

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 25 Number 5, May-June 2009

<http://www.hubdiv.org>

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## RAILFUN TIMETABLE

### **SURPRISE CLINIC**

by The Mystery Guest

8 p.m. May 15, 2009

Cambridge School of Weston

### **BASICS OF AIRBRUSHING**

by James B. Van Bokkelen

8 p.m. June 19, 2009

Cambridge School of Weston

### **OUR SEASON OPENER & WELCOME**

by HUB Members

8 p.m. September 18, 2009

Cambridge School of Weston

Sometimes this job sneaks up on me and I'm late getting my clinics out to our editor three months in advance. Then, to use an old football expression (yes I played in high school) I just "punt." Our recent mini-clinics Railfun was an example and a quite outstanding and successful one judging from the response. Well I've come up with something so you'll just have to trust me. Sometimes the spontaneous ideas are the best. Aren't you just a little curious now? Well you'll have to attend the May meeting to find out!! I'll give out one clue: The person is someone you all know. Now for clue two: The person's modeling talents are well-known.

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*A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 10.*

Many of you modelers may have avoided airbrushing because you think it requires a lot of skill or is too expensive. James is offering to help you overcome those fears. If you'd like to learn to paint a wooden building without it warping, or if you'd like to achieve some neat weathering effects, this clinic is for you. It is a great way to provide a fine coat of rust, soot or road grime to give the "in service" look to rolling stock. If you're thinking of purchasing an airbrush soon, perhaps James can give you some pointers on airbrush types, care and proper usage for a lifetime of fun. James gave this clinic several years ago but I always seem to learn something new from him when he talks. We scheduled this clinic for June so we can vent his spray booth outdoors from the facility. So all you modelers, new and old, come on down and join us.

Last season, our mini-clinics Railfun was such a hit that we'll begin the new season with the same format. Basically, it encourages people to demonstrate some helpful tips in a non-pressured atmosphere and gives members an opportunity to learn about the interests and skills of others. Note, unlike our "hands on" clinics where we have full-blown presentations, this Railfun will feature short demonstrations by modelers for other modelers.

Bring a demonstration and we'll give you 15 minutes to do your thing. If you have 35 mm slides, we'll supply a projector. If you have a PowerPoint presentation, we'll supply the projector. If you need a table for display, we'll supply the table. Whatever you want to show or tell others about, we'll provide you with the opportunity. Who knows, maybe we'll get some great ideas for more comprehensive clinics. Please contact me before the meeting so I can schedule the number of presentations to fill our evening.

For those of you who'd rather talk than listen, we'll provide the coffee klatch room for swapping stories and railroading tails of the summer. Join us for a new season and an enjoyable evening of sharing our hobby interests with others.

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## HUB Division Upcoming Events

Check <http://www.hubdiv.org> for more details about events

Fri., May 15

Sat., June 13

Fri., June 19

July 5-12

Sat., Aug. 1

Sun., Aug. 16

Fri., Sept. 19

Dec. 5 & 6

Sat., Mar. 13, 2010

**RAILFUN** - 8:00 PM - Cambridge School of Weston

Board of Directors Meeting

**RAILFUN** - 8:00 PM - Cambridge School of Weston

**NMRA National Convention and National Train Show**,  
Hartford, CT

Deadline for submissions to *Headlight*.

**HUB Cookout**

**RAILFUN** - 8:00 PM - Cambridge School of Weston

**Fall Show**, Marlborough, MA

**Spring TRAINing**, Holiday Inn, Peabody, MA

## The President's Car

Dick Johannes

By the time you read this our Annual Meeting will be history and we will have a newly elected group of Directors to the HUB Board. There are five people running as of this writing and it's a fantastic slate of candidates. My only regret is that only three can be elected. I hope all of you voted in this election. These elections which I've watched closely since joining the HUB BOD are remarkable and maybe, could be a lesson for elections at higher political levels. The candidates often differ greatly in style and philosophical beliefs but our elections are a no-party system. Everyone is an independent and it works exceptionally well. Food for thought!

