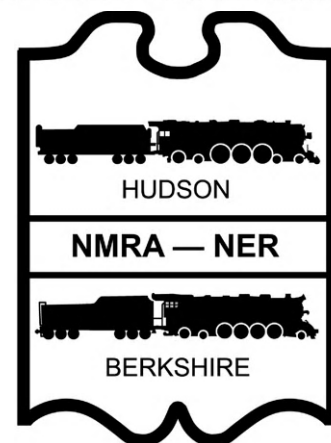


FORM 19

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



Order Number 386

May 2023

May Division Meeting
Saturday, May 20, between 10am and 12pm
Voorheesville, NY at the Albany County Rail Trail Pavilion
The location of the former D&H/CSX diamond
(See details on page 4)

From the Editor By MARK SKLAR

At the last Division meeting I had an excellent time at Johnathan Munster's layout. You can see all the planning he did to create his first HO layout. Well done Johnathan! Thank you for your hospitality and sharing your layout story of the Ulster and Delaware Railroad. This month our Division meeting will be held in Voorheesville to railfan. See page 4 for the meeting details. I hope to see you at the meeting and hope for nice weather.

Our new feature called "Derailed" continues with another "oops" story by Irwin Nathanson. See page 3 for the story. Thank you Irwin.

This time it is my turn to submit a how-to article. I describe how I made some prototype brake wheels for some heavyweight cars. See page 5 for the article.

It is with great sadness I report the passing of another HBD member, Joe Kavanagh. Joe was a special friend to me and I will greatly miss him, as many of his friends will. Please read the heartfelt tribute to Joe written by Irwin Nathanson on page 6.

Bob Hamm will be taking down his layout and moving to Florida. He has graciously invited members to visit the layout for an open house on June 3. If you have not seen this premier layout, this will be your last chance. See pages 8 and 9 for details.

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.

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The President's Corner

By Ben Maggi

May is always my favorite month. The weather is nice and my birthday is usually during Memorial Day weekend so I have a good excuse to go and ride a tourist train or visit a railroad museum. Sometimes, I just go railfanning. And one of the best places to railfan is Voorheesville. Over the past few years the area has been updated adding a rail-trail stop including a pavilion and a gazebo. It is "railfan friendly" and a great place to watch trains, so when several members suggested coming here for our May railfan meeting day I had to agree!

But I have another reason for wanting to go. After 20 years or procrastinating I finally purchased a scanner for my birthday last year. I also got a replacement antenna that was "railroad tuned" (*whatever that means*). I spent hours programming in the channels I found online. I then took a day off and went to watch trains. And you know what? I barely heard anything. Oh sure, I checked the online video website for hints but they didn't help. So I need some help... from you! I am bringing my radio scanner to Voorheesville this month and hopefully someone there will show me how to use it properly. There is just no substitute for real face-to-face advice. That is why I love the Hudson Berkshire Division. There is always someone who knows everything about something!

At the 2016 NMRA convention several years ago I listened to a talk by Michael Tylick and he said something that really resonated with me. While I might not have the exact words, it was in sum and substance: "*too often we look at other people's*

train layouts for ideas and inspiration instead of looking at prototype railroads." While I do think there is a lot to learn from how other people do things, it is also good to see how real railroads solve problems. So... bring your camera to Voorheesville and perhaps you will spot a neat detail that will work on your layout. And if you have any pictures of prototype railroads showing something interesting that other modelers will find useful, please send them to us for publication in the *Form 19*.

In the past decade there have been several new installations of railroad track in the area. First, C.P. extended the double-track that heads north out of Kenwood Yard in Albany through the "Concrete Canyon" to North Lawrence Street. Second, some yard tracks in the former Colonie Yard were rehabbed and relaid and it looks like a new siding may be installed for an industrial park that is moving in. Third, in Voorheesville Norfolk Southern has installed welded rail along part of their line to restore the old connection between their track (formerly D&H) and CSX to allow double-stack trains to transfer between lines. Who saw any of this coming a decade ago? It is nice to see that railroading isn't dead in the area.

