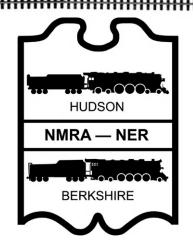
FORM 19

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



Order Number 368

September 2021

Next Hudson Berkshire Division Meeting

Saturday September 25th
10:00am till 4:00pm
Diane & Tony Steele's Rutland Area HO Layout

From the Editor By MARK SKLAR

I hope all of you had a nice summer. Labor Day has passed and The Form 19 is back for another modeling season. The HBD leadership is planning events for us this season, with the first event being a visit to the layout of HBD members Diane and Tony Steele. We hope you can attend these events to meet with friends and make new ones.

In this issue of the Form 19:

On page 4 there is information on our September meeting

On page 5 there is HBD election information.

On page 6 David Hoadley contributed a book review "Trackside Newfoundland" by Bill Linley. Thank you Dave!

On page 8 we congratulate Ken Nelson for attaining his MMR.

On page 9 Ken continues his Tips For Operation. Thanks again Ken.

Next month I hope to continue the final part of Rich Smith's construction article of the Sparta Station. We are always looking for pictures and stories for the Form 19. Your contribution will support our publication and the membership can enjoy your project or story.

See you here next month.

-Mark

















Form₁₉

The Form19 is published twelve 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

Summer is almost over...HBD is getting back on track

Wow, it's hard to believe but the Summer is almost over. Where I live (Town of Lake George) beaches will soon close because lifeguards are returning to college. Tourist volumes in Lake George Village are already petering out as kids begin returning to school (in one form or another...). Here at Hudson-Berkshire, we're getting ready for our upcoming Model Railroading Season!

Fall/Winter HBD Season begins 25 September

As noted elsewhere in this issue, our VP Doug Dederick outlines the plans for visiting Tony and Diane Steele's awesome model railroad on Saturday, 25 September. This will be the first time for me and I'm really looking forward to the visit!

NER Mill City NER Convention still taking reservations

As you likely know, Convention is postponed from last year due to the pandemic. Checking out the web site, it looks like it's going to be a great event. Dates are 8-11 October. The location is Westford, MA. For those of you who have never attended a Regional (or, for that matter, a National) Convention I highly recommend attending. This is from personal experience. If you've not yet registered, I suggest you do so right away so as not to miss out on any of the tours or extra fare clinics which might be selling out. Please note that vaccinations are required, as is wearing masks in certain situations. http://www.millcity21.org/index.html

HBD Elections to be held in November

Come November, we hold our annual elections. This year, the VP position, and one (of two) Board Member positions will be on the ballots. VP Doug Dederick has agreed to run again, as has BOD Member Greg Whittle -- although another member (and former HBD President) has expressed an interest in running for the BOD position. The floor is open for other nominations! If anyone is interested in running (we always welcome "new blood") please contact anyone on the Leadership Team. See additional details elsewhere in this issue.

Great Train Extravaganza steaming ahead

Well. our Great Train Extravaganza (GTE) Chairman (and BOD Member), James Lauser has finally received guidance from the New York Office of General Services (OGS) which manages the NYS Convention Center where we hold GTE. At least as of now, it looks like there will be no restrictions. So, we're cautiously planning on holding GTE on Sunday, 5 December after a oneyear hiatus due to the pandemic. We will be closely monitoring the evolving COVID-19 situation and will take corrective action if/when required. Our biggest expense in running GTE is advertising, and most of these funds gets allocated end October, so that's our current/final go/no-go decision date. Assuming

(Ready Line Continued on page 3.)

















(Ready Line Continued)

GTE goes ahead as planned, we will of course closely follow any Center for Disease Control (CDC) and NY Department of Health (DOH) guidelines that apply at that time. Please see the full-page GTE advertisement in this issue of "Form 19". And please be ready to respond to the Call for Volunteers that James will soon be making! See www.gtealbany.com

Getting back to August...

I started this column talking about the Summer, then moved on to September, then on to October and November, and then finally to December. Now I'll get back to the present:

I'm writing this column from my motel room in Strasburg, PA. I'm here for three days of railfanning – prototype and modeling. I am by myself, giving Julie a much-needed three-day break at home from me; she needs the peace and quiet to catch up on many things she needs to do.

I've not been here since my sons were little...now they're in their mid-40s!

The Caboose Motel where we stayed is still here. See https://redcaboosemotel.com/ But this time I'm staying at a relatively new Holiday Inn Express.

