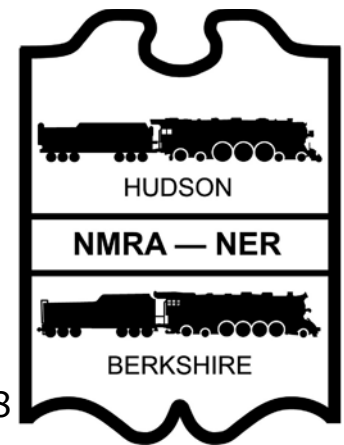


FORM 19

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

Order Number 339

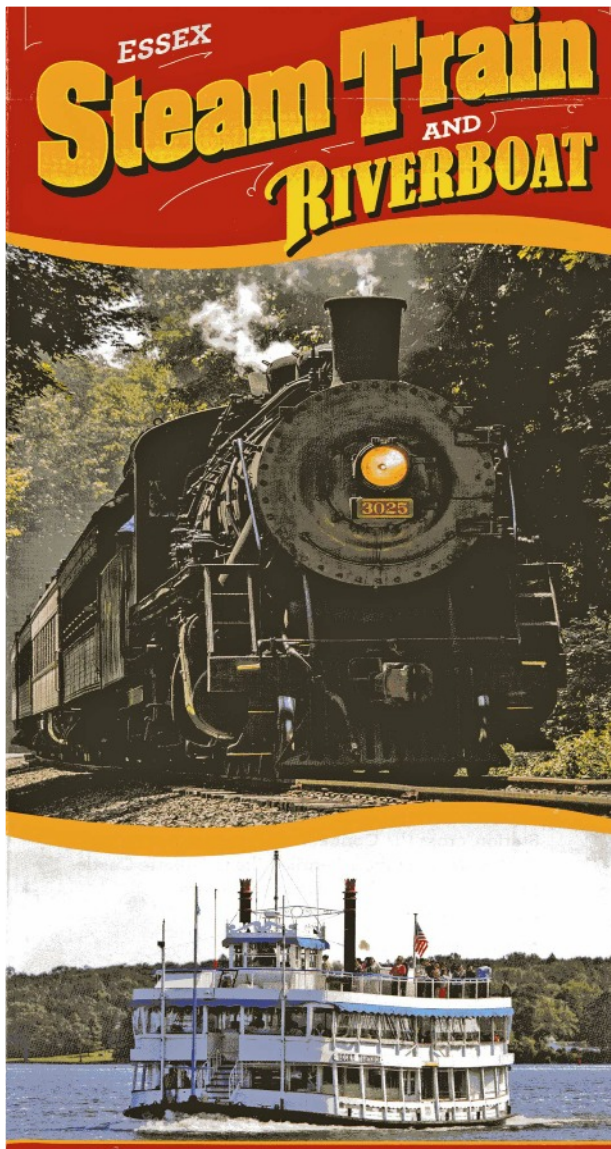
June 2018



Hudson Berkshire Division Family Day

ESSEX STEAM TRAIN AND RIVER BOAT RIDE

Saturday, 23 June 2018



Each year the Hudson Berkshire Division, NMRA, holds a family focused activity to close out our schedule of modeling centered events. This year the event is a group priced visit to the Essex Steam Train and Riverboat Ride in Essex, CT. This is perhaps the closest venue consistently using a steam locomotive. Following the train and riverboat rides, there will be a tour of the engine maintenance facility.

The intent, as with other such functions, is to provide a train centered experience that we can share with family for the day. Besides the ride, we have arranged a shop tour. And you might be interested in talking to the operator about their steam locomotive driver program. There are other Essex Train activities - dinner train, caboose ride, fall excursions - that you might also find interesting and worth the drive at a different time. There can also be a visit to a nearby castle or you may find other places to visit in Connecticut or along the way. The area is part of the earliest history of our country.

Since this is a family event, you are welcome to bring along spouses, children, grandchildren, and friends. Indeed, some of the people you bring along may have never seen a steam engine or even the coal used to fire one. This is an opportunity introduce others to an interest in railroading.

The drive is about an hour longer (2.5 hrs total driving time) than our travel to the Amherst Railroad hobby Show in Springfield, but it is all major highway and much more pleasant this time of year.

This *Form19* includes some of the material from the brochure provided by the operator.

You must register for this event. On page nine you will find the details and form for signing up for this group event.

