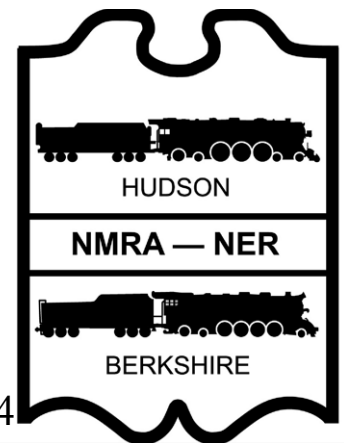


FORM 19

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



Order Number 303

May 2014

Open Layout visit Saturday May 17, 2014 10:00 A.M. to 2:00 P.M.

Henry Propst's Mohawk Division of the New York Central

Special Parking Arrangements Apply - See Page 9



Henry Propst, seen at left using RS2s to push cars onto a float, is opening his New York Central Mohawk Division (Utica to Albany, including Selkirk yard) for your visit as a family event. Yes, here is an opportunity to bring the wife, kids, significant other to see a large, detailed model railroad operation. You can catch the garage sales and Saturday activities before and after.

Henry has been interested in model railroading 'for as long as he can remember.' He started this layout in 1990 with two years dedicated to getting the 55 ft long basement ready and planning the layout. Construction then started and on May 21, 1994 there was a commissioning ceremony – complete with real gold spike and models of the Jupiter and UP 119 engines. At that point there was at least one line completed around. Double tracking and scenery followed. Today he is working on completing the signaling system across the division. He continues to add detail to the scenery.

Since this is an early 1950's railroad running through area familiar to many of us (and maybe some of those you bring with you), there will be many moments where someone will say "I remember that" and memories will be rekindled.

This has not been a 'one man show' as Henry will quickly tell you. He has had help from many Hudson-Berkshire Division friends. And, if you look under the layout, you will find several blocks of signatures and dates commemorating milestones in the history of the Mohawk Division.

Directions on page 4. Pictures on page 5
More pictures in extra pages

www.hudson-berkshire.org





Form19

The **Form19** is published eight times per year for members of the Hudson Berkshire Division and for newsletter subscribers (at \$12.00 per year).

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

I recently had the pleasure of attending a regional meet of the East Coast Santa Fe Modelers. The clinics I attended were first rate and the speakers/presenters where all obvious experts in their chosen subjects and the passion they have about those subjects was a joy to behold. It's always refreshing to see and hear someone who truly loves the subject they are speaking about. We have been blessed in the Division to have had many speakers who brought their infectious joy to all of us.

As I was sitting there a few things did catch my notice, the most striking was a very small group of individuals who felt that their "conversation, phone, etc." was more important than the speakers time and effort. I'm sure you have seen this type of "me first" behavior at events you have attended. Unfortunately, it seems to be everywhere. Let's do all we can to keep it out of this Division. There is nothing more rewarding to a speaker than to have the audience giving him/her their undivided attention. We tend to do that in the HBD, and I certainly want that to continue. It really is the simple things that make a difference, don't loudly converse with your neighbor during the presentation, be respectful of the presenter's time and knowledge, put your cell phone on silent and if the topic is not interesting to you just quietly leave to do something else. As a wise man once said "I learned everything I need to know in kindergarten". I always expect the best of our members and can confidently say I just about always get it.

Enough pontificating. Please use the things you learned in kindergarten to help make our Division a warm and welcoming place. This is a hobby and it is supposed to be fun, let's keep it that way for everyone. Not to get too mushy, but I like to think of the Division as the bar from the TV show "Cheers" - a place where everybody knows your name. Speaking of names, read down just a bit further about how to get one of those great green badges we sport at meetings.

I was not able to attend the RPI meeting (my child demanded that I take him to Harry Potter World in Florida; actually quite fun!). But my sources tell there was a good turnout and everyone had a blast. My thanks to the RPI Club for allowing us to view the layout. Hopefully everyone who requested a badge got it that night. If you did not, or you need a badge please email me at trains@hudson-berkshire.org so we can get you one to wear with pride.