Yesterday I visited the National Toy Train Museum. Although the focus is about 90% on O Gauge it is very well done, and it was a delightful two-hour visit. This is also the national headquarters of the Toy Collector's Association. See https://nttmuseum.org/

Today I spent six full hours, from opening to closing, at the Railroad Museum of Pennsylvania. What an awesome museum! And wow, has it changed (modernized and improved) since I was last here about 30 years ago. One of the best train museums I've ever been to! See https://rrmuseumpa.org/

To cap off the day, I spent 45 minutes at the well-stocked Strasburg Train Shop, right down the road from the museum. Of course, I found a few items I needed to have, although I didn't realize this until I saw those items! See http://www.etrainshop.com/tek9.asp

Tomorrow, I'll be heading home in the afternoon. But first I'll be taking a ride on the steam-hauled Strasburg Railroad. Following that journey, I'll be going for a behind-the-scenes Shop Tour. (There were other tours which were even more appealing, but they were fully booked when I ordered my tickets.) See https://www.strasburgrailroad.com/ If I have time, I may visit one more model train store (in nearby Lancaster, see https://cooltrains.com/) and/or stop in Choo Choo the Barn https://www.choochoobarn.com) also right down the road from the museum. But it's a five-hour drive home and that might be pushing it. But likely I will!

In closing...two important congratulations are in order

Congratulations to Ken Nelson who recently received his Master Model Railroader certification! Ken can now add "MMR" to his name! Great work and well deserved. Ken, we're all very happy for you!

Also congratulations to Bob Hamm, MMR, who recently received the President's Award given by the National NMRA President for outstanding service to the NMRA. Quite an honor, Bob, and well deserved!

OK, all for now! I hope to see everyone on 25 September!

Irwin

www.hudson-berkshire.org



















OPEN HOUSE

Diane and Tony Steele 8 Packetboat court Waterford NY 12188

September's meeting will feature one of the premier layouts this area has to offer and it is a must-see for everyone! This will not be our first time here but it has been a very long time since we were there last. There has been quite a bit of progress in recent years and I for one am looking forward to seeing what's new. If you have never been here before or you are new to our Division you are in for a special treat. Both Diane and Tony pay very close attention to details, Tony as a former design engineer and Diane as an artist and florist with an eye for scenery. If you have been one of the lucky ones to have seen it previously I am sure you will want to see it again to see what's new. Below is a description from Diane and Tony and some guidelines

they have put in place. Remember you are going into someone's home and Covid is still out there so please be respectful of everyone's health and property.

Due to the limited space there will be a limited amount of visitors allowed in at one time. We will also limit the visit in the basement area to a half hour per group or individuals to allow for others to enjoy the layout. Social gatherings will be conducted outside weather permitting. It would be best for our members to stagger their times to visit during the day so everyone is not showing up at the same time.

I hope to see everyone take advantage of this wonderful opportunity to finally get together with a chance to visit a great layout. Remember the HBD is only as good as its members so let's make it the best we can!!

Doug

WE'RE STILL STANDING

The Hudson-Berkshire Division and Associates are invited to visit Diane & Tony Steele's Rutland-area rail system from 10am-4pm on September 25, 2021. It is a 2-3 Level layout connected by 3 helices and a train elevator - inspired by the four routes into that city (D&H, VTR, GMR) plus the CLP terminal operation, in the early 1980s. New and re-purposed (from our prior layouts) sections and structures are filling the available spaces - an operating platform for the Top Level, a printing complex at E. Rutland, Howe Scale at S. Rutland, the Windsor Minerals talc mill at Gassetts, and the Vermont Marble Incline and Craneway near Danby are "new" since the last visit. Currently underway is the Otter Creek hydropower/mill area at Center Rutland, with the D&H and CLP bridges, Carris Reel, and the Continental Mill of Vermont Marble - over a 6' rollunder connection between the outside and inside aisles.

VISIT ORGANIZATION

1. Car-pooling is advisable to help with parking along the cul-de-sac.

- 2. Vaccinations, masks, and sensible spacing (to the extent possible) are required; the hosts' advanced age, pre-existing health challenges, and recent surgery also mandate this.
- 3. Garden pathways will be signed to lead to the rear entrance and decks; unless the weather is atrocious, visitors inside the house proper (upstairs) will be limited to sanitary necessities. Pre-Tour and Post-Tour overflow will be directed to the decks, where covered picnic seating will be available for persons with their own food. The Division is expected also to provide some individual beverages.
- 4. Entrance to the Layout Room will be regulated to avoid crowding; noncontact temperature-taking will be performed.
- 5. There will be a Host Station between the Entrance and the Layout, where research items and plans will be displayed and questions will be answered; visitors will be encouraged to use cameras/phones along their aisle way tours to illustrate queries to the hosts.

Diane & Tony Steele

















HBD Elections November 2021 by Irwin D. Nathanson

Come November, in accordance with our By Laws, we will once again hold our annual elections. This year, the VP position, and one (of two) Board Member positions will be on the ballots.

