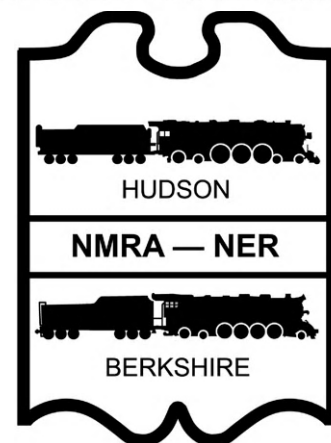


FORM 19

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



Order Number 369

October 2021

Next Division Meeting

Friday October 22nd 7:00pm

STATIC GRASS CLINIC

Central Fire Station

39 North Main St., Mechanicville, NY 12118

From the Editor By MARK SKLAR

Our September meeting was a success with Diane and Tony Steele opening their home to view their layout. See more on Page 3. Thank you Diane and Tony! On October 22 at 7pm we will have a meeting and clinic on how to use static grass at the Central Fire Station in Mechanicville. There is more information on the clinic on Page 3.

Hudson Berkshire Division elections are this month, so please remember to mail in your ballot by October 31. The ballot is on Page 4, and must be mailed it to Hudson Berkshire Division, P.O. Box 83, Clifton Park, NY 12065-0083. Remember to put your name and NMRA membership number on the back of the ballot.

The Sparta Station Construction Project by Rich Smith continues on Page 4. Thank you Rich.

Part 9 "Tips for Operation" passenger operations is on page 7 by Ken Nelson. Thank you Ken.

Our GTE train show is a go for December 5, 2021. A flyer for the show is on Page 8, so make some copies and spread the word. Also we will need volunteers on the day of the show. Please contact Sarah Lauser at sarah@sarahlauser.com if you can help.

On a final sad note, Bill Doyle passed on September 11. I will miss Bill, as he was a great conversationalist with a great knowledge of local train history and an easy going manner. See more about Bill on Page 6.

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.

**Hudson Berkshire Division
PO Box 83**

**Clifton Park, NY 12065-0083
trains@hudson-berkshire.org**

President

Irwin D. Nathanson

P.O. Box 356

Diamond Point, NY 12824

518-668-9892

trains@hudson-berkshire.org

Vice President

Doug Dederick

32 Van Dyke Drive South

Rensselaer, NY 12144

518-283-5063

dougderick7@gmail.com

Treasurer

Benjamin Maggi

602 Albany Shaker Road

Loudonville, NY 12211

585-506-2680

BenLMaggi@hotmail.com

Form19 Editor

Mark Sklar

121 Brandon Ter.

Albany, NY 12203

(518) 229-9421

mark4527841@gmail.com

Bert Pflegl

Associate Editor

bpflegl@gmail.com

GTE Manager

James Lauser

1814 Park Blvd

Troy, NY 12180

james@jlauser.net

(518) 528-5453

Copyright 2021, Hudson Berkshire Division

The Ready Line

By Irwin D. Nathanson

It looks like Mark has plenty of material for this issue (great news!) so I'll keep this brief...

Sadly, we lost another of our members recently. Of course, I'll always remember Bill Doyle as a fellow model railroader and rail fan. But more so as a very fine, soft-spoken gentleman. Please see a brief obituary in this issue; a more comprehensive version will appear in a future "Form 19."

Your Leadership Team met last evening, some in person, some virtually – something I'd like us to explore for future Division meetings. Many topics were covered but to summarize the two most important:

1. Elections.

Like last year, there will be no in-person voting, just by paper ballot. Please see the ballot in this issue, complete it and mail to the address indicated. This year Doug Dederick is running again for Vice President. Many thanks, Doug! You've been doing a great job and it's good that you will be continuing for another two years!

After many years of service to the division, in many formal and informal capacities, Greg Whittle has decided not to run for his Board of Directors position. But he has most kindly agreed to remain an informal member of the Leadership Team as a 'Board Member Emeritus' as I like to say. Running for this position is John Valachovic. John has served the Division in the past, for example as President. Doug's and John's credentials are

summarized on the above-mentioned ballot. Members are also welcome to write-in the names of other candidates who are willing to serve if desired.

2. Great Train Extravaganza.

As expected, the number of vendors and layouts will this year be less than in previous years. *We'll still be able to put on a good show*, but we need to watch our expenses carefully. A major cost is advertising. This year we're going to reduce the overall ad budget, shifting some funds from traditional/more expensive print advertising to on-line advertising via web sites (mostly free) and Facebook and other social media (very inexpensive). We may also try some ads on TV, a first for us, and – at least in my opinion – surprisingly inexpensive. As always, we'll have White Elephant Tables available as a service to our members. Keep an eye out in the November "Form 19" for instructions how to get your items ready for sale! And please see the announcement in this issue from our GTE Volunteer Coordinator, Sarah Lauser. It's time for her to start assembling her team of member volunteers – without whom we cannot prepare for and run the show!