This month finds us at Henry Propst's open house; a Saturday meeting. Henry's layout is remarkable and he has graciously called this open meeting, so bring a friend, bring your grand kids, heck, bring your significant other! I'm looking forward to seeing you there.

Next month I'll tell you about my Florida trip, with slides... won't that be fun?

Read the announcements and please get your forms in for the Steam town bus trip. I'd love to have a full bus. Feel free to pass the information on to your friends, the trip is open to all.

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

Continued on page 3



- **Local rail groups:** Per my request at last month's meeting, I am already starting to receive information on some of our local groups. To recap for those who weren't there. The Division is gathering information on all types of local rail groups, both model and prototype. Our goal is to complete a compendium of information, contact points, locations, addresses, phone numbers, etc. for any and all rail groups in our Division. We intend to help publicize those groups that want publicity by running articles in the Form 19 detailing their activities and stories. Once complete we would like to place this information on our website to help our members locate and get involved with these groups. Ben Maggi is heading this effort, so please send us any and all information you have or are aware of, for Rail Historical societies, round robin groups, clubs, organizations and anything else you can think of that might be related to railroads or modeling to trains@hudson-berkshire.org

- **Form 19 articles:** Content, content, content!! 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

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 *Form19*, 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.

Congratulations

Congratulations to Hudson-Berkshire Division member Andy Clermont, MMR for his fine article on kitbashing a crane kit in the June 2014 issue of Model Railroader. In the six page article Andy shows how he used a Tichy Train Group 120-ton crane kit to create a Rutland Railroad crane. And he did it twice, producing a model of the Rutland's 60-ton crane number X454, built in 1909 by Industrial Works, and then using a like kit to produce the Rutland X160, a 150-ton crane built by Industrial Brownhoist in 1929. His article includes several ideas for modifying parts that members might use for their projects. His article has a picture taken in 1929 of the new X160 crane on its side being righted by the older 60-ton crane. Seems someone didn't think it necessary to set the outriggers.

Congratulations, too, to Vic Roman. Vic's New York Central's Hudson Division layout is the lead article in the 2nd Qtr 2014 edition of the 'NYCentral Modeler', an online publication of the New York Central System Historical Society. In the article Vic tells how his interest in the NYCentral developed and what motivated him to choose to model the Hudson River Division. He has included some great pictures of his layout. You can read Vic's article, the entire issue of 'NYCentral Modeler' and the archive of back issues by going to <http://nycshs.org/for-the-modeler/> then scrolling down to matrix of year/issue and clicking on the 2014 2Q entry. You can also download editions of the 'NYCentral Modeler'.

Again, congratulations to both men for their fine modeling and for sharing their work.

Puzzler

What happened to the engine in the picture at the right. It was leading a train at the time. The time was January 1981 and the place was California. The gondola was not in front at the time. The gon was used to move the engine.

What did the engineer tell the dispatcher had happened?





Special Parking Arrangements

It is by special arrangements with our host, Henry Propst, that the Hudson-Berkshire Division is able to offer you the opportunity to visit his Mohawk Division of the New York Central Railroad.

Mr. Propst's driveway is secluded, a bit longer than most, is one car wide and has room at the house for perhaps two cars if they are going to be able to turn to drive out, which they will have to do.

That said, some Division members will be providing shuttle service to and from the Propst's home so that there is a very limited number of cars parked at his house.

Therefore, please park in the parking lot to the left of the Richard O'Rourke Middle School on Lake Hill Road (west of Route 50) and there will be (or shortly will be) someone there with a Hudson-Berkshire Division name badge to take you to the layout and return you to your car at your request.

Again, the layout is open for visit from 10:00 AM to 2:00 PM on Saturday May 17th.



Utica, the Division starting point



Herkirmer looking towards Fonda

Roads above



And track below



Fonda bakery above. Roof at lower right is of train station, right.

Note working lights under station roof overhang.

Many intersections have working traffic lights.

Ornate home to right behind station may belong to the bank president.

Some pictures of the Mohawk Division to entice you to visit



A Wheel Car

by Bill Doyle

Like many modelers, I replace the wheel sets on older Athearn, Roundhouse and similar freight cars. I didn't want to just throw away the old ones... but what to do with them? I got my answer and inspiration while visiting the Saratoga yard when the car repair shop was still operating. There on the RIP track was a fully loaded wheel car, resplendent in full rust, all chained down and ready to forward.

I decided that this would be a great Christmas gift for the guys in the Tuesday night train group I'm part of. First I put on a train DVD to create the right ambiance, donned safety glasses, and dug out airplane soft grip pliers and my portable bench grinder. Gripping each wheel with the pliers, I ground off the points to achieve a flat end surface reminiscent of the prototype wheels. This takes awhile, but with the sounds of a freight train DVD in the background, the time passed quickly. Next I took an empty plastic peanut butter jar and filled it one-half full of wheels and added some rail brown paint. Several vigorous shakes coated most of the wheels - if it wasn't enough I added a little more but I didn't want them dripping wet at the end of this step. Next I added rust colored paint and shook vigorously again. The wheels were then spread out on newspaper to dry overnight.

The car itself was a standard GSC 50' flat from Walthers which I assembled and weathered to represent a beat-up long-in-use car. I cut and glued some rail to the floor of the car using an old truck as a guide to establish the right spacing between the rails. Dimensional wood from the scrap box, glued to the top of the rails, served as wheel stops; scrap rail could easily serve the same purpose. I put in wheel stops on only end one at this point.

Now to create "The Masterpiece." Each wheel was touched up with rust colored paint in areas that had missed being coated in the paint bath and then glued to the rail with CA glue. Once the first level was in place, I installed the second set of wheel stops flush with the last wheel. The prototype had three levels of wheel overlapping each other; I chose to simply do two levels. Even then, not all cars received full compliments of wheels. When I was satisfied with the results, I used A-line blackened chain to secure and anchor each load as I had seen on the prototype.

The cars won't win any prizes but I had fun creating them. The results can be seen at Bill McChesney's Sayre

shops, on Ken Nelson's wreck train, Henry Propst's Selkirk yard and Vic Roman's Rensselaer roundhouse.

One of the finished wheel cars-



This is the original 'inspiration' car-



Very nice, Bill!





Puzzler

Well, once again the staff and Editor of the Form19 have gotten near the 'ragged edge' with last month's PUZZLER about the term 'gandy dancer.'

One of the staff was reading the book 'Ed Nowak's New York Central: A Company Photographer's View of the Railroad: 1941-1967' (by Ed Nowak with Karl Zimmermann; Interurban Press, third printing, 1989) [highly recommended] which had a picture of men working to align track and a statement that these men were called 'gandy dancers' because they moved in unison (usually to the chant of one of the men) and they used bars and tools made by the Gandy Co. of Chicago, IL.

Ah! So that explains the name. Excellent as a PUZZLER question. And so it went in to the Form19.

"Not so fast! Not right!" Later was the claim from another staffer who did quite a bit more research. It seems that there are no records of a 'Gandy Manufacturing Company' or any other 'Gandy' associated with supplying the railroads in the late 1800's and early 1900s. (There is currently a Gandy Manufacturing Company in Minnesota building farm machinery but the company is fairly recent.) Indeed there are no patents for such tools issued to any company with 'Gandy' in the name. There have never been any tools found with the 'Gandy' name or brand on them.

Oh, rats! Now what is the Editor going to do for an answer?

And then the answers started coming in.

'They were called that because they used tools made by the Gandy Corp.' Well, we've already disproved that!

Then someone sent in that idea but with the added statement that this wasn't true because 'Gandy' didn't exist. Well, we found that to be true.

And then Ken Nelson sent in the answer, "While the true origin of the term "Gandy Dancer" is uncertain, the term most likely comes from the physical, dance-like motion that resulted when track men used certain railroad hand tools. The term "gander" is a dance term."

