Cornwall, N.Y., to Middletown in 1883 and by opening terminal facilities in Weehawken, on the Hudson River across from New York City, in 1884. These projects provided the O&W with a more-reliable and more-direct route to the metropolitan area than had been available with the NJM connection. The O&W-West Shore combination was dissolved when the later entered bankruptcy in 1884 and was subsequently leased by the NYC. The Middletown Branch became part of the O&W, and NYC permitted O&W to continue using the West Shore between Cornwall and Weehawken.

The O&W underwent an administrative reorganization after its involvement with the West Shore came to an end. Thomas P. Fowler, a talented lawyer formerly with the NYC's legal department, became the new president. He is reputed to have

said that he wondered why the O&W had been built and why, after entering bankruptcy, it hadn't been allowed to stay there. Regardless of his comment, he must have seen some potential in the line, and with the American economy in a period of expansion, he set out to make a respectable property of the NYO&W.

During Fowler's term, the railroad significantly aided in, or undertook the development of, several industries. It firmly established itself as a tourist carrier to the resort hotels and camps in the mountains of Orange, Sullivan, and Delaware counties (often referred to as the "lower Catskills"). The road expanded its operations in the haulage of milk and dairy products and, most importantly, it became a carrier of anthracite coal by tapping the northern Wyoming Valley coal field in northeastern Pennsylvania through the railroad's most-ambitious expansion program: the construction in 1889-90 of the 55-mile Scranton Division.

Although the coal business wavered in the 1920's, it remained strong into the early years of the Great Depression and it permitted the O&W to continue paying dividends. Nonetheless, petroleum fuels, natural gas and electricity were making ever greater inroads into coal markets. Coal was losing ground, but it definitely was not out. O&W handled only about four percent of the anthracite shipped out of Pennsylvania, but in the early 1930's, this one commodity still accounted for over 50 percent of the railroad's income. But this was an unhealthy situation, one of too great a reliance on one industry.

The decline of coal was not O&W's only dilemma. Economic activity as a whole in the U.S. was changing dramatically. Manufacturing activities were moving to the South, Southwest and West, and the resultant population shifts were changing the consumer markets and the rural economy upon which the early O&W and its predecessors had relied. What the OW's developers had promised the railroad would do had occurred; but it was Western railroads opening Western lands to agricultural development that better filled the promise. The decline in the importance of the small towns and cities, the expansion of the suburban industrial parks, and the population shifts to metropolitan areas or to other parts of the country were severely felt by "rural roads" such as the O&W.

On Feb. 25, 1937, the O&W advised the holders of its Refunding Mortgage Bonds, due in 1992, that it could not pay the interest due on March 1. Two of the three railroad-owned collieries had earlier defaulted on their loans from the railroad. This, coupled with an overall decrease in anthracite tonnage, reduced freight rates, increased taxes and other increased expenses caused the railroad to default on its financial obligations. As a result, O&W entered a voluntary bankruptcy from which it would not emerge.



The History of the O&W

The article on the previous page (5) is to provide a brief history of the O&W Railroad before our March meeting and for those who cannot make it to the meeting to know a bit about the subject. The text is taken in it's entirety from an entry on Google Earth that appears as information posts along the O&W right of way at points of interest, ie, stations and junctions.

Also, to give the reader a bit of an idea where Munnsville, NY is we present this quote:

"Munnsville is a village located in the Town of Stockbridge in Madison County, New York, United States. The population was 474 at the 2010 census. The name is from an early settler. The Village of Munnsville is centrally located in the town at the junction of Routes 35 and 40."

Munnsville is about half way between Morrisville, NY on Route 20 and the community of Oneida, NY, just south of the Thruway between Exits 33 and 34. The surrounding area is totally rural and farming - just the type of area and people that the O&W was built for.

Welcome Aboard New Members

Alan Kardon, Waterford NY

Ted Ludman, Catskill NY



To Clean or Condition?

The Form19 staff has talked to several Hudson-Berkshire Division members who have tried the CRC 2-26 lubricant and surface conditioner with good success. Doesn't make track slippery.

A small drop of it between switch points - or rub between with a dampened swab - improves perform-

Puzzler



Last month's 'Puzzler' was the picture above which show the gauntlet rail at the station in Kaufungen, Germany. The passenger service is provided by a narrow gauge railroad that uses two tracks, each set to bring the train close to platform for each direction. The other two rails are for through standard gauge rail service.

Gauntlet track is sometimes used to let two tracks cross a single line bridge without using switches. Does anyone use gauntlet track on their layout?



OK, who among you readers remembers this train? What railroad and why was it built? Obviously it wasn't successful; why?

ance where current is routed by the switch.

