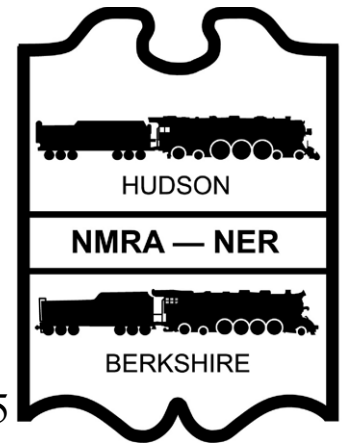


# FORM 19

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

Order Number 314

October 2015



Next meeting Friday October 9<sup>th</sup> at **7:30 PM**

## Ken Nelson's Poco Valley Railroad

15 Washington Rd, Scotia, NY

**NOTE THE STARTING TIME OF 7:30 PM**

**\*\*\* Please Do Not Arrive Early \*\*\***



Our host, Ken Nelson, moving freight

October 9<sup>th</sup> we will be visiting Ken Nelson and the Poco Valley railroad. The Poco Valley is similar in many ways to a real railroad. It has location, direction, purpose, and operating rules. The railroad has a reason for being- transporting coal and cement locally mined and produced and serving numerous other on-line industries. The railroad operates various local and through freights as well as commuter and named passenger trains. The railroad has connections to the Boston and Maine, New York Central, Delaware & Hudson and the Erie Lackawanna. The Poco Valley is designed for operation but make sure you take a good look at the scenery and structures. Make sure you inspect the scratch built Rockville trestle with all the nut and bolt castings. Check out the engine facilities at Nelson City and think about the work involved in scratch building the staircase on the coaling tower. The Poco Valley has a long history as it was first started in 1960 and went through a major reconstruction starting in 1983. So now with 55 years of service under the same flag, connecting Boston through Nelson City to Chicago, it has outlasted some prototypes. Just think, the Poco Valley flag has outlasted Conrail by 34 years.

Ken has worked on the New Hope & Ivyland, the D&H, has written articles on model railroading for several modeling publications and wrote a series of articles on railroad operations for the *Form19* for which we are grateful.

**Map page 8**

[www.hudson-berkshire.org](http://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 the *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

Fall is officially upon us so hopefully some of those outdoor “chores” will soon give way to more free time to enjoy our hobby and work on our modeling projects and layouts.

While the NER is not having its own convention in 2015, it is not too late to plan on attending The Delaware Valley Turn in Mount Laurel, New Jersey Thursday October 22nd through Sunday October 25th. Hosted by the New Jersey Division of the Mid-Eastern Region (MER) of the NMRA, The Delaware Valley Turn has graciously invited members of the NER to participate in their Convention, and this should give us an opportunity to see and meet fellow model railroaders from New Jersey and the surrounding area.

To that point, plans for the Hudson Berkshire Division's Pacemaker Convention being held at the Desmond Hotel and Conference Center in Albany (Town of Colonie) are well under way. Starting with the next issue, the *Form19* will have a 'Pacemaker 2016' page devoted to the Convention to keep everybody informed of our plans and progress on the Convention preparations. We currently have the core team in place for the Clinics, Layout Visits, Operations Callboard, Prototype Tours, Non-Rail Activities, Hotel and Banquet, Raffle, etc. but more help will be needed. Contact the Convention Chairs Kevin Surman, Bill Doyle or Jack Cutler for more information on how you can help make our Convention a successful and entertaining one. We will also be publishing a contact list in the next *Form19* and Pacemaker Convention web site should be on-line by the time you read this [www.hbdpacemaker.org](http://www.hbdpacemaker.org).

This month we will be visiting Ken Nelson's Poco Valley Railroad at his home in Scotia, NY. Please note the start time of the meeting is **7:30 pm**. More info can be found in this issue of the *Form19* and on the Division web site.