VP Doug Dederick has agreed to run again, as has BOD Member Greg Whittle -- although another member (and former HBD President) has expressed an interest in running for the BOD position.

The floor is open for other nominations! If anyone is interested in running (we always welcome "new blood") please contact any of the following current officers:

Irwin D. Nathanson <u>irwindnathanson@fastmail.fm</u> (518) 727-2009

Doug Dederick Dougdederick 7@gmail.com (518) 283-5063

Greg Whittle greg464284@yahoo.com (518) 222-3742

James Lauser james@jlauser.net (518) 528-5453 Before nominating someone, please contact that person first to make sure he or she is willing to run and to accept the relevant responsibilities if elected. You can also nominate yourself.

All those nominated will be asked to prepare a Statement of Qualifications. (See October 2020 issue of the "Form 19" for samples.)

A Ballot will be enclosed in the October 2021 issue of "Form 19." I think due to the continuing uncertainties due the pandemic, I think all voting should be done by mail again this year. Final details will be in the October "Form 19."

Please note that my current term as President expires next year and I do not intend on running again on the October 2022 ballot. By that time, I will have served as your President for four years (and additional years as Vice President) and I sincerely believe that it will be time for fresh ideas and approaches going forward.

So please start thinking about this now...would *you* be interested in running? Would you know someone else you'd like to nominate and who would be interested and qualified? After all, this is *your* Division, *you are the NMRA*!

www.hudson-berkshire.org



You have probably received an email from the Northeastern Region office announcing that the latest issue of the Coupler is now online. The NER website is - <u>NER Coupler</u>.











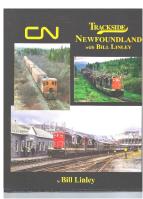






BOOK REVIEW TRACKSIDE NEWFOUNDLAND

Author: BILL LINLEY PUBLISHER: Morning Sun Books, Inc., Avon by- the-Sea, New Jersey, 2019



S ! Y E Another Newfoundl and book! This one by Bill Linley. an author and railroad photographer well known to Canadian a i 1 enthusiasts

and subscribers to "CANADIAN RAIL", the bulletin of the Canadian Railroad Historical Association, the parent group of EXPORAIL, the Canadian Railway Museum at Delson/St Constant, Quebec.

Linley opens the book with tales of his various visits to the island of Newfoundland to chase and ride Canadian National's 42" gauge Newfoundland Area Railway. These trips extend from 1967 right up to the Railroad's demise in 1988. Next he provides a condensed history of railroading on the island from the early construction by various companies through the Canadian National years to Terra Transport, the final CN operating subsidiary on the island. The history section also includes a roster of freight equipment and a complete roster of Newfoundland Railway, Canadian National and Terra Transport diesel locomotives.

As with many Morning Sun books the story is told through photographs with captions detailing the who, what, why, when and where of the pictures. Linley does a good job of identifying trains,

places and the significance of both in his captions.

The tour of the Railways begins in the southwest corner of the island at Port aux Basques where car ferries from the mainland delivered standard gauge railroad cars to Newfoundland. Once off-loaded most mainline cars were re-trucked with narrow gauge trucks before traveling to their destinations on the island. In later years containerization was employed to eliminate the labor intensive, hence expensive, task of re-trucking the mainland cars. The bright green Terra Transport containers filled out many an island train and I have seen a few of them at various places on the mainland. Linley gives us a look at some of the CN car ferries serving Port aux Basques before moving out across the island on a tour of the railways.

The journey moves east across the island via the four mainline subdivisions pausing at junction points visit the four branch line subdivisions and other island railroads. All subdivisions that existed into the 1980s are covered and each CN/TT subdivision is introduced with its page from the July 1, 1968 Employee's Timetable. The Buchans Railway and the Grand Falls Central Railway, formerly Botwood Railway, are also visited en route.

The Buchans Railway served the ASARCO Zinc, Lead, Copper, Gold and Silver mine at Buchans, bringing ore to the CN at Mlllertown Junction. CN then moved the ore east to Bishops Falls, interchanging the ore cars to the Grand Falls Central for the final leg of the journey to the port of Botwood for export.

The cross island tour ends in St. John's, the provincial capital where the handsome stone station still stands. I understand the transportation museum that was housed in the station building has closed so I do not know what the building's future will be. If you

remember a picture on the Springfield show flyers of a few years back with CN locomotives with three digit numbers idling near a stone station. That was St. John's! Nobody from Amherst seemed to know! I quizzed many of them!

There are a number of museums on the island dedicated to the railway and many equipment displays at various communities once served by the railway. There was for a while an amusement park near Trinity where visitors could still ride a train around the Trinity Loop, reportedly the only place in Canada where a track crossed above itself in the open. Linley devotes a few pages to this location.