Speaking of new track, I saw many of you at the recent meeting at Johnathan Munster's house. Wow... what a first layout! He is well along on creating a really nice model railroad in an equally nice setting. Thanks to him... and everyone else who has offered to host the HBD recently!

The next month or so will be a busy time for members. Our last

(Continued on next page)



(Presidents Corner Continued)

meeting for the season is on June 24 and will be at the Adirondack Live Steamers. That is always fun. Long-time member Bob Hamm is hosting an open house to members on June 03, and this might be your last time to see it. Finally, we are still working on arranging a tour

of the D&H building in downtown Albany. Make sure to check the *Form 19* for further details.

See you at the next meeting!

Ben

Upcoming Division Meetings/Events

May Division Meeting

May 20, 2023 10am

The May meeting will be in Voorheesville, NY at the Albany County Rail Trail Pavilion, which is the location of the former D&H/CSX diamond.

See page 4 for more information

Special Division Event June 3, 2023 1pm to 6pm

Open House at Bob Hamm's

See pages 8 and 9 for more information.

June Division Meeting

June 24, 2023 10am

****Save The Date****

Last meeting of the season is our Family Picnic at Adirondack Live Steamers Saratoga Springs, NY

There will be more more information in the June Form 19.

Derailed

By Irwin Nathanson

Despite being really, really careful, more than once I've gotten tiny drops of super glue on a prized loco when trying to attach something like a grab rail. And rather than just leave things alone I just HAD to do something about it! Most times I just made things much, much worse! Like using super glue remover and taking off the glue and ruining the paint finish...

Lesson learned: when this happens just leave it!!

Actually another lesson learned, this from a Rapido instruction sheet: for something like a grab rail you don't need to use super glue. Use a clear/water soluble glue. This will hold the piece on but if some of the glue goes astray you can just wipe it off with a damp paper towel and then start over!

The end.



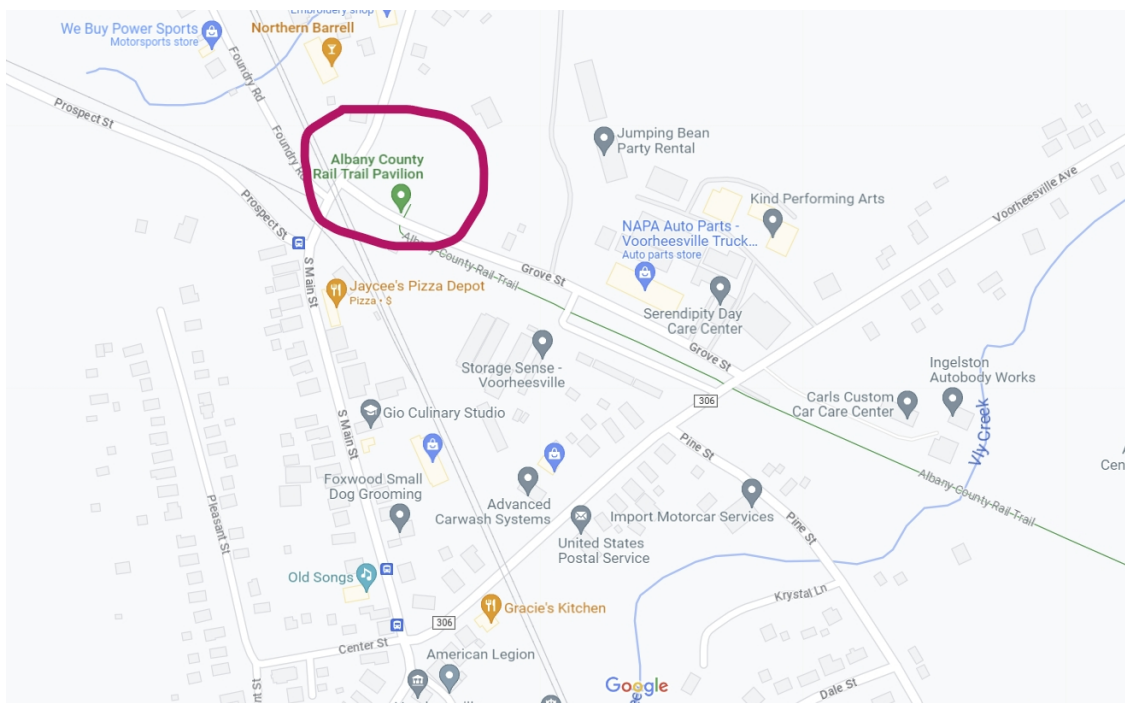
May 20, 2023 Division Meeting Information