The Spring TRAINing Show in Taunton went off like clockwork and was a major success, in no small part due to the tireless efforts of **Peter Watson, Manny Escobar** and **Mark Harlow**. We had considered not having a Spring Show this year due to the cost, even before the

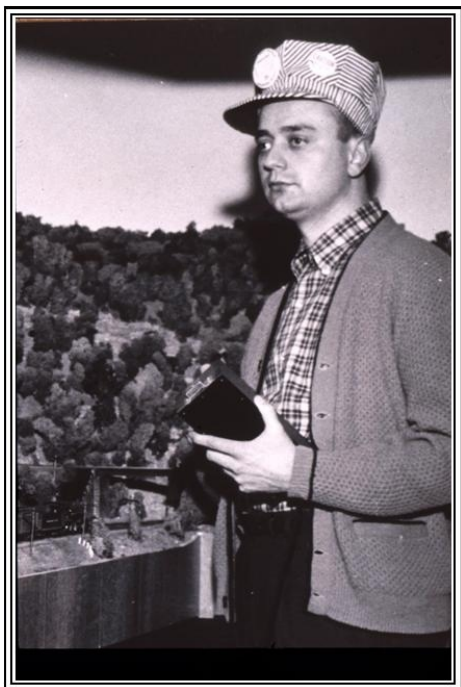


current economic downturn. Well, the HUB made the right decision from where I sit. This is a show designed for the membership with the emphasis on the clinics and the banquet. The train show, though important, is secondary. Not only was the show a success but also we did better than our goal of a small loss. We actually hit black ink. We were able to get the inimitable **Allen McClelland** as the principal clinician and his clinic was fantastic. He did a rolling history of not one but two Virginian and Ohio railroads including the birth, maturation and sunset of both. What an achievement and what a long list of contributions to the hobby Allen has provided. Allen, we can not thank you enough. He told us we could use a few photos from his presentation in the headlight. I choose three. One shows Allen in the 1960's, holding a command control unit (ASTRAC)! The second photograph is that unmistakable Appalachian scenery on the second V&O layout. The third is a recent photo of Allen.

The banquet presentation was also stellar. It was presented by Frank Frey and Al Goff who are both "12 inch to the foot" railroaders. They spoke both about engineering required to rebuild the Greenbush Line, and about rail safety issues. It

was exceptionally well presented.

The weekend that I wrote this saw the Module Group display at the Greenberg show and was the 22nd RailRun event. The latter is not a HUB event but is attended by enough of our members to deserve mention. Many of us see and operate on the HUB Modular railroad but seeing and operating railroads in scales other than 1:87 HO scale is less easily available. To that end, I want to comment on other scales, in particular N Scale and On30. One of the railroads I operated this weekend was Ernie Poole's Montana Rail Link. I commented on this railroad earlier when I saw it during this year's Tour de Chooch. For those interested, this layout was highlighted in the May 2009 issue of *Model Railroader*. I was curious to see if an N-Scale layout could support switching and operation in the same way that we've come to expect in the larger scales. In the earlier days, N-Scale locomotives didn't seem to run





smooth enough to support full operation. This layout and the locomotives performed flawlessly. To anyone considering getting started and would like to maximize space by using a scale smaller than HO, I would say don't hesitate to use N Scale. It performs just fine! The second scale I want to mention is larger than HO, namely On30. This scale is 1/4 inch or O scale, but operates on standard HO scale track. It's perfect for freelancing, since there was no prototype. I bring this up because the second railroad I operated was Scott Jewell's Docks and Rocks. This exceptionally well researched shelf layout features a marvelous blend of maritime and railroad modeling in Boston in the 1920's. What is fascinating is that Scott is about to demolish this layout. He wants to build a two-level layout with the connection between the two being the maritime link. The maritime link will be a virtual link and this will allow him to build two separate railroads on separate layers. The docks layer, Boston's harbors, will again be in done in HO using HO scale equipment and ships. The rocks level, the quarries, will be done in On30 with the same locomotive and ships now modeled in O scale. Scott ran a beautiful Bachmann Climax with a Soundtraxx Tsunami sound. Most impressive! On30 is



the hottest scale in our hobby right now. I know of at least three of our Hub Division board members who have been struck by the On30 bug.