We wish you and your guests a wonderful experience.

www.hudson-berkshire.org



Find us
on
Facebook



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.

Hudson Berkshire Division
PO Box 83
Clifton Park, NY 12065-0083
trains@hudson-berkshire.org

President
Paul Hoffman
57 Vettura Court
Malta, NY 12020
518-899-5707
trains@hudson-berkshire.org

Vice President
Irwin Nathanson
609 Diamond Point Rd
Diamond Point, NY 12824
518-668-9892
irwindnathanson@fastmail.fm

Treasurer
Benjamin Maggi
602 Albany Shaker Road
Loudonville, NY 12211
585-506-2680
BenLMaggi@hotmail.com

Form19 Editor
Bert Pflegl
19 Lea Ave
Waterford, NY 12188
(518) 235-8496
gpflegl@nycap.rr.com

GTE Manager
James Lauser
1814 Park Blvd
Troy, NY 12180
james@jlauser.net
(518) 528-5453

Copyright 2018, Bert Pflegl
& Hudson Berkshire Division

The Ready Line

By Paul Hoffman

Another season draws to a close. The HBD has seen several changes in this last year, from new members to new leadership to new financial security. As we look back on the many accomplishments of the Division, keep this thought close at hand, we are a volunteer organization. Everything we do, every event we organize, every trip we take, is put together by members just like you. Members with a passion and a commitment to bettering our Division and our hobby. Members who give freely of their time, expertise and effort. Members who care about the greater whole, sometimes to the detriment of their individual hobby goals. Join us and be one of those members!

I have been President of this Division for more years than I can count and have truly enjoyed every minute of it, even the ones that left me scratching my head or, dare I say, pulling out what little hair I had left. I made a few commitments when I first moved from VP to President and I have done my best, with LOTS of help, to fulfill those dreams. The first being financial stability and the wherewithal to "keep the lights on" through thick and thin. I'm sure many of you remember the early days, I know I do, consulting with Greg on how we could best raise the 150 bucks necessary to put out the *Form 19* when the treasury was barely rubbing two nickels together! With our acquisition of the GTE we should, hopefully, never have to worry about that again. Now mind you the GTE will not generate cash all by itself, it needs volunteers and a guiding hand, two quantities I believe we have in spades. James Lauser, the new show chair, is a ball of fire and he's already working on some new ideas to help the show be even more successful. This is not a one-man endeavor, so please help where you can, volunteer, take on some of the load. Be that member.

This November we will be having an election, an important one. All of our elections are important! We will be looking for a new VP. Irwin, who has done a magnificent job, will be stepping up and running for President as I conclude my term. The Vice President's role is one of the most important positions to hold in the Division. It is the VP's primary task to help organize and arrange the monthly events that we all love to attend. While the entire BOD contributes to this, it is still on the shoulders of the VP to make it happen. To my knowledge, no President who has served did not first fill the role of VP. It takes someone who has imagination and attention to detail and it is, I believe, the most rewarding position on the BOD. Take some time and think about this role and how maybe YOU could fill it. Be that member!

Our membership has remained fairly steady over the years, bouncing up in down in a pretty narrow range between 165 and 180. One of the things the BOD is always looking for is ways to increase this number, whether through new and different events or outreach or changing up our offerings. To me, this is the greatest advantage of having a diverse BOD, new eyes, new ideas and new ways of looking at things. I'm looking forward to how the Division matures and grows with our upcoming leaders and the vision they bring.

Continued next page



Continued from previous page

James Lauser, GTE show chair; Ben Maggi, Treasurer; Sarah Lauser, recording secretary - these folks are part of the next generation of Division leaders. You can be part of this exciting group and bring your thoughts and ideas to the fore. Be that member.

In closing, the 2017-2018 season has been one of change, growth and opportunity. Truly a season to remember and I am glad of my part in this progression. Come November, I will become a passenger on this new train that we are building and I am more than excited to see what's next for the HBD. Not just the direction of the Division but the excitement of seeing who will step up next, to be that member.

Heed the announcements below and I'm looking forward to seeing you all in Essex!

Don't forget the Essex Steam Train outing in June. Get those registration forms back to us ASAP.