Text and photos by Ben Maggi

Our May meeting will be held, weather permitting, in Voorheesville NY. I plan to be there even if it rains, but if I find myself alone then the meeting itself will be canceled. Voorheesville is the location where the current CSX Selkirk Branch crosses the former D&H line between Delanson and Albany. Currently, part of the former D&H line is the Albany County Rail Trail but the other segment has been relaid with welded rail. That is because as part of CSX's acquisition of Pan Am Railways, Norfolk Southern was granted access to run double stack

trains over the old D&H connector track onto CSX and then east to Worchester/Ayer.

The Albany County Rail Trail is paved between Voorheesville and Albany. There are informational maps, displays, and a pavilion in the shape of the old D&H Voorheesville station. Near the train tracks, another viewing platform was built. So, those two buildings will provide a nice covered area to watch trains. Of course, bringing your own folding chairs and something to munch on is highly recommend. There is a Stewarts shop nearby.





Making A Brake Wheel

By Mark Sklar

After building some heavyweight cars there was one part I needed to complete the models. That part was a five spoke 21 inch diameter brake wheel. I searched for something that looked like the New York Central prototype brake wheel (Fig. 1) but could not find anything close, so I decided to make them myself.

I had a NYCS prototype brass car with the correct brake wheel so I unsoldered it from the car. Then it was cleaned up and flattened (Fig. 2). A half inch square of Scotch brand double sided tape was applied to a cleaned piece of 0.005" thick brass sheet. The brake wheel was then stuck to the tape, making a

stack of wheel, tape, and brass sheet. The brake wheel had a hole in the center so a 0.024" bit was used to make a hole in the brass sheet using the hole in the brake wheel as a guide. Now the tricky part: using a new No. 11 Xacto blade the tape was carefully cut away from the brass sheet leaving only the tape under the brake wheel. The brake wheel was then carefully lifted off the tape so as not to disturb it. A small square was cut out of the brass sheet with the tape "image" of the brake wheel on it. Since we want the acid to etch around the tape image of the brake wheel, a solid piece of tape must be applied to the backside of the small brass sheet. The brass sheet with the

tape image of the brake wheel is submerged in acid (Fig. 3). Use printed circuit board etchant obtainable from amazon.com. After approximately two hours (leave it in the acid as long as necessary) you will get an exact copy of the original brake wheel. Thoroughly wash the newly etched part in water and solder a 0.020" brass rod into the center hole for mounting it to the model. (Fig. 4)

As you can see in the picture the brake wheel looks great and really compliments the car. (Fig. 5)

The end.



Fig. 2



Fig. 1



Fig. 3



Fig. 4



Fig. 5



Joe Kavanagh, MMR 1949 – 2023 A Tribute

By Irwin Nathanson



As you all know, Hudson-Berkshire has lost several dedicated members over the past several years. Sadly, Joe now joins their ranks.

As some of you know, Joe had battled cancer and because of chemo and radiation treatments, his immune system was compromised. So, he was not able to be vaccinated as protection against COVID. After being super careful (avoiding crowds, always wearing masks, etc.) for more than two years, he finally caught the virus.

Joe and his wife Daisy were at our house for lunch on February 5th. In hindsight they both acted a little sluggish. That night Joe

contacted us to report that he and Daisy had just tested positive for COVID. Julie and I tested positive several days later. Daisy, Julie, and I all had mild, cold-like symptoms, but COVID hit Joe very hard. I kept in touch with Joe by email to assure him that Julie and I were OK and to check up on him. His reports were matter-of-fact, but alarming. Then he stopped answering, nor did he reply to my phone messages. Turns out he was in the hospital by then. His doctors did all they could to help him, but on April 1st, Daisy called us to say that Joe had succumbed to COVID the day before. This was really a shock; we never thought COVID would

be fatal to our friend. We've known so many people who caught COVID, but Joe is the only one we personally knew who passed away from the virus.