OMG! How'd he know this? So the Editor fired off an email, "Can you tell me more?"

Ken's response, "No, I can't really add anything about the term "gander," but my daughter who lives in Denmark may be able to since she majored in dance in

college. I'll drop her a quick email and see if she has ever heard of it."

His next email stated "My daughter looked in her dance books from college and found nothing. She did find reference to the term "gandy dancer." It referred to the "dancing" movements of the workers using a specially manufactured 5 foot (1.52m) "lining" bar, later called a "gandy," as a lever to keep the tracks in alignment." Nothing else.

So the bar may have been named from its use and the workers from the dance.

By this time everyone in the office knew that the Editor was upset and someone had to find the answer.

After a bit of time the receptionist came in with some information:

In the 1870's and 1880's "Thady You Gander" was a very popular dance step. So popular that it is included in the "Book of American Dance" which catalogs the history of folk dance in America. 'Thady' in the title being short for Thaddeus and 'Gander' being a well dressed ladies' man. It became so popular that by 1900 the 'Gander Dance' was well known across most of (at least the eastern half of) the US. In the dance four couples would line up side-by-side and in a row, one couple behind the other, all facing the same direction and the dance would proceed from that formation.

And when the men working the track to align it all lined up by pairs facing the same direction and moving in unison to the chants, they were 'doing the Gander dance.' The first reference to 'gandy dance' in the press was in 1913 and no explanation was given or needed.

And here is the fantastic picture from Ed Knowak's book that proves the answer.



Gandy Dancers, Garrison, NY 1951. Look how heavy that straight and level rail is!



Some pictures taken at the Hudson-Berkshire Division meeting at the New England, Berkshire and Western Railroad of the Rensselaer Model Railroad Society on April 18th.

On page 5 of the April issue of the *Form19* the two pictures at the top of the page were identifies as the Town Hall of Port Henry, New York, which it is. But after that issue went to the printer, Greg Whittle, an associate member of the NEB&W RR, called to inform the *Form19* that that building was originally built as the headquarters of the Lake Champlain & Moriah Railroad. That railroad was built to bring iron ore from the mines at Mineville, NY to a loading pier on Lake Champlain at Port Henry – a little over 6.5 miles of steep grade. Both Mineville and Port Henry are in the Township of Moriah, NY.

A bit of internet research by the *Form19* staff found that the LC&M RR was incorporated in December 1867 and was controlled by the Port Henry Iron Ore Company – which probably also had its offices in that building. The railroad also had about 16 miles of yard and side track and a succession of Baldwin 2-6-0 Moguls acquired in 1880, 1910 and 1916. The engines were always run on the down hill side of the trains to prevent runaways and to keep the crown sheets covered on the steep grades. The railroad later had diesels. Just thought you'd like to know.



Clockwise from top: street track to serve business; NYC entering Troy Union Station; steamer on Lake George; pawn shop and control building; sand shed.

The sand shed was loaded by shoveling sand off gondolas and thru the openings. Openings allowed drying with cross ventilation; closed in bad weather.

Most of this all scratch built in plastic to detailed plans of actual structures.



Trails and Rails Program with Amtrak

By Bill Doyle

Trails and Rails - not to be confused with organizations with similar names - is a partnership between the National Park Service and Amtrak. The program hosts National Park Service volunteers on select Amtrak routes. These volunteers provide information and background on the local history, culture, natural resources and other points of interest along the Amtrak route to enhance the enjoyment of the passengers on their trip.

This enrichment program started in 1994 on two routes running out of New Orleans and became a national program in 2000. The program currently includes 19 Amtrak routes mostly in the Western states. In New York State, *Trails and Rails* provides programs on three routes: the "*Adirondack*" between Croton-Harmon and Hudson, and between Albany (Saratoga) and Port Henry; and the "*Maple Leaf*" between Albany and Utica. The Port Henry stop is needed to catch the southbound "*Adirondack*" back to Saratoga/Albany, generally a 40 minute wait. The "*Maple Leaf*" run relies on the "*Lake Shore Limited*" for the return to Albany.