You will also find in this issue details on the upcoming Division elections in November for the Office of Vice-President and one of the sitting Board members – Greg Whittle. Both are for 2 year terms. A ballot is also included and the casting of ballots and the tallying of votes will be held at our November meeting on Friday night November 20th. The meeting will be held in Glens Falls at the home of the Upstate Model Railroaders. As you may or may not know, our friends at UMR are being forced to leave their current location and are actively seeking a new place to call home. If anybody can be of help in securing them a new location, I am sure they would be glad to hear from you.

Preparation for the 2015 Great Train Extravaganza is progressing nicely. The lawn signs are being prepared, advertising has begun, volunteers are being recruited and Rich Smith reports we are on pace (if not maybe a little ahead) of vendor registrations for the GTE. Again, the date is Sunday December 6th at the Empire State Plaza Convention Center from 10 am to 4 pm, and help will also be needed on Saturday the 5th with vendor and show set up. Contact Rich Smith with your choices of where and when to volunteer.

And finally look for more information and the sign-up sheet for our annual Division supported bus trip to the Amherst/Springfield Train Show at the Big E on Saturday January 30th in the next edition of the *Form19*.

Enough said – enjoy and I look forward to working with all of you in the days and months ahead.

*Artie*



## Railroads Run on Trucks

Reduced by the *Form19* Editor  
from a series of articles on the  
subject of painting trucks

When you buy or complete a new model freight car, what do you do with the trucks? Do you leave them "as-is?" Do you add some weathering powers and call it good. Do you spend much time on them? If you have a highly detailed car, can you ignore the detailing of the trucks. If you are looking for realism, want to enter the model in competition, or just want to impress your friends, try your hand at improving their appearance. Most of us are not "rivet-counters", but most of us are, at the very least, trying to capture the feel of the real thing.



So what exactly do we see when we are looking at real railcar trucks? Well, most railroads receive their cars with painted trucks, but unless they have just rolled out of the paint shop, we won't see solid black.



As we look closer, we begin to see some rust, a lot of dirt and mud. Color is usually faded from the sun or

completely covered by the environmental elements.

So when you think of painting your models, add layers as would happen with the prototype:

1. Undercoat or primer
2. The top coat
2. Rust (this is also done in layers from darkest to lightest)
3. Dirt and grime

With these steps in mind, look at adding color to your trucks.



First, the undercoat (above). Paint the entire truck a flat black acrylic using your airbrush. Make sure you cover the entire truck as this will show through the weathering and add shadows to your details. Similar to illustrating, you want to use your darker colors first to make the details jump out and add depth to your model.



Once that is dry, you can begin to add our rust to your truck. Start with dark color rust first. Build up the

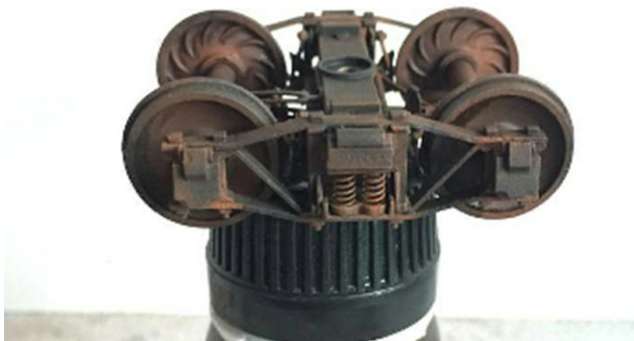


color in areas that would naturally see rust, such as the moving parts of the brake details, wheels springs, and sideframe where rocks and elements would come in contact with the moving train, knocking off paint and exposing bare metal to the elements.



Now add some highlights (above). Use medium rust in your airbrush to further highlight areas of newer rust. You can also use a brush to dry-brush color onto some of the details as needed.

Seal your model with a flat overcoat and allow that to dry. This is important as the rest of your weathering can be done with enamel paints and you want to protect the undercoats.



If you follow some of the modeler forums on the internet, you will see that many modelers use washes of very thin enamel or oil paints. These seem to have a different density and show up better than thin coats of acrylic paints. You can try both of them and see which you prefer. Certainly you should practice with them and these techniques before you use them on the trucks for that special car.

