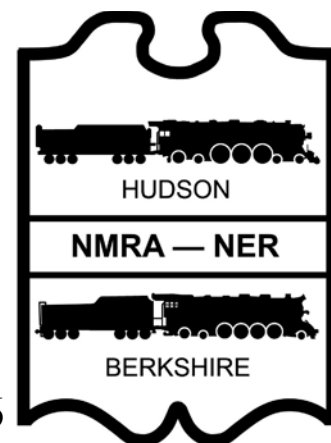


FORM 19

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



Order Number 319

May 2016

Next Division Meeting Friday, May 20, 2016 at 7:00 PM

Bill Brown, MMR, NER AP Chair

The NMRA Achievement Program

Malta Community Center, 1 Bayberry Drive, Malta, NY

Bill will be making a PowerPoint presentation with the goal to give an overview of the NMRA Achievement Program, touching on tips for getting started, categories of submissions including what is required in each, the "chain" of submission, the local judging process for those submissions and, of course, examples. He will answer questions and provide details and clarification, as needed, so that each member will have good understanding of the program and the benefits that accrue to the participant as they select and go through the sections of the AP program that they choose.

Bill is well qualified to make the presentation and has the experience to answer your questions. He has been the NER AP chair for almost 4 years. He is the Past Superintendent of the Central New York Division, Division Clinic Program Chair, is a Past President of The Central New York Modelers Modular Club, a Current Member of The NMRA National Contest Committee. He has gone through the program himself and received his Master Model Railroader designation roughly ten years ago. His layouts have appeared in Model Railroader, The Narrow Gauge and Short Line Gazette, Model Railroad Craftsman, and Model Railroading Magazines.

Bill is also the New York State Director to the Board of Directors of the Northeastern Region.

Bill's models have won several awards over the years including the Gold Award for Best of Show at The Detroit National Convention, and he had a photo selected Best of Show at the Cleveland Convention. Bill has given clinics at several national conventions. He recently parlayed his love of photography into LARC Products, a small business that provides backdrops and graphics worldwide. You have probably seen his display of LARC Products at the Great Train Extravaganza and at the Amherst Railroad Hobby Show. You have most likely seen some of his layout modules in the setup by the Central New York Modelers of Distinction (CNYMOD) at the Amherst show.

See directions on page 3
See associated article page 4

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Form19

The *Form19* is published eight times per year for members of the Hudson Berkshire Division.

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

Contributing to the *Form19*

The *Form19* staff welcomes all contributions. Letters, articles, photos, and other items may be mailed or e-mailed to the editor. Please include a note if you would like materials returned. Suggestions also welcome.

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The Division Point

By Artie Krass

The twenty Division members who attended last month meeting at Paul Hoffman's received a very interesting and enlightening presentation by Paul in regard to the ins and outs of being a craftsman structure manufacturer and dealer. Paul went through the entire process from the first step of selecting a structure to produce (and all of the research and development necessary for a potential kit) through the final production and packaging process. Along the way he described what was involved in drafting of the initial blueprints of the structure (by Jim Cesare) followed by the first attempt of producing the prototype on the laser. Then comes the first go around of constructing the kit by fellow partner Vic Roman, who not only builds the kit for the first time, but also writes up the first draft of the assembly instructions. Parallel to and part of all of these steps is the marketing plan for the kit- who is the target audience, how will it be received, where and how will the advertising take place, where will the kit be sold? Paul also explained all of the factors that go into the price point - material and production costs, marketing costs, time and labor, packaging, mailing and numerous others that go into this all important process. Set a price too high and the kit does not sell; price it too low and you end up eating the costs. CHR prides itself on producing a finely crafted structure kit along with very detailed instructions and construction tips (that are also useful in your other kit or scratch building endeavors). As Paul pointed out that it is a lot of work but very rewarding!

The following paragraph is a repeat from last month's edition of *The Division Point* – but I feel strongly that it bears repeating:

Registration has begun for the Pacemaker Convention! The April-June issue of *The Coupler* (which you can view and download from the NER web site (www.nernmra.org) includes the Registration Form for the Convention on page 10. The same goes for the printed edition of *The Coupler* that you may have recently received in the mail. In addition, by the time you read this there will be a link on the Pacemaker Convention web site (www.hbdpacemaker.org) to the NER on-line Registration Form (this is the first year that the NER has provided a way for you to register and pay on line) and a link to a PDF version of the form that you can fill in, print and mail in. There will also be links on the Division web site (www.hudson-berkshire.org) for the same. I strongly encourage all of the Hudson-Berkshire Division members to think about attending the Convention come September. I think that you will find that there will be plenty of activities during the Convention to keep you busy – and again I urge all Division members to take advantage of the Convention 'being in our backyard' and attend.

On Friday night, May 20th we will meet at the Malta Community Center for our monthly Division meeting. Bill Brown, the NER Regional AP (Achievement Program) Manager will be traveling here from Syracuse to give a presentation on the AP Program. You can visit the NER AP web page at www.nernmra.org/ap.html to learn more about the program before Bill's presentation. Look for more information in this edition of the *Form19* and hope to see you there.

Continued next page

The Pacemaker Convention Co-Chairs – Kevin Surman, Bill Doyle and Jack Cutler – and some other key Pacemaker Volunteers were given a tour of the Desmond Convention facilities that will be available for the Pacemaker. The venue is ideal – spacious and well lit rooms for the Clinics, Contest/Celebration Room, Modular Layouts, the Convention Banquet, Hospitality and Raffle Room and the Registration area. In addition the interior courtroom space is a relaxing place to socialize with those other modelers attending the Pacemaker Convention during some down time.

Enough said for this month – happy modeling!

Artie

Welcome Aboard New Members

Roderick Mason, Schenectady, NY

Gerry Monast, Ballston Spa, NY

Barbara Gershman, Castleton, NY

As always, we encourage current members and new members to greet one another at the meetings and introduce yourselves to people you may not have met before.



Location - Location - Location

Bill Brown's presentation on the NMRA Achievement Program will be given at the Malta Community Center, One Bayberry Drive, Malta, NY. This is the first building on the left after you enter Bayberry Drive from Route 9.

Route 9 is east of Exit 12 of I-87, through some roundabouts, then North on Route 9 at the third roundabout. Bayberry Drive is the first left past Allerdice Hardware. If coming south on Route 9, Bayberry is the first right past Cocca's Motel.

Promptness is appreciated as we only have the use of the Community Center room for a limited amount of time.



KANSAS CITY AREA DEVELOPMENT COUNCIL

The Streetcar Continues Its Comeback

The new streetcar in Kansas City, Missouri is being heralded as a glimpse into what 21st-century urban life should look like. The system opened Friday May 6th with much excitement and after much planning and testing – some of which we have told you about in the *Form19*.

The two mile long route of the cars features kiosks at each stop with electronics that tell patrons how long it will be until the next arrival and what establishments are near by – restaurants, stores, services. Streetcars are now being viewed as cutting edge service necessary for a city's vitality.



Alternative to the NMRA Master Model Railroader?

The following is just a small (and we do mean small) portion of a thread (with the above title) on the forum of the website <http://bigbluetrains.com/forum/>.

If printed out, this one thread goes on for about fifty-six pages. The *Form19* has selected just a few of the posts that seemed to discuss the subject well and that come to some sort of conclusion on the subject. We bring you this so you can see that other modelers are discussing the AP program - often positively.

The first entry is the one that opened the discussion. The *Form19* has shortened it a bit by removing text referring to a thread on another website that kicked off the thoughts of the person starting of the discussion.

By ocalicreek» Jul 3rd, '11, 19:54

Okay, so here's a potentially controversial topic. Some comments about what constitutes a model railroader on another thread got me to thinking. I've read other threads on other forums bashing the NMRA or the MMR or the achievement program as being outdated.

I'd rather be positive about something new or different than to tear down something old. So let's brainstorm and come up with our own list about what makes a 'master' model railroader?

There needs to be some sort of criteria for what constitutes a definition that matches the three words - master, model, and railroader.
Any takers? Thoughts?

A later response is:

By dave1905» Jul 4th, '11, 10:57

I think that people get hung up on the NMRA MMR program for three basic reasons:

1. They think its elitist.
2. They don't like the bureaucracy and documentation required.
3. The don't think the skills required are relevant.

Any formal program that you set up will still offend the people who object to #1. So pretty much forget trying to satisfy them, they will never be convinced.

Any program you set up will have to have some criteria of achievement or it will be irrelevant. Like

those "everybody gets a trophy for being on the team" things they do for kids. The criteria have to be fairly specific so that the people determining qualifications would have something to judge things by.