As noted above I need to keep this short. And since I'm leaving early tomorrow for the Mill City NER Convention, I'd better start packing! I hope to see many of you at the convention, and on the 22nd at our next HBD meeting.

Irwin



STATIC GRASS CLINIC

Central Fire Station

39 North Main St

Mechanicville, NY 12118

This will be a hands on clinic on how to work with static grass.

Please bring the following;

A 4 to 6 inch square base painted a brown or tan color.

You can also add dirt and or fine ground foam to the wet paint to add some texture if you like.

Please bring this to our next meeting dry and ready to be used.

September Meeting Report

By: Mark Sklar

The September meeting was our first meeting at a member's home layout since the start of the pandemic. Diane and Tony Steele were gracious in opening their home to view their elaborate layout. The weather was great and members had a good time gathering outside to talk. Here are a few picture highlights of the layout.





Sparta Station Project – Part 3 - Interior

By Richard J. Smith

I find modeling interiors to be very fascinating and fun. Even as a 12 year old, I built the Campbell “Mathews Mercantile” and put in an interior. I even used some Scale Structures Ltd. cast parts. I couldn’t afford many of those back then so much of the interior was scratch built. That model is long gone but I saved the castings and believe it or not, a few of those SS Ltd. detail parts made it into Sparta Station! Yeah, I’m a pack rat. One thing about interiors, doing them is way more than twice the work ... and fun.

The Sparta Station HRM Laser Models kit came with basic interior walls true to the original blueprints. But I have no (zero) pictures of the actual interior. I do have some pictures of other Milwaukee Road stations so I used those as a guide to follow “prototype practice”. Several examples are shown in Figure 1 for the Milwaukee road along the La Crosse and River Division in Columbus, Portage, and New Lisbon, WI (from the Vern Brummel collection):



Figure 1.

From Figure 1 we can glean a number of interesting elements that were subsequently included in Sparta Station:

1. Green! Walls of various shades of green, with chair rails, and two tones.
2. Beautiful long wooden benches.
3. Silver painted cast iron radiators.
4. Wall clocks.
5. Posted calendars.
6. Train bulletins.
7. Ash trays.
8. Vending machines.
9. Garbage bins.

I also had a copy of the blueprints which annotated various sections like smoking versus general waiting rooms, bench arrangements, men’s/women’s rooms, agents office, boiler room, coal room, baggage room, and express room. Figure 2a shows the blueprint plan view with top-down photos of my model.

I bought the drawing from John Dornfeld (“Depots by John”) when I was originally planning to completely scratch build this model. Then I discovered the HRM kit. The blueprints still came in very handy even when starting from a kit.

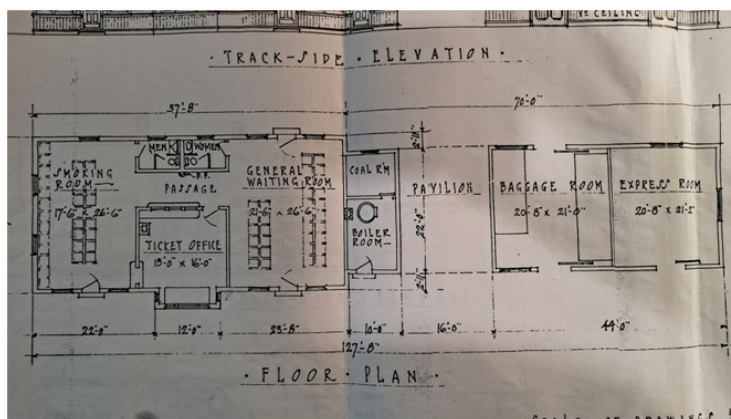


Figure 2a.

(Continued on next page)



Figure 2b.

