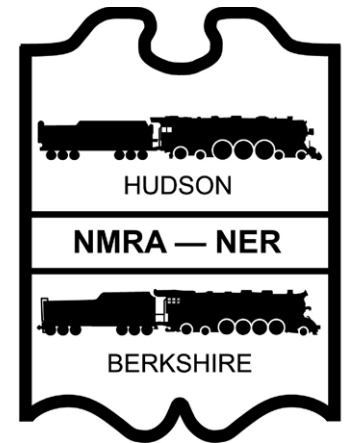


FORM 19

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

Order Number 332

Oct 2017



Next meeting Friday October 27th at 7:00 - 9:00

Dick Elwell's Hoosac Valley Railroad

18 East Rd, Adams, MA



That is a picture of a portion of Dick Elwell's Hoosac Valley Railroad layout taken during our last visit in September, 2013.

I think all of us dream of (envision) at least a portion of our layout looking that good.

Alas, most of us possess neither Dick's artistic eye nor his innate -and well developed - skill.

But we can visit and enjoy. So join us on the 27th for fellowship and a feast for the eyes.

Dick Elwell's Hoosac Valley Railroad has been featured in many model railroad publications, including the *Form19*. But those articles were then and this is now - indeed Dick Elwell continues to make changes in his fantastic creation. An area has been given the deluxe scenic treatment since the Division last visited and structures have been added.

The above picture (expand it if you get the digital issue) illustrates how Dick has combined detailed trackage with interesting terrain, infrastructure (bridges, roads, etc), detailed structures (both residential and commercial) and great backdrops to create a 'look and feel' of the Adams, MA area in the 1950's. So well done that you might think you want to be shrunk down to walk around the communities to see what they hold. That smoke from the chimney was not added with PhotoShop!

Our meeting is Friday evening so one might consider leaving earlier in the day and visiting The Clark Art Institute (Williamstown), the Museum of Contemporary Art (North Adams), or the North Adams Museum of History and Science (In Western Gateway Heritage State Park, North Adams) with a great display on the Hoosac Tunnel.

Additional pictures in the extra pages of the online edition

Maps and directions on page 5

www.hudson-berkshire.org
is now live with a new look and up-to-date content





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 Paul Hoffman

I am somewhat at a loss. From the devastation of Harvey, Irma, Maria and the horrifying death toll in Las Vegas, it is hard to keep focus on our Hobby. In times like these a little quiet contemplation in the basement with our passion and pastime might be just what the doctor ordered.

In our miniature worlds we can control the weather, the denizens, and every other aspect of "life" there. It can be as messy or pristine as we desire. Realistic or fantastical, prototypical or freelanced, but most of all safe and predictable. In a world seemingly with no compass other than anarchy, our model "worlds" are downright comforting. I hope you too can find some solace there and time away from our current tribulations.

This month will find us in Massachusetts at a finely wrought scale world. Dick Elwell has been crafting his layout for many years and it is a marvel to behold. Of all the pikes we have visited, this one still ranks at or near the top of my "favorites" list.

The GTE is sailing along, table counts are coming in and all looks well for another great show. Be sure to check out our Facebook page for the GTE www.facebook.com/TheGreatTrainExtravaganza or www.gtealbany.org

While you are noodling around the internet, the HBD also has a FB page and it is always looking for your posts:

www.facebook.com/Hudson-Berkshire-Division-of-the-NMRA-139233896141227/

On the Division news front, you are well aware that we are in need of several positions. Unfortunately, response has been less, far less, than I would have anticipated. To add to our staffing shortage, Rich Smith, Show Chairman for the GTE is looking to find a protégé to mentor in the running of the show. The good news is, Rich is not stepping down but we need someone to take the reins at some point and the best way to do that is to learn from the master himself. Between Rich, Irwin, Artie and many others, the show nearly runs itself, but it does need a hand on the tiller. Any takers?

We still need a new editor for the Form 19 and a recording secretary.

I know how much everyone enjoys the Division and the activities it provides, but these things cannot happen without volunteers and we are sorely in need of your help. Please make an effort to fill any of these positions. Feel free to contact me directly to discuss what the role entails and I can honestly say that they are not horribly time consuming. I am appealing to your sense of shared responsibility to please help us continue to make the Division a strong and positive force to counter the vagaries of this topsy-turvy world.

As I mentioned before, this is the 50th Anniversary of the HBD and continuing our series of reprints from our first year here is an interesting trivia test from December 1967. The copy is somewhat hard to read but I have no doubt that you'll be able to recognize a few of these 'pikes"! Enjoy this blast from the past.



NAME THESE RAILROADS

Below are listed the nicknames of some well-known and some not so well-known railroads. How many can you identify? The answers will be given in the February issue along with the names of those who send the Editor a list with the most correct solutions.

Delay & Hesitate
Old and Weary
Bent, Zigzag & Crooked
Midnight & Still Later
Busted & Mined
Hoot, Toot & Whistle
Leave Early & Wait
Wobbly, Bobbly, Turnover & Stop
Cough and Snort
Long and Narrow

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.

Paul

The text at left is a picture of the original 1968 mimeographed *Form19*. To make it a bit clearer, the current *Form19* staff has printed the text below. Remember that this was Jan 1968; this is the second issue of the *Form19*, and members were more acquainted with the real railroads than they might be now - since most RRs on the list are long since gone.

NAME THESE RAILROADS

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(Please figure these out and contact the *Form19* with your answers. The staff could figure out only three - and we really want to know the rest of the answers.)

The Head End - Update

After recovering from the surprise after reading the Head End column reprinted from the first issue of *Form 19* way back in December 1967, I am struck by how much has changed - and how much has stayed the same in the ensuing 50 years. The expressed purpose of *Form 19* to "promote the exchange of ideas and inspiration among modelers of the Capital District and surrounding areas" certainly has not changed - and in fact I still read it from a distance. And the reminder that its content depends on the members remains true as well. However, what certainly has changed dramatically is that *Form 19* is delivered via email and has an enormous amount of color coverage of area layouts.

My own personal circumstances have changed dramatically as well. In 1989 my job - and me with it - moved to the suburban Philadelphia area. The

thought of dismantling a layout after 4 years of effort was not pleasant, but I immediately began to plan a new one with a strong prototype basis. After packing up the rolling stock and most of the structures (the remaining ones that did not fit the new plan were given away), I remember well the local Division crew members helping to dismantle the layout and reducing it to a pile of lumber. The L-girders and leg assemblies were loaded onto the top of my station wagon and found their way safely to Pennsylvania, where they formed the backbone of the Pennsylvania Railroad - Northeast Division, thoroughly documented in *Railroad Model Craftsman*. I have also found a new group of modeling friends, and I am the NMRA AP Coordinator for the Philadelphia Division of MER.

And yes, "Model Railroading is [still] Fun" - and an ongoing learning experience.

Dave Messer, MMR



In last month's issue of the *Form19* (Order Number 331), President Hoffman included a photo of the 'Head End' column of the Division's first President, Dave Messer, stating his vision for the *Form19* and what he hoped it would mean to the Division Members.

Following publication and posting of that issue to the Division's website, Pres. Hoffman received an email from Dave Messer with his comments on the *Form19* (which he reads regularly) and with some life information and photos of his current layout.

His complete note is at the bottom of the previous page, following the current President's column.