To those that have filled out the member information form, THANK YOU! I have left the link

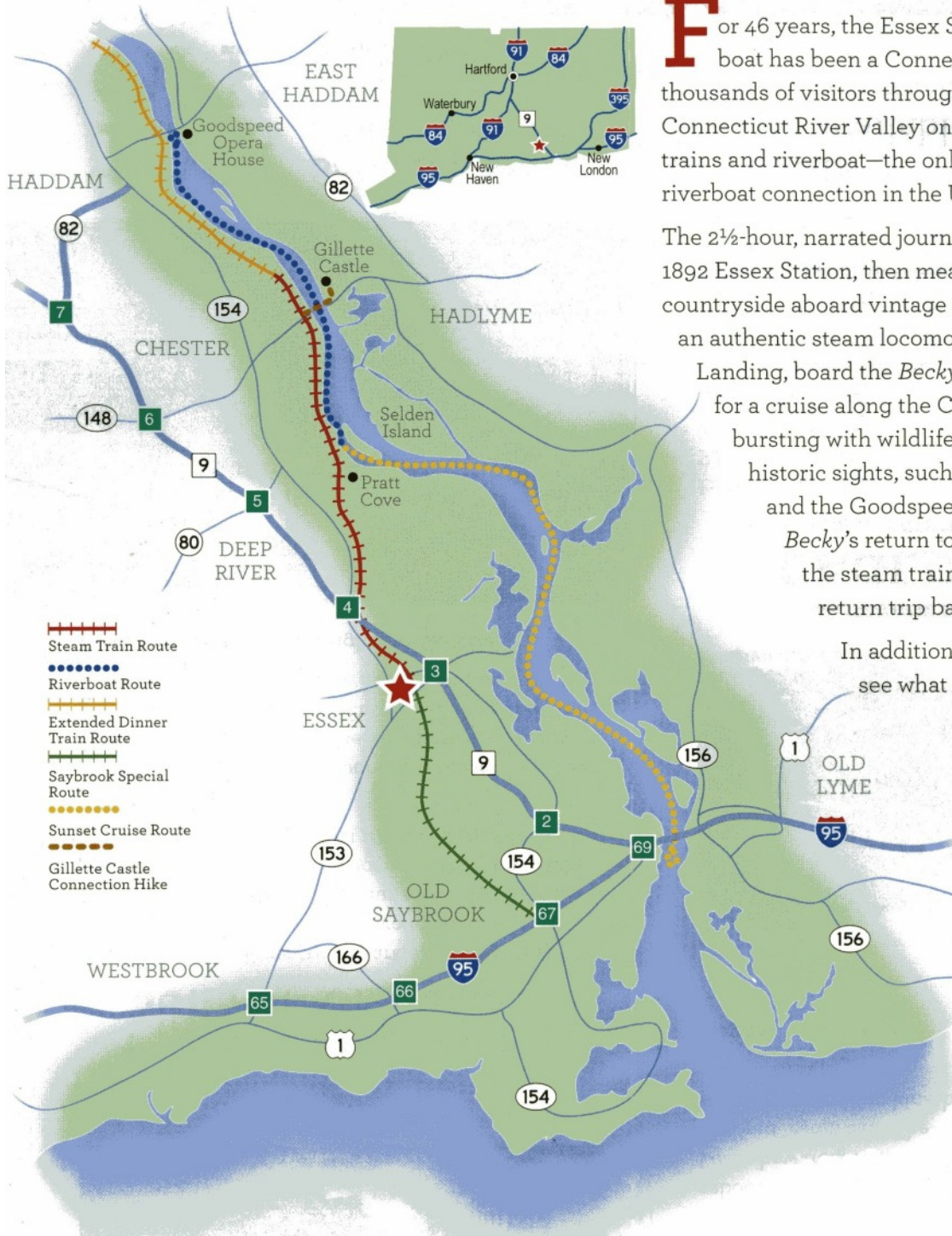
below for the convenience of those of you who haven't had the chance yet. Please take the time to fill out this form and return it us. It is vitally important.

You will find a copy of the Member Information form on our website, http://www.hudson-berkshire.org/Documents/MemberInfoSheet_030318.pdf

As President of this organization, the buck stops with me. If you have a problem or an issue, please work with your fellow members and do all that you can to help solve the problem. Feel free to contact me directly and I will do all that I can to help. Our doors and thoughts are always open to a fellow member and we welcome all to become involved. Please remember to renew your membership in the NMRA and to encourage anyone interested in trains to climb aboard.

Please send in your registration forms as soon as you decide you want to go.

