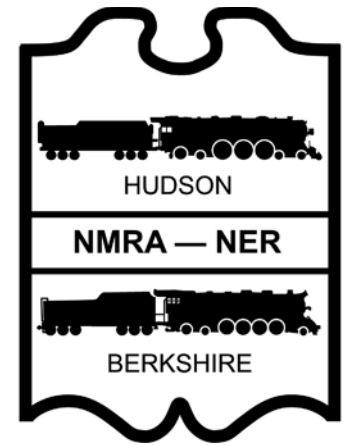


FORM 19

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



Order Number 322

October 2016

Next Division Meeting is Saturday, October 15, 2016, 10:00 AM to 1:00 PM at

Don Klose's O-Gauge Bellevue and Schenectady Railroad

442 N. Brandywine Ave, Schenectady, NY



That's the Nicholaus German Restaurant. It's not on the corner of State and Erie Blvd as it has been in Schenectady for nearly 200 years (the layout has a lot of buildings and can't duplicate the city layout) but the model looks exactly like the original.

One might think that when you get a train set for your very first Christmas, trains might become of interest in your life. And so it has for Don Klose. That Marx set was followed by Lionel trains and his grandfather helping him building a layout when he was nine or ten.

A good number of years later and Don's Bellevue and Schenectady Railroad has been featured in the August/September 2008 issue of *O Gauge Railroading* magazine, and re-visited in the April/May 2016 issue. It is also featured on the O Gauge Railroading's *Great Layout Adventures* DVD, Volume 12. And Don has hosted both Lionel and O Gauge convention layout visits, with one of them bringing over 120 visitors to his doorstep. That requires a bit of planning and a guide to circulate a large group into and out of a 20' x 30' basement and around a layout with kind of narrow isles. But Don has pulled it off several times because people want to see his layout.

And most of us will notice that O gauge is pretty big – somewhat after we have overcome our awe at the amazing structures on Don's layout. Don has highly detailed and weathered replicas of many of the major buildings, past and present of downtown Schenectady, and around the peninsula, of Wildwood, NJ. All the fun buildings and attractions along the boardwalk. Fantastic detail on the outside and the inside of everything. The BSRR has through service from the Electric City to the Summer Fun Place. And the NYC provides passenger and freight service, too.

Join us on Saturday to see more of the details and hear more of the story.

More pictures on page 5; directions on page 4

www.hudson-berkshire.org





Form19

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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

PHEW! – WOW! – SUCCESS!

The culmination to the over three year effort to prepare for the 2106 **PACEMAKER CONVENTION** hosted by the Hudson Berkshire Division is now history! I could not be more proud of the time and the effort that was put in by the Division members who helped make the Convention the success that it was.

In addition to the good time that the attendees had – roughly 200 when the final count is in – we raised just over \$1500 for our Toys for Tots Fund from the Convention Raffle alone. A special thanks to the Division members who donated items to the Raffle and to those vendors who sent donations.

I also want to thank the folks at the NER who worked side-by-side with us during the entire planning process. A job well done gentlemen!

I could go on and on thanking those involved – but you know who you are and I got to thank many of you personally at the banquet on Saturday night. Thanks all for a job well done...

But now it is time to move on to other important things – the Great Train Extravaganza, Division elections, the Springfield bus trip and the October and November Division meetings – no rest for the weary!

Work is well under way for this year's GTE – to be held on the first Sunday of December, the 4th to be exact, at the Empire State Plaza Convention Center. As is the case every year we will be reaching out to you for help with this worthwhile event. On Saturday December 3rd, we will be helping to set up the venue and assisting the vendors in getting ready for the show. Rich Smith will be at the October and November meetings looking for volunteers to man the various jobs that need to be filled. Flyers will also be made available at the meetings for your help in distributing them to your favorite places.

Division elections will be held at the November meeting. This year, elections will be held for the Office of the President and one Board members seat, that now held by Dave Hoadley. More information can be found in this edition of the **Form19** as to how to either nominate someone for these positions or who to contact if you are interested in running. I will also be sending out an email to all Division members detailing this information. The ballots will be included in the November edition of the **Form19** in time for the November meeting which is currently scheduled for Friday November 18th.

Which is a good segue way into my letting you know that I will not be seeking reelection as President of the Hudson Berkshire Division. I thoroughly enjoyed the past three years – 18 months as Vice President and 18 months as your President, and have been proud to serve you, the members. I want to personally thank all of you for your support and efforts over the course of the past three years!

I will be meeting with the Board of Directors to finalize the details of our annual bus trip to the Amherst/Springfield Show. We are looking to travel to the show on Saturday January 28th and are planning to offer the same door-to-door bus service as in years past, which we all know cannot be beat.



To those new members who have joined the Division in the past few months, and those who joined at the Convention – a hearty Welcome Aboard! As you can see we still have a busy year ahead of us and the January bus trip is not to be missed.

The October Division meeting will be held on Saturday October 15th at the home of Don Klose in Schenectady, NY from 10 AM until 1 PM. Don has graciously agreed to open up his basement layout for our viewing pleasure – so please mark your calendar. Again, more details in this issue of the *Form19*.

The November Division meeting is tentatively scheduled for Friday November 18th at 7 PM. In addition to the Division elections being held, Irwin Nathanson will do a reprise of his *Show & Tell, What the Europeans Are Doing With DCC*, a presentation which he recently made at the Convention. More details will be included in the November edition of the *Form19*.

Enough said – and thanks again...

Artie

2016 Hudson Berkshire Elections

This year there will be elections for the Office of President of the Hudson Berkshire Division and for one Board member's seat. Currently Artie Krass occupies the Office of President and Dave Hoadley occupies the Board seat that is up for election. Neither Artie nor Dave desire to run for re-election and have notified the members of the Board accordingly. As a result, both offices will be open for nominations of candidates who want to run for these positions.

Both positions are for a two year term starting this November.

Pursuant to the Hudson Berkshire By-Laws, if you desire to run for either office or would like to nominate a member to be a candidate for either of these positions (must be nominated by at least 2 members), please contact any of the Board members listed below.

Nominations will closed on October 30th so that candidate information can be gathered and prepared. The ballot will be included in the November issue of the *Form19* so that members can mail in their ballot or cast their ballot during the November Annual Division meeting

– tentatively scheduled for Friday night November 18th at 7 PM.

Contact for information and nominations:

Artie Krass – ajkwings@yahoo.com

Greg Whittle - greg464284@yahoo.com

Dave Hoadley - dehoad@aol.com

Irwin Nathanson - irwindnathanson@fastmail.fm

Welcome Aboard New Members

Thank You for Joining the NMRA
and We Hope You Enjoy the
Hudson Berkshire Division

Donald Klose, Schenectady, NY

Bill Lippus, Hudson Falls, NY

Michael Richards and Ellen Cuttler,
Niskayuna, NY

New members and old timers please greet others and introduce yourselves to other you may not know at our meetings. Friendships are one of the great benefits of the Division.

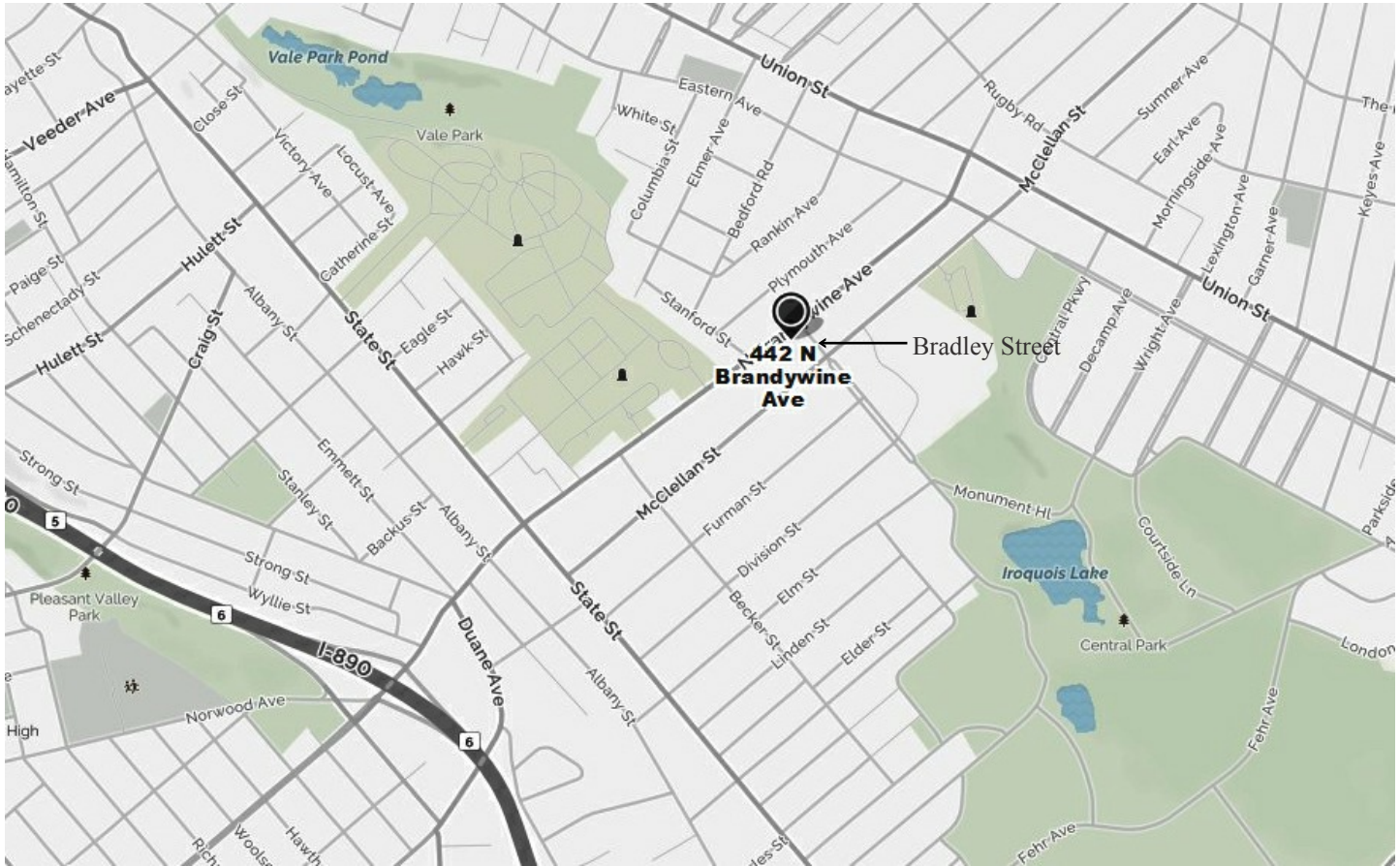
Upcoming Events

November 18, Friday, 7:00 PM
Division Meeting with Elections
“What the Europeans are Doing with DCC”

December 4, Sunday
The Great Train Extravaganza
with setup on Saturday, December 3

January 28, Saturday
Bus Trip to the Amherst Rail Hobby Show,
Springfield





Directions:

From I-890 Exit 6 go across State Street, passed Becker Street (on right) and almost to Bradley Street (on right). Actually parking on Bradley Street is a good idea. Don's house is yellow with white trim. Enter via front door.

From North one can enter Schenectady via Balltown Road. Turn onto Union Street towards downtown and Union College campus. Left onto Brandywine after McClellan Street. Cross Eastern Avenue and Don's house is on left just past Bradley St. You can park on Brandywine on side of street opposite Don's house.

Coming from East on Route 7 turn left onto Brandywine after crossing McClellan St. Cross Eastern Avenue and Don's house is on left just past Bradley St. You can park on Brandywine on side of street opposite Don's house or on Bradley Street.

Don's layout fills his modest size basement and the isles are narrow so a limited number of people can visit at one time. We will have to take turns rotating in and out. Don has done these visits many times so follow directions. There will be an area for meeting and greeting – and maybe refreshments.

Hudson Berkshire Division Website -

www.hudson-berkshire.org

There have been issues with the Division and GTE websites over the course of the past few months. The servers hosting both sites crashed in August and had to be rebuilt. We then had issues with permissions and FTP (File Transfer Protocol; method of uploading data) with both the Division website and that of the GTE.

The GTE website issues have been resolved and updates to the content have been made. There still remains an issue with updating the content of the Division website – hence the out-of-date banner and meeting information.

The issue is being worked on and we hope to have it resolved shortly. We will also address the issue of recreating the Division website with more up-to-date authoring software in the near future in order to make the site more appealing and informative. Thanks for your patience.



That is the Gleason Building to the far left and the Foster Building next to it in the center. Note the architectural detail.

The Gleason Building at 104 Jay Street was destroyed in a spectacular fire early last year. This is exactly what the front of it looked like.

The Foster Building at 508 State street was built in 1907. It has recently undergone significant renovation and been converted to luxury apartments.



That is the Center City switch tower with a carload of crushed stone along the near side. The inside has a couple of desks with lamps and papers on them and there is a worker to the right.

That is the Seneca building to the right. At the time of its construction about 1900 at 118-120 Jay Street, the six-story building was the tallest building in Schenectady. For around half a century the ground floor was home to the DeWitt Cafeteria and Tap Room or DeWitt's Lunch, which opened back in the early 1920s.. In 1911 there were over 50 hotels listed in the Schenectady city directory. The Seneca had "47 first class rooms with a rate of 75 cents per day or \$3 per week."





That is a B&S RR freight going pass one of the Schenectady train stations. Many people are waiting for the NYC passenger trains. The inside is detailed, too. A replica of the old stone passenger station is on Don's layout along with the cutest small station ever. (I need a model of that station on my layout., Editor)

Buildings in the background are rec- reations of significant Schenectady structures.

On the right is a small out-of-the-way group of buildings near the track which appears to be serving the needs of the less affluent. One has to look for these scenes on Don's B&S RR, since he has used all available area to create visual interest.



The building on the left is familiar to many – it's the Mohawk Valley Railroad Co. on Hamburg Steet in Rotterdam. What is unfamiliar is coming out of the store with so much that you have to load it into the back of your pickup.



On the right is a service station that has a customer in a 1955 Chevy, there's a Divco with someone making a delivery to a neighbor, and there are some men gathered around to play checkers, socialize and even nap. Note the signage – there is a lot of that on the layout and all well done and of an earlier time period- ads that you just don't see anymore - which is what the layout is about.



Pacemaker Convention Tours and Visits

What you might have seen if you had been there.



Above, the process begins by lifting the assembly and placing it on a lift that will lower it into the work area below the floor. There the carriage holding the assembly was moved sideways to a lift under the engine truck.

At Amtrak's Rensselaer Service Facility, the staff waited for the tour arrival before installing a new traction motor/axle assembly so that they could show us the process.



The axle is slowly raised into position in the support housing of the truck frame. A cover is then slid over the bearing, bolted to the frame and the shock attached to the cover.

See more pictures in the extra pages of the on-line edition.



Guests from the NER convention talk with NEB&W railroad coordinator John Nehrich (in cap) while looking over model of Troy and the Union Station. At one time there were 120 trains a day at this station serving several railroads. The Pacemaker Convention gave attendees the once-in-a-lifetime opportunity to visit the New England, Berkshire & Western Railroad on the Campus of Rensselaer Polytechnic Institute in Troy, NY.



The NER Pacemaker Convention was quite successful from all metrics. There were about two hundred registrants including eleven who just walked in with no pre-registration. The op-sessions and clinics were, for the most part, well attended. The Desmond reported 187 'room nights' for attendees.

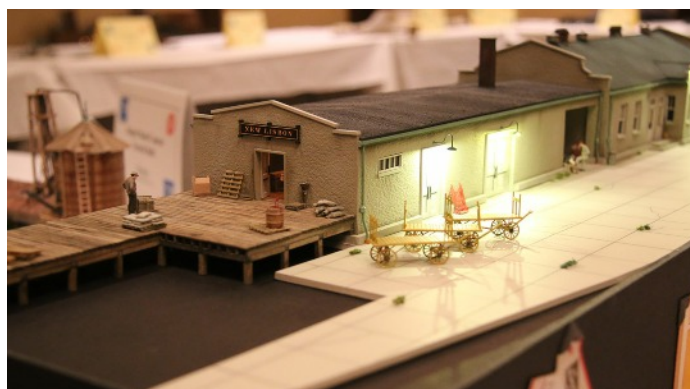
A highlight was the fine dinner with the Hudson Berkshire Division's own Bob Mohowski as speaker. Bob spoke about how one takes an extended trip on Amtrak, from planning, to accomodation selection, types of food service, and what to expect as you travel. He spoke well, as one of the Convention co-chairs and his wife shortly thereafter began their own Amtrak trip.

Another high point was Rich Smith receiving Best Structure Award for his New Lisbon Station. The long station, shown here, received 114 out of 125 points. Rich created it from pictures of the station.



The station was also judged 'Best In Show' for which Rich took home the Ralph Baldwin Trophy.

But the night got even better for Rich as two other structures also won prizes.



Rich's Milwaukee Road two stall engine house took Second Place in 'Structures' and his 'Bucket Loading' building took Third Place. Both buildings will have prominent places in Rich's new Milwaukee Road layout. He laid down the roof of the center section of the station one row of shingles at a time and then painted it using the 'dry brush' technique that he taught in his Convention clinic.

New Lisbon is located in central Wisconsin and was a bustling center for railroad activity, providing service for industries as well as passenger service. It is less than two hours north of Madison, WI.



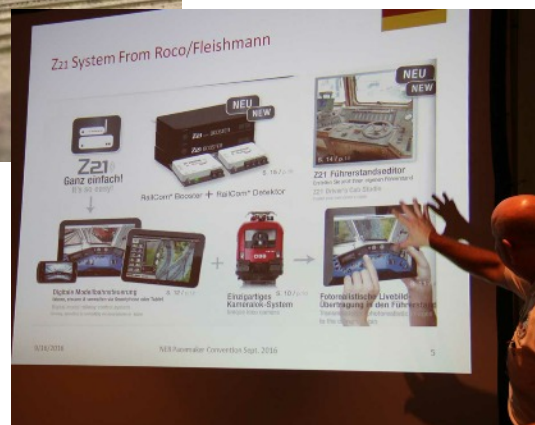
To the left is Ellenburgh Station and Freight House on Andy Clermont's Malone Division of the Rutland Railroad. Fine detail in the station and the GLF farm supply store coupled with a very good selection and placement of a photo backdrop creates a very realistic and enjoyable scene with great depth.

At right, Fall has started on Kip Grant's Sunnyvale Branch of the D&H. The couple to the left is unloading groceries from the car trunk while a Rexall delivery car is returning to town. Everyone has notice that the leaves are starting to change – some trees more than others – a special feature of Kip's layout.



Below, Irwin Nathanson explains a bit about the truly amazing Roco/Fleishmann Z21 System for driving model trains during his clinic on European model trains and the expansion of DCC technology. Learn more at the November meeting.