Once the sealer is dry, coat the entire truck with a light coat of track wash or other lighter gray tint. Track wash is often very thin right out of the bottle, suitable for airbrush use, but you may want to thin it further to a really light wash. But you want to use a brush and dabbed onto the model, letting the thinner carry the wash into all the cracks and crevices. Additionally, you may add a bit of the color full strength in spots and dab a bit of thinner onto the spot to flow it out in a different pattern. This wash will tone down your rust and blend it into the undercoat.



To finish up your truck (or model), I will use real dirt and Earth and Engine Grime washes. Put a bit of earth color paint and some fine dirt on a mixing pallet and thin with whatever your medium requires. Blend them together and brush this onto the wheels, springs, journals and side frames. When using the washes, think of how rain will flow over your model as well as the wind. This will effect where the dirt and grime will collect. Don't forget that if you are holding the truck upside down, the wind effects will be reversed. Finish by spraying everything with a flat sealer and polish your wheels (if the truck is in service).







## The Power to Stop a Train- The Power to Stop a Railroad by Bert Pflagl

The greatest change in railroading in over a century is now taking place and it may cause most U.S. railroads to shut down on December 31, 2015 unless Congress takes action before then.

That sounds like a strong statement but it appears to be true, according to statements from several railroads executives. The reason is something called PTC – Positive Train Control. You have heard it mentioned and may even have read something about it. Here is a very small summary of the technologies, the progress, and the show stopper.

Positive Train Control (PTC) systems (note the plural) are integrated command, control, communications, and information systems for controlling train movements with safety, security, precision, and efficiency. The Rail Safety Improvement Act of 2008 (RSIA) mandated that PTC be implemented across a significant portion of the Nation's rail industry by December 31, 2015 (an arbitrary date chosen in 2008). The FRA published the final rule addressing PTC requirements on January 15, 2010., still maintaining that date set by Congress. Lines requiring PTC are essentially Class I railroad main lines, those that handle any poisonous-inhalation-hazardous materials, and any railroad main lines over which regularly scheduled intercity passenger or commuter rail services are provided. PTC is expected to be implemented over a total of approximately 70,000 miles of track.

PTC refers to communication-based/processor-based train control technology designed to prevent train-to-train collisions, over speed derailments, incursions into established work zone limits, and the movement of a train through a main line switch in the improper position. Office of Research and Development, FRA's Office of Safety, the freight and passenger railroads, and academia have funded and continue to fund many research projects. They are focused on developing standard interoperable technologies to be adopted by the railroads in their effort to deploy PTC systems. Prior to October 2008, PTC systems were voluntarily tested or installed by various carriers, albeit at a slower pace. However, the RSIA has mandated the widespread installation of PTC systems by December 31, 2015.

The Federal Railroad Administration (FRA) is supporting all rail carriers that have statutory reporting and installation requirements to implement PTC through a combination of regulatory reform, project safety oversight, technology development, and financial assistance. PTC systems are eligible for funding under the Railroad Rehabilitation and Improvement Financing Program, however no railroads have approached FRA for funding of PTC projects using this program. PL110-432 authorized Railroad Safety Technology Grants that can be used to support PTC projects at \$50 million per year from 2009 to 2013; however, the funds have not yet been appropriated.

Initially, 41 railroads submitted PTC Implementation Plans. The FRA reviewed all submissions and denied approval of all of the plans for cause. Of the 41 resubmissions, FRA approved 24 plans without conditions, provisionally approved 1 plan with conditions, provisionally approved 14 plans submitted with Notices of Product Intent pending resubmission with a PTC Development Plan, and disapproved 2 plans. FRA staff continued to work with those two railroads to establish acceptable plans. There are four systems being developed.

The Advanced Civil Speed Enforcement System is a transponder-based system in use on Amtrak's Northeast Corridor, originally put into use by the specific requirements of an Order of Particular Applicability. It is type Approved and Certified by FRA.

The Electronic Train Management System is a GPS- and communications-based system being deployed by BNSF Railway and is type Approved and Certified by FRA for restricted use.

The Interoperable Electronic Train Management System is a GPS- and communications-based system, not yet ready for deployment. It is the system of choice for CSX Transportation, Norfolk Southern Railway, and Union Pacific Railroad. BNSF Railway is to upgrade to it when software is available, various passenger/commuter and other railroads are adopting it for compatibility and interoperability. It is type Approved by FRA. Chicago's Metra has contracted to install IETMS on its system so that it will be interoperable with the 12 railroads that operate in the greater Chicago region, integrating the complex system of locomotive-mounted GPS devices, radios, trackside antennas, and computers. The FRA has recognized that



Chicago is the most complicated application of PTC in the country.

The Incremental Train Control System is a GPS- and communications-based system used by Amtrak on its Michigan line, authorized for passenger train speeds up to 110 mph. System certification is pending resolution of a few remaining issues prior to FRA approval.

Each of these systems requires developing and certification of the requirements, design and construction of prototype equipment, testing of the individual components of the system, integration and

testing of a test system, certification of the system to meet the requirements, test installation and testing of that system under many conditions, and finally approval and certification. Once that step has been reached, all the components have to be manufactured, tested, and installed. And things like the radio communications systems have to have approval and assignment of frequencies to use – and that involves more government agencies. And all the components and the system have to be 'bullet-proof,' i.e., totally impervious to hackers, environmental effects, mis-handling, etc.

Summary of Projected Progress Reported by RRs in August 2015	Thru 2014	2015	2016	2017	2018	2019	2020	Total Units
Locomotives Fully Equipped	15%	31%	63%	92%	100%			22066
Wayside Interface Units Installed	51%	69%	87%	94%	100%			32654
Base Station Radios Installed	38%	63%	77%	89%	100%			3968
PTC Route Miles Implemented	5%	14%	38%	64%	86%	94%	100%	60153
PTC Track Miles Implemented	6%	15%	40%	65%	15%	94%	100%	82042
Employees Trained	16%	27%	51%	75%	92%	96%	100%	114515
PTC Spending (in \$M)	\$5094	\$1354	\$1231	\$796	\$423	\$173	\$97	\$9168

**And now the show stopper.** The FRA stated in a report sent to Congress in August, that it will fine railroads **per violation, per day**, if the railroads fail to have PTC systems operating after the Dec. deadline. Fines include “operation of PTC system prior to certification: \$16K per violation; \$25K per ‘willful’ violation”; “failure of PTC system to perform a safety critical function: \$5K per violation; \$7.5K per ‘willful’ violation.”

This means that if a railroad operates trains after December, it will be fined \$25K per train with another \$7.5K per locomotive possibly tacked on to that as minimum fine. Other fines include \$5K to \$16K per violation for not having proper, approved documentation and safety plans.

So what do these potential fines mean to the railroads? AAR President Edward Hamberger has said that he has alerted more than 40 U.S. trade associations representing myriad industries that depend on rail transportation to the potential for service shutdowns should Congress fail to extend the December deadline by the end of October.

A September Government Accountability Office report stated that the railroads will not be able to implement PTC by the Dec. 31 deadline and that legislation extending the deadline is necessary.

House Transportation and Infrastructure Committee Chairman Bill Shuster and Senate Commerce, Science, and Transportation Committee Chairman John Thune have stated that “the GAO report confirms that the PTC mandate is not achievable, and extending the deadline is essential to preventing significant disruptions of both passenger and freight rail service across the country. Passing a deadline extension is the best thing Congress can do to enhance safety and avert a chaotic situation that would be a disaster to our economy.”

Please contact your Congressmen and tell them that legislation extending the PTC deadline must be passed. With efforts to prevent a Government shutdown going on, it is not likely to be passed in October but needs to become law in November to prevent catastrophe.

This article based on FRA, GAO reports and a *Railway Age* article by Carolina Worrell.



If you receive the *Form19* as digital media, please print and complete this page.

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

If you receive the *Form19* as digital media, please print and complete this page.

## **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 about 10 years ago. My layouts were just featured in last month's issue of the *Form19*. Although I've not yet held formal office within the HBD, I have been active in planning and running our annual Great Train Extravaganza. 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. (I have since handed this role off to Artie, but now that he has assumed the role of HBD President, I'm beginning to take some of this burden back on my shoulders.) If elected, I would 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. Artie and I already have a good working relationship which we developed while working on GTE together. If Greg wins, I will be happy to help both he and Artie however I can.

## **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 eight 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 2013 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.

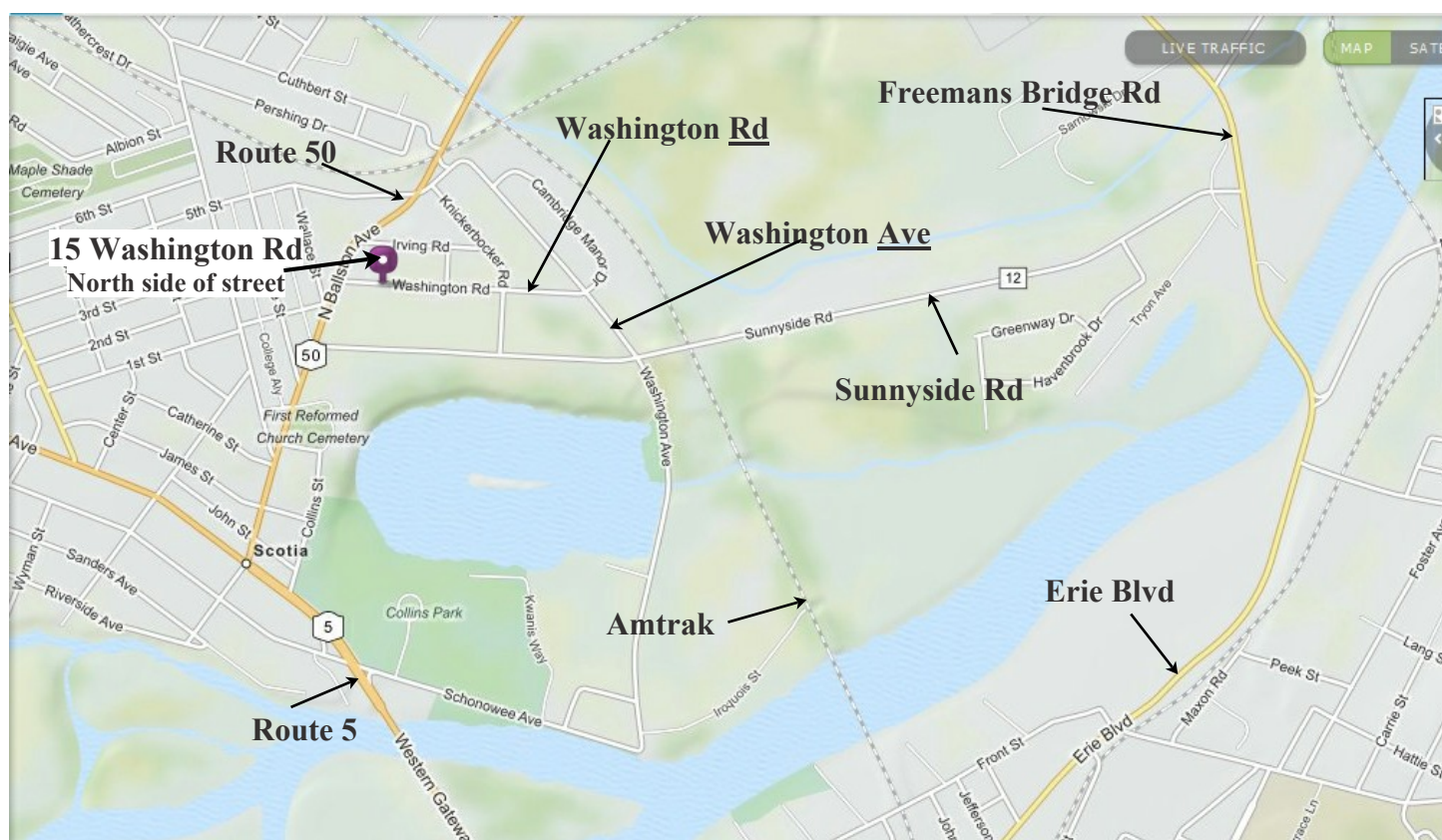
In order for your completed ballot to be valid, you must be a full NMRA member and write your name and NMRA membership number on the back of the ballot. 'Rail Pass' membership does not confer voting rights during the six month trial period.