Please do not wait until the last minute. If you wait the group discount and shop tour might be 'lost' to all of us.

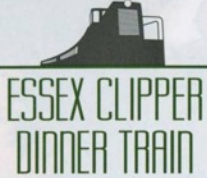


For 46 years, the Essex Steam Train & Riverboat has been a Connecticut icon, escorting thousands of visitors through the unspoiled lower Connecticut River Valley on our antique steam trains and riverboat—the only steam train and riverboat connection in the United States!

The 2½-hour, narrated journey begins at historic 1892 Essex Station, then meanders through the countryside aboard vintage rail cars pulled by an authentic steam locomotive. At Deep River Landing, board the *Becky Thatcher* riverboat for a cruise along the Connecticut River—bursting with wildlife, lush scenery and historic sights, such as Gillette Castle and the Goodspeed Opera House. Upon *Becky's* return to Deep River Landing, the steam train welcomes you for the return trip back to Essex.

In addition to the train and boat, see what else we have to offer....

Directions: I-90 to Springfield, MA and take I-91 South. Take I-91 to exit 22S and take CT Route 9 South to Exit 3. At end of Exit 3 ramp, turn right onto Route 154 and then left onto Railroad Avenue and into the Essex Station.



Step back in time aboard the elegant Essex Clipper Dinner Train! Ambiance, impeccable service, and fabulous food—our recipe for a fine dining experience—is enhanced by a breathtaking 2½-hour journey through the pristine Connecticut River Valley. A delicious four-course seasonal menu is freshly prepared on-board and served in beautifully restored 1920's Pullman cars. The Essex Clipper is also available for private parties, charter or events.

May through October. Reservations Recommended.



EVENTS at ESSEX STATION

The Ideal Setting for your Special Day...

The Essex Steam Train & Riverboat offers a one-of-a-kind venue for a memorable wedding, rehearsal dinner, party, family reunion or corporate event. Our riverboat, dinner train, River Valley Junction Hall, and Essex Station grounds provide beautiful and flexible spaces for dining, dancing or mingling. Our in-house catering and event staff will assist you to craft an occasion that is uniquely yours.

Contact events@essexsteamtrain.com or call (844) 899-3718.



Essex Steam Train & Riverboat Schedule

Spring Schedule (May - mid-June)

Saturdays

Sundays & Memorial Day

Caboose Ride* (first weekends)

Saybrook Special* (first weekends)

Summer Schedule (mid-June - late Aug.)

Sundays - Fridays

Saturdays

Caboose Ride* (first weekends)

Saybrook Special* (first weekends)

September Schedule

Fridays & Sundays (plus Labor Day)

Saturdays

Caboose Ride* (first weekend)

Saybrook Special* (first weekend)

Fall Foliage Schedule (late September - late October)

Fridays & Sundays - Tuesdays

Saturdays

Caboose Ride* (first weekend)

Saybrook Special* (first weekend)

*Special Fare

Train & Boat or Train only

Train only/No Boat Connection

Go to EssexSteamTrain.com/Events for prices, information and schedule.

Senior Discount 10% everyday; Double Senior Discount 20% Mondays (age 65+).

Schedule, equipment and route subject to change. Train runs rain or shine.

Groups and Charters

Train, boat and gallery space are available for groups and private events. Call for information and reservations.

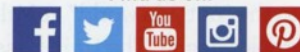
Directions

From Shoreline: Take I-95, Exit 69. North on Route 9 to Exit 3.

From Hartford: Take I-91 South to Exit 22S. South on Route 9 to Exit 3. Essex Steam Train is west of Route 9 on Route 154.

Connecticut
still revolutionary

Find us on:



1 RAILROAD AVENUE, ESSEX, CT 06426

NER Convention



Mahwah, New Jersey

September 13-16, 2018



Opportunities

The Hudson Berkshire Division Family Day outing to the Essex Steam Train and Riverboat is not only a chance to experience a steam train and visit an active engine facility, it is also an opportunity to share the experience with family and/or friends. As stated earlier, many (perhaps most) people today have never seen (heard, smelled, felt the heat from,...) a steam engine. And the opportunities to do so are becoming more rare.

Some Hudson Berkshire Division members recently had the opportunity to share about model railroading in a much different way than normal. And in a way that bears repeating. Personnel at the Albany Medical Center sponsored a 'Wellness Fair' for other employees in order to present items of interest that could help people reduce stress and participate in activities that could improve quality of life. Some activities were running & jogging, rock climbing (at an indoor gym), knitting & crocheting, ... and model railroading.

