

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 21 Number 2, Nov-Dec 2004
<http://www.hubdiv.org>

RAILFUN TIMETABLE

RAILROADING TODAY IN NEW ENGLAND

By Jeff Turner

8 p.m., Friday, Nov. 19, 2004
Cambridge School of Weston

Jeff will give us a look at modern railroads, how they move freight, what type of power they use, what types of customers they serve, and where their freight is coming from and going to.

His particular focus is on the trains of CSX, Guilford and the P&W. This talk is based on his personal and professional experiences. He has worked in marketing and sales for the HUB Transportation Group, and more recently as an operational dispatcher, and now a Regional Sales Manager for Guilford Transportation Industries Inc.

(Note: This presentation is given in place of Harvey Humphreys' talk on Alco, which will be presented at a later date.)

Andy Reynolds, our Liaison with the Cambridge School of Weston, provides the following information in case bad weather occurs on a Railfun night.

If the school is closed, we will not have Railfun that evening. School closings are broadcast over the radio at **WRKO 680AM** and **WBZ 1030AM**, and on TV

FREIGHT CAR WEATHERING

By Rudy Slovacek

8 p.m., Friday, Jan. 21, 2005
Cambridge School of Weston

A lot of new faces and some great looking freight cars have appeared on the model scene and on our own Hoosic and Upton Module railroad. It has been several years now since we've done a "hands on" weathering clinic, so it's about time we turned some of those shiny plastic models into replicas of the prototype.

Weathering begins immediately when a car is built and put into service so as modelers we might wish to consider that process as we pull each new model from it's protective wrapping.

This year, we'll focus on gondolas and open hoppers, as they both display their inside surfaces. We'll cover distressing the unit, oxidation and rust along with general weathering techniques. The HUB will provide weathering

Channels 4, 5, and 7. The school recording is at **781-642-8600**. Be advised to **check** the radio or TV stations **on the morning of Railfun!**

A map to Cambridge School of Weston where HUB Division Railfun meetings are held is shown on page 7.

materials but the participants must supply the freight cars themselves. If you've never tried this before you might wish to bring a used or less expensive car.

Some useful tools to have are a razor knife, an assortment of small paint brushes, a plastic water cup, cotton rag, sand paper, news paper, wooden surface and an old soldering iron.

Whether you are a newcomer or a veteran modeler this is always one of our more popular and well attended clinics so get there early.

HUB Holiday Party

Saturday, December 4

Nick's Place Restaurant

399 Neponset St., Canton, MA

Each year the Hub Division hosts a holiday party where members enjoy an evening of food and friendship. The evening begins at 6:30 p.m. Dinner begins at 7:30. After dinner we will have a Yankee Swap. If you want to participate, bring a wrapped gift worth about \$10.

Choose from stuffed breast of chicken, jumbo shrimp, or English cut prime rib. Meals include tossed salad with house dressing, vegetable du jour, potato du jour, rolls, butter, coffee and dessert. Cost is \$22. The reservation form is on page 3. Mail your reservations to Ken Belovarac as soon as possible. Space is limited and seats are first come, first served. Include your phone or email in case Ken needs to contact you.

Cranberry Festival, Carver, MA

October 2-3 and 9-11

Photos and Report by Jim Harter

Hub Division members again actively exhibited our hobby to the general public at the Cranberry Festival, held at the Edaville Railroad in Carver Massachusetts.

On early Saturday morning, members completed the setup and tested everything out. The club's display was located in the lower level of the museum building, and centrally located on the railroad's property. A good number of Module Group members showed up to help with this two-weekend event.



