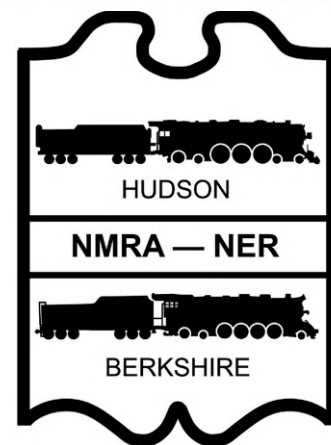


FORM 19

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



Order Number 370

November 2021

Upcoming Events

Friday, November 19th from 7pm to 9pm

Upstate Model Railroaders, Inc.

22 Hudson Falls Rd

South Glens Falls, NY 12803

NOTE: Located in the upper rear of the Chase Sports Complex. Drive up the left side, around in back about half way down to door 27. Look for our sign.

Sunday, December 5th

The Great Train Extravaganza

From the Editor By MARK SKLAR

We had a good turnout for our October meeting. Doug did a great job organizing and running the static grass clinic. Everyone appeared to enjoy the presentation and participated with making their own samples.

The final part of Rich Smith's Sparta Station Construction Project continues on Page 4. Thank you Rich. If anyone would like a complete copy of Rich's article, a PDF version will be available on the HBD website next month.

Our GTE train show is a go for December 5, 2021. We need volunteers to work the show. Please contact Sarah Lauser at volunteer@gtealbany.com if you can help. We hope for a great turnout.

Instructions for selling items during the GTE on the White Elephant Table are on page 7 and the forms are on page 8.

A final tribute to Bill Doyle who passed on September 11 is on Page 9.

Enjoy the GTE and see you here next month.

-Mark



Form19

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

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

Contributing to the Form19

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

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The Ready Line

By Irwin D. Nathanson

Let's start off with a Disclaimer: *this column is a blatant advertisement for NMRA Conventions, both Regional and National.* If you attended last month's NER Regional "Mill City" Convention you might find it interesting to compare notes with me. If you didn't attend, *this column is my attempt to convince you to attend next year*, in nearby Connecticut!

As with every Convention I've attended, there was so much to see and do that I found it impossible to participate in everything. So, this Report will cover just the events I personally attended...there were many others...so much to choose from!

I drove to Massachusetts on Friday morning, early enough to participate in a great **Operating Session** hosted by the Pepperell Model Railway Club. Just before, I had lunch at a local pub recommended by the Club. There I bumped into our VP, Doug Dederick, who would also be operating.

After catching up over lunch, we headed to the Club. The Session was well attended, including fellow HBD members Joe Kavanagh and Ken Nelson. After a layout tour and introduction to the Session we were off and running. Doug and I teamed up to manage one of the yards, making up and breaking down several trains. We were kept busy for several hours and had lots of fun. Overall, the Session was well run, and the trains and layout proved reliable. The **camaraderie** was great...one of the key elements of our great hobby! Refreshments (homemade, I believe) were also served.

It then took about another hour to arrive at the Convention site, a nice, non-franchise Hotel in Westford, MA.

Check in was seamless and after unpacking I headed to a local Mac n Cheese restaurant for dinner on my own.

I returned to the hotel in time to attend the **Welcome Reception** hosted by the NER and the host HUB Division. They had a cash bar supplemented by complimentary snacks. It was quite a **Reunion**, being back amongst so many NMRA friends I hadn't seen in years.

Following local MA rules, masks were required throughout the Convention, except while eating and drinking. In addition, vaccinations were required to register for the Convention.

Saturday started early. I drove to the National Park Service (NPS) site at the old Mill Complex in nearby Lowell, MA. There I joined the **NPS Guided Tour** which had been customized to our interests. In effect, what we saw was a living history museum, dedicated to the beginning of the Industrial Revolution which, in the United States, started in New England in towns such as Lowell.

I had to hurry back to the hotel to get ready for my **Make 'n Take Soldering Clinic** which lasted about 2.5 hours. It was very hands-on. I brought my own soldering station but didn't really need to since the expert clinician also brought a supply for attendees to use.

I also had just enough time to bring my models to the **Contest Room** and to see the two **Vendors** who were selling their wares during part of the convention. I was also able to look at several layouts which were set up in the hotel ballroom for **Ad-hoc Operating Sessions** for those who wanted to stay around the hotel. I also purchased several strips of tickets to try my luck at winning some of the numerous items that were available during the **Raffle**. Sunday daytime was mainly devoted to attending several great **Clinics**.



The annual **Banquet** was held Sunday evening. Food and company were great. I had the pleasure of sitting with Doug, Joe and his wife and Ken and his wife. The **Guest Speaker** was very interesting, and he discussed his career with various commercial and tourist railroads.