Basic Construction Techniques

1. Interior wall sections Figure 2b. of the station portion were spray painted standard “Milwaukee Road Station Green” (OK, a Rust-oleum satin “Pistachio” rattle can from Walmart), two coats with fine steel wood sanding between coats.
2. As in Part 2 (Exterior), all interior sections were finished as much as possible before final gluing together (see Figure 3).
3. Wainscoting was cut from Northeastern scale lumber sheets, stained, and then glued in place with Elmer’s wood glue. I have no idea if the prototype actually used wainscoting, but I like the way it looks.
4. The station section wood floor was part of the HRM kit and was already scribed. I added the nail holes using a ponce wheel. Ponce wheels sometimes come in packs of 3 from local artist supply shops. Experiment with a scrap piece of wood to find the right one. Mark your spacing with a scale ruler and go slow. Ponce wheels easily “wander” away from your straight edge.
5. All wainscoting, chair rails, base molding, interior doors, window frames, and benches were stained with Minwax Jacobean (thank you Master Model Railroader Bob Hamm for suggesting this stain to me years ago).
6. Interior wall sections of the baggage/REA/boiler room were scribed horizontally to represent wide boards, and stained with Hunter medium brown stain.



Figure 3.

(Continued on next page.)



To Steam Heat or not to Steam Heat

For some weird reason I really like cast iron radiators painted silver, whether modeled in a building, a plumbing supply store, or a junk pile! Since the blueprints in Figure 2a show a boiler room I know this building had these radiators. Since these small town stations were often built on slabs (including Sparta Station), I was confused about the term “boiler” on the blueprint, which could imply a steam heat system or hot water. But steam heat boilers need

an elevation difference to function (steam rises, condensate drains). After consulting with my train buddies and with the owner of HRM models, we concluded the heating system was likely forced hot water with a circulating pump ... probably a simple circuit around the station with pipes just under the floor but above the slab. Figure 4 shows the boiler and coal rooms:

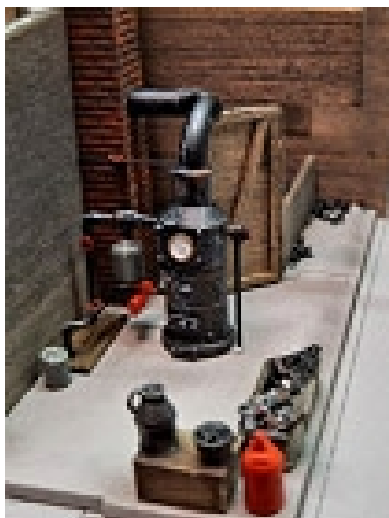


Figure 4.

In Figure 4, you will see an exhaust flue to the chimney, a supply hot line with an expansion tank and cut out valve, and return cold line with a cut out valve and a pump, a make-up water line (runs by the chimney) and a pressure relief line that dumps to the floor ... all scratch made. The boiler casting is by Fine Scale Miniatures by Railroad KITS. The wall and door to the coal room were scratch built.

(The final section of the Sparta Station Project will continue next month.)

In Memoriam



It is with great sadness that the Division announces the passing of yet another one of its members. Bill Doyle of Wilton, NY passed away on September 11th 2021. Bill has been a member since 2008 and served as co-chairman of our 2016 Convention. Bill was also a long-time member of the Bridge line Historical Society and was a volunteer with the National Park Service “Rails-to-Trails Conservancy.” He also worked for the local Battenkill Railroad. Bill modeled the D & H Railroad and enjoyed rail fanning with friends. Bill also wrote several articles for the Form 19 and enjoyed sharing his experiences and travels with all its members. He will surely be missed by all of his family, friends, and his Hudson Berkshire brothers and sisters.



Upcoming Events

HBD Meeting Friday October 22nd 7:00pm
STATIC GRASS CLINIC

Central Fire Station - 39 North Main St., Mechanicville, NY 12118

November Event
See Next Month's Form 19

TIPS FOR OPERATION

Part 9

By: Ken Nelson

In Part 9 of our series on operation, we look at passenger trains. Your job will be the passenger terminal switcher. Tip number 9:

COUPLING AND UNCOUPLING MUST BE GENTLE

The biggest difference between freight and passenger trains is obvious. Passenger trains have people, and in most cases these people are the public. We want to impress them with the way we handle our trains and encourage them to ride our railroad again the next time. Therefore, when we couple or uncouple additional cars to or from the train, we should be doing it in such a way that the passengers on the train do not even know we are at work. Even when we are making up a train, and no passengers have boarded as yet, there may be workers in the cars who are cleaning, making beds, or otherwise getting the cars ready for passengers. They do not want to be jostled about as they do their work.

One way in which we make this easier is the use of the safety stop. This has been in effect for passenger trains as far back as I can remember, and more recently has been added to freight trains.

A passenger train has just arrived in your terminal from Chicago, and must be broken into two trains. One will go to Boston while the other part heads for Montreal. If you are working alone, you will have instructions as to how this is done. Even if you have a ground man, you should both be clear in your mind what the various steps will be in accomplishing this. The entire train has arrived on track 1 with two diesels pulling a baggage, combine, coach, sleeper, dome coach, sleeper, diner, dome coach, and dome observation. Your job is to make up the Montreal section on track 1 with the coach, front sleeper, and dome coach, and the Boston section on track 4 made up of the rear sleeper, diner, dome coach, and dome observation. As you are working the back of the train, the two diesels will pull off the baggage and combine and take them to track 3 to have baggage loaded and unloaded and the diesels serviced.

After the passengers destined for this city have left the train, you slowly (no more than 4 MPH) move toward the back of the observation car which is the last car in the train. You stop several feet before reaching the car, (this is your safety stop) and your ground man makes sure that the couplers are both centered so as to

make a clean coupling. When you get your signal, you move very slowly until you couple. Ideally, the car to which you are coupling should not move at all. The old saying is "don't spill the coffee in the dining car." People who are already aboard should not even know you have coupled. After the ground man uncouples the rear sleeper from the front dome coach, you slowly reverse down the track to clear the switches to track 4. After they have been lined, you gently push the four cars you have into track 4. Now you can uncouple and back a few car lengths to wait for the front of the train to be worked. After the baggage work has been completed, and the diesels serviced, the road locomotives will pull their two cars out to clear the switch to track 4, then back the combine to a coupling with the four cars you left there. Again a safety stop is needed. This is followed by the diesels and the baggage car working their way over to track 1 where they will couple to the cars left there. Finally the lead locomotive is uncoupled from its mate, and coupled to the train on track 4. Now new passengers, who have been waiting in the station, are permitted to board their trains.

End.



Great Train Extravaganza



2021

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**



The
perfect
place to
do your
holiday
shopping.

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)**

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

Candidates Statements of Qualification

Doug Dederick; position: Vice President:

To all my fellow Hudson Berkshire members. I would like to remain the Vice President of the Hudson Berkshire Division, a position that I have held for the last 2 years. I have been an active member of our division for over 25 years and a member of the Albany Ntrak club for 30 plus years. I was actively involved in the planning of our 2016 convention.

I have known most of you for several years now, along with some new faces, and I would like to continue serving this great organization. I have always said that this organization is about our members and what we do as a group. I hope that you will consider me once again as your VP of our division.

Thank you.

John Valachovic; position: Board of Directors

John has been a modeler for over thirty years in N Scale. He also has been a long time member of Albany Ntrak as an officer and was the past President of the Schoharie Valley Model Railroad club at the Cobleskill Fairgrounds. John was also the president of the Hudson Berkshire for a year in the late 1990s-Early 2000s. He has been involved in presenting clinics for three conventions on various subjects and enjoys teaching other modelers about prototype research and how to apply it to their modeling.

An avid D&H Second Subdivision/Albany Main fan, John has spent years gathering research for a future N scale layout set in the 1950s based on parts of the Second Subdivision. He is currently working on a proto-freelanced version of the Raquette Lake Railway in N scale. The layout is set in the 1920s and is a steam driven compilation of Adirondack Railroad in the Golden Age of the Adirondacks. John is interested in operations and

has participated in many Railruns in the Boston area and Optoberfest here in the Capital District in addition to other operating sessions in the area. He regularly operates the Raquette Lake Railway with a crew of 6-8 others using Car Cards.

John would like to continue supporting the AP program within the Hudson Berkshire and also extend the Division's reach to other nearby Divisions by hosting or attending tours in neighboring areas. He would like to also expand operating opportunities within the Division and with other Divisions. As a model railroader and as a Retired Scoutmaster, John is a big proponent of mentorship programs and would like to explore the possibilities for mentoring programs within the Division for the membership's benefit. He is also looking to learn other techniques and skills from other members in the Division.

HUDSON BERKSHIRE DIVISION, NATIONAL MODEL RAILROADERS ASSOCIATION
Fall 2021 Ballot Mark an 'X' in the space after the name or write in a qualified* member's name

Vice-President: Doug Dederick _____ Other: _____

Director: John Valachovic _____ 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: 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 postmarked by October 31 to be counted. There is no provision for submitting the ballot in person at a meeting or to a Board Member. All ballots must be mailed.



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

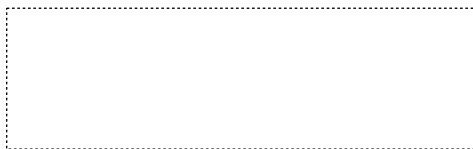
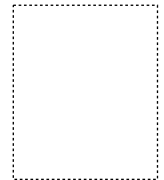
And Facebook Pages:
<https://www.facebook.com/HudsonBerkshireNMRA/>

www.hudson-berkshire.org



FORM 19

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



First Class Mail