One of the organizing staff contacted Geoff Kelley of the HBD and the Catskill, Adirondack and Berkshire Railroad modular club having found the club's Facebook page. The railroad members' goal - "The Catskill, Adirondack & Berkshire Railroad promotes model railroading by bringing it out of the basement and to the public. We also strive to simulate railroad operations; educate the public about railroad history and lore; and provide an enjoyable time for its members and the public" - sounded like it fit in to the fair's intent.

And what an opportunity to talk to people about the hobby! Indeed, a couple of people came just to learn about model railroading. One woman had many questions. She was counting the days to her retirement and was intent on creating her own layout. Others were just curious, but many had questions and took literature.

So the Division will be looking for opportunities to present model railroading outside of the normal train enthusiast's venues.

And, perhaps, you could, too. Mention scale model railroading to people outside the hobby. You might be surprised at the interest.



Geoff Kelly and Dave Hoadley representing model railroading at the recent Albany Medical Center "Wellness Fair." Staff apologies to John Aldrich, who also participated but was away from the table when the photo was taken.

!! Wanted !!

Do you want to sell some of your model railroad material? Do you want a particular engine, car, structure or just some information? Do you know of a model railroader who has recently passed away and his/her spouse or children are looking to sell material?

The *Form19* staff would like you to know that such items can be posted in the newsletter - just send an email to the Editor.

Ben Maggi has a request. He is looking for any information about D&H flatcars that have been set up to transport axle sets. In particular he is looking for info on car number 15961, which was at one time a bright blue. Contact him at BenLMaggi@hotmail.com or call 585-506-2680

Please read the well written "Letter to the Editor" on page 13 of this issue regarding the article on the use of the track level and the need for super-elevation that was on page 11 of the May issue of the *Form19*.





Here are some pictures from our May Division meeting at James Gardner, Jr's home and O-gauge layout in Altamont, NY on May 19th. This was a 45 minute drive from the *Form19* Headquarters but the Staff enjoyed the ride, especially the section from Route 20 thru Altamont; lovely green countryside and a delightful community. More about that in a bit.

The drive was nice even though it was raining which, of course, prohibited the display of James' antique cars but did not hinder the enjoyment of his amazing layout and train collection. About fifteen members were on hand to see some locomotives rarely seen on other layouts or on display. James' layout also has many fine scratch built structures including bridges and trestles and plenty of trees for the lumbering operation. The layout is completely sceniced, with nice rock walls enclosing the lower level staging yard and track on one end. The layout's Altamont train station motivated the *Form19* staff to stop in at the real one (now a library) on the way home - a good choice. The visit engendered a lot of photograhpy, some interesting railroad and career stories and a good time had by all. Many thanks to James and his wife.



Above is the Schenectady City/GE Main Building end of James' layout. The trolley is not a full loop and so runs back and forth - like real trolleys did - and do. The GE sign on the top of the building works - it lights in sections like the real one. Note the passenger platform and the functional catenary on the track to the right. Everything neat and with nice ground cover.



Above, you can see the Schenectady scene at the end on the left. Close by is a community representing Altamont. All the buildings are scratch built and there are plenty of early 1900's cars. And that is a camel back passing behind the house. No, the photographer really did not get a clear picture of it. And there are is a lot of bridgework and trestles on the layout - all made piece by piece.

Right, a clean looking Climax hauling logs upgrade. DCC controlled with smooth, very slow running.





Left, on the opposite end and on the upper level you can see at least three trains moving. And there is a fine, old truck loaded up with lumber ready to go out with the delivery. And the face of a HBD member back at the city end. Underneath this end is a massive amount of storage track as well as parts of the loops that show up on the lower level. More, neat, scratch built structures.

Right: Yes that is a working model of N&W's Class A, 2-6-6-4 #1218. Built in the Roanoke Shops, it was the strongest pulling locomotive (125,897 lbs of tractive effort) in the world when it was completed in 1943. Today, a rebuilt SD-40 with modern traction control has achieved that level. Note the Coca-Cola delivery and advertising trucks.



Also note, above, that gorgeous, custom-made oak fascia. It is actually three thin (1/4") layers that were glued together, the corners bent around a form. Woodworking is fantastic throughout! (Not a bad picture for a moving locomotive in low light.)

