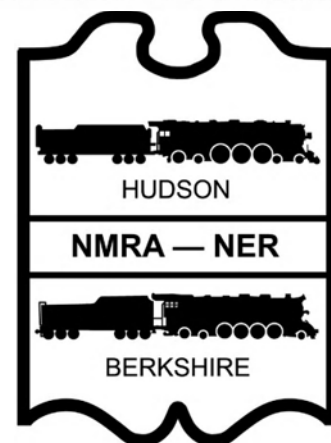


FORM 19

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



Order Number 362

January 2021

Virtual Meeting January 22nd 7pm

From the Editor By MARK SKLAR

Happy New Year! We are all looking forward to a much better year.

Our Division will be having our second virtual meeting on January 22nd. Please join in on our January meeting which will feature a tour of Bob Hamm's gorgeous HOn3 layout. Detailed instructions to join the meeting are on page 7. It would be nice if more members participated. If you don't have a camera or microphone on your computer don't worry. You can just listen and watch. You only need a computer with headphones or speakers and any internet browser. You can also use a tablet or smart phone. Even if you come in late please join in.

In this issue:

HBD Division treasurer Ben Maggi presents our 2020 financial report on page 4.

Read about Bob Hamm's layout ahead of our virtual meeting. See **“All Aboard“ For The Iron Gorge Sub-Division** on page 5 and 6.

Ken Nelson presents Part 2 on “Tips for Operation” with the subject of yard tracks on page 8.
Thank you Ken.

Finally, Charlie Newton shows prototype photos taken at Saratoga Yard on page 9.
Thank you Charlie.

That is all for this month.

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Form19

The *Form19* is published eight 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

Forecasts for 2021

As we move into 2021, it looks like COVID-19 will continue to dominate our lives, at least until mid-year, I think. Then things will start to improve. Given the demographics of most of our members, the majority of us will be able to be vaccinated by early Spring. And the rest of us by the end of the Summer. I know there is concern about the initial slow roll-out of the vaccines, but I believe such hiccups are normal and should have been expected. The pace will soon accelerate, and the supply and delivery chains will become much more efficient.

So, my micro-level *HBD forecast* for 2021 is:

- Virtual meetings (clinics and layout tours). Then, once the weather warms up...
- Safe (socially distanced, mask wearing) outdoor meetings.
- Then, as we move into the Fall. Back to almost normal indoor meetings (clinics and layout tours)
- We should be able to hold our annual Family Picnic, but not until late Summer or early Fall.
- GTE 2021 will take place this December – with perhaps fewer vendors than before (sadly, some may have gone out of business) but with greater visitor attendance (due to pent-up demand).
- We will have our bus trip to the Big E Show in Springfield next January.

As to my macro-level *NER forecast*:

- We will be able to hold the postponed Mill City NER Convention in Massachusetts in October as currently planned.
- Hopefully, we will be able to have our joint meeting with the Central New York Division, albeit in the Fall.

And as to my super-macro-level *NMRA forecast*:

- The National Convention in California -- currently scheduled for July -- will need to be postponed to the Fall or, more realistically,

(Continued on next page)



(Ready Line Continued)

canceled. July is likely just a little too soon for the vaccines to be administered nation-wide and for herd immunity to account for those who do not get vaccinated.

As you will note elsewhere in this issue, our Vice President, Doug Dederick, has put together very interesting (virtual) meetings for this month and next. I hope we have good turnouts! And I believe he is lining up a great program for March featuring a Guest Speaker.

Finally, I would like to thank our Treasurer, Benjamin Maggi, for the excellent work he continues to do on behalf of the Hudson Berkshire Division. His Annual Financial Report appears in this issue of the Form 19. Please note that VP Doug Dederick and I fully agree with Ben's recommendations.

I hope you all had a nice/safe Christmas/Hanukkah! We did, very quietly. Opened presents with our sons and their families in California, virtually, over Zoom. Shared our grandson's first holiday season with him and his parents and uncles. (In my household, we celebrate both holidays.)

In closing, I would like to wish all our members a Happier New Year for 2021...