I also want to mention this year's winner of our highest award, the Don Pierce Award. Don was an early HUB BOD member and upon his untimely death, the HUB established an annual award in his memory to be given to a person who displayed exemplary energy and devotion toward the hobby. In the 45 years since its inception, we've given it out 34 times. Six of the recipients have been women. I'm pleased and honored to let all of you know that this year's Don Pierce Award was presented to Gerry Covino. Besides being our treasurer, Gerry has been a tireless

supporter of the HUB Division and is supremely deserving of the 2009 Don Pierce Award.

Keep 'em rollin'  
Dick Johannes

### ELECTION RESULTS

At the April 17 elections, Bill Roach, Ron Noret, and Jack Alexander were elected to posts on the Board of Directors. After the election, the BOD selected Dick Johannes as President for the coming year. Other officers will be selected for terms that begin in July.

### ADVERTISEMENTS

Beginning next issue, we will carry a few advertisements starting at \$25/yr. For information, contact Rich Pitter at [editor@hubdiv.org](mailto:editor@hubdiv.org).



*Photo of George Muller's Swift Packing Plant at Maybrook, NY, on his O scale Connecticut & Ohio RR.*

## Shanty Talk

by Rudy Slovacek

It's a damp end to March as I write this column and you know that spring is coming. Why just last Friday as I stepped from my car in the dark morning hours the smell of wet earth greeted me. The freezing dry cold was gone only to be replaced by the warm sweet organic smell I associate with spring. Then on Saturday evening, I heard the tree frogs chirping for all they were worth. It's that time when the earth softens and the snow melts in the mountains causing swollen streams and flooding in some areas. The roadbed along streams erodes and washouts leave rails hanging in midair. Both management and the maintenance gangs pray for a gentle thaw as do model railroaders up here in the east. A quick thaw and lots of rain means flooded basements where most of us have negotiated our sub prime real estate for freight and passenger hauling facilities. Debris clogged culverts and plugged drains are sure to give us problems where there weren't any before. I know; I've been there. This is especially true since maintenance has been deferred and the crews furloughed in these soft economic times. But it is times like these that we need to tend to the infrastructure. Under the likes of Leonor F. Loree, President of the D&H for over 30 years, when men weren't maintaining the track or shoveling snow, they were building cars in the company shops. There was always plenty of work to do. It was a philosophy of continuous hard work that got us through a war, over the depression and in a position to become one of the strongest nations bar none. Maybe there is a lesson in there somewhere for us.

At any rate, the Amherst Springfield show is behind us, so too



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

our Spring Convention and the Greenberg show are now history. In three short months the HUB will put on its display of modules with Division 4 and it'll be a whopper of a big layout: bigger than anything we've ever attempted before. Is your trackwork up to snuff or will you be coaxing locomotives over dead spots? Will the public quickly bypass your "vivid imagination" and "bare plywood" to stop and comment about the fly fisherman in that realistic water on a module a short distance away. There is nothing so engaging about the hobby as seeing a detailed world in miniature and admiring the fine work of another modeler while giving a compliment or two. Oh and yes it is nice to receive compliments and be recognized too, but I don't think there is any greater satisfaction than a job well done.

Every pursuit has its heroes, icons and idols and I just met mine at the spring show: **Allen McClelland**, the creator of the Virginian and Ohio model railroad. Those early

pictures of his weathered diesels snaking through mountains of trees along creeks with strings of loaded coal hoppers got my attention and rekindled my boyhood wonderment with the hobby. Oh, I read about the Gorre and Daphetid along with other outstanding efforts, but for me it was Allen McClelland's depiction of a hardworking coal hauler that struck a chord. Thank you, Allen for your inspiration.