Above: Big sections of big trees being moved and readied to set on a log car when it arrives. The donkey engine is doing its job.

Right: Part of James' collection in display cases. And there is more collection in other cases and some awaiting display in the boxes under the layout.

There are more pictures in the 'extra pages' of the online edition of this month's *Form 19*.





Essex Steam Train & Riverboat Annual HBD Family Outing

For our annual family outing this year, we have chosen the Essex Stream Train & Riverboat Cruise on Saturday, 23 June from 11 AM to 2 PM in nearby Essex, CT, which is about 2.5 hours/150 miles from Albany. For more details see the photos and text in the electronic edition or the brochure enclosed in the printed edition.

We intend this to be an enjoyable day out with family and friends who share our interest in trains and modeling. Transportation is by auto and ride-sharing is encouraged.

The train leaves promptly at 11:00 and you are requested to arrive at least 30 minutes early. The combined train & boat ride is approximately 2.5 hours round trip with a 40 min train ride, then a 1hr & 20 min boat ride, and then a 20 min train ride back to the start.

As part of our group activity, we have arranged a behind-the-scenes shop tour that lasts about 30 minutes and begins as soon as the train returns to Essex Station.

We also are hoping to raffle off two cab rides - one person, each way - to be confirmed on the day and dependent on operations for that day. Raffle proceeds go to Toys-for-Tots.

The discounted group prices are \$22 for adults and \$14 for kids 2 -11. (Normally it is \$30 for adults, \$27 for seniors 65+ and \$20 kids.)

There is no dining service on the train so you can bring your own sandwiches etc. or dine at snack bar on the boat.

Because this is a group activity, registration is required: Please use Registration Form below and please note the firm deadline! (this seems like a reasonable request).

If you have any questions, you can contact Irwin Nathanson at (518) 668-9892 or at irwindnathanson@fastmail.fm

ESSEX STEAM TRAIN AND RIVER BOAT RIDE Saturday, 23 June 2018 REGISTRATION FORM

First Name: _____ Last Name: _____

Phone: _____ E-Mail: _____

	<u>Number</u>	<u>Price Each</u>	<u>Total</u>
Adults	_____	\$22.00	_____
Children (2-11)	_____	\$14.00	_____
Grand Total			_____

Make checks payable to: HBD

Mail check & form to: Irwin Nathanson
P.O. Box 356
Diamond Point, NY 12824

Deadline for receipt of check is 16 June 2018



A Norfolk Southern train passes south (railroad east) over the new Genesee Arch Bridge officials dedicated on May 24, 2018. Norfolk Southern/John Kucko Digital photo.

At its dedication, Norfolk Southern CEO James A. Squires announced that the bridge, which spans the 235-foot-deep Genesee River Gorge in Letchworth State Park, has been named the Genesee Arch Bridge. That name received the most votes during a bridge-naming campaign on social media. Note that all remains of the old bridge have been removed.

In mid May a *Form19* staff photographer took the picture (below) of two beautiful and clean Iowa Pacific engines that had been used on the Saratoga & North Creek Railroad. They were at the Saratoga Springs Amtrak station along with the passenger cars that had been used on the S&NC.

It is anticipated that by the time you read this, all of the S&NC and IP equipment will have been removed from North Creek and Iowa Pacific will have vacated the railroad property ending the second attempt at having a tourist railroad/passenger service on the Warren County owned facility.



FORM 19

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



First Class Mail



Above: That is a coal drag going past the station - that looks surprisingly like the one in Altamont. And that gazebo looks familiar, too.

Right: Indeed, there is the famous Altamont gazebo and band stand with listeners nearby enjoying the music - like they did so many years ago. A working town clock. And a curved trestle in the background.