HUB Division Upcoming Events

Nov. 16, 2004	HUB Modular RR Display, Children's Hospital, Boston
Nov. 19, 2004	RAILFUN - 8:00 PM - Cambridge School of Weston
Dec. 4, 2004	HUB Holiday Party - Nick's Restaurant
Dec. 8, 2004	Deadline for submissions for January-February Headlight.
Dec. 11-12, 2004	HUB Fall Show , Royal Plaza Hotel, Marlborough, MA
Dec. 18-19, 2004	HUB Modular RR Display, National Heritage Museum, Lexington
Jan. 21, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
Jan. 29-30, 2005	HUB Modular RR Display, Amherst Show - West Springfield, MA
Feb. 8, 2005	Deadline for submissions for March-April Headlight.
Feb. 18, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
March 18, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
March 2005	HUB Modular RR Display, South Shore Model Ry Club Spring Show - Weymouth, MA
April 12, 2005	Deadline for submissions for May-June Headlight.
April 15, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
April 30, 2005	HUB Spring Show & Annual Meeting - Taunton, MA
May 13-15, 2005	NER Spring Convention , Nashua, NH
May 20, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
June 17, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston

Module Madness, Lexington, MA August 7-8

Photos and Report by Jim Harter

Hub Division was guest of St. Bridget's of Lexington, MA, where the Module Group held a working session not aimed at any particular show. It provided the opportunity to work on projects and have some fun. Over the two-day period, members assembled a working layout of 21 modules. This event was also the debut of our new generation of module kits, as three kits were delivered to modelers at the event. One kit went to Len Pinaud, one of our newest members.

Those who attended had the opportunity to work on projects and tap other members for help. By the event's end, several new modules



were well on their way to completion. Bill Goldthwait built a short bridge for use at events such as Children's Hospital, where shorter legs lower the viewing height of the display. The short bridge will permit members to get around without crawling under the modules. Good work Bill!

It has been awhile since module kits were available. Mark Harlow assumed responsibility for constructing new kits. Mark built nine kits for initial release. A few may still be available. These third-generation kits have some nice features which make their assembly even easier than before. Some of the

improvements include the insertion of the threaded receivers for the height adjustments on the bottom of each leg and improved thumb screws on the sides of leg pockets. The wiring harness now includes wiring for DCC and the third track. The harness is pre-assembled and attached to the distribution strip. The new kits also come with a Lenz DCC panel. With new kits, we have an opportunity for more Hub members to build modules. New modules always generate interest when we attend shows. They are a great way to promote our hobby and attract new members.



HOLIDAY PARTY RESERVATIONS Nick's Place Restaurant

NAME (please print clearly) _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE OR EMAIL _____

Enter # of each entree

- ☐ Fresh Baked Jumbo Shrimp
☐ Roast Stuffed Breast of Chicken
☐ English Cut Prime Rib
☐ Total meals @\$22.00 = \$ _____

Make check payable to **HUB Division, Inc.**

Mail to:

Ken Belovarac
14 Lincoln Ave
Quincy, MA 02170

Oopsies

By Rich Pitter, *Headlight* Editor

Last spring I requested stories of boo-boos. Surprisingly, a few people responded to my bizarre request. These modelers deserve our praise because they each showed how they flubbed up and then explained how they fixed the problem. To me, learning how to do things involves, in part, learning how NOT to do them.

When we read those slick model railroad magazines that show us how a master mechanic scratch built a steam locomotive, including the gearing and drivers (and perhaps inventing a better can motor in the process), we can easily become intimidated. "Wow, that's way beyond my league!"

It is my belief that the only Master Model Railroaders who can honestly claim to have never made a modeling mistake are those who suffer from dementia of some sort. You don't become an expert without learning how to mess things up on occasion. That learning process, as much an embarrassment as it may be, is valuable. When a mess up costs you time or money, chalk it up as an educational expense and continue working on your project.

Since I initiated the topic, it is only appropriate that I present the first mess-up example. Last year a good number of us built dioramas at Railfuns for use in learning skills at tracklaying and scenery building. We probably all felt outclassed when Art Fahey whipped up a diorama scene featuring one of his Bar Mills models in 90 minutes. I was content to learn the technique at Railfun, then apply the technique to my diorama over the next few weeks.

My diorama features high relief terrain features and a Western mining scene. One of the structures on my diorama is an ore bin, typical

of what miners used in the 1860's and 1870's. The side view has a wall shaped like the state of Nevada, so that the ore slides down the floor and through a chute for loading the railroad car. I designed my ore bin to fit space between the mountain and the railroad track and began working on it even before we applied rock castings to our dioramas.

As you might imagine, scratch building a box with a sloping floor and no top requires a little bit of ingenuity. I had plans from a CM Virginia City ore bin that was too big for the location, which I liberally modified. I cut the wall pieces from scribed wood and built the timber framework to hold the walls. Finally, I used Elmer's glue to assemble the walls in the frame. My first impression was surprise that I could build something that looked so neat. Then I set the model down on a table and watched it tumble to the floor and instantly disassemble. Well, I had all the pieces, so I sanded the glue spots a bit and reassembled the ore bin. Mind you, it is about the size of a goose egg and weighs probably less than said eggshell. Somehow, I dropped it and it again broke up. I told myself the third time would be a charm, so I carefully sanded off the dried white glue and reassembled it, paying particular attention so that all the parts went together properly.

When the ore bin shell was complete, the sanded spots were too noticeable. I applied a wash of dark burnt umber acrylic to cover up the blotches. It worked, except that the water in the wash softened the white glue and the ore bin fell apart in my hand!

Each mess up cost me time. First off, I stopped working for the evening when I messed up. I had to think what went wrong and how to proceed. The next day, or maybe

several days later, I resumed work on the structure. This down time not only cooled me off and let me laugh at my goof up, but it also gave me time to figure out a better way.

I completed the ore bin shell and concluded that it looked no worse for all the errors en route. It looked good from all angles, and needed but a few details to be a striking eye catcher on my diorama.

That's when I put it in place. To my horror, the space between the track and the mountain had been reduced by the thickness of the plaster rock castings, and the ore bin no longer fit.

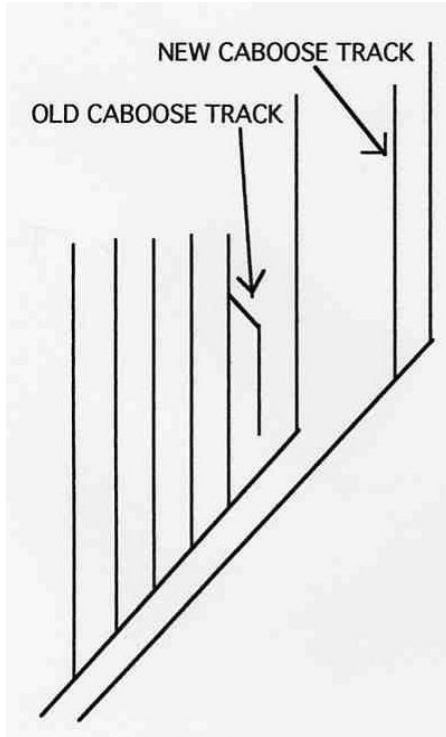
I set the cursed model aside and designed a smaller ore bin to fit the diorama. Fortunately, assembly of the second model was easy, since I had already assembled the first one four times.

So much for my story. Here are a few stories I received from Hub Division members over the summer.



Dave MacPherson mentions a problem he had in the freight yard of his Clinch Mountain Railway: "I finished installing the yard and began operation, when I realized that the caboose storage track switch was facing in the wrong direction, making it difficult to retrieve a caboose for an outbound freight. After trying to find an easy fix for the problem I decided that the best cure was to completely redesign the yard. Fortunately, this was a blessing in disguise! I exchanged

the original Atlas turnouts for higher quality Tru-scales and modified my track plan to eliminate the problem. This not only improved operations, but also provided more capacity. I laugh about this now but at the time it didn't seem too funny!"