The basis for the "master" is rooted in the guild system of masters, journeyman and apprentices. Since we have pretty much lost those titles outside of a few union positions, the concept of what a "master" is has been lost as well. There are those that say all the documentation isn't needed and that you should be able to just look at a layout and tell if a modeler is a "master" or not. I strongly disagree. I believe that "master" is as much about what's under the hood and how you got there than the WOW factor of the layout. With so much RTR equipment out there and so many painting, design, and layout building services available, I think documentation is absolutely critical to establish exactly what the modeler did and how he did it.

As far as the bureaucracy goes, the NMRA has been bad about that in the past. With any volunteer organization (and whatever new you set up probably will also be a volunteer organization) there are wide variations in the capability of the volunteers. That is also why clear criteria have to be established. Many people complain that the judging (maybe should be changed to "review" or "evaluation") is inconsistent. That points to poor training of the judges, poor understanding of the criteria by the modeler or poor communication of feedback to the modeler.

Lastly the requirements to be a master model railroader. The key to establishing the criteria is to define what a "master" model railroader should be able to do. It should be skill based. That is what a master is, one who is skilled. So if somebody plops down a beautifully detailed locomotive in front of me, that great, but I won't consider the modeler a "master" until he or she can explain what he or she did to get it that way (back to the documentation). The trick is to define the requirements to adapt to the modern world.

[At this point someone posted two pictures - one of a scratch built, large scale, unique looking (almost like a logging engine) locomotive and another of a beautifully weathered SCL SD35 with a greatly detailed background (it could have been a really scene). The poster asked, "How can you compare the two and say one had more talent than the other.



dave1950 responded as follows:]

And a "master model railroader" should pretty much ignore the modeler's goals. It should be about skills. From the standpoint of skills, the person who did the scratch building may have more skills. That person has the ability to work with material and fabricate parts. They had to be able to design the parts, they had to have the mechanical aptitude to fabricate a drive train and wire it to run. Then they had to be able to paint and finish it. As far as it being prototypical or not, that's where the documentation comes in. I have seen pictures of logging engines that were similar to that.

The person who weathered the RTR has a more impressive scene and may be better at scenery and painting, but hasn't demonstrated any superior mechanical or electrical aptitude, hasn't fabricated any parts with precision. While the SCL scene may LOOK better, that doesn't mean that that modeler is a more versatile modeler. Being a master isn't about the flash, it's about having a wide range of skills.

In my opinion, based only on the those two pictures(which in no way would be representative of either modeler's full range of abilities) while the scratch built steamer may be less of eye-candy than the SCL diesel, the steamer demonstrates a wider range of skills.

[Further on in the thread:]

by Sumpter250» Jul 4th, '11, 14:17 (moderator)

"Master Model Railroader" :

It's a "discipline," that requires prescribed steps, and tests, to achieve.

Once achieved, one can use the letters MMR after their name, and command the respect of others in the hobby. One can also teach, show others how to. One can draw personal satisfaction from accomplishing the tasks to arrive at that place of respect.

I take my modules to shows.

It is in the reactions of the people, that I get my "satisfaction and respect."

The widening of the eyes, and seeing the word "WOW" form on the lips of the viewers, knowing that at every show, there are places where the spectators stop and admire, and that my place is one of them – this means more to me than any letters after my name, and, I also get to teach, show others how to. --- and that is my alternative

I guess I just don't need to "pass a test" to enjoy being in this hobby, but that doesn't mean I can't respect those who have "endured the challenge" and become NMRA MMR'sit's definitely not an easy honor to achieve.

We always learn far more from our own mistakes, than we will ever learn from another's advice.

The greatest place to live life, is on the sharp leading edge of a learning curve.

by MasonJar» Jul 4th, '11, 15:06

Look at the Canadian Association of Railway Modellers' "equivalent" - the Canadian Railway Craftsman - <http://www.caorm.org/track.html>

There are 6 achievement areas - and only 2 of those are about the models. Four (or two thirds) are about communicating and contributing via mentoring, writing articles (web and newsletter), and volunteering at events. So for the Canadian certification, it seems that sharing the hobby is quite important.

The Youth Certificate has four areas, balanced between models and layouts (2/4) and operating (1/4) and volunteering (1/4).