So, back to my point. Soon spring will be in full swing and we'll be preoccupied with yard work, taking kids to soccer games, swimming lessons and other such things. Model railroading will take a back seat and that plywood base will remain barren. Now is the time to collect some weeds for trees, and put down some ballast, rocks, dirt and grass on your module before spring gets into high gear. Then maybe, just maybe, your vivid imagination might create the inspiration for another budding young model railroader.



## Modular Group Activities

Sept. 08 to April 09

By Jeff Gerow

On April 1, 1989, the HUB Module Group had its first display in the courtyard of the Museum of Our National Heritage in Lexington. We still display at the museum every December. Of the nine original participants, three are still very active in the module group: **Art Ellis**, **Ken Belovarac** and **Peter Watson**. **Larry Madson** moved out west but still sets up with us at Springfield, National, and international shows, and brings us new friends from Ohio. **Jack Alexander** remains involved as well, last weekend he was at the Greenberg Show, touching up his original corner module, Twin Peaks. Yes, those four corner modules from 1989 are still the HUB's corners!

This year was especially busy. We started the year in Norwood for our second annual display at the Masonic Hall on **Norwood Day**. More visitors know where to find us, up the street from the Fair. **Manny Escobar** is the driving force behind this show, and his support is much appreciated.

**Edaville's Cranberry Festival** was next, always a fun show including train rides and other amusement park rides. We had a good turnout of operators and a steady stream of interested viewers watching our trains.

**St. Brigid's Church** in Lexington permits us to use space to stage the Germany trip and annual "Module Fix-Up" sessions. We returned the favor in November with a show in their Parish Center. We made one little boy ecstatic as he was able to operate a train "all by himself." Perhaps we'll see his name on our member list in a few years.

Our connection to St. Brigid's is **Gerald Abegg**, also much appreciated.

One of my favorite shows is at **Children's Hospital** where we use shorter legs so the kids, especially those in wheelchairs, can see the trains. Many of hospital staff stop by, and we hear comments like: "You have made my day, no, year, with this, thank you very much. I must go around and look at all of it." Also, the looks on the children's faces make you glad to be a model railroader! A particularly rewarding moment for me was when a blind child asked if it would be possible for him to touch the train. I gladly stopped the train and he, very gently, experienced the train.

We are regulars at the Wilmington **Greenberg Show**, a train and toy show that draws lots of families. Our layout is a major attention-getter. It seems that these shows (in fall and spring) are the place where model railroaders come to ask us questions about equipment and scenery. The biggest problem with that, of course, is that while answering a question, your train continues around the corner into unknown predicaments.

In December, we displayed at our **Marlborough** show, which is the biggest model railroad show in eastern MA. Since this is our show, members have duty assignments and we had a couple of times when two members were running two trains each and no one else was in the booth. Two of our newer, but very active members, **Dave Libby** and **Dick Ball**, were crucial in getting us through this show. We were OK until dozens of Boy Scouts arrived, all asking hard questions and needing to run their recently made cars (often with inverted couplers) to earn their Merit Badges.

In December, we operated at our

annual holiday show at **Lexington's National Heritage Museum**. Crowds are constant and the kids love the Christmas Train with its Hershey's kisses, a tradition started, I think, by **Mark Harlow**, my incredibly helpful assistant. Mark and **Gerry Covino** provide much of the behind-the-scenes support that is necessary to keep us running smoothly.

January brings the granddaddy show of New England model railroading, the **Springfield Show**. This year we were ironing out the kinks with several new components; a new controller built by Larry Madson, new yard track-work in Upton by Mark and Gerry, and a new corner/crossing diamond built by **Jim Harter**, which affected the whole layout and caused various stops and lurches. By the afternoon, though, everything was on track. **James Van Bokkelen** was invaluable in making the trackwork smoother. The new controller for Upton is much better than the old switch panel. It is easy to use, and intuitive, and it even works for doubling a train out of Upton. We also had a couple of new modules from **Dan Fretz** and Dick Ball that worked first time out.