Sunday started off with the annual **Awards Breakfast**. I was pleased to see Doug receive two Achievement Awards (Electrical and Scenery), and the Golden Spike Award. I also received several awards for the models I entered into the contest. But none received sufficient points to earn Merit. All mine were kits and it seems it's almost impossible to earn Merit on anything that's not totally scratch built... I also received the Association Official Achievement Award.

But the true highlight of the evening for Doug and I was to see Joe and Ken receive their hard-earned Master Model Railroader certifications!

Breakfast was followed by the **Annual NER General Meeting**. I was pleased to see Ed O'Rourke from our neighboring Central New York Division installed as the new NER President.

I was busy the rest of the day with **Layout Visits** in nearby New Hampshire and Massachusetts. I ended the day, and my time at the convention, by **visiting a model train store** in the area.

Wow, now that I re-read this article, this sure seems like a lot to pack in to four days – and it was!

In addition to the folks mentioned above, the following HBD members also attended:

Mike Hachey
Mike Evans
James Lauser
Greg Whittle
Mike Phelan
Wayne Aiken

So, our Division was well-represented! If I missed anyone, my apologies, but please let me know!

I'm sorry, but I won't be able to make the next HBD meeting. I'll be in California most of the month with my

sons, spouses, and grandson. But I'll be back just in time for our Great Train Extravaganza, and I hope to see all of you there!

Irwin



Joe Kavanaugh receives his MMR.



Ken Nelson receives his MMR.

October Meeting Report

By: Mark Sklar

The September meeting was held at the Mechanicville Fire Station. Doug Dederick presented a clinic on applying static grass. Many of the members brought test pieces to practice on. A short business meeting was held. Volunteers are needed for the GTE train show, contact Sarah Lauser at sarah@sarahlauser.com. Thank you Bob Chase for arranging the venue.





Sparta Station Project – Part 3 - Interior (continued)

By Richard J. Smith

Details Details



Figure 5. The photo montage shows the fun you can have detailing a full interior!

Please take a close look at the photo montage in Figure 5. Yes, that is an HO scale cigarette and pack of Lucky Strikes on the ashtray. I made cigarettes by heating white plastic sprue with a lighter and pulling until I got the desired diameter, then cut, and painted on a filter. The ashtrays are simply aluminum tubing and washers painted Model Master “chrome”.

Flimsys! If you study the photos of the agent’s office you will see flimsys in the filing tray,

on clipboards hanging on the left wall and on the bay window desk, and in the garbage can. They are cut from an actual Milwaukee Road flimsy! Those clipboards are just images from the Internet copied to Power Point, resized, and printed on heavy paper. Cut them out with an X-acto or scissors, but don’t forget to paint the edges if the printing paper is white.

In the express room, there is a pallet of cardboard boxes. These are individually made from a template printed on brown paper

(Thank you Master Model Railroader Kevin Surman). Just cut, bend with a straight edge, fold and glue with Elmer’s white glue. Leaving a box open is a nice touch too. I will send you a PDF file of the template upon request (rsmith1@nycap.rr.com). I wonder if the lucky kid that is getting that bike in the express room was the one pictured in Part 1 of this article.

(Continued on next page)



Lighting

Figure 6. *In several of the photos in Part 2, you may have noticed the station is lit. The above photo shows the effect (note, this is an earlier shot before gutters and any wall weathering).*

The 1938 Hiawatha painting on the non-smoking side of the station is an image of a painting off the Internet with a strip wood frame. The painting to the right was discovered missing one day and that has been a mystery ever since. I cut a piece of tape the size of the missing painting and applied it to the wall. I lightly weathered the wall with Bragdon Weathering chalks, then peeled away the tape. The Milwaukee Road 3-month calendar in the Agent's office is also an image from the internet. I created the other signage inside the station (and outside) such as ticket signs, train bulletin (not shown), men's/women's room signs, REA, and station signs in Power Point.

I will send you my Power Points upon request (rsmith1@nycap.rr.com). Venetian blinds are brass etchings from Model Memories, cut to various lengths, painted Model Master glossy Light Ivory. The head rails are made from strip styrene.

Remaining scratch-built items include: black safe and train order signal selector box in the agent's office, baggage room benches, restroom sinks, towel dispenser, toilet paper roll, and privy divider walls. The short radiators started from Fine Scale Miniatures by Railroad KITS (used throughout the station), with the middle sections cut out and the ends reattached.

I painted all detail parts except 3 figures (Preiser) and 4 castings (3 from Woodland Scenics, 1 from Mini-Metals). The commercial castings come from a number of manufacturers including: Kramer Products, JL Innovative Design, Preiser, Weston, Scale Structures Ltd., Finishing Touches, WeHonest (wall clocks), and various unknown manufacturers. The station benches are a separate purchase from HRM Laser Models. And that agent's chair and express room desk in Figure 5 ... they were from my long gone Mathews Mercantile model that I built when I was 12!

