

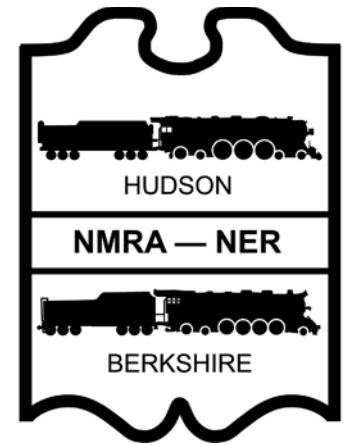
# FORM 19



Order Number 350

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

October 2019



Next Division Meeting Friday, October 18, 2019 at 7pm  
***Show and Tell on Weathering***  
At the Malta Community Center  
1 Bayberry Dr, Malta, NY 12020



We welcome members to bring samples of weathering they have done on their rolling stock. Cars and Locomotives are welcome. We'll want to know what you did for inspiration (prototype? Fellow modeler?), to prepare the item, and

how you did it.

Paint, chalk, brush, spray....the combinations are endless!

Modelers of all ranges of talents are welcome to bring their finished items, or a work in progress for discussion.



[www.hudson-berkshire.org](http://www.hudson-berkshire.org)



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## Form19

The *Form19* is published nine 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

As reported during our HBD meeting last month, Empire Junction was a great success! Our Division was well represented. There were so many things to do – truly never a dull moment! And wow – did I see a lot of great home and club layouts. Within the host Central New York Division, and it's neighboring Lakeshore Division (the newest in the Northeast Region).

And it was so gratifying to see two of our members, Mike Evans and Doug Dederick, receive very prestigious and well-deserved awards during the Saturday evening Banquet. Please see Artie Krass' separate article elsewhere in this issue!

Next year's NER Convention will be called "Mill City." Hosted by the HUB Division, it will be held in the Boston area. Dates are October 9–12 2020 (a Friday through Monday for a change). Put it on your calendars, it looks like it's gonna be another good one! As you know we have Big Events coming in November and December

- Saturday, November 2<sup>nd</sup> : HBD Open House at Mike Hachey's in Schenectady. Held during "National Model Train Month," the event will be a celebration of our Division and its members, current. Ben Maggi is Chair of the Planning Committee. *If you know people who are interested in model railroading but are not yet NMRA members, please bring those folks with you!*
- Sunday, December 1<sup>st</sup> : Our annual Great Train Extravaganza in Albany. Continuing from last year, James Lauser is our GTE Chairman.

Turning to our November elections. September 27<sup>th</sup> was the deadline for accepting nominations for the upcoming two vacancies.

- Board of Director position. No one has been nominated to run against Greg Whittle. Since he has agreed to continue in this position, he will run unopposed during our elections on November 2<sup>nd</sup>.
- Vice President position. Again, no one has been nominated. However, Doug Dederick has told me that, if appointed by me, he would be willing to fill this vacancy on a trial basis. According to our HBD By-Laws, this is within my authority as President and I will gladly accept Doug's kind offer.

Our next Leadership Team meeting will be on October 11<sup>th</sup> at Paul Hoffman's house in Malta. *Any member of the Division is welcome to attend.* If interested, please let me know and I'll give you the details. Well, that's it for this month. I won't be able to make the October HBD meeting – will be attending my 50<sup>th</sup> College Reunion. But I hope to see most of you – and your guests -- at Mike Hachey's in November!

*Irwin*





## HBD News from EMPIRE JUNCTION NER Division 2019 Convention

### Meet Mike Evans Master Model Railroader #642

Mike has been an active member of the NMRA since 1988 and has attended most of the Regional conventions. Mike first judged in the NER model contest in spring 1993 and continues to support the Achievement Program as both a judge and a contestant. He was the Chairman of the NER Nominating Committee from 1997 through 2006, the New York State Director of the NER from 2006 through 2010 and served as the Deputy Chairman of the National Model Contest during 2008 and 2009.

Genetics play a role in Mike's interest in railroads, as his grandfather was a D&H engineer, retiring in 1968 after more than 50 years of service.

In 2002, Mike started a layout in his 22'x28' basement modeling the Rutland Branch of the D&H set in 1952. Influenced by double deck layouts he visited at the National Convention in Philadelphia in 2009, he changed his layout design, added a helix and second deck which allowed him to greatly increase the distance between towns on the 24 mile branch line. While there is still a lot that needs to be done, he has started hosting operating sessions.

While Mike derives great enjoyment from model railroading, and has learned a lot from visiting and operating on many layouts and attending clinics at conventions, Mike feels that the greatest asset of model railroad is the many friendships that are made. Most of the people he considers his best friends – he has met through model railroading.

Mike's Master Model Railroader award is the result of earning the following Achievement

Awards: Association Volunteer, Master Builder-Cars, Association Official, Model Railroad Author, Master Builder-Structures, Model Railroad Engineer-Electrical and Model Railroad Engineer-Civil. He credits the help, encouragement and friendship of Glenn Glasstetter, Andy Clermont MMR, Bob Hamm MMR and many others in achieving this honor.

Mike resides outside of Plattsburgh, New York where he is a retired Fraud Investigator. He and his wife, Mary, have two grown daughters.

### NER Keith Shoneman Award

Back on May 29<sup>th</sup>, 2016 Keith Shoneman (NMRA NER Hub Division member) lost his battle with cancer. The following year the NER began each to recognize an NER member with the *Keith F. Shoneman Award for active service in the NER and Promoting prototypical operations.*

In 2017 it was awarded to Bruce Robinson and in 2018 to Al Oneto.

This year's award, presented at the annual NER Convention, Empire Junction 2019, went to our own Doug Dederick.

Doug has been active in the Region for years promoting the hobby in events such as Optoberfest.

### Congratulations Mike and Doug!





## THE EDITOR'S CORNER

### Welcome back everyone!

Happy Fall everyone! Our first meeting is under our belts. Summer has flown by it seems with an even shorter Fall! I was away recently for 10 days on my yearly homage to a large Mouse in a much warmer part of the country. It was nice to return to some cooler weather.

I had a huge let-down. Something I mentioned in last month's issue was the steam trains at Disney. They are truly used for transportation, not just for "show". I have attempted several times to take the behind-the-scenes tour available 5 mornings a week but logistics and not enough time available have prevented me from being successful.

This trip.....they were not even running! I hadn't noticed them on the closed list during our trip. There is a new roller coaster being installed and while I was there it was obvious that the construction would interfere with their normal operation. It was also observed by others that the routing of the tracks through the new ride was changed. It will be an interesting ride once things are back up and running.

Another Convention is in the books, and next year's will be in the grater Boston area with has a never-ending amount of rail and non-rail things to do, not to mention it acting as the gateway to New

England, so it could be the perfect time to take a vacation with some modeling fun along the way!

On a more serious, and local note, it's been brought to the attention of the Division that several of our members have been dealing with some substantial medical issues. We don't want to call these folks out out of respect for their privacy, but please keep them in your thoughts for speedy recoveries. If anyone knows of someone that is in need of some help around the house during a recovery period, please let one of us know and I'm sure a work party could be arranged.

*Erik*

## SAVE THE DATE

### HBD Open House

**Celebrate the Division and  
National Model Train Month!  
Socialize with fellow members,  
recruit new members**

**Saturday, November 2<sup>nd</sup> Noon to 5  
Mike Hachey's House, Schenectady**



The 2020 NMRA  
National Convention  
will be held July 12-  
18 in St Louis!



On the left, the locomotive from Disney's Animal Kingdom. On the right, an out-of-scale visitor to the outdoor railway at Epcot's Germany Pavilion.





## Riding the Most Famous Train in the World

For as long as I can remember, I've wanted to ride on the Orient Express. I enjoy riding on most trains, but the idea of experiencing the most luxurious train from the golden era of travel seemed incredible to me. As a child,

my father had a model of the train sold by Bachmann which I enjoyed running around on our basement model railroad. I still have that model and it still looks nice, but I thoroughly ruined it trying to get it to run on DCC so it's just a showpiece now.

My story with the real Orient Express started 11 years ago. When my wife, Sarah, and I were married, we decided to take our honeymoon in Italy. Our itinerary had us spend three days in Venice and then the remainder of the week in Rome, traveling between them by high speed train. On our last day in Venice, we made our way over to Santa Lucia station to catch the train. We arrived a bit early and our train wasn't yet listed on the

station's large Solari departure board. Having never seen any European trains before, I decided to walk around and take some pictures. When the boarding call finally did go out, our train was announced on track 2. I walked back to where Sarah was with our bags, put away my camera, and we headed over to the platform. It was at that point that my jaw nearly hit the floor.

Our Eurostar Italia trainset was quite impressive looking compared to the boring, utilitarian Amtrak trains I was used to, but sitting directly opposite our train was none other than the Orient Express. I was in total shock. As we continued walking to get to our coach and dealing with our luggage, I was fumbling around trying to get my camera back out of my bag. I managed to get a few photos before we got to our car and boarded.

Fast forward to last year, when Sarah and I celebrated our 10th wedding anniversary. My gift to her was a nice dinner with a bunch of our friends, but her gift to me would have my jaw on the floor once again. She handed me plain envelope containing a single sheet of paper. I opened the first fold and there at the top of the page was the logo of the Venice Simplon Orient Express. I just stared at that for a few seconds... then I opened up the rest of the letter and read that we had a confirmed reservation to ride on the train for our next anniversary.

Our journey this year took us back to Venice, where we spent a few days seeing some of the sights we'd missed before. On the morning of the third day of the trip, we were met by a representative of the Orient Express in our hotel lobby. She welcomed us, tagged our luggage, and escorted us and our bags to the train station. A water taxi







parked at the hotel's dock to pick us up and we started on our way. Once at the train station, we were guided to the train which had already begun boarding. I took my time getting to our car, located most of the way to the front, to take a few better pictures than I got the last time.



Once at our car, we were shown our cabin, which consisted of a comfortable sofa that would turn into our beds overnight, a small wash basin tucked away behind doors, a large window (that opened all the way), a fold away table, and some overhead storage. Not large by any means, but certainly the most space I've ever had on a train – from the sofa I could stretch out my legs and only barely be able to reach the other wall. The walls were finished in a beautiful dark wood with gorgeous marquetry in an art deco style. Everything was immaculate, especially considering the trainset was built ninety years ago – it was so pristine that it could have passed for a recreation made last year.

For this journey, our train was made up of 17 carriages – 10 standard sleeper cars with 8 cabins each, one newly converted suite car with three ultra-exclusive “Grand Suites” and a private bar, 3 dining cars, a bar car, and two service cars, which served as both crew dormitories and baggage storage. Motive power for the train was provided by four different electric locomotives. The engine was changed at each border crossing and once overnight in France, plus one more attached to the train temporarily to allow a reverse move we needed to make in Paris.

Due to construction on the train's standard trackage, after heading west to Milan we were rerouted north to Switzerland and over the Alps. We travelled via the famous Gotthard Line and the 15,003 meter Gotthard Tunnel, the longest in the world at its time of completion. It was only recently bypassed by the new record holder, the 57.1 kilometer Gotthard Base Tunnel. I certainly didn't mind the diversion as the Gotthard Line provided some absolutely stunning views. The aforementioned fully opening window in our cabin allowed me to get some gorgeous glare-free photos. Our trip over the Alps lasted through the evening until shortly before midnight when we crossed into France. We covered most of France overnight as we slept, awaking a few hours from Paris.

After a stop at Paris's Gare de l'Est in the late morning to drop some passengers that weren't continuing to London, we made our way to Calais, where we disembarked the Orient Express and board onto several coach buses. To my surprise, these buses were our transport across the English Channel. Instead of taking some “ordinary” train through the Channel Tunnel, our buses drove straight onto special vehicle-carrying carriages on a service called Eurotunnel Le Shuttle. After passing through the 50 km tunnel, our bus emerged in Folkstone, England. It then brought us to the final leg of our trip, a ride on a train made entirely of restored 1920s and 1930s British Pullman dining cars for a comfortable afternoon ride through the south of England to our final destination of Victoria Station in London.

So what does one do on an ultra-luxury train for a day and a half? Besides taking in the beautiful scenery, you spend a considerable portion of your time eating. In 32 hours on the two trains, we were served no fewer than six meals – a 3 course lunch in the dining cars just after boarding, afternoon tea in our cabin, 4 course dinner back in a dining car (formal attire required), a light breakfast served at our leisure in our cabins in the morning, and then a 3 course brunch back in the diner. The dining steward arranged our meals so that we enjoyed one meal in each of the three dining cars. After a light snack while on the buses, we got a full English tea service on the British Pullman train. The food was all absolutely exquisite, prepared by expertly trained chefs under the supervision of world renowned head chef Christian Boudiguel. His menu is custom designed for the Orient Express – boiled or fried preparations are not permitted for the safety of the kitchen staff in case of an abrupt stop, and pungent flavors like garlic aren't used out of consideration of the guests who are in close proximity for the journey without any showers. Neither of these restrictions held back anything about the dining experience – the meals we had were some of the best I've ever eaten anywhere, let alone on a train.

Overall, our trip was absolutely the most amazing railway journey I've ever had. There's no question why the Orient Express was and continues to be the most famous train in the world. I can't thank Sarah enough for planning it, and I'm truly grateful for the opportunity to experience it with her.





**Our 50<sup>th</sup> Year!**

# Great Train Extravaganza



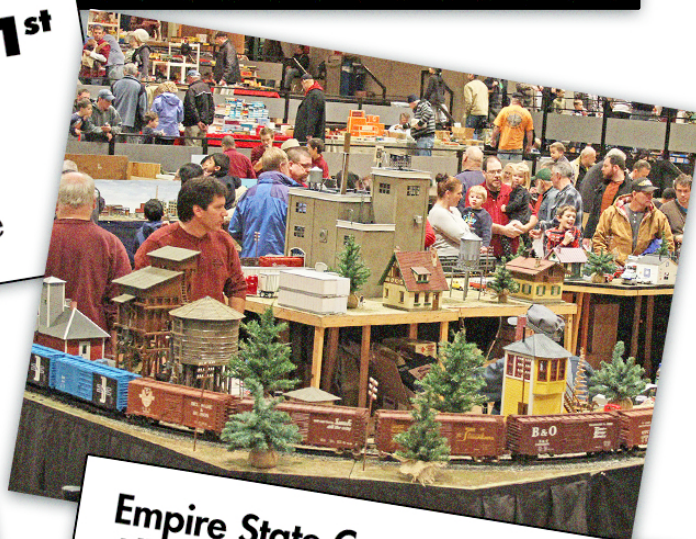
**Public model train show and sale.**

Bigger and Better Than Ever!

**Sunday, December 1<sup>st</sup>  
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!



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Albany, NY**

From I-787 heading south, take Exit 3A.  
Heading north, take Exit 3.

Follow signs to Empire State Plaza to Visitor Parking.

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

Buy tickets online: **[www.gtealbany.com](http://www.gtealbany.com)**

The perfect place to do your holiday shopping.



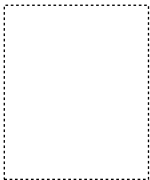
October Trivia! Take a look at the picture below.....a flake car? Yes indeed! While I'm sure we all have several different ideas floating through our heads, the real answer is it is reserved for hauling dried potato flake that are used as a thickener and filler in such things as dog and cat food, and, perhaps prepared food for us humans. Anyway, special handling is required. Thanks to Bert for the trivia!

What Is a Flake Car?



**FORM 19**

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