<http://www.caorm.org/youthcrc.html>

These expressions of thought about the NMRA AP and it's top achievement of the MMR award are representative of most of the writings in the thread. The general thought appears to be that the modeler benefits from developing skills and knowledge about certain segments of scale model railroading that take him or her beyond those needed for his/her own layout. The skills and knowledge have to be demonstrated in some measurable manner that is, as much as possible, consistent across all modelers. Accumulation of this demonstrated proficiency in several fields of study or disciplines earns the modeler the title – and the confidence to take his/her modeling as far as they want to go and to teach and encourage others to expand their modeling capabilities. Sort of like taking and passing the required courses and earning a college degree or completing a certification course (SAE Certification, Master Electrician, etc.).

Not all modelers want to push themselves to this level just to enjoy 'playing with trains.' That is their choice. But through the NMRA Achievement Program we have the choice.

Check in the extra pages of the online edition for some pictures showing the skills of some modelers.



BlueRail

This is NOT a product endorsement by the Hudson Berkshire Division nor the Form19. It is written for your education and entertainment.

Here is another 21st century advance in model railroading that may bring in more and younger modelers. This is a decoder that uses new Bluetooth Smart technology for locomotive control. The company is BlueRail Trains (bluerailtrains.com). They have just released their first board although they have licensed Bachmann and that company is already selling train sets and individual engines with this technology. The following is from the BlueRail website.

BlueRail is the idea of putting a Bluetooth Smart chip in your loco, and running it directly from your controller (which happens to be a smartphone or tablet) without the need for additional equipment.

Bluetooth Smart is a new aspect of bluetooth designed to connect to a large number of devices in close proximity with ranges well over 100 ft. (This should not be confused with bluetooth audio which is limited to 8 pairings at shorter distances).

Because BlueRail operates with minimum hardware (a bluetooth smart module and a smart device) the system is designed to grow. The software control application and the firmware in the module can be easily updated at anytime, with a goal of avoiding obsolescence.

Once the Bluetooth signals have reached the loco, the differences between current DCC systems and BlueRail end, delivering the same pulses to operate the motor and accessories as a DCC decoder does. But BlueRail has several distinct advantages over existing train control systems:

Many simultaneous connections – Bluetooth Smart has no defined limit on the number of simultaneous connections (trains) you can make. You can use Bluetooth Smart to simultaneously run as many trains as you desire. You can run multiple trains from one smartphone or tablet.

Great range – Despite having a range of over 100 ft, Bluetooth Smart is designed to accommodate many devices operating in close proximity.

Bi-directional communication – One of the challenging issues in DCC is the lack of bi-directional

communication. That is, DCC commands you send to your train are on a one-way trip. With Bluetooth Smart, every loco is constantly in communication with the control app, and so, effectively in communication with each other, and can interact more effectively.

Wireless firmware updates – This is one of the most valuable features of BlueRail. One of the biggest concerns in a hobby like model railroading is equipment that becomes obsolete. BlueRail involves no equipment – only a Bluetooth Smart module running BlueRail firmware and any Bluetooth Smart device (phone/tablet) running the free app. Because the firmware in the train can be updated wirelessly from your phone at any time, we can continue to add new features and expand the protocol knowing these features can be easily added to every train out there.

Direct connection to a micro-computer (smart device) – This may not seem obvious at first, but connecting your train to a high-end computer (like a smartphone or tablet) opens up a new set of options on ways to enjoy your train. If you are interested in Operating Session simulations, recording and saving scripted train routines, or easily adding new content to your train, then you might enjoy the applications BlueRail is creating to allow you to experience your train in new ways. BlueRail has 20 years of experience creating software and user interfaces.

Support for battery or track power – BlueRail boards can be operated on any powered track within spec (DC / DCC). Because this system doesn't rely on track signals, BlueRail is an excellent choice for Dead Rail (battery powered trains). All BlueRail plugin boards have connection points for optional battery power.

