

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 24 Number 1, Sept.-Oct. 2007

<http://www.hubdiv.org>

RAILFUN TIMETABLE

STYROFOAM BASE CONSTRUCTION:

Building a Diorama. Part 1 of 8

Mark Harlow and Gerry Covino
8 p.m., Friday, Sept. 21, 2007
Cambridge School of Weston

This year we are repeating one of our all-time favorite clinic series, that of building a diorama. The series, taught by skilled clinicians, will cover (1) Styrofoam base, (2) track and ballast, (3) rocks, (4) ground cover, (5) roads, (6) water, (7) trees, and finally (8) knockout details, at separate Railfun meetings. Each clinician is an expert so come meet them all and learn by actually building it yourself.

In the series premiere, Mark and Gerry will show you how to construct the base for a diorama from light weight Styrofoam material. The base will be provided by the HUB division to participants and will serve as the foundation for the remaining clinics. This is the first of an eight-part series on the basic construction methods and scenic techniques. You can choose whatever scale you wish to model but you must have signed up at the June meeting or contact Mark before September 15 so we can order the appropriate amount of base materials.

Bring cutting tools, toothpicks and non solvent glue for Styrofoam. If we have time we'll lay some roadbed too!

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

TRACKWORK:

Building a Diorama. Part 2 of 8

Peter Watson
8 p.m., Friday, Oct. 26, 2007
Cambridge School of Weston

Although many participants will be learning how to construct a detailed diorama, the techniques in this series are readily applied to your home model railroad as well.

This clinic will focus on the basics of laying the track. We'll show you how to tack it down and prepare it for ballasting. It will begin with gluing down the roadbed for a base. The pinning and gluing of a piece of sectional or cut flex-track will be covered next and will include a demonstration on the use of rail nippers. Finally the process of ballasting track will be covered in detail for the spreading, shaping, pre-wetting spray and finally the wet gluing stages. Each participant will mimic the process on their own diorama to produce good looking and functional trackwork.

Bring a stiff 1/2-inch brush for ballast spreading and a 1 to 2-inch softer brush for painting a surface preparation on the Styrofoam. An eye dropper, ear syringe or pipette will be useful for dispensing a dilute glue solution. Other tools such as a razor knife, rail nippers and push pins will also come in handy.

If you plan to hand-lay track, our group has experts who can help you, so just ask, but you will need to do the hand-laying of track at home.

ROCKWORK FROM MOLDS:

Building a Diorama. Part 3 of 8

Jim Harter and Susan Zukowski
8 p.m., Friday, Nov. 16, 2007
Cambridge School of Weston

Anyone who has seen the HUB's "Tipple corner" or Jim and Sue's "Crawford Notch" modules will recognize we have the ability to almost magically create realistic scenes. This clinic will demonstrate the art of using a resin-based mixture from Bragdon Enterprises that turns into hardened foam when cured (similar to a gap filler product for weatherproofing around doors). Most important this product is light weight, which should really appeal to you module builders. From the initial steps of mold preparation, mixing the resin, casting, rock painting and weathering, they will lead you through the steps of great looking rocks for outcroppings or mountains.

Don't forget to bring your favorite mold, paint brushes for stains, some mixing cups and your dioramas, of course. Even if you are not building a diorama, join us for an entertaining evening.

Due to tight budget considerations and the heavy material demands of the Diorama series, the HUB Board of Directors asks each adult to pay a one-time \$25 diorama fee at Railfun to cover supplies for the series.

A LITTLE HISTORY (Part I)

By Rudy Slovacek

Several years ago a comment was made “Oh there's nothing much in that file case for the module co-ordinator.” And to tell the truth I almost agreed, it having been a number of years (maybe eight or more) since I had stuffed layout diagrams into the folders for each of our shows as the module superintendent. The box was crammed full of papers and file folders but really now, how many copies do we need of the flyer for the 2001 fall show or duplicate membership lists for 1992? I decided that before handing over the box to the new team I would organize and clean it out. However it was the discovery of a simple photo of some modules for a Spring Show in Andover that really set me into a flurry of activity for an entire weekend.