Marty Klein provides a story how our attempts to solve problems sometimes create new ones: "I am adding whimsical items to my pike, and one of these is an HO Hornby Thomas the Tank engine. The driver wheel mountings are rather sloppy and the wheel gauge is too narrow. I was getting shorts as the back drivers touched the open points on a turnout. I will eventually fix the wheel gauge, but in the meantime I tried to put an insulator on the back wheels. I found a super-tough clear nail polish that I applied on the back drivers. It worked like a charm as an insulator, but what I did not notice is that the electrical pickup for the locomotive comes from the back wheels, so Thomas did not run at all! That stuff is hard to get off -- Thomas is still limping along!"

Skipper Farwell is one of our group's outstanding modelers. He

presented a Railfun on how to build model trees last spring. He recounts a lesson he learned while wiring his layout: "Once my track work was done, it was time to solder. I spent several nights soldering and had about a third of my layout done. I became bored with soldering and decided to run a train. Much to my horror I had a short, but which wire? I spent several hours frantically searching for the problem. Since then, my policy has been to solder about 10 to 20 wires and then check. Now, when I have a short, it doesn't take long to find the problem."

Not everyone can openly admit to making an expensive mistake, even more than 20 years after the fact. The next contribution is from such a person. We appreciate that he was willing to share his mistake with us, so that the rest of us might avoid such a boo-boo. Here's his story: "Did you ever rush a step in making that super-customized model? Don't.

"In the early 1980's Dean Foster wrote an article in *Model Railroader* on how to kitbash and superdetail a D&H 39-2 from a couple of gp35's. (This was back in the pre- "wow" era of plastic.) Through a friend, I was fortunate enough to borrow Dean's models so I could see what he talked about in the article. Coupled with lots of prototype photos of my own, I

had the makings of a good project.

"So I slaved away. Cut here, glued there, drilled this, chopped that, bent something else, and pretty much had the project done fairly well. I wanted to model a specific prototype that had come from the Reading to the D&H and which had enjoyed a quick splash in Champlain Blue--paint from the back of an enginehouse that weathered quickly and showed green through on all the leading surfaces. So the engine was blue... and green... and dirty. I was very pleased with the paint job (which took almost longer than the kitbash.)

"What's the last step? A little dull cote to meld it all down. Three things about using dull cote: (1) Shake it. (2) Make sure it's room temperature (as opposed to sitting on the floor in a cold basement). (3) Start spraying away from the model, THEN cross it.

"The first cold, unshaken glob of dull cote that hit the middle of the model was yellow before it dried.

"My lesson learned: slow down enough to do all the steps right, even though you are close to finishing. I've kept the model to remind me of that."

Thanks again to members who shared their mistakes with the group.



National Transportation Safety Board
Railroad Division

Incident Report # 45236874

Date: January 19, 2003

Location: Northrup Avenue Yard, Providence RI

Railroad: Coastal Mountain Railway



Description of Events:

New York Central Extra 1045 had disconnected from its train and was operating as light engines through the Yard Limits. Engineer Speedy Slovacek on NYC Extra radioed Yardmaster T-Bone Covino for clearance to operate West through the interlocking at Milepost 5 and into Pine River Industrial Track in anticipation of reverse move through interlocking back to Enginehouse at Northrup Avenue.

Yardmaster Covino gave verbal Rule 241 authority to "stop and proceed" through interlocking at MP 5 westbound to Pine River. Yardmaster Covino made the assumption that interlocking was lined and locked for the branch line.

Engineer Slovacek acknowledged Yardmaster's instructions and proceeded west. Speed Recorder in lead unit shows engines operating at 30 mph, 5 MPH above Restricted Speed under Rule 241.

New Haven Freight KN1 was operating Westbound from Braintree, MA to New Haven when it approached the same interlocking, Milepost 5, at 40 mph, which was track speed. Cab Signal data recorder from lead New Haven unit documented that the last signal indicated on the mainline was an "Approach Medium" or speed limit of 45 MPH with clearance through the next interlocking. Engineer on New Haven Freight was Bullseye Turner.