(Continued on next page)

Please visit the
Hudson Berkshire Division Website:
<http://www.hudson-berkshire.org/>

And Facebook Pages:
<https://www.facebook.com/HudsonBerkshireNMRA/>



The interior lights are warm LEDs from WeHonest and come mounted on self-stick ¼" x ¼" circuit board with a proper resistor and a quick connector for easy replacement. Just attach them where you want, and hook up 12VDC. In Figure 7 below, the 3

LED lights are wired in parallel to another quick connector to facilitate removing the roof. Wires for the female connector run down a "vent pipe" brass tube in the men's room (study Figure 2 to find the female connector). Also note in Figure 7, I added strips of

basswood along the eaves to help block unwanted light showing between the walls and the roof. The interior window frames from HRM Laser Models are nicely designed to also block unwanted light from escaping around window cracks.

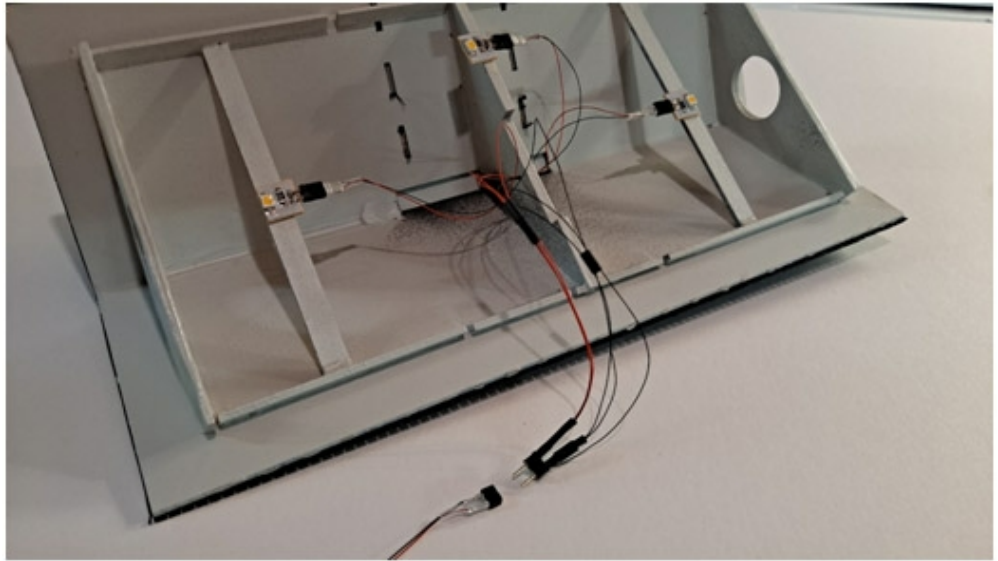


Figure 7.

Final Thoughts

I hope you have enjoyed my 3 part series on modeling Sparta Station, WI on the La Crosse and River Division of the Milwaukee Road. Maybe some of the tips and tricks as well as products I mentioned will help you with your modeling projects. Adding a full

interior to your building project is fun but also comes with many interesting challenges, and is definitely more than twice the work, time, and fun. Taking an off-the-shelf kit and adding your own details by studying the actual prototype or by applying the principle of "prototype practice"

makes your model one-of-a kind and special. It doesn't have to exactly match any particular photo or date. It should bring you and hopefully others enjoyment ... that is what matters!

Best regards,
Richard J. Smith
Saratoga Springs, NY



The End



Great Train Extravaganza



PUBLIC MODEL TRAIN SHOW AND SALE.
WE'RE BACK, BIGGER AND BETTER THAN EVER!

Sunday, December 5th
10am - 4pm

Adults still 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, DVD's, photographs... everything related to model trains and railroading
- Door prizes
- Roaming Railroad train rides
- Giant Lego layout for kids of all ages
- Over 300 tables!

**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.



All applicable CDC and NY DOH guidelines will be observed.
Sponsored by the Hudson Berkshire Division of the National Model Railroad Association.

Buy tickets online: **www.gtealbany.com**



White Elephant Table

- The White Elephant Table is a free service for all division members who have unwanted model railroad items to sell at the GTE.
- Volunteers are needed to help at the white elephant tables. Please call Ed Skowronek at cell phone 518-421-6188. If no answer, please leave message.
- In addition, any questions about either form can be addressed by calling Ed.
- Fill out the forms on page 9 and bring them with you either Saturday during setup day or Sunday am (at least one hour before show starts). There is editable .pdf versions of the form on our HBD website: <https://hudson-berkshire.org/Documents/White%20Elephant.pdf>

GTE White Elephant Table Entry Forms

ID #	Name	Phone #	Asking Price
Item#			

Instructions:

Please place your ID and item number, along with the item description and asking price on each receipt.