Irwin

HBD Upcoming Events/Meetings

HBD Vice President Doug Dederick has planned virtual meetings for January and February.
Mark these dates on your calendar.

Virtual Meeting January 22nd 7PM

Layout tour of Bob Hamm's HOn3 Iron Gorge Subdivision.

Bob's beautiful layout was featured in Model Railroader Magazine, September 2017.

February Virtual Meeting Friday the 19th 7PM

John Valachovic will be giving us an update on his great
N scale Raquette Lake Railway home layout.

More information in our February Form 19

March Virtual Meeting Friday the 19th 7PM

Jim Lewis from Model Train Technology will present a clinic on
"Lighting and Animation" for March 19th @ 7pm



2020 Division Treasurer's Report

HBD Division treasurer Ben Maggi has submitted the following end-of-year report for 2020.

	Checking & Savings	Toys for Tots	GTE
Balance on 1/01/2020	\$5543.78	\$76.11	\$12853.72
Total Income	\$4781.91	\$1535.14	\$97.01
Total Expenses	\$2414.80	\$791.40	\$8212.18
Balance on 12/31/2020	\$7910.89	\$819.85	\$4738.55

Toys For Tots report:

Started 2020 with \$76.11 in bank.

Received \$1,460.11 in donations (February membership raffles, September meeting ticket percentages, specific donations, and bank account interest)

Purchased 10 sets for \$791.40 (\$79.14 per set)

Currently have remaining in account: \$744.82

Income in 2020:

Most of the income (\$3605) from 2020 was profit from our 2019 GTE show. We also showed an "income" of \$827 from the Springfield bus trip but it wasn't a profit as the club had to purchase tickets and rent a bus. Because we didn't host a GTE event in 2020, we likely will only have an income of a couple of hundred dollars in 2021 from the NMRA rebate. *Note: any funds donated to the Toys for Tots account are kept separate from our general funds.*

Expenses in 2020:

Most of our expenses (around \$1700) were for constant contact/e-mail marketing, Form 19 publishing costs, and the few events/clinics we held. We likely will want to pay for the exact same things again in 2021, and I would anticipate again our expenses will be about the same. Another \$500 in expenses were Division subsidized costs for the Springfield bus trip which we won't be hosting in 2021, and the remainder of our expenses were costs that likely won't come up again.

Recommendation:

Like 2020, our 2021 anticipated expenses will again exceed our income, resulting in a deficit of about \$1700-1800. However, we have about \$8,000 in our general bank account and if we are careful to control our spending in the next year or two we should be in a sound financial position for when things get back to "normal", perhaps in 2022. Also, we have a separate bank account with GTE funds and there is enough in that account to host a train show for whenever that is able to occur.

Editor's Note: The HBD President and VP agree with the Treasurer's recommendations.



“All Aboard “ **For** **The Iron Gorge Sub-Division** **You Don’t Want to Miss This Train!**

By: Doug Dederick

Back in July the Hudson Berkshire Team conducted a survey of its members to see what members would be willing to do during the pandemic. One of those questions was “ Would you be interested in having a virtual meeting? The results where 43% Yes and 32% Maybe. We had our first ever virtual meeting in November with somewhat modest participation. We also asked what members would like to see for future meetings and we received some great suggestions, one of which was to have virtual layout tours. As I said “ You Have A Voice “ as members and your Leadership Team is listening; so this month we are doing our first ever virtual layout tour. This is not just any layout tour, this is one of the most premier layouts in our Division!

This month we will be taking a ride on Bob Hamm’s spectacular **Iron Gorge Sub-Division** of the Rio Grande Western and Rio Grande Southern railroads. If you have never seen this layout before you are in for a really special treat. If you have seen it in the past you are still in for a treat because Bob has done so much work during this past year! In fact he has completed all of the scenery on the existing layout.

This is a **Must-See** for everyone! Bob is one of the most accomplished modelers I know and has such a great talent for capturing the scene. This layout was featured in the 2017 September issue of Model Railroader magazine, for those of you that would like to read about it, but the pictures only show a small fraction of Bob’s work.