**To vote:** 1) Mail the completed ballot in an envelop, marking the envelop "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 20 to be counted. Or 2) Present a completed ballot in an envelop to a Division officer by the deadline date or 3) Present the ballot at the November 20 meeting at Upstate Model Railroaders in Glens Falls.





### Direction to Ken's

If you are coming from the Saratoga Springs area, take Route 50 to Washington Rd.

From the Clifton Park area, take Rt 146 west to Route 50. South on Route 50 to Washington Rd.

You can also use this path if you are coming down the Northway towards Clifton Park; use Exit 9w.

From the East, take I-90 (including Thruway) to I-890. Take I-890 to exit 4C and then to Route 5 west to Scotia and right onto Route 50 and to Washington Rd.

If you use GPS, make sure you enter Washington Road.

**PLEASE DO NOT ARRIVE EARLY**

### Upcoming Events

November 20<sup>th</sup> – Meeting at UMR in Glens Falls

December 6 – Great Train Extravaganza

January 30 – Bus trip to Springfield Train Show



### Toys for Tots Convention Request

We are looking for your help for our annual Toys for Tots Drive fund by donating prizes to be used in our 2016 Northeast Regional Convention - The Pacemaker. We would like to highlight the excellent modelers in the Hudson Berkshire Division and we are looking for donations of your handiwork - structures, rolling stock (i.e. a Poco Valley box car), motive power, autographed book, etc. for our raffle/silent auction with all proceeds going to the Division's Toys for Tots fund. Contact Tom Grant for more information at

[tom.grant.ner2016@gmail.com](mailto:tom.grant.ner2016@gmail.com).





# Great Train Extravaganza

# 2015



Public model train show and sale.

Bigger and Better Than Ever!

Sunday, December 6th  
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 railroadiana
- Free educational seminars
- Roaming Railroad train rides
- Refreshment stand
- Giant Lego layout for kids of all ages



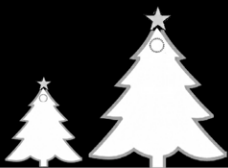
Empire State Convention Center  
Albany, NY

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](http://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.

Pacemaker Update  
by Bill Doyle, Convention co-Chair

This is the first of regular monthly updates in the *Form19* on progress toward “The Pacemaker” Northeastern Region (NER) Convention hosted by our Division, September 15-18, **2016** at the Desmond Hotel and Conference Center in Albany.

Approximately 30 layouts including the RPI Club will be open for viewing as well as 75 slots available for operation on some of those layouts. Tours are planned for the Port of Albany Railroad and CSX’s Selkirk Yard, plus a featured trip on the Saratoga and North Creek Railroad on Friday, September 16. On-site modular layouts, clinics by some of the Region’s finest modelers, and vendors featuring products made in the North East Region will be available throughout the weekend. Our featured speaker at the Saturday night banquet will be Bob Mohowski, former Associate Editor of *Railroad Model Craftsman* and author of numerous books and articles on railroading.

In coming months, we will be seeking your help with convention activities as well as donations for the raffle. Each commitment of time or donated item will help ensure our success. We’re counting on you !!



- 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 EastRegional Convention  
Desmond Hotel and Convention Center  
Albany, New York

**September 15 – 18 2016**

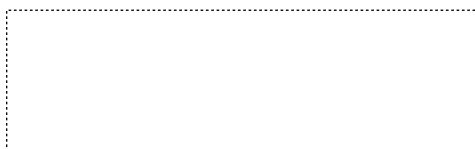
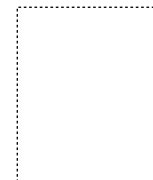
A Taste of the Division  
A Toast to the Region

*Sponsored by the Hudson-Berkshire Division*



**FORM 19**

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