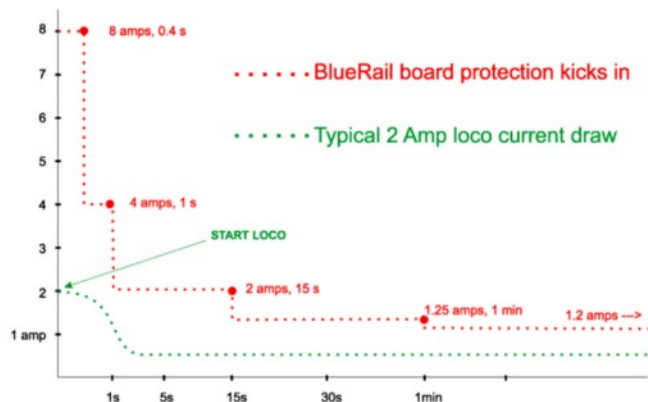
BlueRail's first plugin board is now in manufacturing and we will begin taking orders in April. This first board has been nicknamed the **Blue Horse**. It measures 28mm x 58.6mm, features a 9-pin JST connection port, and can be used to drive any train with a DC can motor (not exceeding 2 amps*). Boards will be available on the BlueRail site for \$75 plus tax and shipping within the US/Canada (see non-US and retailer sales info below). The boards can be easily plugged into any DCC-ready train, or wired directly to many non-DCC-ready locomotives. You will have control over speed, direction and up to 4 lights or accessories. The boards also contain an expansion port for future add-ons (sound). Control your board using the configurable



BlueRail app or the Bachmann E-Z App™. Please use the information below to decide if this first board is suitable for your needs. We will release subsequent boards in alternate dimensions and suitable for other gauges in the future.

Overload Protection: The BlueRail board contains circuitry to protect itself in the event of a current draw overload. Please refer to the graph. The red line indicates the point at which the BlueRail board shuts itself off. The board will tolerate an 8 amp draw for .4 sec (before shutting itself off). It will tolerate a 4 amp draw for 1 second, a 2 amp draw for 15 sec (continuous), a 1.25 amp draw for 1 min (continuous) and a 1.2 amp draw continuously. A locomotive with a 2 amp stall current (green line) will typically draw 2 amps of current for the first few seconds it starts to roll, before stabilizing at a much lower current draw. Pulling heavy loads up steep long hills and lots of lighting will increase current draw. Please consider these values when deciding if this board is right for you.

BLUERAIL BOARD BUILT IN OVERLOAD PROTECTION



A Question About a Picture

Below the text here is a picture of D&H engine #4118 pulling a couple of 'old style' passenger cars. The picture was purchased as a slide by Ben Maggi from an e-bay seller. The color on the slide has shifted and we at the *Form19* have tried to get it back more closely to what might have been when the picture was taken.

Ben would like to know more about the picture – When did this occur? Where did it occur? Any details – maybe not the exact place but certainly what rail line as it doesn't seem that the D&H had passenger cars like those in the picture, thus indicating an excursion. Your help would be greatly appreciated. Contact Ben at benlmaggi@hotmail.com.



This first board from BlueRail (above) features a standard NMRA plug connection for the wiring harness and an antenna that enables at least a 100 ft range. The software can be upgraded through the controller - smartphone or tablet.



Adding Trees in Tight Spaces

Doug Dederick

At my last open house I was asked about the tree line which is along the small space between my track and backdrop at Whitefish. I was also asked if I would share how I made it with other HB member.

The space I am referring to is the space along the wall at Whitefish yard. In order to have room for all the tracks, I had to keep the mainline track only a couple of inches from the wall and painted backdrop. This worked well for planning out the yard but left me with a problem with what to do with this very limited space. I wanted to blend the backdrop into the foreground by creating a 3D image using scenery. Please follow along as I describe how I accomplished this task.

First I had to come up with a way to create a tree line along the wall. Due to the limited space, I could not just plant full trees. However if I cut them in half by cutting off the back sides it would work. The trick was to create a FULL 3D tree line. I decided to make a flat profile of a tree line to put behind the cut off foreground trees. This was accomplished by using flashing (coil stock) found at the local hardware store. It comes in various widths and lengths. This would work well so that I could use one continuous piece. On this I drew a tree line with the outline of many pine trees. I cut out my outline with a good pair of scissors. (Caution some of the edges can be very sharp. Take some sandpaper to clean up and dull the edges and to give the surface some bite to take some paint.)

Next I spray painted the cutout with some good primer and let it dry. Once the primer was dry, I added a coat of dark green paint using a small roller. A brush could also be used if you prefer. Don't be afraid to lay the paint on heavy but not too heavy. So here's the trick. While the paint is still wet you flock it with fine ground foam. Use the same color ground foam you use for your

trees or match the color as best you can if they were purchased. Let dry. After the paint and flocking has dried you may want to touch up some of the thin spots by using some hair spray and more flocking.

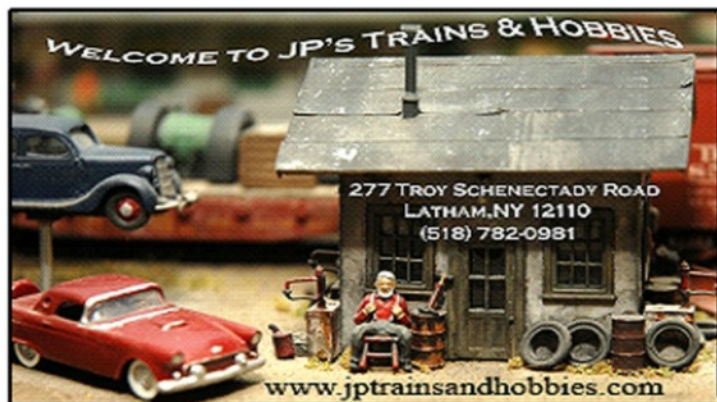
The next step is to take your trees and trim off one side so they will lay flat. Once you have your trees trimmed, glue them right to your cutout using some white glue. You can add some dead trees and other types of trees. For example I used some deciduous trees to give the tree line some variety. Remember you are trying to create a real looking tree line so make sure you use variety both in color and texture.

My final step was to mount it to the wall. I wanted to have something I could remove if I wanted to, so I used Velcro to attach it to the wall. This allows me to remove it and it also kept it another 1/4 inch from the wall adding to that 3D effect.

There you have it! So if you are looking for something to do with that small space between your track and wall give it a try. I think you will be happy with the results.



Trees behind the track behind the icing facility on Doug Dederick's Great Northern Kalispell Division





More to Come

Last month, in the extra pages of the online edition of the *Form19*, we brought you a couple of pictures of the Chester & Becket Railroad that were taken by the Form19's Associate Photographer, Tom Plesnarski, when he attended the Fine Scale Expo in Danvers, MA early in April.

Here are three more of his pictures and there are two more on page 12 of this issue. Tom also promises an article about his experience at the Expo and of his visit to George Selios' Franklin and Manchester Railroad. And he has some great pictures of the F&M RR. This is amazing for, as many of you know, George does not normally allow photos to be taken by visitors. But Tom had permission and will be sharing some of those photos with us.

The top picture is of a diorama of a factory with track running thru it. Yes, in another view you will see that there is an enclosed walkway above the track connecting the factory to the red building on the other side of the track.

In the lower photos, you see a sawmill being run with the power from a steam traction engine. The engine appears to be by J I Case, an early manufacturer of steam and then gas and diesel tractors and machinery.



The bins at each side of the back of the engine suggest that this was indeed a wood (or coal) fired steam engine, indicating a quite early manufacture date. The rotary saw blade in the mill probably had removable teeth, with a spare, sharp set handy.

The Editor's Grandfather operated a sawmill with his JI Case steam traction engine, also wood fired, so these scene holds some special memories for him.



Local attractions

The Berkshire Scenic Railway is now offering Hoosac Valley Service between the Renfrew Station in Adams, MA to the rail platform in North Adams, MA using a Budd RDC car. The round trip is about fifty minutes although riders may chose to get off and 'tour the sights' before reboarding on a later trip. The BSR also maintains a fine exhibit in the restored train station in Lenox, MA. See <http://hoosacvalleytrainride.com/schedule.php> for more information.

“Adirondack Scenic RR Railfan Charter Trip” from Utica to Big Moose, NY on June 5, 2016. Sponsored by The Key Lock & Lantern Society. Utica to Big Moose & return. Note that this trip extends beyond the normal trips, which run only to Thendara. Boarding at Utica at 9:15 AM, arrival back at Utica at 5:30 PM. Coach tickets are \$45 each. For information and to purchase tickets, call 518-439-8392, or visit www.klnl.org

Rail Explorers Adirondack Division offers a 6-hour rail pedal-powered riding experience between Saranac Lake and Lake Clear with a complimentary shuttle bus return. This was very successful last year, so much so that Rail Explores has expanded their operation to include travel on Wilmington & Western trackage. See <http://www.railexplorers.net/tours.html> for more details.



- Hands-On Clinics
- Layout Visits
- Operating Sessions
- Prototype Tours
- Fan Trips
- Banquet
- On-Site Modular Layouts
- Raffle in support of Toys for Tots
- Spouse Activities
- AP Contest
- Models Showcase
- More...

SAVE THE DATES!

The Pacemaker
2016 North East Regional Convention
Desmond Hotel and Convention Center
Albany, New York

September 15 – 18 2016

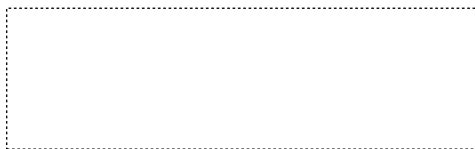
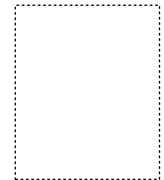
A Taste of the Division
A Toast to the Region

Sponsored by the Hudson-Berkshire Division



FORM 19

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



First Class Mail



This is one of the pictures that was posted on the BigBlueTrains website as a good example of weathering an engine and how it would be hard to compare the skills of this modeler to those of someone who had built an engine from scratch.

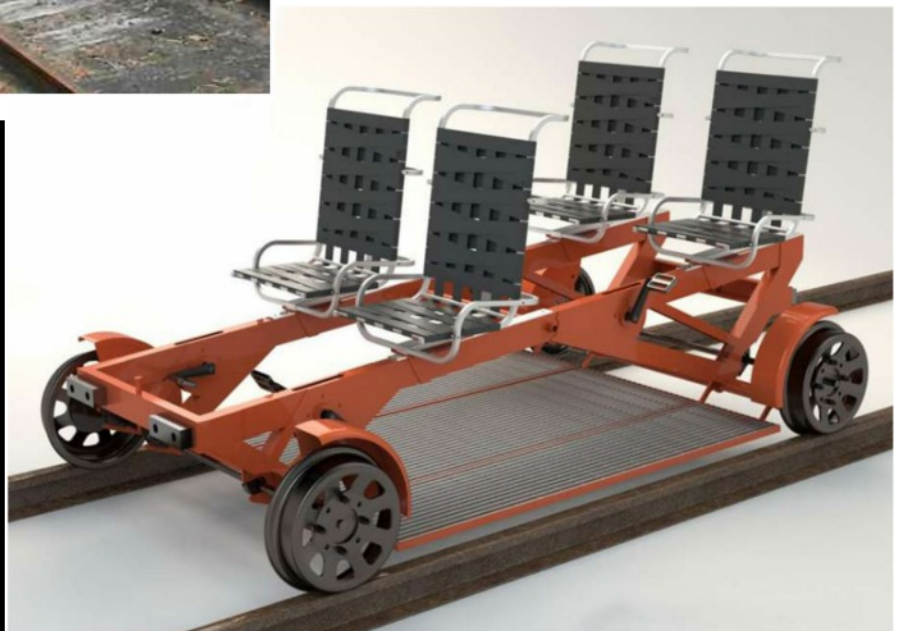
If you look at the engine you can see the Seaboard Coast Lines on the side but on the cab is CSXT and the SCL symbol on the nose has been painted over, and the yellow stripe continued across it.

Is this a picture from a layout or of the real engine after Chessie & Seaboard merged in 1986 to form CSX? Tell the *Form19* what you think.



Photo at left shows people riding pedal-powered cars of Rail Explores on the track between Saranac Lake and Lake Clear, NY.

Photo at right is of gravity powered vehicle proposed for use on the Tahawus to North Creek travel proposed by the group 'Rail Renegades.'





CATEGOR
Best
structure

This is a structure that was on display at the Fine Scale Expo early in April.

Photos are by Tom Plesnarski.

There is plenty of detail to the building itself but the photo to the right shows that there is tremendous detail inside.

One can almost read the name on the lathe inside.





JI Case traction engine similar to the one in the diorama on page 9. Note the firewood nest to the engine behind this one.



Unique railroad bridge at Farmville, VA The structure on the left end is repair work. The bridge was later replaced with a steel one along side this one. The wood structure of this bridge is gone but the piers still stand. The railroad abandoned the line so the steel bridge is a dramatic part of a rail-trail. The Form19 hopes to do a short article on this bridge & why it had to be repaired.