Now you need to know three things before I continue my story. The first is that some gentleman came around the module group at Springfield in 2002 and 2003 offering to sell some modules because he bought a collection from someone exiting the hobby and of course he only wanted the engines and cars (who cares about the old track and scenery?) The modules were taking up space in his garage and he wanted them out. I passed the photos around but there were no takers in the group. Finally I called him and said if there were no takers, I would get back to him after the Toronto NMRA show in which I displayed with the module group. When I did call, he offered to drop the price in half and even deliver them if I would just take them off his hands. Now mind you, I really didn't



B&M's Ipswich, MA Section House, photo by James B. Van Bokkelen.

need another good “fixer upper project” but the price was less than a single module kit! It included two modules and an 8 ft yard. Imagine my surprise when it all arrived and I was the proud owner of two sturdy modules, built to early HUB specs with an interesting track plan and a yard with no less than 13 Peco turnouts. I have since re-laid the track and refurbished the crumbling scenery on all three units. Most of you would recognize the two module set as my Ballston Spa (A&B) and the yard as my Saratoga Yard: all of which have appeared at least once at Springfield.

Ever since my I got my unburied treasure, I wanted to know who the original module member was so that I could perhaps thank him for his initial excellent work. Larry remembered only that he was apparently a shop teacher who lived to the west of Boston and supposedly retired up to Maine. I don't know how much of this is true for the mind is somewhat less

dependable as we get older, but the construction methods and the pennies glued into recesses to buffer thumbscrew damage were clearly a nifty idea from someone who anticipated the problem. So who was this individual?

Lastly, it was many years ago now that I took an American History class to round out my undergraduate curriculum. This was not about reading books by learned scholars but about how the historians were developing new tools to uncover the past by searching through the everyday rubble. Things like reading birth and death entries in localities; shop keepers records of items purchased by the common man (say don't companies track our credit card purchases to learn more about us.... Hmmm). Thus, I decided to use the same approach and started sifting through the HUB module paper work to uncover a name. Not a mere name but rather my predecessor, creator and owner of the module real estate I now call

mine.

Now back to my story. The picture displayed several modules with that unmistakable 'Lumber warehouse' and the smaller "Furniture factory" behind on the second unit. On the back of the picture, someone (possibly Kenny Belovarac the coordinator) had inscribed "Spring, 1991 Andover". A search through membership lists revealed Kenny had kept track of people with addresses and phone numbers for each year including 1991 when he was the co-ordinator. The final key piece was the layout diagram itself which had the modules and members names in their relative locations for (you guessed it) the Andover Spring show. There

were three pairs of modules: two in the name of Ellis (who we all know as Art); two in the name of Watson (both the father and the son Peter) and finally a Warriner who was listed as Walter from Wayland. If

anyone knows the whereabouts of Walter or 'Bud' Warriner, please let me know so I can contact the man and learn a bit more about the person who provided me with some of his inspiration years later. Thank you



HUB Division Upcoming Events

2007

Sat. Sept. 15

Fri. Sept. 21

Mon. Oct. 1

Sat-Mon. Oct. 6-8

Thu-Sun. Oct 18-21

Fri. Oct. 26

Tue. Oct 30

Fri. Nov. 16

Sat-Sun. Nov. 17-18

Dec. 1-2

Sat. Dec. 1

Dec. 15-16

MODULAR GROUP: Norwood Masonic Hall (Norwood Day), Norwood, MA

RAILFUN - 8:00 PM - Cambridge School of Weston

HEADLIGHT Submission Deadline for Nov-Dec issue

MODULAR GROUP: Edaville

FALLNER Commodore Vanderbilt Convention, Albany, NY

RAILFUN - 8:00 PM - Cambridge School of Weston

MODULAR GROUP: Children's Hospital Display, Boston, MA

RAILFUN - 8:00 PM - Cambridge School of Weston

MODULAR GROUP: Greenburg Show, Wilmington, MA

NE Model Train EXPO hosted by HUB Division - Marlborough, MA

HEADLIGHT Submission Deadline for Jan-Feb issue

MODULAR GROUP: National Heritage Museum, Lexington, MA

2008

Sat. Jan. 5

Fri. Jan 18

Sat-Sun. Jan. 26-27

Fri. Feb 1

Fri. Feb. 15

Sun. Feb. 24

Fri. Mar. 15

Sat-Sun. Mar 29-30

Wed. Apr 2

Sat. Apr 12

Fri., May 16

HUB Holiday Party

RAILFUN - 8:00 PM - Cambridge School of Weston

MODULAR GROUP: Amherst Train Society Show, Big E, West Springfield, MA

HEADLIGHT Submission Deadline for Mar-Apr issue

RAILFUN - 8:00 PM - Cambridge School of Weston

MODULAR GROUP: Mystic Valley

RAILFUN - 8:00 PM - Cambridge School of Weston

MODULAR GROUP: Greenburg Show, Wilmington, MA

HEADLIGHT Submission Deadline for May-June issue

HUB Division's SPRING TRAINing, Shearaton Milford (50 yr Anniversary)

RAILFUN - 8:00 PM - Cambridge School of Weston

HUB DIVISION AND DIVISION 4/MCR TOGETHER TAKE NATIONAL PRIZE!

By Gerry Covino

The Module Group of the Hub Division, in a cooperative effort with Division 4/MCR from the Cleveland Ohio area, displayed together at the National Train Show sponsored by the National Model Railroad Association for the 72nd Annual National Convention held in Detroit, MI, July 22 through July 29, 2007. Representing the Hub Division were Gerald Abegg, Debbie Ames, Stan Ames, Gerry Covino, Jeff Gerow, Mark Harlow and James VanBokkelen. Representing Division 4/MCR were Bill Cramer, Larry Madson and Sean O'Toole. Bernd Lenz, owner of Lenz Electronics in Germany, was also in attendance adding his joy in modeling as he operated a train during the show. This is the second National Convention that the two groups displayed together and the third time the Hub's Module Group displayed at a National Train Show.

The Train Show was held at the

Cobo Center in downtown Detroit. At the show, The module display was entered into the national contest and was awarded first place of all the entries. In addition, James Van Bokkelen's module "Rowley" took the first place award for the best individual module displayed. The display was a point-to-point linear layout in the shape of a "J". Division 4 provided the loops while the Hub contributed the "Diamond" and "Tipple" along with "Boston Yard". Each of the participants also provided personal modules to complete the display. Over 20,000 people attended the three day show. Previously the Hub's module group placed third in Toronto Canada in 2003, and third at the 2005 show in Cincinnati Ohio.

The National Train Show is the premier train show event held annually in the United States, where manufacturers flock to entice modelers with their newest offerings. This show is the culmination of the week long National Convention. Those who have never attended a National Convention or the National Train Show should mark their calendars

for the summer of 2009, as this premier NMRA program will be rolling into Hartford, CT. The module group is planning to display at this event, again with Division 4/MCR. Remember, mark your calendar and we will see you there.

Reflections on The Great Lakes Express Detroit NMRA 2007!

By Gerald Abegg

On July 21, Gerry Covino and I met Joannie and Mark Harlow to drive to the convention. We had dinner near Cleveland with Larry Madson, Bill Cramer and Sean O'Toole from MCR Division 4 who joined us in presenting a module display at the National Train Show. On Sunday we went on to Detroit.

On Monday, Gerry and I took a tour to the CN intermodal transfer terminal. Afterwards we visited the CN dispatch center. Dispatchers there are in charge of the CN rails from the Port Huron tunnel exit in Michigan to Chicago.

Since Gerry and I are members of the Operations SIG, we scheduled three evening operations sessions. We met wonderful hosts who opened their layouts for operations from 7:30 to 10:30. The sessions went so well that we never finished before 11:30. Oh well, who needs to sleep when you are operating trains.

(continued next page)

Fall Show Call for Helpers

Hub Division hosts the New England Model Train EXPO on December 1-2. Call Mark Harlow (508) 528-8587 or send email to him at pennsy1954@yahoo.com and volunteer for both days. You may request assignments at the white elephant table, membership or door.



First row (L to R): Bill Cramer, Gerry Covino, Mark Harlow, Debbie Ames, Larry Madson, Jeff Gerow. Second row: Gerald Abegg, James Van Bokkelen, Stan Ames (behind Mark) and Sean O'Toole.

During the day we attended clinics and talked with others about trains and division business. Many divisions were intrigued with our membership increases and youth program activities. I learned new modeling techniques, including a really great new method for making trees. Don't be surprised if you see me doing a presentation at Railfun next spring.

On Wednesday, we set up the modules. Thanks to Larry and Mark's planning, putting modules together from two divisions went without serious problems.

When the show opened on Friday the module judging team awarded us with first place for the layout and James VanBokkelen with first place for his Rowley and Rowley River modules. We had many visitors and lots of compliments on our work. The HUB Division banner seemed to be flying higher every day.

On Monday, Gerry and I visited the diamond at Deshler OH. We sat at the picnic table in the special observation facilities built by CSX and saw trains moving from the east, west, north and south move through

the diamond. Using his computer, Gerry could track the trains coming and going. There was an audio connection with broadcasts of the conversations between the engineers and the dispatchers in Florida.

We spent Tuesday at the diamonds in Fostoria watching a similar parade of trains before we moved on to a brief stop at the tower in Beria, OH and then we headed home. Want to know more? Just ask any of us who went to Detroit. We all had a great week of trains and lots of stories to relate.

The President's Car

By Dick Johannes

I will cover a variety of ideas with this column. Most important, I'll provide some ideas and tips with the hope that this will spur you to make similar contributions. We all have those solutions we devised or cannibalized in times of need to do something special for this model or that one. I would like to see contributions by new authors in the *Headlight*.

I'll touch on the placement of separately attached grab irons. Athearn locomotives, for example, have dimples for the locations and so do many freight car kits, and nicer looking grab irons can also be added to cars that have molded grabs.

I have two useful tools to assist with this process: the dimple improver and the grab displacement tool.

First, the dimple improver. In order to drill out the #80 hole needed for most grab irons, you need a place to start drilling. I've found existing dimples often too shallow; it is too easy to drill in the wrong spot or skid the drill bit over the nearby surface marring it. This can be a big issue on a factory painted model. My

solution, the Dimple Improver, is a small dowel drilled out at one end to hold an ordinary pin with the head cut off and glued in place. Just a light push over an existing dimple and it's a cinch to get the twist drill started exactly where you wanted it, first time, every time.

Maybe it's just me, but I find it hard to get the spacing of the grab irons out from the car or locomotive surface consistent by hand. Furthermore, a small mismatch is surprisingly visible (top figure). My solution to this problem is the grab displacement tool. The grab displacement tool is just a 1.25 or 1.50 inch piece of Evergreen 0.040 by 0.156 styrene strip slid between the grabs (middle figure). Push them in all the way. This gets the spacing, left-right matching and the insertion distance exactly the same on all grabs. Glue the irons on from the inside and slip out the styrene strip. Look at the pre-tool and post-tool differences (top and bottom figures).

Well that's it. Now it's your turn. Please send your contributions to Rich Pitter, *Headlight* Editor. I've seen great models from people in this group, so I know the ideas are there.



The Model RR Bug

By Chip Stevens

How could Jay Gould have built an entire real railroad empire in less time than it's taken me to get my model plans together? Maybe he finished because he didn't have to deal with the contractors who want to finish my basement. They come and take all the measurements and describe how they're going to do this and that. Then they don't pay their cell phone bills and you can't find them. Remember when craftsmen had a hard wired phone in an office? They stopped by the office once in a while to return calls. Not today. I refuse to have pictures of my completed layout grace the pages of a national magazine entombed in bare, rough concrete walls and floor.

Am I where I am today because I didn't have the foresight to hire ten thousand Chinese coolies to work in my basement? Yes, we would have suffered from overcrowding, but it would have been worth it. I can boil rice with the best of them, they would have no excuse not to show up for work. The best part would be no drilling, blasting, snow, disease or rock slides. No prairie heat, dust or Indians either just to keep things fair.

I'd be much further along with my empire completion than I am now.

Maybe it was "the wedding." I had two major parts in all the preparations. I gave the bride away and I prepped the car for the honeymoon. No, not as in tin cans and soaped windows. As in vacuum. Who knows how many years of accumulated dirt out of my son in law's car. You single guys won't identify with this, but those of you married will recognize the problem. My daughter or wife would want to "discuss" some part of the ceremony. I always thought "discuss" is a two way street, but, it's not. "Discuss" means listen to what we've decided. That is not an engagement you can walk away from if you have any hope of domestic tranquility as described in the Declaration of Independence. Maybe that's where all the time went.

Perhaps the problem is working for a living. The only thing that takes up more time than sleeping is my job (by a little bit, most of the time). I think it was downright inconsiderate on the part of my parents not to have left me with a huge trust fund so I could stay home all day and model railroad. My creditors are just as bad. Not one of them has seen fit to

give me a month off so I can finish one of my uncompleted freight or passenger car kits. Structures either. And then there's that online Master Degree I thought would be such a great idea at the outset. I'm amazed that after a forty year absence from academia, professors still work against deadlines for papers and discussion. This too will pass. Will I?

I can't attribute my lack of progress to my golf game. A bad back has kept me off the course all summer. Have I told you about the storage closet that's not finished yet, either? If I dare start bench work before that project is completed... see domestic tranquility above.

At least the ideas keep coming. Thank goodness for online historical societies and SIGs. Now, if I can just figure out how to get all this extraneous stuff out of the way, I can proceed. Stay tuned as I overcome the next obstacle.

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.

Editor's Note: I am always looking for material to include in the Headlight. I can shrink an issue if I am short of material, but I cannot expand issues due to postage and printing costs. I received an excellent article by Ken Belovarac and Ed Robinson. The article is too long for the Headlight to publish in one or two issues. Look for parts of it in the next several issues. This issue provides an overview of the Reading Terminal layout and its operations. Subscribe to the Headlight to be sure that you get all of the installments.

Operations on the Reading Terminal

By Ken Belovarac and Ed Robinson

The Reading Terminal is the proud railroad of Ed and Malcolm Robinson of Reading, MA. It is designed for operations. While most operating layouts use some form of card system for operation, the Reading Terminal uses manually generated switch lists. This makes for realistic yard operations.

The Reading Terminal is comprised of five yards connected by a double track mainline. During an operating session three types of trains are operated: regular freight trains that carry cars between yards

to pick up and deliver cars, pre-assembled unit trains, and a passenger train.

The switch list documents include a drawing schematic of the yard showing which tracks are yard tracks and which are industry tracks. The industry tracks are labeled according to the industry they serve. The operator's packet also includes a list of all the trains that will be run on the system that evening, showing the train number, origin yard, destination yard and the intermediate yards they will stop at to pick up and set off cars.

Each operator handles 12 inbound and 12 outbound during a 3-hour operating session. Everyone has the same amount of work and is uniformly busy.

Treasurer's Report

Gerald Covino, Treasurer

This year again we spent more money than we secured through our fund raising efforts. The negative cash flow is due to not realizing sufficient revenues and experiencing slightly higher costs for operating our Spring Training event. Furthermore, we budgeted greater advance revenue for our Fall Show 2007, which did not materialize due to a change in advance table purchase discounts we offered dealers.

On the plus side, our "New England Model Train EXPO" **annual train show fundraising event** continues to grow. We met income projections and our expenses were slightly less than expected. The Board is grateful for the support of members in staffing the event and reminds all members that this is a **TWO-DAY** show and that we depend on your support **each day**. The show is on the first weekend of December and we ask members to set aside time on **BOTH DAYS** to help. There are many jobs that must be accomplished and we ask that you contact the Show Chairman, Mark Harlow, to notify him as to the times each day you can volunteer to help. Please remember, this show provides the revenue that allows the Division to provide programs to you each year.

The Module Group continues to exhibit on a regular basis and received several cash honoraria for their efforts. Since this source of revenue exceeded funds projected, your Board voted to purchase some new electronic equipment that has been needed for some time, but which has been deferred over the past due to cash limitations.

Railfun continues to be a key educational offering that members and guests enjoy attending. Our Membership Chairman is having tremendous success attracting new members with the special promotion program introduced several years ago. With our success, other divisions across the country are looking into introducing something similar as a means of attracting new members to the NMRA.

As we embark on our new fiscal year the Board is seeking alternative methods to fund the Spring Training event to ensure costs are covered, thus allowing the Division to offer this educational and entertainment program to members and the public. This event is extremely important since it serves the mandate of our organization as an educational organization. It allows us to present training sessions, clinics, to teach participants ways to improve their modeling techniques. It also serves to promote the history of railroading by providing an opportunity for the public to see trains in action as they view operating railroads and by seeking information from display personnel. With this in mind, you will see a change in program format to better meet this mandate.

Finally, we are reaching out to each of you to make an annual financial contribution to the Hub Division. **The Hub Division is a registered 501(c)3 non-profit organization.** This means your contributions to the Hub, as with other non-profit organizations, in most cases is tax deductible on your federal income tax. You will see a form in this issue of the Headlight to use to make your contribution. We ask you to add the Hub to your list of favorite

charities to which you financially support. Your financial support as well as your volunteer support will continue to ensure the continued success of the organization and the programs we offer to you and to new potential members. ***Have a great modeling year.***

Financial Report Year Ended June 30, 2007

Revenue All Sources	\$ 32,864.00
Expenses	<u>34,586.00</u>

Change in Cash Position	- \$ <u>1,722.00</u>
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Year-end Account Balances

Checkbook	\$ 914.00
Unrestricted Savings Account	2,802.00
Restricted Life Accounts	10,477.00
USPS Permit Account	<u>9.00</u>

Total Year-end Funds Available	\$ <u>14,202.00</u>
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At the annual meeting, incoming President Dick Johannes presented outgoing President Mark Harlow with the Don Pierce Award for exceptional service to the group.

The Hub Division, Inc.
P.O. Box 1154
Burlington, MA 01803-6154

It Takes All of Us Working Together!

() \$25.00 () \$50.00 () \$100.00 () Other \$

YES, I am happy to support the **Hub Division, Inc** and the work it does to foster railroading through displays, modeling and educational opportunities to members and the public at large.

I want to continue seeing these programs and opportunities offered and I show support with the enclosed gift.

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

Please make your check payable to "The Hub Division, Inc."

Send your payment to the address above

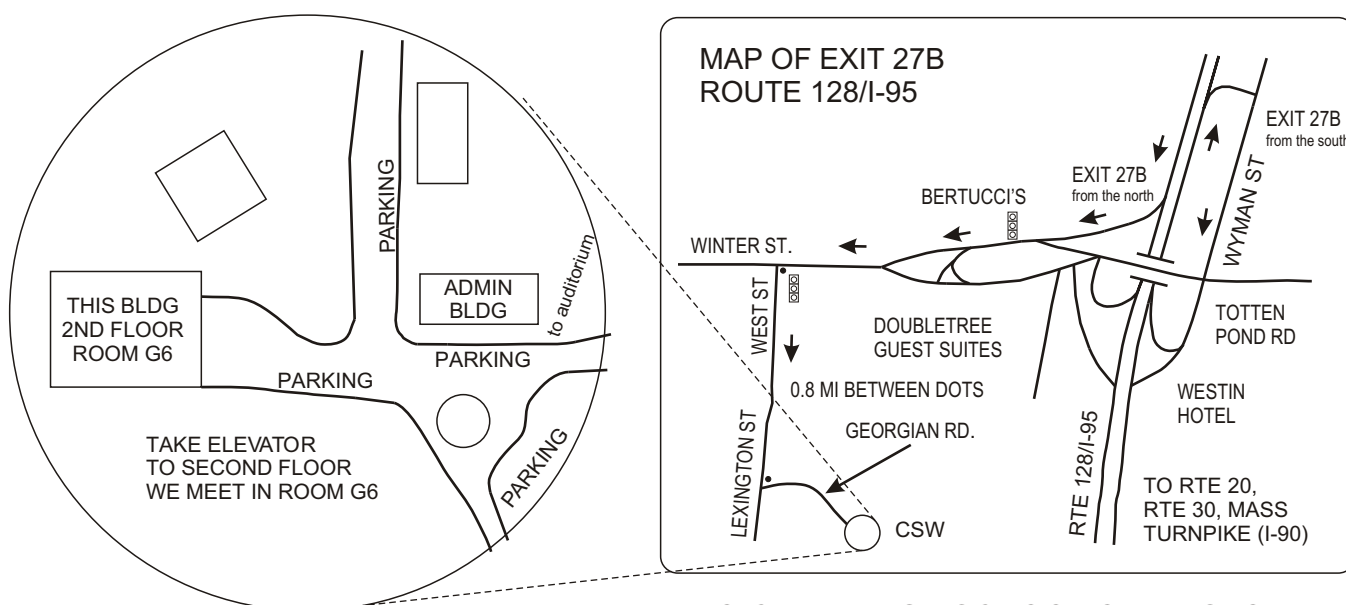
HUB Headlight

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MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