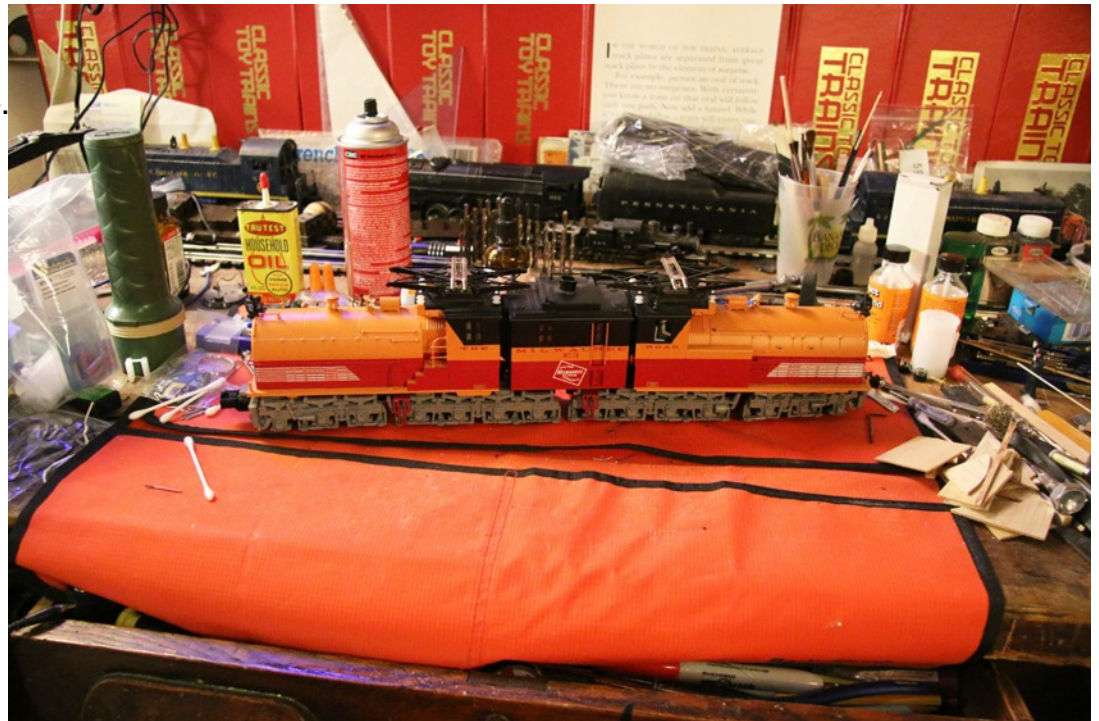


Left: The houses and cars along the street. Yes, it was before paving. And paving was put in to assist bicyclists before automobiles.



Left: Shay No 5 is taking the siding to deliver lumber to the loading docks of the two businesses in the background. All created in O-Scale. Note the nice rocks and the neat, scaled ballast. Nice.

Right: That is a Milwaukee 'bi-polar' on the workbench for service. Even here it looks very impressive. James' layout does have sections that are serviced with catenary. Big! Finely detailed! The electric answer to the articulated locomotive.





To the Editor of "FORM 19"

Dear Sir:

The May, 2018 edition of your esteemed publication included a discussion of track super-elevation and the use of the trainman's level. The first paragraph of the discussion on "the Track Level" referred to ". . . effects of centrifugal force on trains. . ." I am surprised that an educated individual of your elevated intellect would let this reference pass sans comment.

We have been taught that "Force equals Mass times Acceleration ($F=MA$).". Yet the only acceleration taking place in the instant scenario is the alteration in direction of travel of the train which is inward toward the center of a circular curve being traversed by said train. Thus it is intuitively obvious to the most casual observer that the only force involved must be inward toward the center of the circular curve on which the train is being forced to move. The force is therefore not exerted by the train in an outward direction i.e. a centrifugal force but rather on the train by the track structure i.e. a **centripetal force**.

I am sure you are well aware of the above and in a moment of intellectual generosity obviously declined to make correction which might have caused embarrassment to the writer of the quoted article.

I also would hesitate to comment on this matter except that the target audience for the "FORM 19" publication includes many technically trained individuals who are likely disturbed by the common misuse of Centrifugal Force when ***Centripetal Force*** is in reality the intended and proper term.

Yours truly
Dave H.

Editor's comment: Dave H. is indeed correct (one would not expect otherwise from Dave), indicating that the author of the article "The Track Level and Its Use In. Super-elevation" (on page 11 of the May issue) either used the wrong term or did not have a clear understanding of the physics of the situation (most likely the latter).

And, as Dave correctly observed, I did not make any comment regarding the author's understanding of the terms because of the editorial practice of not changing the text of a guest author's article.

It is because of the same physics - Centripital Force - that railroad civil engineers use a hyperbolic formula to define track curves. This allows the lateral force to build and discipate gradually.

Thanks, Dave. Your comment and style is greatly appreciated.