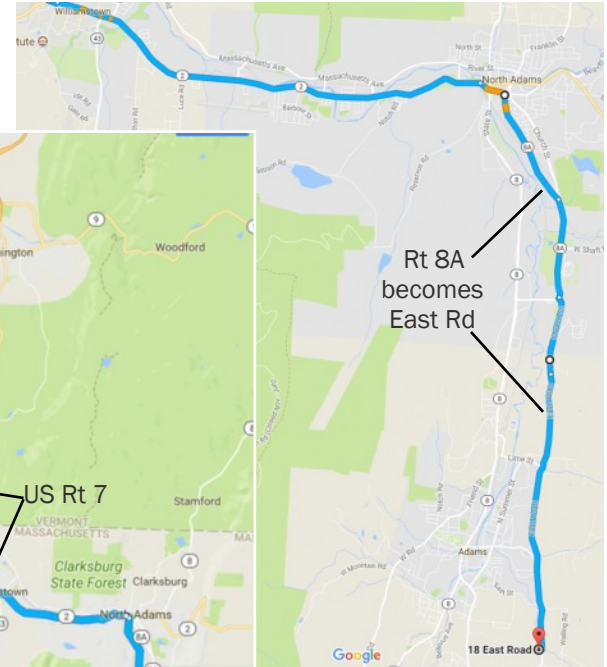
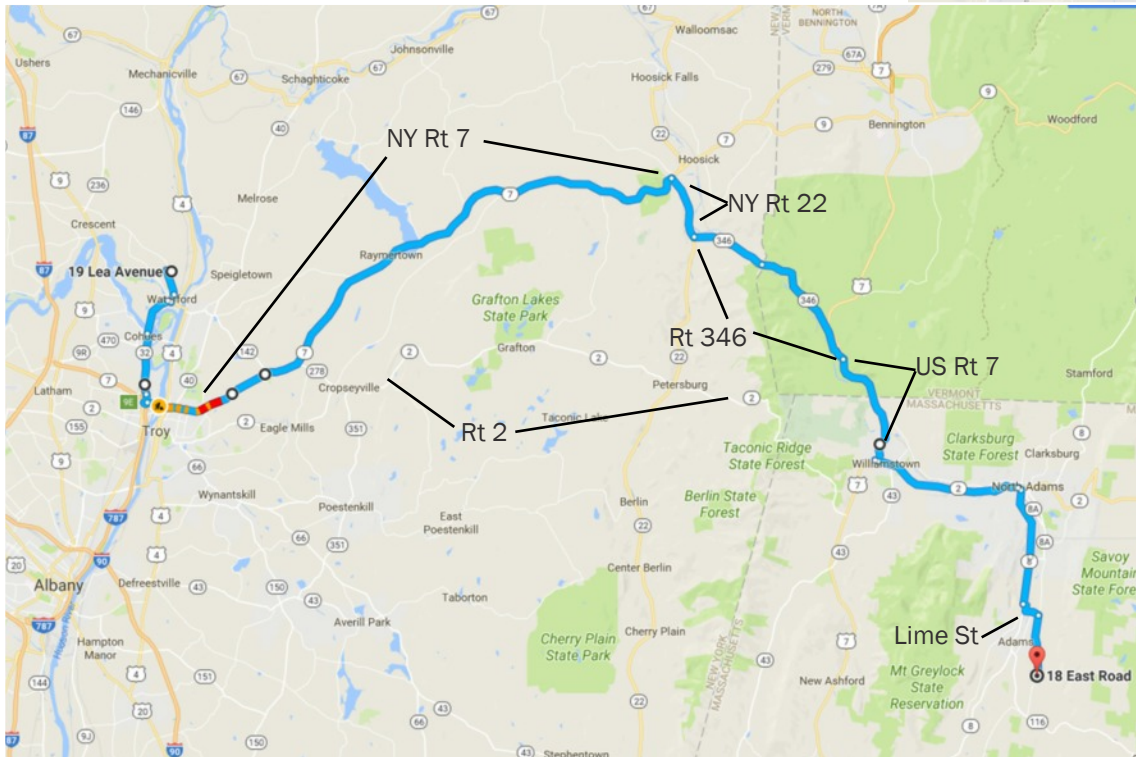
The *Form19* Staff apologizes to Mr. Messer for spelling his name incorrectly - not once, but twice. Once by misinterpreting the second 'e' in the photo as an 'o' and the second with a blatant 'typo' in the attribution under the picture. The editor and the proof reader are both greatly embarrassed.

Here are the pictures that Dave sent along showing just a few scenes of his layout enabling appreciation for the level of detail he has created. Well done, Dave!





Maps and Directions for Your Consideration
or - Choose Your Route Carefully



The maps above and the directions below are offered for your consideration. And if you rely on GPS, the information might be worth reading.

Some of you have been to Dick Elwell's before. Some may even have visited during "OP"toberfest. So you have some experience getting there.

If you consult Google Maps or Mapquest or your GPS, the directions might just be to take NY Route 2 east of Troy, NY into Massachusetts, through Williamstown and on to North Adams. But this path take you up and down through the Berkshire mountains, is very curvy and steep in many spots, and only fun if you really enjoy driving. The good news is that, because of the PFOA issue in Petersburg, the highway through and east of that community has been paved. The paving continues to Rt 7 in Massachusetts.

Following NY Rt 7 east of Troy, taking Rt 22 south, then right onto Rt 346 to US Rt 7 into Williamstown follows passes through the hills making for a much smoother, though slightly longer, drive.

But then, you all knew that.

Look for big "18" on mailbox. Park along street on east (opposite) side of road.

In North Adams you can take Rt 8 or Rt 8A south. Rt 8A will be East Rd as you get to Adams, MA and will go right to Dick Elwell's home (See small map to right, above). If you chose Rt 8 south, you will have to cross over to Rt 8A/East Road - best at Lime Street at the north side of Adams (as on larger map).

Friday, November 17th, 7 to 9 PM
Upstate Model Railroaders, South Glens Falls
December
No meeting. Enjoy GTE
Friday, January 12th 7 to 9 PM
John McBride layout visit, Clifton Park
February
Make n Take "Scratch Building Test"

Welcome New Members

William Colden, Voorheesville NY
Paul Cupp, Warrensburg NY
Timothy Huggett, Schenectady NY
Bob Marino, Mechanicville NY



They Had Only Two by Bert Pflegl

I was recently looking through the daily update of photos on www.railpictures.net and encountered a picture of a clean, bright blue, high-nose Conrail SD7 sitting in the Bethlehem, PA in October, 1979. The caption by the photographer, Robert Palmer began, "Conrail only had 2. The PRR bought 2 customised SD7 units for the 5.89% Madison Hill line in Indiana.

You can see the photo at www.railpictures.net/photo/632745/.

My immediate questions were; Only two?, Customized, how? and 5.89% grade, really?

So I started my internet quest to find out more and it has lead to a very interesting story. And I thought I'd share it. It has a very interesting ending.

Indeed there was a Madison Hill Branch of the PRR. It derived from the very first railroad in Indiana, the Madison & Indianapolis RR, which was begun in 1836 by the State of Indiana as part of a \$1.3M infrastructure development. It was intended to connect Indianapolis, a not so big community at the time, with ports on the Ohio River. After building only 27.8 miles from Madison to just northwest of North Vernon by 1841. The state transferred it to private ownership on February, 1843, as the Madison & Indianapolis Railroad Company, because Indiana had become bankrupt and had no money to continue. The owners completed the remainder of the line to Indianapolis, a distance of 58 miles by 1847. The State had laid track with 45 lb rail rolled in Wales in 16' to 18' lengths. The M&I completed the line to Indianapolis with strap rail.

The original State design was plotted to go from along the river straight into Madison without tangents. This required an inclined plain rising 412' in just 7012' of track (5.89%), completed in 1841. Original transit uphill was with eight horses in four teams attached to one wagon. Down grade was by gravity drop, speed controlled by hand brakes, a practice that was continued until 1880.

The first successful steam engine on the incline was the MC Bright [0-8-0 type] built by Baldwin in 1847. It had 5 cylinders; 2 inclined 15.5"x20" to power eight 42" driving wheels, 2 cylinders 17"x18" placed vertical over the boiler, midway between the

firebox and the smokebox, with connecting rods that working cranks on a shaft under the boiler that carried a single cog wheel. There was another shaft adjacent to it with a second cog wheel that could be raised and lowered by the fifth cylinder so as to engage the cog wheel and a rack rail placed in the center of the track. This arrangement was used from 1848 to 1868. This 'engaging' mechanism occasionally disengaged while on the incline, leading to a wild ride for those on board. The engine was always placed on the down-slope side of the cars.

