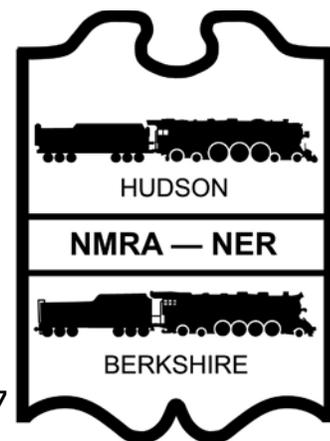


FORM 19

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



Order Number 333

Nov 2017

Next Meeting Friday November 17 at 7:00 PM

Upstate Model Railroaders

22 Hudson Falls Rd, South Glens Falls, NY

Located in the Chase Sports Complex/Epic Ventures Building



When we visited the Upstate Model Railroaders in their new home last year, they had only been there three months and were just getting started on their new layouts. Come see what difference a year makes.

In their previous location the UMRR had layouts for eight different gauges (Z to G and Lego) and hosted open house for the community every Wednesday evening. In this new location they have three very large spaces with total area of over 2,000 square feet and have layouts in Z, N HO and O gauges. The UMRR club is unique in that very few model railroad clubs in the U.S. have the space, membership and commitment to build and operate more than one or two different scale layouts. At this meeting we will see all that they have been able to accomplish over the last twelve months.

They still have open meetings every Wednesday evening to further the Club's mission. Besides providing a place to operate (play with) trains, UMRR has had as one of its goals to provide training and educational experiences for both young and old, beginner or experienced, regarding the history of railroading in the northeast and the importance of railroads in our lives, from the early 1900's to present day. Club members are always available during their meetings to teach visitors about the building and operation of model railroads and the rewards of this hobby. Be sure to check out their facebook page to see some of their activities and a very young model railroader at <https://www.facebook.com/Upstatemodelrailroadclub/>.

UMRR will hold its annual Hobby Craft & Collectable Expo on December 10th from 10am to 4pm at the Chase Sports Complex.

Directions: Take Exit 17N of the Northway (I-87) to Route 9. Proceed north on Route 9 for 3.2 miles and turn right at the light onto Bluebird Road / County Rt 27. Go 3.1 miles and turn right onto Hudson Falls Road. Go just .2 miles. The Epic Building is on the left. Follow the driveway around the left end of the building and park in the back. The door for entry is towards the center of the building and has an entry ramp as well as stairs. For those coming from the north, there are alternate directions posted on their website. - <http://www.upstatemodelrailroaders.com>.

www.hudson-berkshire.org
is now live with a new look and up-to-date content





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.

Hudson Berkshire Division
PO Box 83
Clifton Park, NY 12065-0083
trains@hudson-berkshire.org

President
Paul Hoffman
57 Vettura Court
Malta, NY 12020
518-899-5707
trains@hudson-berkshire.org

Vice President
Irwin Nathanson
609 Diamond Point Rd
Diamond Point, NY 12824
518-668-9892
irwindnathanson@fastmail.fm

Treasurer
Jack Cutler
8 Bluestone Ridge
Clifton Park, NY 12065
518 383-5684
cutlerjm@nycap.rr.com

Form19 Editor
Bert Pflegl
19 Lea Ave
Waterford, NY 12188
(518) 235-8496
gpflegl@nycap.rr.com

GTE Manager
Rich Smith
15 Friar Tuck Way
Saratoga Springs, NY 12866
518 581-0535
rsmith1@nycap.rr.com

Copyright 2017, Bert Pflegl
& Hudson Berkshire Division

The Ready Line

By Paul Hoffman

My job requires quite a bit of travel. As a matter of fact, I'm writing this on an airplane winging its way to Arizona. Travel can be a wonderful experience and it truly is what you make of it. In my case, because I model the southwest, I'm going to spend some time, after my work tasks are complete, photographing the environment in and around Flagstaff and a couple of other places on the Trans-Con.

These photographic adventures, while not always strictly focused on trains, can be enormously helpful when it comes time to recreate the terrain in miniature. While I'm sure I'll get some train watching in, my goal for this particular trip is the environs. What does the scrub brush look like, what color is the dirt in and around my chosen geographic area and how does it differ from place to place? For those of you modeling the Northeast, this is an easy task, walk outside your door and take a look around. Get a feel for the color of the Fall foliage, how green, or brown, is the grass, what is the overall color pallet. It's the details that make the scene and things like getting the right hues go a long way towards making your models, or layout look "right". Not right in the correct sense, but right in their tone and ambience. The best modelers do this and it always gives you a feeling of place, real or imagined but definitely possible.

Like anything else, the masters of the hobby seem to be able to do this naturally, while the rest of us ... ? It's a learning curve and for me it is a trial and error exercise. But for every scene I don't get quite right or every building that doesn't have that "realistic" weathered patina, I learn something. The key is trying not to make the same mistakes, or doing the same things again and again and expecting different results. We all can't, and won't be masters but we can surely aspire and put something together that pleases us.

Don't give up if that scene looks too orange or gray or black; try again. I am always amazed, as I spend more and more years in the hobby and more time seeing some of the great layouts again and again, at the differences over time. Even the masters are learning and trying different looks. Next time you are visiting a layout that you have been to before, take a close look, I'm sure you will see areas that have been "redone" as the modelers techniques and eye have grown and matured. This is one of the great joys, at least for me, of this hobby. Nothing is truly done, and no matter what mistakes you have made, there are infinite possibilities in the future.

I am happy to report that we have a new recording Secretary, Sarah Lauser has graciously volunteered to take on that role and we are glad to have her on board. That only leaves a new *Form 19* Editor and a mentee to Rich Smith to learn the train show workings.

GTE table counts are over 260 and it looks like another sell out year. Please contact Rich Smith to get your volunteer requests in. Look for an online survey next month. It has been awhile, but now's time to gauge where the Division is at and where it wants to go. We will be using survey monkey to help us with this task. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

Paul



Heavy Loads

- by Bill Doyle

As a model railroader, I am always looking to the prototypes for ideas that can be incorporated into what we represent on our layouts. I keep a camera handy in my car while traveling because you never know when you might encounter something interesting. These days that's even easier with cameras built right into your cellphone.

In Albany, one such interesting place is the Port of Albany and adjacent Kenwood yard. And the interesting loads were and are those that originated at GE's Schenectady steam turbine assembly plant and destined for export out of the port. Loaded onto heavy duty 4 truck flat cars or even larger specialized 8 truck cars (Schnabel), the loads would be moved by GE's own in-house switcher to the interchange with the D&H. An extra, with added cars as idlers and for braking, would move very slowly (5 mph) through Mohawk yard, Mechanicville yard and down the main through Colonie to Kenwood yard. Moves were made very slowly and carefully to insure clearances along the route and would often occur at night due to the slow speeds and less traffic at crossings. Once in Kenwood, the load was turned over to the Albany Port railroad to spot near the docks for eventual loading onto cargo ships using portable cranes or the cargo ships own cranes. Included in this article are photos of some of the loads that have passed through the Port.

Modeling possibilities - The only model car I have seen with a load similar to ones in the pictures was made by Athearn (item #92244), a D&H heavy duty flat car (#16152) with a generator load. Recreating the loads that are crated would be relatively easy. Others could be partially crated with only certain parts exposed - the spare parts box might yield parts for a plausible load. Wonder if these loads lend themselves to 3D printing? In terms of operation, this would be a special train order movement with extra cars as idlers and for extra braking, sometimes including a caboose for the more-than-usual crewmembers who would accompany such a move. This might be a good place to use some of the old clunkers we have tucked away that we might not use in regular operations. This can be an interchange move between two railroads that would require a power change as it was in Kenwood.

Bill McChesney and I spent many lunch hours

checking out what was new at the Port and in Kenwood Yard. In those days (1970's, 80's), access was much easier as we could drive right up to the dock area or the yardmaster building at Kenwood to take pictures. Only once were we chased by an irate contractor when we ventured too close to the loading of a GE locomotive onto a cargo ship. He tailed us all the way through the port to the southern entrance !

I have always thought the Port area and adjacent Kenwood yard as it was back in the 70's would be an interesting switching layout. Great variety of industries, docks for on and off loading cargo, a grain elevator with its own switcher, a separate grain milling facility, oil refinery and oil/gas storage tanks, scrap metal dealers, log loading, salt deliveries, molasses distribution, bananas, cocoa beans, VWs - the list goes on. In the yard, there was interchange with the D&H (CP) and Conrail (CSX). In the next installment, I'll cover some of the industries as I remember them and the Port's track plan.



Port of Albany No date. Two similar boxed items on two 4-truck, drop center cars. Certainly an easy load to construct



South end Kenwood Yard 7.6.2000 CP south bound. Note man on car at back, bottom corner of load. Also an easy load to model



Left: Port of Albany. Item on 8-truck (wide spaced) drop-center car. Note arch in ends of car. More challenge to model but simple lines

Below: Port of Albany Jan 2001. three large, externally braced boxes on drop center, multi-truck cars with spacer cars between.



Below: Port of Albany no date. Six-truck flat car. Post on side of load bolted on for lifting. Bolt area covered with plate for transport.

Above: Schenectady GE 4.24.2002 Dave Gould photo. Note 2 & 3 axle trucks. Item is enclosed.

More pictures in extra pages



Left: Schenectady GE 4.24.2002 Dave Gould photo. Note engine & two passenger cars and bus. What railroad for engine? For cars? There doesn't appear to be any markings on cars.

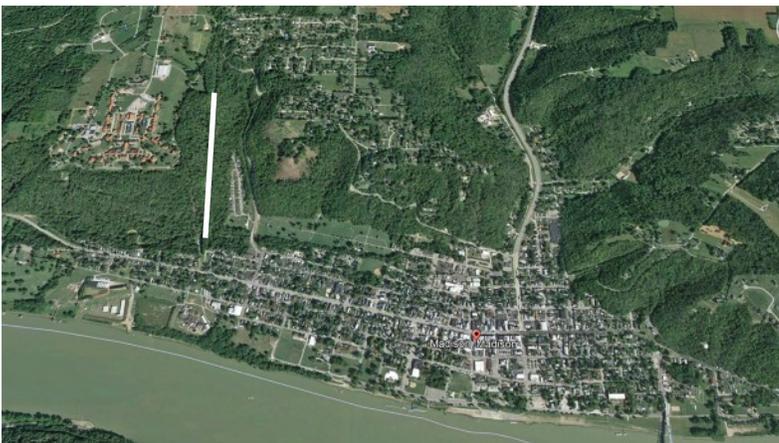
All photos by William Doyle unless noted otherwise.





That's the host of our October meeting, Dick Elwell, talking with Doug Dederick about layouts and scenery techniques, of course. Dick's Hoosac Valley Railroad has been featured in several national modeling magazines and videos. But nothing you could see in print or on screen can match or prepare a visitor for what you see in person. The level and 'accuracy' of detail is amazing and it is consistent throughout the layout. A true testimony to Dick's artistic eye and talent - and his persistence.

More photos in the extra pages of the online edition of this month's *Form19*.



This photo of Madison, Indiana has the path of the 'Madison Incline' shown by the white line, under which you could catch glimpses of the new ballast that has been installed. Madison is built on the flood plain of the Ohio River and it is a 412' straight climb to the flat plains land beyond the river. Today the Madison Railroad (CMPA) is a division of the City of Madison Port Authority and is a 26-mile route from Madison to an intersection with CSX in North Vernon, IN.