I still have a Newfoundland road map old enough to show the railway which was a great help in finding locations cited which were not in the timetable station listings. As I have written before in book reviews, Bill Mischler and I had a wonderful week chasing and riding trains in Newfoundland in 1980 and I noticed that one of the photos in this book was at a place where we photographed cross island train number two-naught-three!

You can get a taste Newfoundland railroading EXPORAIL where there is a version of a Newfoundland mixed train on display. This book brought back some great memories. There are places on the island I would like to visit or re-visit. If you have the time and the means (and Canada opens up to visitors again) Newfoundland is still a great place to visit. Believe it or not, CN 6060 is on display at Bonavista! And to you Jimmy Kimmel fans, yes there is a town in Newfoundland named Dildo a nice small fishing port – and of course Bill and I just had to visit it!

David Hoadley

















Great Trai

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

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All applicable CDC and NY DOH guidelines will be observed.

Sponsored by the Hudson Berkshire Division of the National Model Railroad Association.

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The perfect place to do your holiday shopping.



















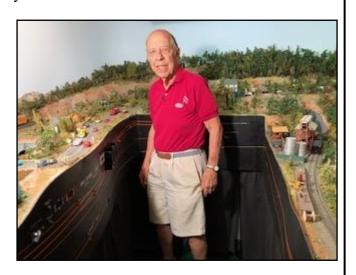
*** Congratulations Ken! ***

Our Fifth North East Division MMR of the year Ken Nelson, MMR 688

The years 2020 and 2021 may go down as the years members spent more time at their workbench than others, likely due to the pandemic. As a result, our fifth MMR was announced in July and we are only seven months into the year. Well done!

The Hudson Berkshire Division's Ken Nelson earned Master Model Railroader #688.
The certificates Ken earned are:

Master Builder - Cars Master Builder - Structures Master Builder - Scenery Model Railroad Engineer - Electrical Chief Dispatcher Association Volunteer Model Railroad Author





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

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

















TIPS FOR OPERATION

Part 8

By: Ken Nelson

In Part 8 we finish our run on the local freight by heading back to our home yard. You may remember that in our last session, we changed units, so that we are now riding in the engine which is in the front of our Again if you are not train. familiar with completely the locomotives you are using, you must check to see where the F is located to know whether you are running in forward or reverse. When you have the signal, you ring your bell and blow the appropriate signal on the horn. (Remember Part 4.)

You slowly get your train in motion, and keep your eyes open for signals, obstacles on the track, and slow orders. When track is worked on, new ballast is added, etc., and it takes some time for everything to settle. Therefore the maintenance crew will frequently set up slow orders. You and your conductor should be told where these are, but you still must be looking for them. You must slow down to whatever maximum speed is set, and you cannot increase back to road speed until your entire train has cleared the slow order area. Your conductor will let you know when your caboose has cleared.

As you approach the yard, you call the yardmaster to let him know you are coming, and find out on what track he wants you to arrive. He will usually put you on a double ended track so that you can uncouple from

your train and get back to the engine terminal. If a signal is guarding the entrance to the yard, it will usually read either stop (all red) or restricting (the bottom light yellow). You must be prepared to do either.

As you enter the yard, keep your eyes on the switches to be sure that they are taking you to the proper track. Your ground man may ride the front of the engine to throw When your train is switches. completely in the clear, you can uncouple. If you leave the brakes on the cars, a car inspector will walk along as he looks at each car and release the brakes one at a time. If you are working as a crew of one, you will turn over your paperwork to the yardmaster or whoever is collecting it. This includes waybills, switch lists, etc. Otherwise this is the conductor's job.

The yardmaster has supposedly given you a track to run around the train if necessary and move to the engine terminal. Sound your bell as you make this move as there are men working all around you. The engine foreman or a hostler will let you know where to leave your power. Let him know if you noticed any problem with either engine, turn off the headlight, but leave the engines running, and set the brakes on the units. You will next go inside the engine house, sign off duty, and find out when you will work again.

Let's look at the tips we have covered:

- 1. Watch your speed. Most modelers run too fast, especially in the yard. Gradual starts and stops put far less wear on your engine's gears and your cars' couplers.
- 2. Make an effort to keep your yard tracks as empty as possible. The sooner a train leaves your yard the better. They can take care of paperwork later. Don't store unused cars in the yard. Put them on a shelf.
- 3. Don't cherry-pick. Every car in the yard should have a destination.
- 4. Learn the basic hand and whistle signals, and use them.
- 5. Be an engineer. Don't just turn your throttle and watch the train run. There are many things to think about as you run your train.

Now that you have run a local freight, you can apply many of the same tips in running a road or through freight. Your set outs and pick-ups will usually be done at yards rather than industries, but you use the same principles.



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

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



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