So join us as we take a train ride through the breathtaking Colorado Rocky Mountains, along mountain meadows, cold mountain streams, across some of Bob’s beautifully scratch-built trestles, and visiting some high mountain mining operations and towns.

Your Hudson Berkshire Team has been working very hard during this past year to keep in touch with its members and to provide all our members with a quality newsletter and get together even if they are virtual for now.

I am hoping to see a great turnout for this great layout tour we have planned for all of you! Remember you all have a ticket to ride this train and it’s free.

Don’t be the one left at the station!

Thanks everyone and stay safe!





Virtual Meeting Friday, January 22nd, 7pm

Our January meeting will feature Bob Hamm's Iron Gorge Sub-Division of the Denver & Rio Grande Western and Rio Grande Southern railroads featured in the September issue of Model Railroader magazine. Bob has arranged for the group to take a ride on the San Miguel passenger train. This is the premier train on the sub-division inaugurated by receivers Wilson McCarthy and Henry Swan in 1935 and features steam heat in all the cars and fresh caught trout and Rocky Mountain oysters in the dining car. We will depart from Bakersville station at 9:00am and proceed west though the Iron Gorge mining district climbing to fabled Bandora mine and the Cross-cut tunnel. On the west side we proceed through Matterhorn and down the famous highline and its six cliff-hanging trestles, and round the loop at Ophir. Continuing our journey north we head through Vance junction, Vanadium and on to Placerville to end our journey. It will be a rail fan's delight.





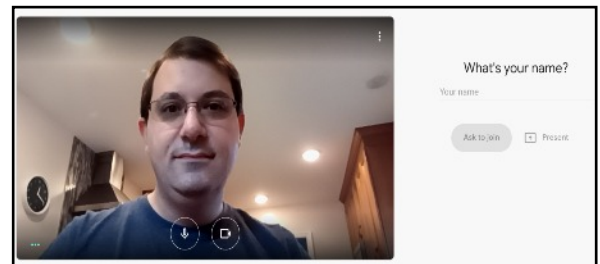
January Virtual Meeting Introduction

By James Lauser

Hi everyone! Since it still isn't wise for us to meet indoors, and it's too cold for us to meet outside, your Hudson-Berkshire Leadership Team is continuing virtual meetings. For this month, we are going to hold a live virtual meeting. I will be hosting the meeting on Google Meet, which is a service similar to Zoom or Webex. You'll be able to join the meeting from any computer, tablet, or smartphone with an Internet connection, and there is **no fee or signup** required. There's also no software to install; the meeting will run right in your web browser.

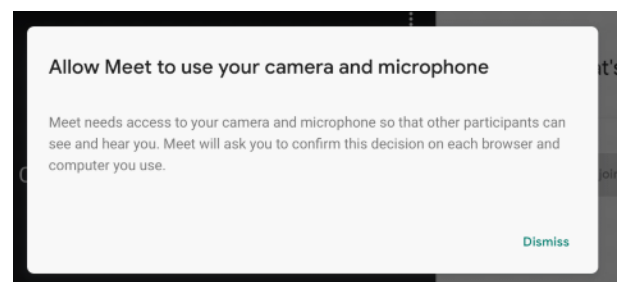


A few hours before the meeting starts, a link for the meeting will be sent out via Constant Contact, and the link will also be posted on the main page of hudson-berkshire.org. Simply follow the link and you'll be brought to the meeting. If you're already signed in to a Google or Gmail account, you'll be brought into the meeting immediately. If not, you'll be prompted to enter your name. You may also get a notification asking for permission to use your camera or microphone.

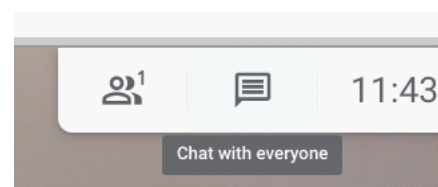


Simply follow the prompts and you'll be brought into the meeting. You might need to wait a minute to be accepted, but once you are, you're all set. I'll start allowing people into the room around 15 minutes before the meeting starts.