The season generally begins Memorial Day weekend and occurs on weekends through Labor Day. On the "*Adirondack*" to Port Henry segment, Amtrak in recent years has added the dome car "*Ocean View*" from Labor Day until the end of October to enhance the fall foliage experience along Lake Champlain. The car is the only full dome left on the Amtrak roster and runs north on Thursday, Saturday and Monday, and south on Friday, Sunday and Tuesday. Each day that the dome car operates, a *Trails and Rails* volunteer will likely be aboard to provide a program for dome car passengers.

I joined the *Trails and Rails* program two years ago. Following orientation, mandatory Amtrak safety training and getting acquainted with the historical information from the National Park Service, I did my first run with two experienced volunteers on the "*Adirondack*" and do that run most often. Now one other volunteer and I handle the program providing information, photos, handouts and maps to enhance our presentation. Most of the volunteers are not into trains, so questions about the history of the line, Amtrak consist, freight trains we meet, stations, yards and facilities, and sometimes model railroading get thrown my way. This gives me a chance to talk about my favorite railroad and its wonderful history. Since we also talk about the Champlain Canal, I'm able to weave in the origin of the D&H and the

competition between the canal and the railroads for north-south commerce. I have several pictures from magazines showing trains through the Red Rocks area and people enjoy hearing about the construction of the visually striking part of their journey.

The program is always looking for volunteers. If you are interested, contact Joe LaLumia, regional coordinator at nvtrailsandrails@gmail.com. Riding on an Amtrak train on the Champlain Division, enjoying the wonderful scenery and telling people about the history of the railroad and the area - What could be better!!

-All Aboard - Welcome New Members

Will Davis, Glenmont NY

John Valachovic, Berne NY

Upcoming Events

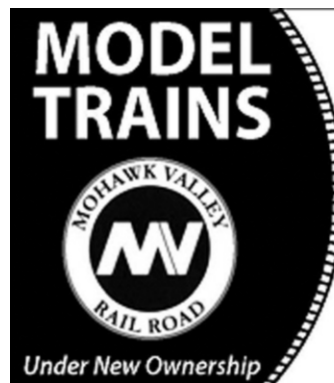
June 21st - Bus trip to Steamtown,
Scranton, Pennsylvania



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Left: the long, multi-level Mohawk Division of Henry Propst with hidden staging and lines. This layout will be open for your visit on Saturday May 17th from 10:00 am to 2:00pm. See front page and page 9 for special parking details. More pictures in the online version of the Form19.

If you would be willing to serve as a shuttle driver for the open layout visit to Henry's layout, please contact VP Artie Krass. Contact info on page 2.

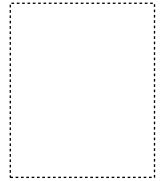
You can still sign up for the June 21st bus trip to Steamtown. Bus trip is just three hours with videos and fellowship during the trip.

Would the person who asked for pictures of the Lake George steamboat during our April visit to the New England, Berkshire and Western RR please contact the Form19 Editor. The staff photographer forgot to write down your name.

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 a Division officer. If you are a new member, don't be afraid to introduce yourself and to ask questions. Our intent is to be friendly and helpful.

FORM 19

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First Class Mail



A few more pictures from the NEB&W RR



That's an REA truck at the dock at the rear of the street above

Line side speeder shed adds interest

Troy had 120 trains a day running thru its streets.



The old station left has remaining desks and other 'stuff' visible through the windows. Amazing details like this throughout the NEB&W RR.



More from the New York Central System
Mohawk Division

Lots of
control
towers



Power generation plant
like the one at Pattersonville



Look
inside



Take the bus to work

Line-side
shanty
and
speeder
storage

These
seem
popular





Fire station with vintage engine
Fortunate that the city didn't burn



Tall buildings
working traffic lights

Industry under a shelf
and on another



Passengers
and
REA Express