The Mystic Valley Railway Society **Rail-O-Rama** in March was in a new venue and we set up our first J-shaped layout. It was a very busy show that filled every available space in the Hotel with virtually everything railroad represented.

We had a great **HUB Spring Show** with a large layout. The clinics drew good crowds, including our operators, so there were times when two operators were running four trains on the layout. Several HUB members gave clinics, and **Allen McClelland** was an impressive draw with his V&O presentation.

## Constructing A Laser-Cut Kit of a New England Farm House

James B. Van Bokkelen

I discovered Creative Laser Design of Lyndonville, VT at the West Springfield train show. Their HO New England Farmhouse kit looked just right for the area and era I'm modeling on my B&M Eastern Route home layout. The kit, CLD-HO-013, cost \$70. As of March 2009, their website (<http://www.creativelaserdesign.com>) doesn't show either this kit or a large New England barn kit also available at the show. The owner said he hopes to get the website updated by May. Modelers working in other scales should note that many CLD kits are offered in N, S, O and G scales.

The footprint of the kit is 25 scale feet wide, 83 ft. long and 29 ft. high. It's scaled from a prototype near Lyndonville, but similar farmhouses with attached sheds can be seen all over New England. Originally the sheds connected the house to a barn in the "big house, little house, back house, barn" style, but many barns are missing these days: Either they deteriorated because they weren't being used any more, or they were replaced with a newer, often bigger barn. The latter is what I'm planning for a scene on my layout.

The two pages of instructions include 6 photos. The laser-cut tab-and-slot joints in the main wood parts fit very well. I did have to cut down part of the masonite foundation by about 3/32" on one side, which took only a moment with my table saw. I built the kit using white glue for wood-to-wood joints and model airplane tube cement for the chimney. I assembled the shell first, then added the windows and doors. I painted the shell and interior before applying the window glazing



and the roof.

While assembling the main house, I added a second floor of 1/16" basswood to make the structure more rigid. This is visible in the unpainted photo. I added some 1/8" square basswood reinforcing strips to the top edges of the walls to provide more gluing surface for the roof. Finally, I added thin basswood strips as trim boards at the top edge of the outside walls. These are visible in the after-painting photo.

This kit approaches the roof differently from any other I've built: Paper shingle strips are pre-glued together into sheets, which you are to cut to size and glue to the tops of the walls. I found it tricky to cut the top edge so there would be shingles sticking out from under the ridge roll. I didn't want to depend on an unsupported paper roof through the heat and humidity of my attic in summer, so I laminated the shingles

to a .015 styrene subroof with contact cement, and glued the styrene to the shell the same way.

A wood subroof is supplied for the front porch, but not for the side porch, so I built my own, using more of the 1/16" basswood sheet. The laser-cut windows and doors fit nicely. As I'm modeling summer, I cut down many of the sashes to model open windows. I didn't apply the glazing until after I airbrushed the model Scalecoat White. Then I brush-painted some color on interior walls, in case I add lighting and people can see inside.

I also applied curtains and window shades that I made from several kinds of tape I had on-hand.

The kit's chimneys are styrene brick sheet with grooves cut in the back. They are to be folded and glued before painting. I had trouble not breaking them apart along the grooves. I was able to use the kit parts, but I could have made my own







by filing bevels on thicker brick sheet or buying commercial chimneys.

The uninteresting back side of my farmhouse will be the visible side (it would get on my nerves if the front didn't face the road). So, after everything else was done, I decided to dress it up a bit with gutters. I cut them from .060 styrene channel and glued them to the edge of the styrene subroof with tube cement. I bent downspouts from Plastruct 1/16" wire-core styrene rod. This leaves very little gluing surface (as I know from the Rowley depot), so I drilled #76 holes in the side of the house and tied the downspouts in place with fine copper wire taken from an old lamp cord.