During the meeting, I'm going to have everyone but the presenter muted by default to cut down on background noise so that everyone can hear clearly. If you have a question during the meeting that you'd like to ask, please type it into the chat, and I'll read them all at the end of the meeting. To access the chat, click the bubble icon in the top right corner of the screen, and then type your message in the box that appears.



And that's all there is to it. Please join us!





TIPS FOR OPERATION

Part 2

By: Ken Nelson

If you missed part 1 in our series, you may want to try to read last month's issue using a computer or with the help of a friend who may have a hard copy. Last month we talked about yard speed and the pace at which we run our trains. Now let's look at our second tip:

EMPTY YARD TRACKS ARE THE SIGN OF A HEALTHY YARD

The freight yard is the place to make up and break down departing and arriving trains. It is not a place to store cars that are not being used. I had a friend who asked me to help him add a freight yard to his layout. We found a space and we were able to fit three tracks in. The next time I visited him, he had completely filled his yard with cars. It is true that prototype yards will frequently store unused freight cars way back on tracks 55 or 60, but we don't have yards nearly that big, and we don't usually have any space to spare. The number of tracks you will need in your yard will depend on how many trains you plan to run in a given operating session. If there are cars in the yard that are not going to be used during this session, take them off by hand before the session starts and put them on a shelf. It would be great if we could all have fifteen or twenty tracks in our freight yard, but we don't usually have enough room for nearly that many. So we must make good use of the ones we have.

Each track in the yard can be assigned to a train that will leave during the early part of the operating session. A longer yard track may be able to fit two trains, especially if it is double ended. By that I mean

a track with a turnout at both ends. Perhaps one track may be used by the yard switcher to place cars that arrive on a train and will not go out of the yard until much later, perhaps the next session. Each track may be empty, or it may have only one or two cars on it. More will be added later as the session proceeds. Once a train leaves, the track from which it left can now be assigned to another train scheduled to leave later, or it can be left empty for an arriving train. In most yards, due to the shape of the yard ladder, the various tracks will be of differing lengths. It is up to the yardmaster to be aware of the length of each train. Some local freights may have only four or five cars, while through freights may have fifteen or more. If you don't have tracks that can handle trains that long, run shorter trains.

At the beginning of a session, one track may have on it the cars of a train that arrived at the end of the last session. That will be the first job for the yard crew as the session starts. Depending on the era you model, most trains will need a caboose. Remember that if the track on which it is made up is a stub track, the caboose will have to be put in first so that it ends up at the end of the train. If it is double ended, then the caboose can be coupled just before the train leaves. This is more prototypically correct. Try not to switch an entire train onto a caboose. In such cases, the crew, as well as everything else in the caboose, will get thrown around due to slack between the cars. Crew members in the caboose will be unhappy and will let you know about it.

In our next issue, we'll see how we make use of these tracks that are empty or nearly so.



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HBD Member Projects and Photos

CP 7310 GP38-2, former Lehigh Valley 323, later D&H 7323, then Guilford 229, then D&H 7310, at the Saratoga Yard diesel shop with Saratoga and North Creek 65 year old BL-2 #52, formerly Bangor and Aroostook #52. The white lattice contraption was 'fall protection' rigging. The 7310 was built in 1972 and the BL-2 was built in 1946.

Photo by:
Charles Newton
August 2011



Saratoga Yard.
Paper cars and newly rebuilt 6257 SD40-2.

Photo by:
Charles Newton





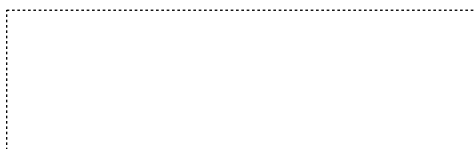
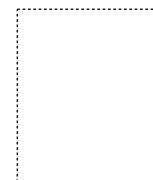
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Hudson Berkshire Division Website:
<http://www.hudson-berkshire.org/>

And Facebook Pages:
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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 - [NER Coupler](#).

FORM 19

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