Cut along dotted lines. Then just cut the item description card individually, Keep the receipt strip intact.

PLEASE PRING CLEARLY.

ID Item#	ID Item#	ID Item#	ID Item#
Hudson-Berkshire Receipt	Item Description <div style="text-align: right;">Asking Price <div style="border: 1px solid black; width: 100px; height: 20px; margin: 0 auto;"></div></div>	Hudson-Berkshire Receipt	Item Description <div style="text-align: right;">Asking Price <div style="border: 1px solid black; width: 100px; height: 20px; margin: 0 auto;"></div></div>
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Instructions:

Fill in your name and phone number on the top of the list. Create your own ID number by using the first two letters of your last name, followed by your birthday, for example Smith , March 21st = (SM321). Each item will then be numbered in order (1,2,3, ect.) in the box on the left, followed by a description of the item, along with the asking price.

PLEASE PRING CLEARLY.



A Tribute to Bill Doyle

As we stated last month, the Hudson Berkshire Division lost our member Bill Doyle this past September. Bill had contributed a



great deal to this organization and the railroad community. He enjoyed talking about trains and train watching and had a love for the D & H

Railroad and the history associated with it. Bill will be remembered for being a very kind and polite person to everyone he talked to. A person you would be very lucky to call your friend. Here are some thoughts from two of his closest friends and fellow Hudson Berkshire Division members Ken Nelson and Bill McChesney.

Doug Dederick

Ken Nelson

Bill Doyle was the perfect gentleman. I knew Bill primarily as a model railroader who never seemed to finish his own railroad. My first connection with Bill was in the early 1990s when I hosted a meeting of the Hudson Berkshire at my layout. I had a great turnout and everyone seemed to have fun. However, a few days later, I received in the mail a wonderful thank you note from Bill, saying how much he had enjoyed the visit and hoped someday to build his own layout. I thought to myself "There is a fine gentleman." I saved the note, and I still have it today.

He was a member of our Tuesday Night Operating Group for well over thirty years. He very seldom missed a night, and those rare evenings were generally caused by his not feeling well, or a commitment with his family. He always showed up on time with a smile on his face, and was willing to take any job. He always seemed to know just what to do with any train, and whether serving as Yardmaster, or acting as an engineer out on the main, got the job done correctly. He especially enjoyed working one of the Delaware & Hudson trains, which interchanges with the Poco Valley on my railroad.

Ah yes, Bill's love of the Delaware & Hudson! For many years, Bill collected D&H locomotives, cars, and other rolling stock, along with books and articles on this railroad. Finally Bill designed and was building a D&H railroad in his basement. Bill was kind enough to invite the Tuesday Night Operating Group to his home to see his D&H layout under construction. I thought that he had some great ideas, and several of us were looking forward to someday operating this railroad. Alas, due to family commitments, and several health issues, it was never completed. Some years ago, Bill volunteered to ride along in many D&H passenger trains, and later Amtrak, to explain to people what this area was all about. Many hours and many days were offered out of the kindness of his heart to work with a small committee of people to offer this service. I always planned to ride one of these trains to hear Bill explain what he knew of Lake Champlain and the beautiful area through which the D&H tracks ran. Unfortunately I never took the extra step to ride a

train, and hear Bill's words. This was my loss.

Bill was generous. Last year, while I was in Florida, I needed a copy of a Kalmbach book to help me construct a car I was building. I have this book, but it was in Scotia, and I really had no easy means of having it mailed to me. I spoke to Bill about it, and he went out and purchased the book and sent it to me. He indicated that I could return it to him when I got back to Scotia. I had never suggested that he should do this. How many friends do you have that would do such a thing? On several occasions, I read one of Bill's magazines or books, and desired to spend more time with them. In every case, Bill offered to loan the item to me. In one case, he had not read the magazine himself yet, but helping a friend was foremost in his mind.

Bill will be missed. It is still a shock to me that he is no longer with us. I miss him a lot, as many of us do. I hope they have trains in heaven to help keep Bill happy.

Bill McChesney

We were all shocked by the news of Bill Doyle's passing. We all lost a very good friend. He will always be remembered by me and his many friends. He gained respect from everyone he met.

I met Bill professionally in 1970 and personally at Ruth's train shop on Colvin Ave about a year later. Thus began a 50-year friendship. Together we have enjoyed our models, watching trains, chasing trains, and going to train shows. We shared many good times and I will miss him very much.



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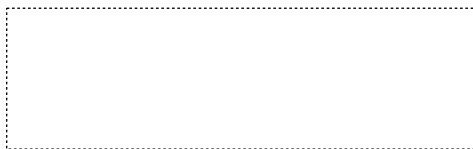
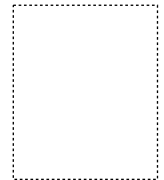
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