An Australian fellow says he sprays a cork block and slides it over the track - didn't scrub track beforehand - hasn't treated rail again in 8 months. No problems running.

What's your experience? Any other suggestions to help fellow modelers?



It's Happened Again and continues to happen



Emergency personnel examine the wreckage of a train derailment near Vandergrift, Pennsylvania February 13, 2014. A 120-car Norfolk Southern Corp train carrying heavy Canadian crude oil derailed and spilled in western Pennsylvania on Thursday, adding to a string of recent accidents that have prompted calls for stronger safety standards. There were no reports of injury or fire after 21 tank cars came off the track at a bend by the Kiskiminetas River in the town of Vandergrift, according to town and company officials. (REUTERS/Jason Cohn)

The staff of the *Form19* bring you the following condensed version of a recent AAR report (full report in the extra pages of the online *Form19*) on the DOT-111 tank cars used by railroads to ship ethanol and crude oil. The media and the public are rightfully concerned about rail accident with these cars and cargo.

The staff of the *Form19* hopes that this material will give you a clearer understanding of the issues so that you can help others understand if you have the opportunity.-

The US DOT has been investigating possible problems with this type of car and its usage since 1991 - 23 years. The AAR has been making changes during that time and new DOT-111 cars are being made to a 2011 standard. The AAR is now requesting that even cars manufactured to the new requirements be upgraded. Overall, there are 335,000 tank cars in the active fleet (pressure and non-pressure). 228,000 of these tank cars are DOT-111s, which are non-pressure tank cars designed to carry a wide range of products including hazardous and non-hazardous materials.

Today, roughly 92,000 DOT-111 tank cars are used to move flammable liquids, such as crude and ethanol, with approximately 14,000 of those tank cars built to the latest (2011) industry safety standards which include: a thicker, more puncture-resistant shell or jacket, extra protective head shields at both ends of tank car, and additional protection for the top fittings.

The Tank Car Committee felt adopting these standards was necessary to ensure that the thousands of new tank cars being built would provide increase safety. Railroads, through the AAR, are calling for additional improvements and aggressive phase out of older cars. Remember that most of these cars ARE NOT OWNED by the railroads but by holding companies that lease them to shippers.

In November 2013, AAR again urged PHMSA (U.S. DOT's Pipeline and Hazardous Materials Safety Administration and Transport Canada) to increase federal tank car safety by requiring all tank cars used to transport flammable liquids be built to a higher standard, and all existing cars to be retrofitted to this higher standard or phased out of flammable service.

Following an accident in Illinois in 2009, the NTSB made a number of safety recommendations to both the AAR and PHMSA regarding the DOT-111s. The AAR Tank Car Committee has, independent of a federal mandate, implemented nearly all of the recommendations made to PHMSA in its design standards for new crude oil and ethanol tank cars ordered after October 2011. AAR does NOT recommend mixing old and new design cars in the same train; this does not improve safety.

The AAR is also recommending changes in regulations that would REQUIRE aggressive phase out of older-model tank cars used to move flammable liquids that cannot be retrofitted to meet new federal requirements, and elimination of the option for rail shippers to classify a flammable liquid with a flash point between 100 and 140 degrees Fahrenheit simply as a flammable liquid.

Because of the AAR's efforts, railroads have an outstanding track record in safely delivering hazardous materials. In 2012, North American railroads safely delivered more than 2.47 million carloads of hazardous materials. So, 99.998 percent of hazardous material carloads moving by rail arrive at their destination without a release caused by an accident. Rail hazmat accident rates have declined 91 percent since 1980.



Great Train Extravaganza (GTE)

2013 Summary

By Richard J. Smith

Thank you to all the Hudson Berkshire and Upstate Train Associate volunteers that helped make for another fun and successful show. You guys do a great job and work so hard to make the show a success and everyone in the Division is grateful.

The 2013 attendance was 2358 paying adults, down by 1047 from last year. With 1046 children under 12 in attendance, our total was 3404. The show's net profit was \$11,245.72, which means the Hudson Berkshire Division share of \$5,622.86 will have been deposited to our treasury by the time this Form 19 goes to print. This is a decrease of \$2,764.91 from last year's earnings, but I think represents a one-time hiccup as I discuss next.