In the April 2017 issue of the From19 we brought you an article entitled "Now and Then" by Doug Dederick reminiscing of how one used to be able to take rail cruises about the United States. Well, in May Japan East Railroad initiated their 'Train Suite' cruise experience about Japan's main island with a special train with 17 suites offering one to four day cruises. That is the entrance to the train with steps down to the central lounge area and a real fireplace. More info and pictures in the 'Extra Pages.'

Delay & Hesitate - Delaware & Hudson
 Old & Weary - New York, Ontario & Western
 Bent, Zigzag & Crooked - Belaire, Zanesville & Cincinnati
 Midnight & S#11 Later - Minneapolis & Saint Louis
 Busted & Mined - Boston & Maine (a/k/A Broke & Miserable)
 Hoot, Toot & Whistle - Hoosac Tunnel & Wilmington
 Leave Early & Wait- Lake Erie & Western
 Wobblety, Bobblety, Turnover & Stop -
 Waco, Beaumont, Trinity & Sabine
 Cough & Snort - Colorado & Southern
 Long & Narrow - Louisville & Nashville

Answers to Name That Railroad

Dave Hoadley was the first to respond with all the names correct, according to the February, 1968 *Form19* list. Bill Rooke responded quickly, was missing one, but knew that many of these nicknames given to railroads were usually done so by hobos and were picked up by the public. Tim Hodder had them all and offered that the B&M was also the 'Broke & Miserable.'



Hudson Berkshire Division Sponsored Bus Trip to Amherst Train Show Springfield Massachusetts January 27th 2018

Please fill out the form on the next page and make your checks payable to the Hudson Berkshire Division for the correct amount to reserve your place on the bus. Please mail your form and check to our Division PO Box, as indicated below. The cost, including show admission ticket, for a Hudson Berkshire NMRA member and for any NMRA member guest is \$25, and for a member invited non-NMRA member guest it will be \$37. The bus will make stops in Wilton, Clifton Park and Albany to pick up and drop off riders. We will be making one stop on the Mass Pike each way - there will be no stop for a formal dinner on the way home. The bus will make a stop at a rest area on the Mass Pike and refreshments may be purchased at that time.

Seats on the bus are on a first come, first serve basis starting at the November Meeting and we need to have 50 seats sold by December 15th or we may need to cancel the trip. If the Division does cancel those who signed up will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

On January 27th pickup points and times will be:

Pickup: 6:00 AM - at the Wilton Mall north end by Dick's - light pole C2

Pickup: 6:30 AM - Clifton Park Exit 9 - at The Crossing bus shelter, across the parking lot from Big Lots and the Tower (this is not the Park and Ride Lot!)

Pickup: 7:00 AM - Albany Crossgates Mall - lower level lot near JC Penney's

Rest stop on the Mass Pike in-route to Springfield

Arrive at Springfield approximately at 9:00 AM

Depart Springfield at 5:00 PM sharp!

We will stop at a rest stop/area on the Mass Pike on the way home.

- Please make checks out to the HUDSON BERKSHIRE DIVISION in the amount of \$25.00 for each member and \$37.00 for each guest which includes admission to the show. This is a first come, first serve event with a signup/payment deadline of December 15, 2016.

- Please send payment and signup form to:

Hudson Berkshire Division
PO Box 83
Clifton Park, NY 12065-0083
Attn: Jack Cutler / Bus trip

- You will be contacted on the receipt of your signup form and check - if you do not hear from Artie within 10 days of mailing your form and check - please contact Artie (ajkwings@yahoo.com or 518-229-6080).

- Bus will depart on time - we cannot wait for individuals!

- Any questions please contact Artie Krass at 518-229-6080 or ajkwings@yahoo.com



**Hudson Berkshire Division Bus Trip to Amherst Train Show
Springfield Massachusetts Saturday January 28, 2017**

Name: _____ Cost \$25 - checks only no cash

NMRA # _____

Contact phone # or email: _____

Guest: _____ Cost \$37 - checks only no cash

If guest is an NMRA member need their NMRA # _____ and their cost is \$25

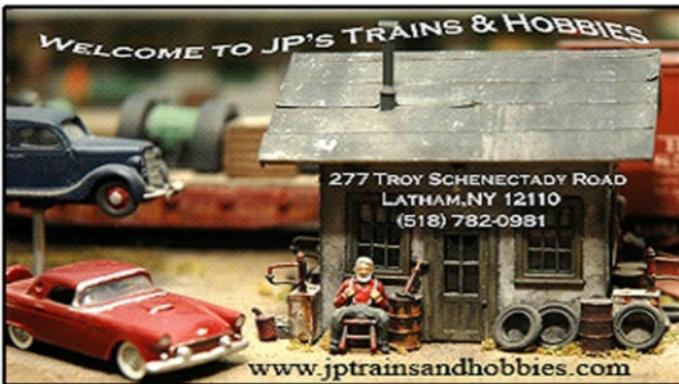
Contact phone # or email of guest: _____

Please check pickup location: Albany Clifton Park Wilton

If the Division does cancel the trip, those who signed up and paid will get a full refund, although we cannot refund individuals who sign up and then cannot make the trip.

MAIL TO:

Hudson Berkshire Division
PO Box 83
Clifton Park NY 12065-0083
Attn: Jack Cutler / Bus Trip



UPCOMING EVENTS

- December 3 Sunday -The Great Train Extravaganza with setup on Saturday, December 2
- December 11 Upstate Model Railroaders Expo 10 to 4 Chase Sports Complex, South Glens Falls
- January 12 Division meeting at John McBride's
- January 27, Saturday Bus Trip to the Amherst Rail Hobby Show, West Springfield, MA

It is with sadness that we inform you of the death of Herb Insley on Wednesday, October 25th at St. Peter's Hospital with his family by his side. Herb was 90 years old. He was a long time member of the Hudson-Berkshire Division and the Mohawk and Hudson Chapter of the National Railway Historical Society. Our and the Division's condolences go out to his wife, Jean, and to his son, Dave Insley, also a Hudson-Berkshire member.

On the other end of the emotion spectrum, we are happy to congratulate Bob Hamm on being nominated as a candidate for the position of Eastern District Director, NMRA for the 2018 election.

If you have any material, suggestions, ideas for the 50th anniversary issue of the Form19, please contact Bert at the Form19 office (see page 2 left) or one of the Division officers.



Great Train Extravaganza™



2017

Public model train show and sale.

Bigger and Better Than Ever!

Sunday, December 3rd
10 am - 4 pm

Adults only \$7
Children 12 and under free



- Operating model railroads
- Sales of model trains, train sets, parts and accessories, building kits, scenery items, books, videos, DVDs, photographs... everything related to model trains and railroading
- Free educational seminars
- Roaming Railroad train rides
- Refreshment stand
- Giant Lego layout for kids of all ages

Empire State Convention Center Albany, NY

From I-787 heading south, take Exit 3A. Heading north, take Exit 3. Follow signs to Empire State Plaza to Visitor Parking.

Many other family activities same day/same location.

www.gtealbany.com

Sponsored by the Hudson Berkshire Division of the National Model Railroad Association and the Upstate Train Associates



The perfect place to do your holiday shopping.



If you receive the *Form 19* as digital media, please print and complete this page.

**Hudson Berkshire Division Election of Officers
(Vice President & one member of the Board of Directors)**

If you receive the *Form 19* as digital media, please print and complete this page.

Candidates Statements of Qualification

Irwin Nathanson, position: Vice President:

I've been an active member of the Hudson Berkshire Division ever since my wife and I moved back to the United States from England in 2005. My layouts were featured in the August, 2016 issue of "NMRA Magazine." I've been our Division VP for the past two years. Working with Rich Smith, I've been active in planning and running our annual Great Train Extravaganza since 2007. My profession is international sales and marketing and, based on this experience, as Publicity Chairman for the GTE, we were able to boost attendance from about 2,000 to 5,000 in a matter of just three years. If elected again, I would continue to bring a lot of executive/leadership experience to the table since in the past I have been a VP of a Fortune 100 company, and a Captain and Commanding Officer in the Navy.

Gregory Whittle, position: Board of Directors

I have been a member of the NMRA for over 20 years and affiliated with the Hudson Berkshire Division for a number of years prior. I was Division president for two years and have served on the board of directors for ten years. Since I have been with the Division and a part of the local model railroad scene for so long, I am able to advise the board on the viability of actions that may have been previously undertaken. I act as moderator for the Division Yahoo group and invite members to join and contribute to the site content. When I was president I undertook the first comprehensive survey of member interests in Division activities and goals. As I continue to serve as a board member, I have always made myself available to receive comments and suggestions from the membership and to express their concerns at board meetings. I am a member of OPSIG, LDSIG and other groups and have attended several national and regional events where I have met other model railroaders who are prospective Division members but who are unaware of our activities. I believe that involving all model railroaders within our coverage area in some way in Division activities is the key to our continued growth.

HUDSON BERKSHIRE DIVISION, NATIONAL MODEL RAILROADERS ASSOCIATION

Fall 2017 Ballot Mark an 'X' in the space after the name or write in a qualified* member's name

Vice-President: Irwin Nathanson _____ Other: _____

Director: Gregory Whittle _____ Other: _____

* A qualified member is any current full NMRA member residing within the Division.

In order for your completed ballot to be valid, you must be a full NMRA member and write your name and NMRA membership number on the back of the ballot. If you receive in print form, cut off this section; your name is on other side. 'Rail Pass' membership does not confer voting rights during the trial period.

To vote: 1) Mail the completed ballot in an envelope, marking the envelope "ballot enclosed," to:

Hudson Berkshire Division
P.O. Box 83
Clifton Park, NY 12065-0083

All ballots sent by mail must be received by November 17 to be counted. Or 2) Present a completed ballot in an envelope to a Division officer by the deadline date or 3) Present the ballot at the November 17 meeting at Upstate Model Railroaders in Glens Falls.

Two Too Close

by Signalman Gary

West Park on the River Line.

While 'bonding' one morning in early Spring in Penn/Central days, we had a close call. Working on a single track on 'S'-curves. We had called the dispatcher to see if there were any trains in the area. He said there was a train just north of Newburgh and we had a good twenty minutes to get the work done.

We were working in a narrow rock cut with rock walls on both sides and our truck parked on the right of way alongside the track. The other two men were grinding the rail and bonding the wire. Our equipment was on a 3'x3' aluminum tray with two small wheels on one side and collapsible leg with one wheel on the other side across the gauge.

Track conditions were poor and speed was set at 30mph but you were taking your life in your hands if you went over 10 - it was that bad. All was well for ten minutes. The other two were working fast and I was on train watch.

All of a sudden a headlight. I screamed, "Hot Rail!" The men scrambled over the track to the truck and I flipped our equipment over off the track. The train had actually been only ten minutes out of Milton, just a bit south of us. It was a very close call. And we couldn't yell at the dispatcher as we just had verbal permission - no track warrant.

Highland, New York.

This story was told to me by the old maintainer I used to work with. During the days of steam Jim T and Jim M were out on a signal trouble call. It was a very, very cold night and they had to wait for a train to clear the area. Jim T lived about 200 feet from the tracks on a hill above the railroad. They decided to go there to warm up while waiting for the train to clear through.

And the train coming through hit a broken rail and came off the track. If they had been down by the tracks, they would have both been killed. Even if they had seen it happen, there was no place to run - hill on one side, river on the other. Lucky men. Both men lived to take retirement.



FORM 19

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



First Class Mail



Left: Division members chatting and discussing the wonder before them. The camera has caught the lighting overhead and behind the valances that Dick Elwell has carefully made and placed. His care and understanding of lighting is such that one can walk around the layout and it appears uniformly lit with no view of the lights above.

Right: VP Irwin Nathanson is looking across from one side to the photographer in another with the scratch-built stone building of the Hoosac Valley Railroad's headquarters in between. In the left of the picture is part of the roof of the roundhouse. Slightly left of center is the coaling facility.



Left is the vast Mason Paper plant with additional industries behind. For those of you that have been to Dick's layout before, this is new since our last visit and is to the right at the bottom of the entrance stairs. And this really is a LARGE building. Scratch built, I believe.

Right: To the right of the Mason Paper plant is the yard at the community of Essex Junction. This is the shelf area to the right of and running back behind the stairs to the area of the dispatcher, set under the stairs. The yard is very active. The community of Essex Junction runs along the wall against the backdrop and continues through the far corner.





This is Essex Junction at the far end of yard on the previous page. One of the great features of Dick's creation is how well the background and foreground are planned and merge to create an expansive visual impression.

Below is the roundhouse that started out as a craftsman kit made specifically for Dick and his Hoosac Valley Railroad layout.



Left and two above: Members of the Hudson Berkshire Division enjoying each other's company and looking over - even studying - Dick Elwell's Hoosac Valley Railroad.



The Japan Rail East Shiki-Shima (Train Suite) is a ten car train designed specifically for inland cruising of Japan on one to 4-day/3-night trips around Japan, stopping at special sites, such as cruise ships do. The entrance, left, admits travelers to the central lounge car, below, with a recessed seating area with gas fireplace. There is a bar area at the far end with adjacent piano.

Below is the dining car, definitely showing the elegance of the service and surroundings.

One does not buy a ticket for one of the scheduled trips. One fills out an application and, if it is approved, it is put into a lottery drawing for one of the 17 suites on the train. Successful? Service started in May 2017 and they are now taking applications for September & October 2018.



Below is one of the open seating areas that are behind the drivers' office in each locomotive. The structure of the cars is such that there is an upper and lower area in all but the two central ones. Suites cars have a pass through walkway on the upper levels.

That is a reporter for a Tokyo TV network showing off the interior.

Maximum of 34 passengers per trip.



The official symbol for the SHIKI-SHIMA / Suites-Train. Though there is very little dual language signage in Japan, this label include the English text. Bright spots are reflections of station lights in the auto like car surface.





Left and below: the Train has 10-cars, 3 suites cars behind the engines at each end and the central lounge and dining car (previous page) located in the center. Each locomotive is both electric and diesel powered. The driver's office is in the very end with a glass divider separating it from the communal seating areas directly behind. These are not high speed trains but travel at a fairly slow speed so that patrons may enjoy the scenery and experience.



Left: That is the upper-level, day-seating area of one of the suites, complete with gas fireplace. Below it is the sleeping room and bath (below). Costs range from about \$3,000 for a single person on a one day trip to nearly \$10,000 per couple on a 4-day-3-night trip in the single 'deluxe' suite. That suite is larger and the bath has a shower as well as a tub and a stone top vanity.





Note that the two units above have different pins on the sides for lifting the loads and to the right, the unit closest to the camera has not had the pins installed yet. That appears to be what they are doing to the unit below.



This 'whatever' load must really be heavy judging by the number of wheels on the trailer under it. What does it take to move that through the streets? Easy to model the load on a railcar. Not easy to model that truck.



An item like this (left & below) would take more effort to model but might look pretty interesting. And if it came out looking something like this, who would know if it was 'prototypical' of not.



Two specialized rail cars that might be interesting to have on a layout - at least occasionally. The small Schnabel car could be like this or with just some block like structure in it - with appropriate lettering on it, of course.