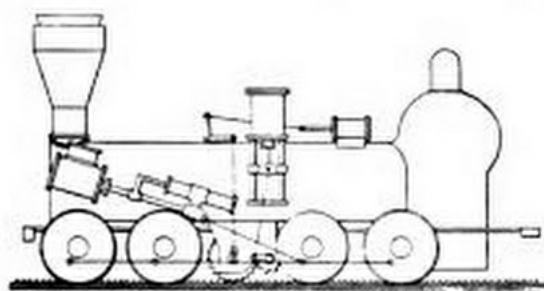
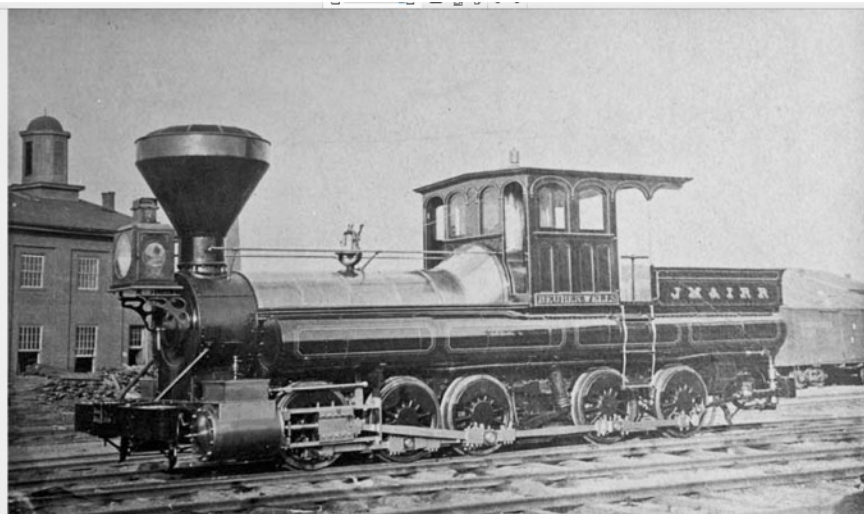


FIG. 1. ENGINE USED ON THE MADISON INCLINE.

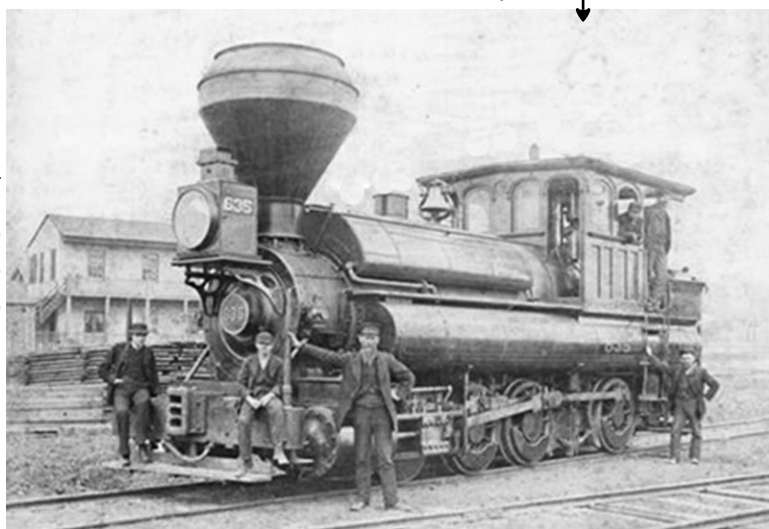
By 1868 traffic had increased on the railroad and it had merged with the Jeffersonville RR to form the Jeffersonville, Madison and Indianapolis RR. Mr. Rueben Wells, an engineer, designed a traction locomotive to use on the incline and it was built in the railroad's Jeffersonville shop that year. It is an 0-10-0 of a tank engine configuration. As you can see in the picture below, the back end of the engine has space for the wood used as fuel while the water was carried in full length tanks along both sides of the engine. The weight of the engine was 112,000 lb with 1,800 gallons of water and fuel. Working pressure on the 20x24 cylinders was 100 psi powering all ten 49" drivers. It had about 21,500 lbs of tractive force on the level. If you look carefully, you can see steam jets above the rails in front of the cylinders. These were used to clean the railheads ahead of the standard type sanders. The engine was named for its designer. Its performance was so amazing that the editor of the London *Engineering* publication sent a representative to see it before he would print anything about it.



Reuben Wells, 1868 photo

The PCC&StL was taken over by the PRR and the railroad became the Madison Branch. 2-8-0s were used until diesels were brought in. The Reuben Wells was sent to the railroad museum of Purdue University AFTER the Pennsylvania rebuilt it into its original configuration. It remained at Purdue from 1905 until 1940. It was displayed at the Transportation Fair in Chicago in 1949 and the the Indiana State Fair. It was then moved to a PRR storage facility. In the 1960s it was donated to the Children's Museum of Indianapolis and is still on display there.