Since the 2013 show landed on Thanksgiving weekend and the other events at the Empire State Plaza were held the following weekend, I believe these attendance numbers reflect the true model railroader and toy train collector community of the Capital Region. These might be the kind of numbers we could expect at a different venue on a different weekend. Furthermore, anecdotal and highly non-scientific evidence from the many dealers I spoke with after the show is that most of them did quite well and they were, for the most part, very happy and will be coming back. Therefore, I conclude that the people who normally seek out our show did come and did spend money. The reduction in attendance mainly represents the extra people we get because of the other events that would normally be going on like the Tree Lighting, Craft Fair, and Chocolate Festival. These people represent patrons that may actually help our bottom line more than our dealers. We have long wondered if the other events at the Plaza help us or not. Well now we have our answer, they probably do. Of course the holiday weekend itself makes a definite conclusion less certain. Long story short; we will make every attempt in the future to make sure we hold our show the same weekend as the other complimentary events at the Plaza, period. Accordingly, this year's 2014 GTE will be December 7th.

All our revenue sources rack out as follows: dealer table sales (\$8040.00), ticket sales (\$16464.00 + \$18.55 variance), and 10% of the Roaming Railroad gate (\$150) gave us a total income of \$24,672.55. We had 14 more tables than 2012. This year's expenses were \$13,426.83, a decrease of \$1552.63 from last year, largely due to a

convention center rate reduction due to the construction. In addition to the Convention Center Rental and Office of General Services (OGS) labor charges, expenses cover items such as printing and office supplies, lawn signs, Times Union advertising, layout honorariums, postage, and coffee from McDonalds. A detailed breakdown is available from me any time you want to see it.

The 2014 GTE is far off right now as we endure these bitterly cold mornings and dream of warmer climates. But I truly believe the 2014 GTE will be a banner year with dealer and exhibitor counts that push the limits of our available space. Our attendance will be right back to the 2012 levels and most of all we will all have fun bringing this great hobby to the masses!

2013 Great Train Extravaganza Volunteers:

And that brings me to our HBD volunteers. Once again the HBD came through with 43 volunteers! I sincerely hope you all find it as rewarding as I do. Special thanks to Kevin Surman for running the NMRA table, Ed Skowronek for running the HBD White Elephant table, and Artie Krass for the GTE advertising ... nice job guys! Here is the alphabetical list of the 2013 GTE staff:

Jack Cutler, Don Clairmont, Dick Davis, Doug Dederick, Bill Doyle, Erik Denny, Jeff English, Bob Gatland, Tom Grant, Mike Hachey, Chuck Haley, Bob Hamm, Paul Hoffman, Dennis Hultay, Herb Insley, Joe Kavanagh, Jim Kirby, Scott Kluz, Artie Krass, John Lehman, Ben Maggi, John McBride, Bill McChesney, Dave Miller, Bob Mohowski, Irwin Nathanson, Ken Nelson, Ernie Netz, Chuck Nygard, Jim O'Hare, Burt Pflegl, Tom Plesnarski, Henry Propst, Mike Rein, Mike Romanowski, Ed Skowronek, Richard Smith, Samuel Smith, Fred Steitz, Kevin Surman, Al Wheeler, Alex Wheeler, Greg Whittle, Marcel Zucchini



Segment of Catskill, Adirondack & Berkshire HO-modular model railroad club module at GTE 2013. Work by Bill Trump.



Here are some pictures taken of a small section of a modular layout at the Amherst Railroad Hobby Show. The layout is by the 'Central New York Modelers of Distinction' – that's what they call themselves and I think you can see why. Check out their website at www.cnymod.org.

If you have not seen this layout at the Amherst Show or one of the CNYMOD's open house programs, you owe it to yourself to try to do so in the future. The layout has also been on display at regional and national NMRA conventions.



You can see that the level of detail has taken considerable planning, effort and developed skill, like many of you have.



One of the members of CNYMOD is Bill Brown, MMR, and the North Eastern Region AP Manager.

You can find the NER website at www.nernmra.org. Click on the 'AP' in the header bar and you will be taken to a page where you can find documents about the various segments of the total AP program in pdf format.

The first step of the program is the 'Golden Spike Award.' It's a good thing to learn about and try as it motivates and helps you learn about the different aspects of the hobby.

And one of the great advantages of belonging to the H-B Division is that there is always somebody around willing to help you earn that award.



2014 NER Regional Convention
"New England Diamonds"
Palmer, Mass
Sept. 11-14, 2014

The map to the right is of the Mohawk Division of the New York Central at a much earlier time showing all the connecting railroads and NYC divisions of the area. It will help understand this months presentation and the May open house at Henry Probst's Mohawk Division layout.

At this month's meeting, Mr. John Taibi will be speaking about life and operation on the NYC's Adirondack Division – see notice of meeting on page 1.

Mr. Taibi is also well known for his historical work and connection to the New York, Ontario & Western – see pictures of the NYO&W station he owns on page 4; info about NYO&W, page 5.

More about rail conditioning on page 6 along with the Puzzler.