Joe's passing hit many of us particularly hard. Perhaps it's because we have known him so long (he joined the NMRA more than 45 years ago, and in 1976 became active in Hudson-Berkshire when he moved to Lake Luzerne in 2004). And likely because he was always there when others needed help. We also enjoyed his quiet wit and demeanor, and we truly enjoyed his unique layout! I loved to describe Joe's layout to people who didn't know about it: "Joe has

(Continued on next page)



two miles of track, *real miles*, not scale miles!” On how many layouts can you ride through tunnels and over bridges!

I was always bemused by how Joe honored model railroading friends by naming locations or industries after them as “Krass Corner.” “Surman Electric, Cutler Products, and Plesnarski Products.”

I will really miss Joe’s email progress reports describing with words and photographs (and sometimes with drawings) what he was working on. Every freight and passenger car was scratch-built from scale lumber and metal (cast, milled, turned). I don’t recall if there was ever *any* plastic?

Joe was such an expert/avid modeler that he was recognized as a Master Model Railroader in 2021!

In addition to the NMRA, Joe was active in the Rutland Railroad Historical Society and large-scale outdoor railroad clubs such as ALS and similar clubs in Long Island, New Jersey, and Pennsylvania. Over the years Joe held numerous leadership roles in these organizations.

Joe was a frequent host (season/weather permitting) of the Wednesday Night Round Robin Group of which I am a member. On Wednesday, April 26th, we paid our respects to Joe by visiting his home in Lake Luzerne and, after a moment of silence, with Daisy, walking the tracks of the Luzerne Valley Railroad. This might or might not be for the last time...

With some of Joe’s “1 inch scale” friends, some as far away as

Montreal, Daisy is exploring the possibility of keeping Joe’s railroad up and running. And Daisy plans on holding a Celebration of Joe’s life sometime in September and all Hudson-Berkshire members will be invited. Watch the Form 19 for updates.

For a complete obituary, please follow this link:

<https://www.legacy.com/us/obituaries/poststar/name/joseph-kavanagh-obituary?id=51709496>

Joe: you will always be a part of Hudson-Berkshire!

Your good friend,
Irwin



The view at Joe and Daisy Kavanagh’s place.
Irwin Nathanson photo. April 26, 2023.



The Final Run of the Iron Gorge Subdivision

By Robert Hamm, MMR

I moved to Saratoga Springs from western New York in 1975. I'm a seasoned modeler having attended some 13 NMRA regional conventions of the Niagara Frontier Region and earning some three or four merit awards in Cars and Structures. Our first house was on the west side of town just east of the tracks in a little subdivision known as Michael Manor. There was a hobby shop in town just off Broadway and south of Congress St., Tommy Totten's shop. I soon met Marcel Zucchini who became my first local model railroad friend. He immediately invited me over to his wonderful layout. After that I quickly met Tommy Rhodes, Hank Buesing, Glenn Fogle, and Andy Richardson.

In the fall of 1975 the Pyramid Mall, (where Home Depot is now), asked Marcel if we would like to have a display at Christmas time. We decided to build a little wintertime layout, which we did in a vacant store at the mall. It was a great hit and helped to glue our budding group together. In February of 1976, I invited the group over and sitting around my dining room table, we decided to start a little club which would meet every two weeks. I still have the paper letter I sent to everyone.

I guess in those early years I coordinated the meetings. Well, someone had to. We'd go to members houses and do what we called "kit builds", that is, bring a model car or structure and work on it at a table. The

friends. As time went on others joined in and we grew, Don Buesing, Geoff Wood, Carl Smeigh, Cliff Scott, Bill Hall and Lou Sassi come to mind.



Don Buesing and I, both into Colorado narrow gauge, HOn3, decided to build a little portable layout to take to various shows every fall. By that time, both of us had purchased PFM sound systems, which added locomotive sounds, and they were really good. All long before DCC, by the way. People at the show loved it and lined up four deep while the trains were running to hear the little engines chuffing up the grade.