All in all, you shouldn't be too concerned with the things I added or changed; I had fun building the kit, and it will go well on my layout. I'm looking forward to seeing more kits from Creative Laser Design.



## Gerald Abegg Honored

On March 28, 2009 Hub Division's **Gerald Abegg** was honored by the B&M Operators Group by presenting him with the 5th Annual Bill Borrelli Memorial Award in recognition of outstanding contributions to the model railroad hobby at the annual Railrun banquet held at Jackson's Restaurant in Methuen, MA. The award was made by NER Seacoast Division President and B&M (Broken & Mangled) Operator's group member **Bruce Robinson**.

Bill Borrelli was a well-known model railroader and frequent contributor to the Hub Division who passed away in 2004. Bill who loved model train operations was instrumental in the creation of the B&M Operator's group. Bill is remembered among Hub Division members for his operations clinics at Railfun meetings and Northeastern NMRA conventions. Bill and his longtime friend **Carl Senftleben** presented the first program of the first meeting held at Wellesley Congregational Church in February 1992. Bill later coined the name Railfun for these meetings, along with the tag, "No Motions, No Seconds, No Business, No Yawns," which the printed edition of the *Headlight* continues to use on the outer page. Bill served on the Hub BOD, served as publicity chairman for the 1986 National Convention held in Boston, designed Hub Division publicity brochures and served as the *Headlight* Editor in the early 1990's. Those of you who know Gerald Abegg can readily see why he deserves the honor of receiving the Bill Borrelli Memorial Award for 2009.

## Report from Worcester Model Railroad Club

By Peter J. Smith

**O**n March 21, 2009, Members of the Worcester Model Railroad Club presented a fully equipped, 4' by 8' model railroad to the Webster/Dudley Boys and Girls Club, to the great delight of the children. Mike Kelly, staff member of the Boys and Girls club, accepted it enthusiastically on behalf of the club.

The Worcester Model Railroad Club will celebrate its two-year anniversary this June at its new location in a 3300 square foot area in the Stevens Linen Complex, 137 Schofield Avenue, Dudley, after spending the previous 56 years at various Worcester locations. We have 40 members who are building a new, computer controlled, 43 by 51 foot, HO model railroad layout. This encompasses drawing on the various skills of our members that includes project management, financial discipline, carpentry, electronics, conceptual design, model making, track laying, computer programming, painting, artistry, scenery construction and knowledge sharing, all with the focus of fellowship, having a good time and running trains that simulate real world train action.

The model railroad is loosely based on the Providence & Worcester Railroad that runs from Worcester to Providence and New London, and on the Boston & Main Railroad that runs from Boston to Springfield.

We have completed the bench work, 400 feet of main line track work, and the supporting electronics, and are running trains. The branch line is in process with completion expected by summer. An open house is scheduled for July in conjunction with the National Model Railroad Association's Convention that will be held in Hartford CT. We are open to the public every Tuesday night and most Saturday mornings and visitors are welcome.

While devoting most of our time and energy to the big layout, we also found time to build a 4 by 8' HO layout to raffle off as part of our annual fund raising initiatives. This year's winner, one of our members, graciously donated it to the Boys and Girls Club.

Our membership is open to anyone with an interest in model railroading or wants to learn more about the hobby. For additional information, contact Peter Smith at [pjsmithross@aol.com](mailto:pjsmithross@aol.com), or visit our website at <http://www.wmrr.org>.

## HAVE YOU REGISTERED YOUR PIKE?

By Gerry Leone, MMR

**T**he Pike Registry, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application with \$10 to program manager Dick Schneider, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official registration certificate along with a CD of the current ORMRR. The ORMRR is useful for NMRA members who would like to visit model railroads during their travels. The Register lists names, addresses and

phone numbers of registrants, along with visitation preferences.

Currently, the ORMRR contains over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern, but others have whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading.

The Pike Registry was updated and streamlined recently and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details and the application form to register your pike, visit <http://www.nmra.org/pikereg>.



## Restoring Bridgeton and Saco River Steam Locomotive #7

By Donna Michaelson.

**N**umber 7 was built in 1913 by Baldwin Locomotive Works of Philadelphia, and weighs 33.5 tons. She's a Maine native hauling both freight and New England passengers for nearly 100 years. She went to Edaville Railroad, South Carver Massachusetts in 1947. In 2002 she returned to the Maine Narrow Gauge Railroad.

I began photographing the locomotive's restoration in January 2008 as part of a Boston University assignment for CDIA (Center for Digital Imaging Arts). Photos of volunteer workers are taken at various angles, such as exterior shots and photos taken inside the cab or firebox using only natural light.

Volunteers suggested that I publish the photos. The restoration is ongoing, so I divided the publication into two parts. Information on Part 1, along with additional photos of the restoration work, can be found at <http://www.whistlestopphotos.com>.



**SPRINGFIELD 2009**  
Photos by Rick Murray



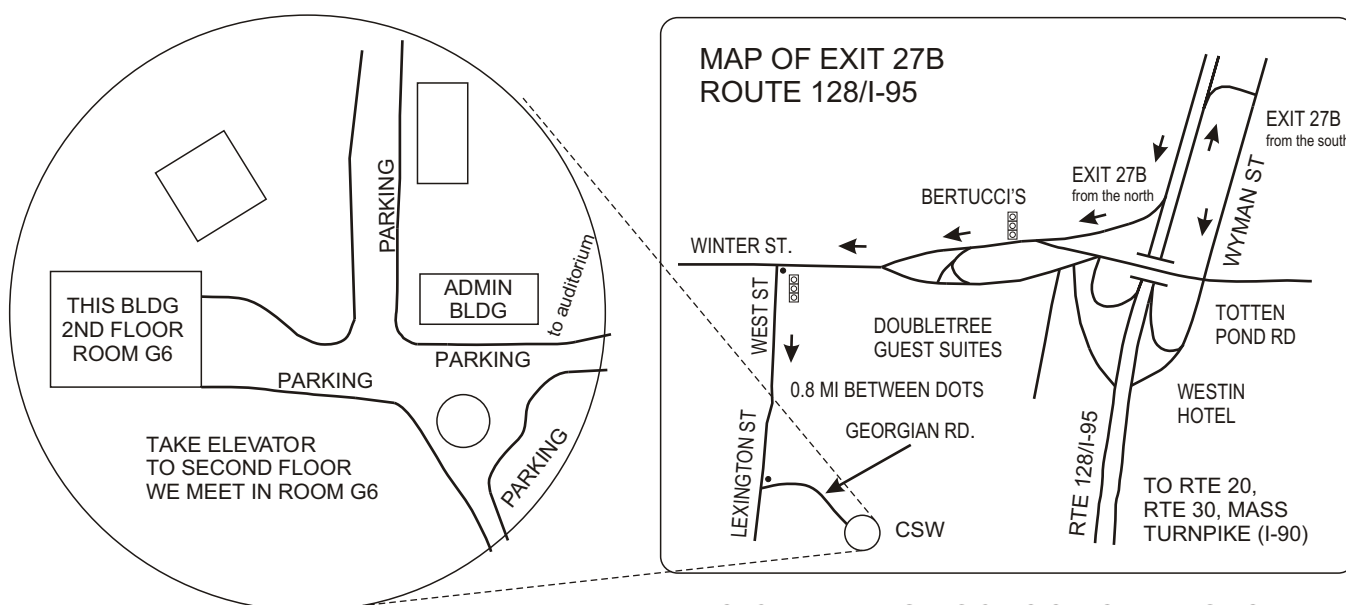
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### Volume 25, Number 5, May-June, 2009

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## MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON



