

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 23 Number 4, Jan.-Feb. 2007
<http://www.hubdiv.org>

RAILFUN TIMETABLE

WEATHERING ROLLING STOCK WITH POWDERS

Curtis Nutt

8 p.m., Friday, Jan 19, 2007
Cambridge School of Weston

THE "FREE-MO" CONCEPT IN MODEL RAILROADING

Rich Beaubein

8 p.m., Friday, Feb 16, 2007
Cambridge School of Weston

SETTING A PERIOD OR PLACE IN MODELING

Rudy Slovacek

8 p.m., Friday, Mar. 16, 2007
Cambridge School of Weston

Curtis will present a "hands on" clinic covering the weathering of rolling stock with Bragdon Scenery Powders. The clinic will describe how to apply the powder, how to select the best tools to use, how to turn the weather powder into a wet solution, how to mix powders, and how to perform the final detailing.

This clinic will provide novices and old timers alike with a "hands-on" approach by stepping through each of the procedures to complete a fully weathered car. The clinic should interest those who have used sprays and paints in the past but who are not familiar with the Bragdon product materials. The list of tools that you are advised to bring is as follows: old toothbrushes, any old paintbrushes, a rolling stock car and used film canisters. Hope to see all of you there!

A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 8.

We take for granted the only way to practice modular railroading is to incorporate the NMRA standards. On our trip to the Netherlands for Rail 2000, we were first exposed to the "Free-mo" style. The only requirement is the size of the end face-plate and the location on that plate where the track centers must meet up. Module length and shape as well as height are open, or at least I think they are. But come and see for yourself. Rich will tell us about this new form which started in Europe, has gripped the West Coast and is now making headway on the East Coast. For those of you into a single track mainline and DCC for bidirectional operations, this may be just the ticket for a home layout. Those who noticed the modules at the end of the HUB display in Marlborough know Rich's modeling is excellent and I can't help but wonder if "Free-mo" would make an interesting alternative to our branch-line in Springfield next year.

Since much of our modeling is inspired by a prototype, this clinic will show you a few simple tricks to help others recognize your efforts to capture those specific locations or a slice in time.

Just as one uses forced perspective to create an expansive space in a narrow two-foot depth, we can also use a few bits of information and appropriate visual clues such as signs to fool the viewer into thinking he is some place he is not.

Join us as we learn (1) where to look for and find the bits of information and (2) how to incorporate them into your modeling efforts.

You will benefit by bringing a few tools like a cutting block, razor knife, ruler, styrene glue, and white glue or a favorite for attaching paper to styrene. We'll supply the rest. So come join me as we try something new and a bit different but most of all a lot of fun!

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

SHANTY TALK

by Rudy Slovacek

Yep, it's been a tough year for the ole pocketbook between a daughter starting law school and a plethora of D&H choices from Atlas including: RS-11s in lightning stripe in May 06; U23Bs in lightning stripe, gray ghost and bicentennial schemes in Sept 06; RS 36s in lightning stripe in Dec 06 and C420's in Blue due in May 07. And this doesn't include the cars and cabooses, or is it caboose.

It all started with me, a dyed in the wool D&H fan, but how could you not love the all ALCO Rutland? I've got two sons, one a D&H fan, the other a NYC fan, and both of whom were raised on Conrail blue. There's my daughter, who is partial to B&M colors because MA is the state where she's spent most of her life, and besides, who doesn't love that early Maroon and Yellow scheme? What about the big G and CP as they are definitely a part of D&H history you ask? Where that leaves me is a 4.2 freight car per engine average! It's so hard to make choices when the quality and variety just keeps improving. Oh it must be nice to have settled on only one favorite road or era before beginning this hobby. I think its time I start to reconsider my allegiances.

Ah, but I have a plan which I began last year and which I launched into again with a vengeance this year. I've been upgrading my rolling stock to better quality models and dropping some of the older, less detailed cars. Likewise, anything not prototypically found on my road(s) or proper for an era I've chosen is beginning to appear on the White Elephant table at our local shows. After bringing in 20-25 items I walked home with only one unsold car recently. It is much better



B&M's Ipswich, MA Section House, photo by James B. Van Bokkelen. See page 4 for an article on the construction of this piece of railroadiana.

to see someone get some use and enjoyment out of it, so I priced it to sell, not to recoup my investment. I've already gotten value in my enjoyment from assembling a fleet so I can move on. Besides, that money is now earmarked to help defray the costs of the new items.

Speaking of moving on, I traveled up through Saratoga before the Holiday and stopped in at the wonderful new station, where I met a young gentleman named Stan Zey. His father, Walter Zey, has some writings on our favorite subject and I believe may have been employed by the D&H but, don't quote me, for the mind plays tricks at this age. Stan now works the station for Amtrak and appeared to be quite knowledgeable about the D&H. I was especially pleased to hear that an old watchman's shanty, which used to stand in the park, will be returned shortly with a handcar and

crossing gate after some building renovations are complete to that area in the city. He also showed me the new waiting area section for travelers to the Adirondacks. Service may resume next fall when a large washout from a beaver dam this spring is repaired. Apparently the Governor has just come through with some money. This news is like an early Christmas present to me. Most importantly, it was nice to see a new generation carry on in the railroad service.

If you're wondering why I've dropped my typical entrance to the warm shanty theme it's because this December weather has me shedding layers of clothing instead of grasping a warm mug of Joe. What ever your pleasure, do enjoy the New Year and make a resolution to do something for yourself in the hobby and to do something for the hobby itself.

A Digital Solution for Occasionally Used Locomotives

By Art Ellis

I have been in this hobby for awhile and have lots of locomotives. I am sure others share a particular problem that this has caused.

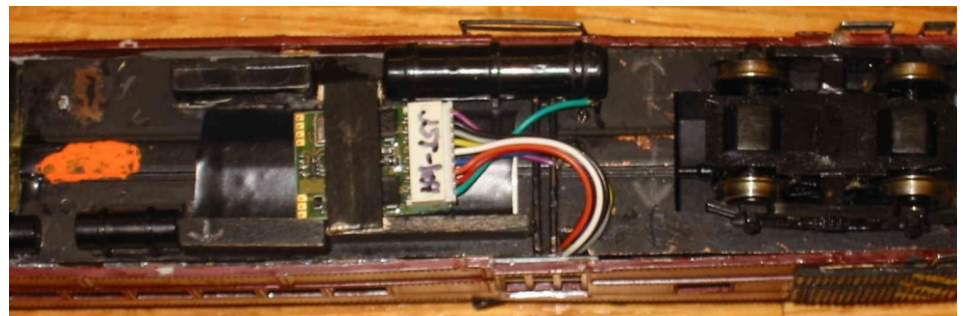
The problem is that we have our favorite locomotives and those are the ones which we most often use. Many of our other locomotives, however, are ones that we would like to run occasionally. The favorites on my layout have been converted to DCC, but many of the others, which I would like to run occasionally, especially on the Division layout, have not been converted. What to do? In particular, some do not run well on the 00 channel, and the amount of use they get does not make the price of the conversion worth the cost.

The problem came to a head with my Flying Yankee, which receives many favorable comments when I run it at shows, but which gets little running at home because my ruling curves are too tight. While looking into conversion options, I discovered the Digitrax DHWH wiring harness and the DH style decoders which fit it, such as Digitrax DH123 and Lenz JS-TWH. By rewiring the power car using the wiring harness, I made it

decoder from another locomotive when I want to run it at a show. The instructions in the harness package are easy to follow. I mounted the socket end of the harness under the floor of the power car. After the show, the decoder can be removed and plugged into another locomotive on my home layout.

By mounting the plug under the floor of the car, the plug becomes easily accessible. There is a dummy plug, DHDP, which can be inserted into the harness socket to allow running when a decoder chip isn't used, so the locomotive is operable

The wiring of the harness is simple, a case of breaking the circuit to the motor and inserting the plug in the circuit. Then build a small box under the floor to hold the chip. It is easy to insert the chip or the dummy plug. Diesel locomotives and Self Propelled cars have so many things mounted under the floor, it is easy to make it look right. Since the Yankee has skirts extending to below the floor, hiding it was easy. I shall be rewiring more of my lightly used locomotives now that I have discovered this.



HUB Division Upcoming Events

Sat. Jan 6, 2007	HUB Holiday Party - Common Market Restaurant, Quincy, MA
Fri. Jan 19, 2007	RAILFUN - 8:00 PM - Cambridge School of Weston
Jan 27-28, 2007	HUB Model RR Display - Amherst Railway Society's Railroad Hobby Show, Eastern States Exposition Grounds, West Springfield, MA
Mon. Feb 5, 2007	DEADLINE for submissions to Mar.-Apr. HUB Headlight
Fri. Feb 16, 2007	RAILFUN - 8:00 PM - Cambridge School of Weston
Fri. Mar 16, 2007	RAILFUN - 8:00 PM - Cambridge School of Weston
Sat. Mar 31, 2007	HUB SPRING SHOW - SPRING Training 10 a.m. - 4 p.m. - Woburn, MA (Annual Meeting follows, approx. 5 p.m.)
Mon. Apr. 16, 2007	DEADLINE for Submissions to May-June HUB Headlight
Fri. Apr. 20, 2007	RAILFUN - 8:00 PM - Cambridge School of Weston

Building the B&M's Ipswich, MA Section House in Styrene

By James B. VanBokkelen

The Ipswich section house was built when the B&M's Eastern Route was single tracked circa 1959. Long-time employees say the main building is a standard design that was often prefabricated at a shop and shipped to its site on a flat car (presumably with the roof removed). This instance has a shed-roofed addition in the rear, probably for materials storage as it is windowless. Because the B&M replaced section gangs and track cars with mechanized MoW gangs and Hi-Rail vehicles during the 1960s, this is probably one of the last new section houses built by the railroad.

The Ipswich section house was originally painted blue with white or light grey trim. This is rather rare, because during the McGinnis era (1955 - 1962), the B&M didn't spend much on maintenance, particularly on new buildings. This situation continued until bankruptcy in 1972 so it still shows the remnants of the original paint. It was used by signal maintainers into the late 1970s, but now stands derelict, doomed by low-budget roll roofing and rotting sills.

My own model B&M hasn't been subjected to McGinnis's financial manipulations, either because I'm using my early 1950s equipment, or (via modeler's license) he was caught with his hand in the till six years before it happened in real life, and all that's left of him is a little blue paint and a bad odor. Instead, I painted it the post-WWII standard colors of yellow/cream with red/maroon. Both colors varied a lot, depending on who mixed the paint and how each batch weathered. Some gangs liked cream as the base color with red on the trim, others painted the area below the windowsills red too.

I wasn't able to see the interior layout of the building when I measured it because the windows were boarded up. Similar structures had an open interior with shelves and racks on the walls, and a ladder up one wall to reach the attic. There might also be a work bench and a chair or two near the kerosene or oil furnace whose vent is visible on the east side. I modeled the doors closed, so I didn't include ground or attic floors. The "car siding" material would be appropriate for a ground floor if desired. The .060 clapboard sheathing represents a modern 5 inch clapboard exposure in HO scale.

Bill of materials (HO scale)

Evergreen .060 clapboard (sheathing).

Evergreen .015 sheet (roof).

Evergreen .060 square strip (internal bracing)

Evergreen .060 x .010 strip (trim boards).

Evergreen *car siding* scribed at 3 1/4 inch intervals (doors).

Evergreen HO scale 2x8 (rafters)

Evergreen .015 x .020 strip (chimney trim)

Micro-Engineering 80-067 (ground floor windows)

Campbell 903 (attic windows).

Fabrication and Assembly

When laying out the walls, experience says that I should remind you: the clapboards should have their sloping surfaces up in the finished building. Lay the front and back main walls, and the knee wall above the shed roof .080 shorter than the overall width, to allow for the .040 thickness of the side walls. Lay out the side walls to full width. Cut

the walls out, and cut the door and window openings in the walls. Test-fit the window castings. Cut four internal corner posts and two short bracing strips for the knee wall from the .060 square styrene.

Note: If you intend to detail the interior, the bracing strips can be omitted; Instead, lay out and cut a ground floor of the "car siding" stock, and test fit the walls to it before proceeding.

On a metal or glass surface, use clamps, blocks or your fingers to hold the front wall butting up against the side wall. Apply a little solvent cement to the joint. After it has set, put the corner post in place and apply more solvent. Add the other two main walls, and square the assembly up. Then glue and brace the knee wall, and set the assembly aside to dry.

Lay out the roof panels on the .015 sheet, with the front of the main roof about .015 longer than the rear so it can overlap at the ridge line. Cut out the roof panels. Cut a ridge-pole from the .060 square stock, to fit between the peaks of the side walls.

Cutting the .010 x .060 strip to fit as you go, apply trim boards to the corners of the building, the door frames, and the joint between the main building and the shed at the rear. In the larger scales, you might want to file down the clapboards where the trim boards will be applied, so the trim boards can sit lower. In HO, I'm satisfied with just using the solvent cement and pressing the trim boards down a bit with the side of a knife or screwdriver blade. Use a fine file to bevel the tops of the front and rear walls and their trim boards to match the pitch of the roof.

Continued next page

Continued from previous page

Install the ridge pole between the peaks of the main building side walls. Apply the roof sheets, possibly with some scrap styrene as bracing where they meet the walls. Lay out the doors on the "car siding" to overlap the openings by at least .060 (1/16") and cut them out.

Painting, Roofing and Detailing

The prototype's square sheet-metal chimney base is one I haven't seen elsewhere. I cut four sides from the .015 sheet, assembled them, and applied .015 x .020 strip just below the top for trim. Then I filed a notch into the bottom to match the roof pitch and glued it on. The projecting stovepipe could be made from brass tube with a domed cap formed from shim brass, or you could use a commercial smokejack casting. I also chose to add the rafters that are visible under the eaves, using the HO scale 2x8 stock.

For buildings like this, I prefer to apply the base color to a fully-assembled model with an airbrush. Then I use a fine brush to apply trim color as needed. Accordingly, I glued the doors and windows in place at this time. Others might prefer to paint these parts before final assembly.

The prototype's roll roofing could be modeled by gluing down strips of thin paper with a small overlap at the seams, and brush painting it weathered black. However, in more prosperous times the B&M used asphalt shingles on structures of this type. I drew some guidelines on the roof and applied self-stick paper shingle strips from Precision Lasercraft.

The prototype was supported by concrete footings rather than a complete foundation. If you're modeling the section house in an era when section cars were still used (most eastern railroads had switched to Hi-Rail vehicles by 1970; some remained in use in the west and Canada for another 10 or 15 years), you'll need a turning platform and a set-out track leading to the large door. The B&M typically laid a track into the section house using old, light rail and a couple of widely-spaced ties, with cinder ballast up to the top of the ties. The creosoted timber turning platform was about six feet square, beveled at each end to protect it from dragging equipment.

Other details might include tools, metal buckets of track hardware, a pile of ties and a few 39 foot lengths of rail on a rack. An older structure might have had an outside coal bin, but after the late 1950s an outside oil tank would probably have replaced it. Electrical service and a phone connection (public or railroad) might also be appropriate.



The Model RR Bug

By Chip Stevens

Not just because it's the Holiday season, but I can testify there is a God. Down here in no-railroad mans land, the sun is shining brightly, the birds who haven't gone south (like most of my neighbors) are singing and there's even a whiff of coal smoke and cinders in the air. No, it's not the egg nog that has induced this feeling. It's the recent family balance sheet changes. No, I didn't hit the lottery (you have to buy a ticket to do that I'm told), our daughter is getting married. That may put a dent in the monetary asset side of the ledger, but when she moves all her "stuff" out of the basement, guess what that leaves. MORE ROOM. Definitely an asset.

She is marrying into an Italian family and her fiancé owns a restaurant. So, there are lots of them around. But his is not around here. It is in Lansdale, PA. Check any of the hobby magazines and you will find two of the best model trains shops in the country are also in Lansdale, PA. The Reading Railroad in its heyday had a major junction, parts of which are still existent, in Lansdale. It was there before the railroad became a Monopoly feature. SEPTA runs trains through Lansdale on the commuter run to Philadelphia too. Did I mention the place where the

reception is being held has a large, outdoor G scale empire in operation during the season we will be there?

Oh. Did I mention I'm getting more space in the basement?

Moving inside for the winter gave me a valuable lesson in layout design. How so? Well when you see where all the patio furniture and the table umbrella are "stored", you will easily understand why my benchwork height will be around four feet. Anything any shorter and the chaise lounges would become obstacles. In their present state, they are much too large for HO scale loads. Actually, they are "temporarily" out of their new winter storage area. Just last week, in the deluge of holiday catalogs, someone sent an ad for a retractable shelf which can be suspended from the garage ceiling, directly over the hood of my wife's car. Why not over my car hood? Simple. That's where my new four post car lift is going! I also learned this month that, to be successful, there must be a method to your madness. A serious railroader must have some diversion from the basement.

Chip Stevens is planning to model the B&O, Reading and Jersey Central on a free-lanced layout. Comments, suggestions, and help can be sent to him directly at cjvettelover@yahoo.com.



John Barrington is missing his HO-scale box car since the Springfield show in 2005. It is brown, 40', NH-30564. We hope that the person who inadvertently acquired this car will contact John at railnuts@hotmail.com and arrange its return home. Thank you.

Hub members,

The Board of Directors has approved a slate of candidates running for the office of Director. It includes **Gerald Abegg, Peter Watson, Manny Escobar** and **Dick Johannes**. Please meet and speak with them all so that you can make an

informed choice at our elections this spring. We'll be introducing them at our railfun meeting so you can associate the names and faces with real people. So join us at railfun and be informed, participate and remember to have fun."

--Rudy Slovacek

New England Train Expo December 2006

As the photos show, over 2,500 avid model railroad enthusiasts attended the Hub Division's fall show this year. Kids brought their parents along to look at layouts, check out vendor offerings, and learn how to build model railroad car kits. Santa stopped by and listened to gift requests from good boys and girls.



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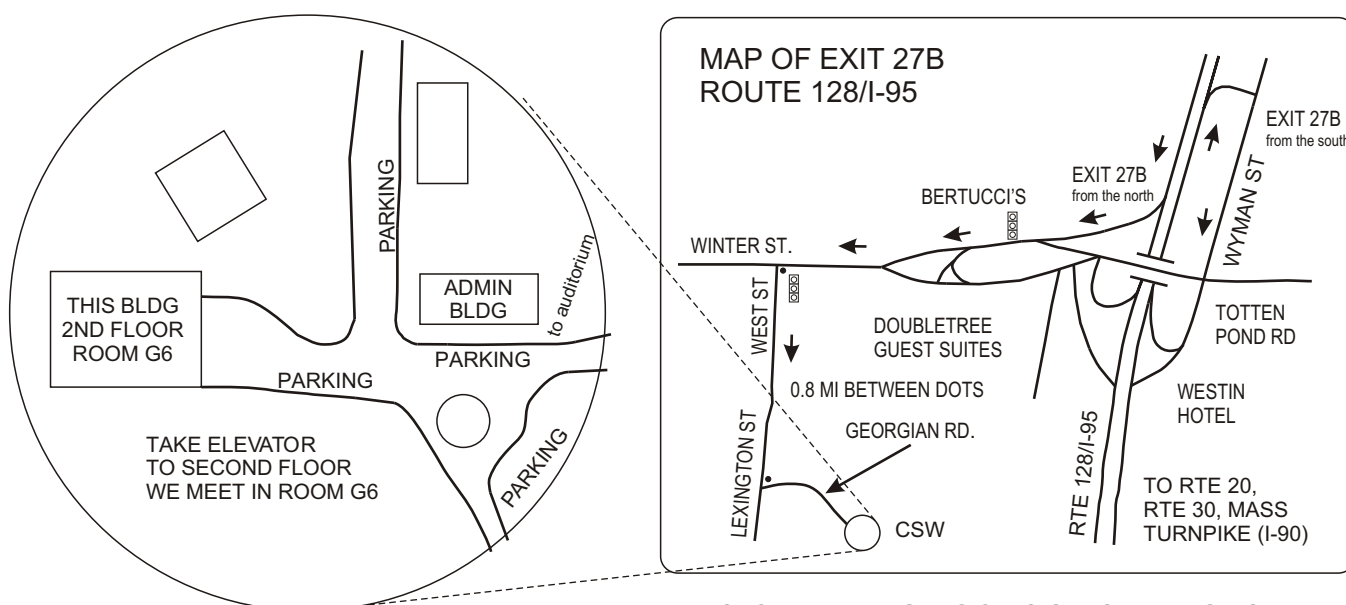
Harvey Humphrey

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MAP TO RAILFUN MEETINGS

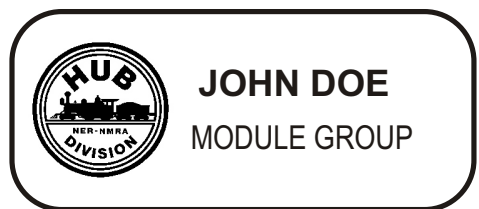


MAP TO CAMBRIDGE SCHOOL OF WESTON

As we conclude the mid point in our fiscal year, July 1 through June 30, this is our financial position at December 31, 2006. Your continued active involvement in the organization helps deliver the programs that support our mission and for that your leadership thankful.

Checkbook	\$ 4,206.77
Unrestricted Savings Account	6,795.83
Life Savings Accounts	10,246.47
USPS Permit Account	9.29

Total Funds Available	\$ 21,258.36
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