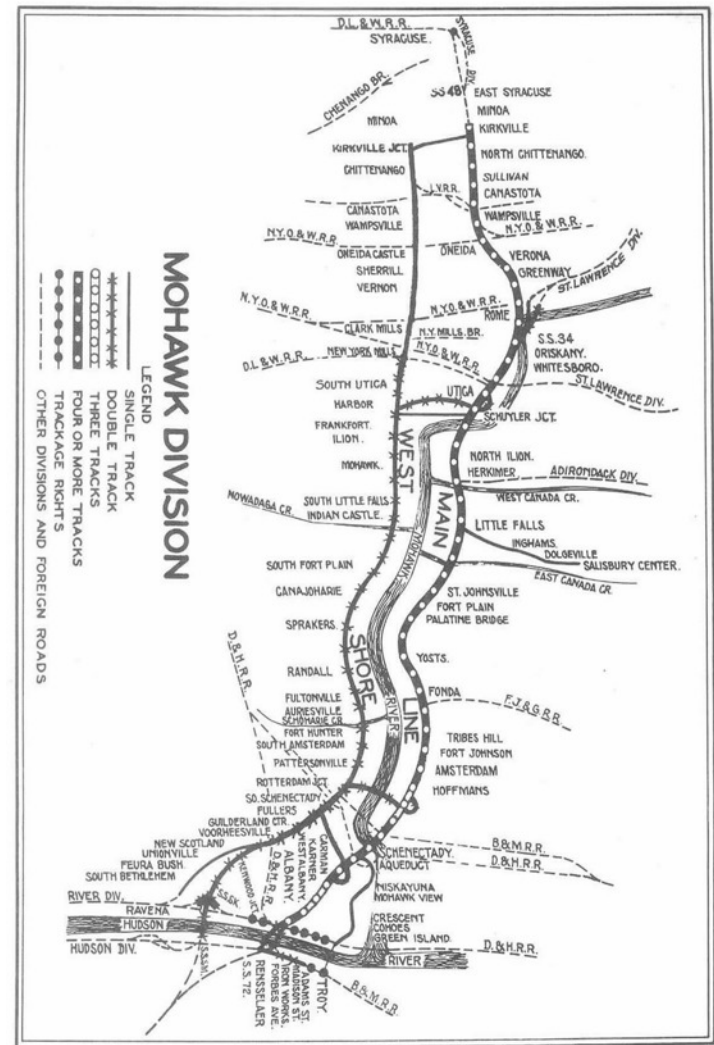
There is an article about DOT-111 tank cars and AAR findings and actions on page 7.

Rich Smith provides a summary for the 2013 Great Train Extravaganza on page 8.

President Hoffman's Ready Line column begins on page 2. He's asking for volunteers and a good name for our convention in 2016.

The staff of the Form19 continues to ask for your input to the newsletter especially any articles or ideas for articles you might have.

What is the hardest color for a modeler to match?



FORM 19

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

First Class Mail



As the Hudson-Berkshire Division looks forward to creating the 2016 NER Convention this sign provides an indication of just how long this region has been involved with railroading. That railroad (the Hudson-Mohawk) transported passengers from Albany, NY to Schenectady, NY in about an hour rather than the 12 hour trip it would have taken on the Erie Canal. And the reason for most to go from Albany to Schenectady – to board a canal packet boat for the trip west to the open lands of the growing country. Photo by Form19 staff photographer.

A short half mile branch line links the stations at Stourbridge Junction and Stourbridge Town, (UK) and regular shuttle service is provided by a Class 139 "People Mover". Introduced in 2009, the vehicles utilize flywheel energy storage as the main source of energy to propel the vehicle. The flywheel captures braking energy when the brakes are used, and re-uses the energy for acceleration. As the unit's primary motive power comes from the flywheel, this eliminates the need for a large diesel engine. The small onboard engine is used to power up the vehicle initially, and to provide power for the onboard systems. There are two vehicles available, each carrying up to 35 people.

All that for a ½ mile service. Photo by David Smith



As we have had endless days of cold & snow, this is what it looks like as a Norfolk Southern train runs on a street in Augusta, Georgia on March 11, 2014.

Photo by Joseph Johns via Railpictures.net



Next month the Division is going to be able to visit the RPI layout, the New England, Berkshire and Western Railroad. We are again grateful for this opportunity (via special arrangements) as security concerns have for many years prevented any public access to this fine layout. Please remember that ALL of the material you see in these pictures has been planned and made by the students, often making something that was planned by someone years before. And all of the structures are made of plastic – no wood is used because of the often hi and constantly changing humidity in the layout room. All photographs taken by a Form19 photographer