Some years later the Reuben Wells was rebuilt into a more typical tank engine design. It was reduced to a 0-8-0, the fuel bunker was shortened and used for coal, and a saddle tank was added over the boiler (keeping the original tanks). The JM&IR was later absorbed by the Pittsburgh, Cincinnati, Chicago & St. Louis in 1873 and the engine was renumbered to 635. It continued to serve until 1906 when it was replaced by a powerful eight-coupled side tank engine built in 1896.



Reuben Wells rebuilt photo



The Madison Hill Incline

In November 1953 the PRR took delivery of two SD7s for special use in Madison Hill service. The normal weight of 309K lbs was increased to 360K, it had 65:12 gearing (normal, 65:15), a six cylinder air compressor, wheel slip control, dynamic brakes, automatic sanding systems, and rail washers. Trains were limited to 15 cars or 350 tons, exclusive of engine. The two SD7s served the hill one at a time in two week shifts. On its off week, the engine served in a nearby yard and was inspected and serviced for its return.

The engines and Madison Branch service were taken over by Conrail. Later the line was abandoned and eventually the track removed. The engines were sold but as of 2005, at least one was still in service on a small shortline.

And the interesting ending - the right of way on Madison Hill has been cleared and new track has been laid. It will be reopened as a tourist railroad. No info yet at to what will be used for power.



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If you receive the *Form19* as digital media, please print and complete this page.

Hudson Berkshire Division Election of Officers (Vice President & one member of the Board of Directors)

If you receive the *Form19* as digital media, please print and complete this page.

Candidates Statements of Qualification

Irwin Nathanson, position: Vice President:

I've been an active member of the Hudson Berkshire Division ever since my wife and I moved back to the United States from England in 2005. My layouts were featured in the August, 2016 issue of "NMRA Magazine." I've been our Division VP for the past two years. Working with Rich Smith, I've been active in planning and running our annual Great Train Extravaganza since 2007. My profession is international sales and marketing and, based on this experience, as Publicity Chairman for the GTE, we were able to boost attendance from about 2,000 to 5,000 in a matter of just three years. If elected again, I would continue to bring a lot of executive/leadership experience to the table since in the past I have been a VP of a Fortune 100 company, and a Captain and Commanding Officer in the Navy.

Gregory Whittle, position: Board of Directors

I have been a member of the NMRA for over 20 years and affiliated with the Hudson Berkshire Division for a number of years prior. I was Division president for two years and have served on the board of directors for ten years. Since I have been with the Division and a part of the local model railroad scene for so long, I am able to advise the board on the viability of actions that may have been previously undertaken. I act as moderator for the Division Yahoo group and invite members to join and contribute to the site content. When I was president I undertook the first comprehensive survey of member interests in Division activities and goals. As I continue to serve as a board member, I have always made myself available to receive comments and suggestions from the membership and to express their concerns at board meetings. I am a member of OPSIG, LDSIG and other groups and have attended several national and regional events where I have met other model railroaders who are prospective Division members but who are unaware of our activities. I believe that involving all model railroaders within our coverage area in some way in Division activities is the key to our continued growth.

HUDSON BERKSHIRE DIVISION, NATIONAL MODEL RAILROADERS ASSOCIATION

Fall 2017 Ballot Mark an 'X' in the space after the name or write in a qualified* member's name

Vice-President: Irwin Nathanson _____ Other: _____

Director: Gregory Whittle _____ Other: _____

* A qualified member is any current full NMRA member residing within the Division.

In order for your completed ballot to be valid, you must be a full NMRA member and write your name and NMRA membership number on the back of the ballot. If you receive in print form, cut off this section; your name is on other side. 'Rail Pass' membership does not confer voting rights during the trial period.

To vote: 1) Mail the completed ballot in an envelope, marking the envelope "ballot enclosed," to:

Hudson Berkshire Division
P.O. Box 83
Clifton Park, NY 12065-0083

All ballots sent by mail must be received by November 17 to be counted. Or 2) Present a completed ballot in an envelope to a Division officer by the deadline date or 3) Present the ballot at the November 17 meeting at Upstate Model Railroaders in Glens Falls.

Trouble on the River Line by Signalman Gary

It was a dark and stormy night... really it was - snowing hard and the wind blowing - and the phone rang. A trouble call.

Used my own truck. Good for me that it is four-wheel drive.

Trouble south of CP-118 at Coxsackie. Grade crossing flashers are working constantly. Damn, it's snowing heavy. It's a 30+ mile drive from home.

Got there and parked off the road along the track. Got out the tool bag with meter and other tools and slung the strap over my shoulder. Picked up flash light and grabbed broom to sweep snow off top of rail.

Ten minutes later found a broken bond wire and repaired it with a sliver of the wire.

Take a hacksaw and cut a small slit in the side of the rail head. Take a few strands of the broken end

and insert into the slit. Take hammer and peen the slit closed.

That will hold the circuit clear until a new bond wire can be welded in place.

Have to drive 8 miles to four-corners in West Athens. It has the only public access telephone in area at this time of night.

My truck is not running well.

Called dispatcher to see if circuit cleared. Train in area. Have to wait. Have to call dispatcher back.

This was the early '70's. Penn-Central operation. No cell phones. No hand held radios. And even the company radios were poor back then.

Check engine compartment of truck. Wind has pushed it full of snow. Cleared snow. Sit for fifteen minutes until train is out of area.

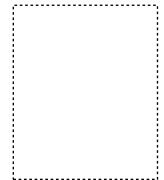
Call dispatcher again. All is OK.

Time to head back home.



FORM 19

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



First Class Mail



A few days ago, the *Form19* Editor was out and on Route 32 and going towards the newsletters Waterford headquarters .

North of Waterford he pulled into a dead end side road that goes across the D&H (now CP) Colonie Main,.

And there was a train just sitting there - with three units, at least one running.

He walked around and took some pictures but stayed close to the crossing, which was good because shortly a CP Suburban showed up and dropped off two crew members.

The crew released the hand brakes on the engines and shortly had the train moving out.

The engines looked in really nice condition - but they were labelled as GP20C. Damn, but they looked good for a GP20 last made in 1962.

Ah - I looked them up and that 'C' made all the difference. They are often listed as GP20C-ECO. I found the following info on the internet.

The EMD GP20C-ECO is a 2,000-horsepower B-B diesel-electric locomotive built by EMD.

The GP20C-ECO follows Canadian Pacific's request for crashworthiness and EPA emission standards with the "C" in the designation denoting crashworthiness of the cab, frame, and fuel tank.

GP20C-ECOs use just enough rebuilt components to designate them a rebuild. The GP20C-ECOs feature a new frame, prime mover, fuel tank, long hood, and cab with CP providing trucks, and alternator (along with many other smaller components), mainly from retired CP GP9s, that are rebuilt and reused in these new locomotives.

Because they classify as rebuilds, Canadian Pacific (CP) requested relaxed emission standards (Tier 0+ instead of Tier 2) to cut costs.

The old 567 or 645 prime mover is replaced with a new 8-710G3A prime mover and the units also receive new computers. This yields a 15+% reduction in fuel usage and brings the locomotives up Tier 0+ standards.

The units resemble a GP60's long hood and feature a snoot nose, which sets the cab back slightly on the frame.

The GP20C-ECOs have all-LED lighting with the exception of the headlights and ditch lights.

A total of 130 GP20C-ECOs have been built for Canadian Pacific in three orders.

The first order was for 30 locomotives numbered 2200-2229, the second order was for an additional 40 locomotives numbered 2230-2269, and the third order was for an additional 60 locomotives numbered 2270-2329. Production 2013 to present.

The units are used mainly for local services and yard operations. Thought you might find it interesting.



Two pictures giving more indication of the steepness of the Madison Hill incline. It was fascinating for people in a by-gone time as well as today, since it now has new track.





left: a cotton mill
 above: an old sanding facility,
 below: Hoosick Falls,
 bottom: North Adams station





Above, left & right, Martin Machine Co. This is the second kit of this Craftsman structure made by Bob Van Gelder creator of South River Model Works. Bob personally delivered and installed it for Dick Elwell. He also created the roundhouse on the Hoosac Valley Railroad.



Above and left: Rugg Manufacturing company from two different sides.