Above, the D&H has picked up some cement hoppers from the North American Cement Co. plant in Cobleskill and is taking them to couple to the rest of the train on Diane & Tony Steele's multi-layered layout.



Toys for Tots

Way back (it seems a long time ago), when planning was first starting for the Pacemaker Convention, Tom Grant volunteered to take charge of the Toys for Tots fundraising program. It was he who had the job of contacting vendors and individuals to solicit donations, figure out how to sell tickets (style of tickets, pricing, source, etc.), figure out how & where the items would be displayed and finally recruit some other people to help him staff the display and sales during the Convention.

Eventually it was decided to set up the display in the Hospitality Room of the Convention, since that room would be open all the hours of the Convention. It also meant that someone from the program would have to be in the room whenever it was open – a lot of time to cover.

So a couple of days ago the **Form19** staff reached out to Tom to find out how it went.

Tom reported back:

“The Toys for Tots raffle during our 2016 Pacemaker convention brought in over fifteen hundred dollars.

With generous donations from thirteen vendors, more from another dozen Hudson Berkshire Division members, and even three from convention attendees, sixty-two gifts were raffled off, with almost sixty-nine hundred tickets cast into the prize bags.

“I would like to thank these Hudson Berkshire Division members for volunteering their time and effort in acquiring donations, setting up, and staffing the raffle room: Artie Krass, Doug Dederick, Geoff Wood, Ed Skowronek, and Mark Sklar.”

Wow! Thank you Tom Grant and members of your team.

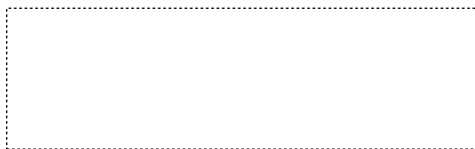
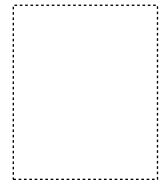
This amount, plus some from other donations during the year, looks to be enough to buy and donate over sixty train set to the Toys for Tots program.

Figuring that each recipient will be playing with his/her train with a sibling or friend (and maybe a parent or two), this means that something like one-hundred and twenty (or more) kids will have the fun of 'playing with a model train.'

And that's truly wonderful.

FORM 19

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First Class Mail



Left is the Schenectady Trust Co. building nestled next to the famous Proctors Theater with traffic congestion along State Street. Below is the former bus terminal that used to be in front of the Van Curler Hotel, now Schenectady Community College. There are other classic Schenectady buildings all around, most looking exactly like the originals.



The Bellevue & Schenectady has several stations beside the lovely, stone station. The one above left is after one of those on John Allen's Gorre & Daphetid while the lovely one above is an original. Left is a billboard advertizing the B&S RR. Don's layout has a lot of stand-alone and applied signage – most of it all period stuff that you no longer see.



As part of the walk-through tour of the Amtrack Service Facility, visitors passed this lathe with some pistons and cylinder heads on the floor. Note the size compared to that green 5-gallon pail.

And to the right is a sort of vending machine for parts needed for repair. No more walking up to the parts crib and asking for a bolt or a seal. And note opening to insert employee card badge, the keyboard for information entry, and opening for printed receipt. Like self-service check-out at Walmart.



This is the back side of Rich Smith's New Lisbon station. The structure is about three feet long. The walls of the building are a light gray. The poor lighting in the contest room required use of a very high effective film speed which led to the distortion of color when taking the picture. But you can still see the attention to detail on the back. The large doors on the right are scratch built, including the hardware.



To the left is the massive North American Cement Co. plant in Cobleskill. This thing is BIG – and very well done. On Diane & Tony Steele's fascinating, multi-layered layout.

A coal dealer's warehouse that has passed its prime. It's on Diane and Tony Steele's layout. Note the picture of the structure on the fascia. Picture is black & white and 2-D. Structure in color & 3-D. Well done.