My first permanent layout was in Michael Manor, narrow gauge, of course. I called it the Iron Gorge and Western. I even had a set of custom dry transfers made. My C16 Class engine, one of the first narrow gauge engines I bought still wears that livery. I made a trip out there in 1977 and fell in love with the area.

The layout started in the little town of Bakersville, near Silverton, CO. It wasn't long before I had a loop around the columns and furnace in the basement. I remember Marcel came over and took a photo of Pat, my wife, and my two young daughters, Karen and Katie.

During the early days I hand laid all the track to the tune of a hundred feet or so and some fifteen or twenty turnouts, tie by tie and spike by spike. After a while I bought a Kaydee Spiker; sure sped things up a bit. By the mid-1980s I finally came to my senses and switched to using Shinohara flex track and switches and still like the brand.

The layout progressed and by the early 1990s the group started coming over to operate. I had a staging



host would supply coffee and cookies. It worked really well. We got to know each other and became good

(Continued on next page)



yard along the back of the basement that provided an additional continuous loop around the basement. I named one end of it the D&RGW and the other the RGS, so I guess my little Iron Gorge line in some way connected the two prototype railroads. We additionally operated on Glenn Fogle's, Tom Rhode's, Don Buesing's, Geoff Wood's, Lou Sassi's and, of course, Marcel Zucchini's. It was a fun time.

By then many of us had started going to NER (Northeastern Region of NMRA) conventions and started on the Achievement Program, scoring several awards. In 1997 we decided to host an NER convention in SS. Somehow, I guess when I wasn't looking, I wound up as Chairman. Through my friend, George Cook, we were able to get Bob Richardson, the former president of the Colorado Rail Museum, who was by far the most important figure in preserving and reporting on the narrow-gauge.

My trips to Colorado continued in the 1990s and



An in-service Rebuild

well into the new century. Well, I am now 76, I hope to have at least one more trip to the San Juans.

Back to Saratoga, in 1999 Pat and I built a new house which had a large basement with a ground level

walk-out with six-foot double doors. How great is that? With lots of help from my division friends we moved the sixteen foot long Bakersville section plus a smaller mountain section to the new house. At this point I had firmly decided I would be modeling the D&RGW and RGS connected by the Iron Gorge Subdivision originating at Bakersville. Wow, what a basement, definitely world-class, room not only for a multi-deck layout but also, a sit-down model shop, a stand-up wood shop and a generous crew's lounge. How could I be so lucky?

So, back to the layout. I built the big center peninsula, adding on to the mountain section from the old house. This constituted the mining district along the south fork of Mineral Creek, which headed west from Bakersville along the Iron Gorge Subdivision, servicing several mines along the way, and terminating at Otto Mear's Bandora Mine, then on to the other side of the mountain to connect with the RGS railroad near Matterhorn. The line followed the actual route of the RGS down the highline replete with four of the six trestles, around the Ophir Loop and eventually Vance Junction. The line ran north to Ridgway, the northern end of the line, and the layout itself.

Well, at some point, all good things must come to an end. Pat and I are selling our Saratoga home in the next year and much of the layout will have to come down. Yet some of it will live on, so I would like to put the call out to my many friends in our group and the division to help me again move the Bakersville section out of the basement up to the garage then at a later date onto to a 16-foot truck for the trip to my Florida home where it will again, like the Phoenix, rise again and see steam trains work their way into the San Juans.

I will miss you all.

Bob

An Invitation

Bob has invited everyone in the Hudson Berkshire Division to visit his layout on Saturday, June 3, 2023 between 1pm and 6pm.

460 Grand Ave. Saratoga Springs, NY 12866

Parking is best on the side street Sherwood Trail across from Bob's house.

This will be your last chance to see this premier layout before Bob and Pat move to Florida.

Please visit:

Hudson Berkshire Division Website:

<http://www.hudson-berkshire.org/>

Facebook Pages:

<https://www.facebook.com/HudsonBerkshireNMRA/>

Hudson-Berkshire NMRA Group

<https://www.facebook.com/groups/809686920433872/>

“Hudson-Berkshire Division of the NMRA” YouTube Channel

<https://www.youtube.com/channel/UCE4Em3wMYwj5Z3ynfNsla8g/featured>

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