Switches at interlocking were misaligned for entrance onto the mainline. However mainline switch was lined properly, giving the New Haven Extra the "medium approach" indication.

New York Central Extra 1045 derailed at the interlocking and the lead unit broadsided the second unit of New Haven Freight KN1.

Resulting Damage and Injuries

No injuries reported. Lead engine on NYC Extra derailed, minor body damage.

Second unit of New Haven Freight KN1 suffered a large dent in the Fuel Tank. No leaks reported. Fire Department and Hazardous-Materials Teams were called off.

Drug & Alcohol Test Results of Crews Involved

All involved tested negative for violation of Rule G, operating under the influence of drugs or alcohol. However there is no formal test for general lack of common sense.



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Volume 21, Number 2, November-December 2004

HUB Headlight, published by the HUB Division Inc., Northeastern Region, National Model Railroad Association, is issued in January, March, May, September and November. Contributions may be sent by email to the Editor or by mail to the Office Manager.

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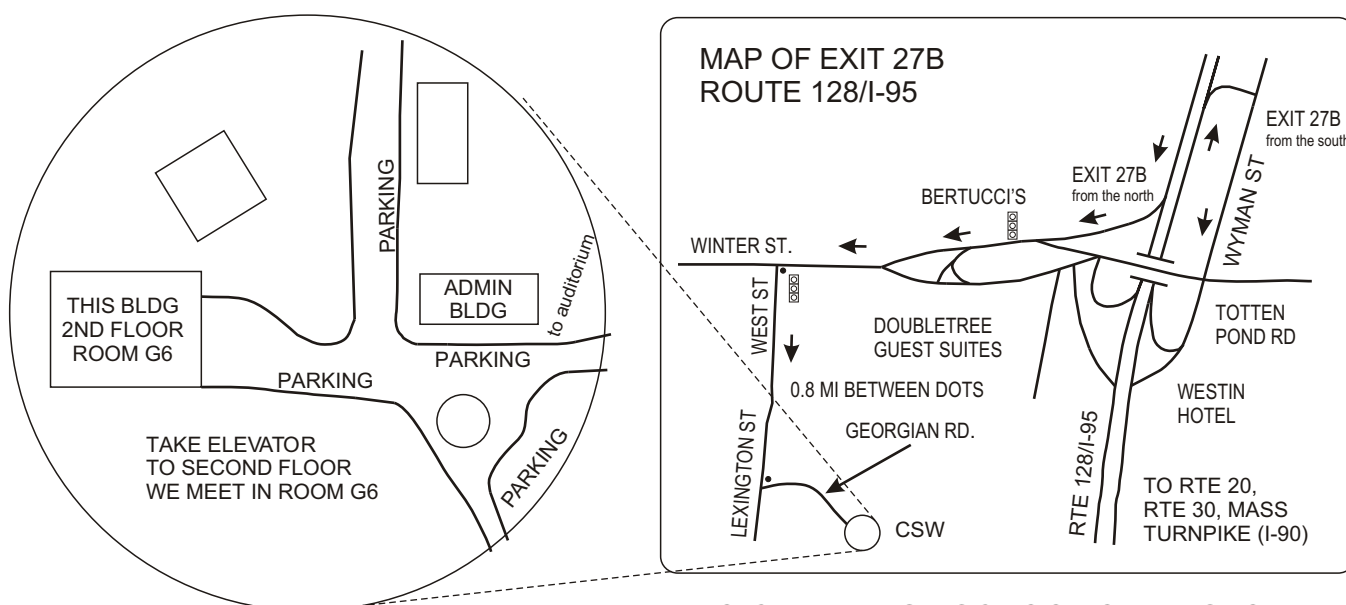
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Headlight Printers
Versatile Printing Services, Inc.
Woburn, MA

MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON