

# *HUB Headlight*

*HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 26 Number 5, May-June 2010*

<http://www.hubdiv.org>

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## ***RAILFUN TIMETABLE***

### **MODULE MASTER 3:**

#### **Rowley & Brockway**

**By James VanBokkelen and  
Stan and Debbie Ames**

8 PM, Friday, May 14, 2010  
Cambridge School of Weston

### **COMMUNICATION CONNECTIONS FOR MODELERS**

**By Shack**

8 PM, Friday, June 18, 2010  
Cambridge School of Weston

### **OUR SEASON OPENER AND WELCOME**

**By HUB Members**

8 PM, Friday, September 24, 2010  
Cambridge School of Weston

**J**ames took First Place at the NMRA annual convention in Detroit for his portrayal of the rural station and farm scene at Rowley, a boyhood memory. The station, farm house and barn are scratch built. He has an interest in B&M passenger trains and models the transition era. As well as being one of our active module group members he is also building a home layout. James's knowledge of the B&M and modeling skills are well known among HUB members and his pastoral scene is reminiscent of the days when steam trundled through the countryside on the B&M. He has a wealth of knowledge and his module is not to be missed.

Stan and Debbie were the first HUB module group members to collect a First Place award at a National level, for their bucolic small town scene complete with both signals, lights and sound. Debbie is associated with the Lenz USA distributorship, and she is one of my first and favorite clinicians to describe the art for making backdrops. Stan has been a driving force on our conversion to DCC. It should be no surprise then that their module would combine the artistic and technical talents of both in one outstanding module. Debbie and Stan are among the movers and shakers responsible for launching us into DCC, for that wonderful European trip, and for exposing us to their very fine garden railway.

**T**his clinic presents an introductory soldering/crimping/wiring skills class, which is based on one given to communication technicians. In the class we'll cover everything from wire selection, (gauge, solid, stranded, axial, shielded, utp, etc.) to crimping and soldering. We will also cover tool selection and usage for a typical application. We'll have 18 sets of soldering equipment and tool kits along with wire sample baskets available for students to use.

This class will be geared to a more "train friendly HUB" audience, and will include a 60-90 minute presentation and lab. For those of you who need a primer to help wire your communication buses for DCC and signals, as well as those interested in learning the background on wire selection and the proper way to solder without melting the item you are soldering, this class is for you. This is both a presentation and hands-on soldering clinic, making it a definite must for not only beginners, but everyone who does model railroad soldering.

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**H**ere we encourage members to demonstrate some helpful tips in a non pressured atmosphere. This is not a "hands on" clinic where you'll be supplied material or a full blown presentation. Rather, it's an information sharing through short demonstrations by modelers for other modelers. It also gives members an opportunity to learn about the interests and skills of others in the group.

So, bring your demonstration and we'll give you 15 minutes to do your thing. If you have 35 mm slides or a PowerPoint show, we'll supply a projector. If you need a table for display, we'll supply the table. We'll provide you with the opportunity to show and tell others about your tip or project. Contact me at [rslovacek@verizon.net](mailto:rslovacek@verizon.net) ASAP so I can schedule the presentations to fill our evening.

For those of you who'd rather talk than listen, we'll provide the coffee klatch room as a place to swap stories and railroading tails of the summer. So come out and join us for an enjoyable evening when we gather to share our hobby with others and begin a new season of model railroading.

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*A map to Cambridge School of Weston appears on page 10.*

## Shanty Talk

By Rudy Slovacek

It's spring again and between a welcome seasonal thaw and the endless rain, it's just one washout after another all up and down the line. That means more work for both you and me. As our Spring TRAINing Show dawned, it began to pour and it poured the whole weekend on into mid week. But such is the life of a New England railroader, or model railroader whose basement empire is the lowest point which waters seek! We cannot control Mother Nature and she can be awfully unkind to the railroading community. The old Rutland was constantly plagued with washouts owing to the deep ravine creeks and rivers of Vermont where the water tended to rise fast and run wild; a condition not fit for man nor beast. And of course the Erie Lackawanna just plain went belly up when Hurricane Agnes slashed through Pennsylvania and upstate New York, taking miles of precious mainline down with it at a time when the railroad could not afford to fix it.

All of this brings me to the topic of work and how much maintenance is required just to keep things running, much less running smoothly. Some of us are plain model builders, but I would hazard a guess that with all the neat sounding and running DCC equipment on the market, there is an increasing number of us who find the whole railroading experience a lot more fun these days. Note the commonality of words ending in "ing." These verbs, sheesh even reading implies action! In fact, the prototype is engaged in the business of serving its customers by hauling their goods and that has not changed over the past 180 years! If we engage in model railroading we are effectively modeling a service

industry with a lot of action verbs and work.

So what then is service for a model railroader? Is it the delivery of imagined goods between miniaturized fictitious or representations of real life industries? It sounds a bit like child's play to me, but psychologists tell us that child's play is actually a serious form of work for children. And if as adults we are merely grown up children, then isn't our form of play as model railroaders also a form of work? As I leave you to ponder that one, consider my experience operating **Keith Shoneman's** layout with our guest **Andy Sperandio** (the Executive Editor of *Model Railroader*). After running a through freight and then taking a local switching turn, involving pickups and drops at local industries, I was both wired and tired at the end of the four-hour evening. Wired from having to think through many discrete switching puzzles while interacting with crew members of different player identities and tired from the sheer sense of physical accomplishment in moving the cars and for having done my job well without incident. The combination of ever changing new tasks within a rules framework and overlaid with communications is a form of learning which bears strikingly similarity to what can only be described as either child's play or work. And I loved it!

But there is another kind of model railroading service, as in working to help other fellow model railroaders to learn and enjoy the hobby, for example the weathering clinic I presented for the Spring Show. It is very real work and involves a commitment of time and effort through volunteering (another action verb again). I mention this because the HUB Division decided



to bestow upon me the Don Pierce Service award at our annual meeting. I felt most honored to be placed among the previous recipients who've all rendered great service to this organization through their efforts and hard work. You've all heard of **Jack Alexander, Bill Parker, Dick Towle, Peter Watson, Larry Madson, Bill Goldthwait, Mark Harlow, Rich Pitter, Ken Belovarac, Gerry Covino** and some others such as **Bill MacIver, Dave MacPhearson, Glen Owens, Rod Brown, Harvey Humphrey, Steve Knowles, Doug MacDonald, and Debbie Ames**. They have all made important contributions in their own right so I couldn't help but feel as though perhaps I had cheated because it never seemed like work to me; I was just having so much fun.

If you follow this thread of logic, you may realize that model railroading is about play; yes, but it's also about service, work, learning, volunteering and a host of other action verbs, all of which can provide a much greater richness to the experience and enhance the fun of our hobby.

Remember "One thing about (*model*) trains, it doesn't matter where they're going, what matters is (*you*) deciding to get on (*board with the hobby by participating!*)"

## Friends of Bedford Depot Park

By Art Ellis

Since January, the MacLean Model RR Committee of the Friends of Bedford Depot Park has been holding weekly work sessions to get the HO layout display ready for Spring opening. We built an addition to the layout consisting of an extension and return loop, including the woodwork, painting and track laying. We did additional work to restore the scenery and to make it more appealing as a display. I am pleased that we were able to accomplish as much as we have.

Hub Division members who have worked on the railroad include **Dave Shamlian, Chase Green, Claudio Topolcic, Bill Goldthwait, George Busch, Tim Fillion, Paul Kendra, and Arthur Giles.**

The Freight House opened for the season early in April. It is open from 10 to 6 Saturdays and Sundays and during Farmers Market season from 2 to 6 on Mondays.

Remaining work on the layout exhibit includes refurbishing buildings and constructing additional buildings. This is work that can be done at home by modelers and I invite Hub members to inquire about what is needed if they are interested in this phase of the project.

Art Ellis

(781) 275-0159

Chairman, Model RR Committee  
Friends of Bedford Depot Park

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### Share Your Experience

By Rich Pitter, Editor

The *Headlight* welcomes your photos and articles. Contact me at [editor@hubdiv.org](mailto:editor@hubdiv.org).



### CLINICS AT NMRA '75 LOOK FORWARD AND BACK

By Jim Zinser

Would you like to learn how to create a modern CTC panel for your layout using CATS? Or maybe find out more about building kits made from brass etched parts, or increase your knowledge about chapel cars. Did you even know there were such things as chapel cars? You can learn about these topics and many more by attending the clinics at NMRA 75, the National Model Railroad Association convention for 2010. This year the NMRA celebrates its 75th anniversary, so its altogether fitting that our national convention be held in Milwaukee Wisconsin, the city where it all began. The dates are July 11 through 18.

While NMRA 75 will take an affectionate look back at our hobby's days of old, it will also be looking ahead to the fresh and new. This year's clinic program reflects that idea very well. Of the 163 clinics scheduled to be presented, 123 are brand new and never before presented at an NMRA national convention. These new clinics will cover everything from scenery to

structures to the newest trends in Digital Command Control. So if you're looking for fresh new ideas to enhance your modeling, NMRA 75 is the convention you must not miss!

But not all the new clinics at NMRA 75 are about fresh new ideas. You can look forward to a couple of them that look back. Clinician Paul Hobbs will present "Seventy-Five Years Of Development And Achievement In Model Railroading." Paul will review events, processes, inventions, companies and individuals that have made significant contributions to the hobby over the past 75 years. You might also want to see Steve Stewart's new clinic, "Seventy-Five Years Of Railroading." Steve examines prototype railroading from what was in 1934 to what will be in 2011. And what could be more appropriate to bring the list of new clinics to an end than one about the history of Milwaukee Road Cabooses?

As an added bonus, many of the new clinics at NMRA 75 will be presented by some of the best-known names in model railroading. Names like Jack Burgess, Bruce Chubb, Chuck Hitchcock, Tony Koester, Sam Swanson, Bill Schaumburg, Andy Sperandio, Tony Thompson and Wayne Wesolowski.

Of course NMRA 75 is about much more than clinics. To find out everything you need to know, visit <http://www.nmra75.org>, the NMRA website. You can even register online. Come celebrate 75 years of model railroading this summer in Milwaukee!

Oh and in case you were wondering, no actual cats were harmed in the making of that CTC clinic.



## THE PRESIDENT'S CAR

By Dick Johannes

Let me focus this installment of the President's Car by recounting some of the highlights from our recent Spring Training show in Peabody. First and foremost, hats off to **Peter Watson** for his outstanding job as Show Director and the tremendous effort he got from many others, especially **Manny Escobar** and **Bill Barry**. A couple of years ago when HUB Division's fiscal position was tenuous, we nearly decided to abandon the Spring Training show. Peter Watson deserves special mention for nearly singlehandedly driving the effort to preserve it. I am one HUB member who is glad he cared about the show as much as he did, and that he followed up that care with dedicated hard work not just to continue Spring Training, but to make the show a jewel.

The 2010 show itself was a singular success. Spring Training differs from our New England Model Train Expo in Marlborough in December. Spring Training focuses on clinics and the banquet. It's an event for our members to thank our members. Also, unlike the Marlborough show, which is the major fund-raiser for the organization, Spring Training's goal is to come close to breaking even. For the second straight year we were able run the show better than break-even. The clinicians were all very high grade and I've received a lot of compliments on the excellent quality of the clinics this year.

Our two featured clinicians, **Andy Sperandio** and **Dave Frary**, were definitely highlights. Andy is the Executive Editor of *Model Railroader* and is responsible for both the *Great Model Railroads* series and the *Model Railroad*

*Planning* series. He spoke about railroad yard planning, a subject he knows well. His book, *The Model Railroader's Guide to Freight Yards*, is superb. My copy is now autographed. In the introduction section of his book on page 6 he describes 10 tips for freight yard design and operation. His clinic was the full expansion of these tips. They are guidelines not rules that have been garnered from having had a job that has given him exposure to every influential model railroad you can think of. Here are those ten tips in bullet form:

- \* Cars don't belong in freight yards;
- \* In tight spaces use something besides a straight ladder;
- \* Have a drill track as long as the longest body track. **Ken Belovarac** has drilled (pun intended) this into me for years;
- \* Find a way to allow entry and departure from your yard without inferring with the yard switcher;
- \* Use staging tracks. While once infrequent, this idea seems to have taken firm root in the past 10 years;
- \* Operate with paperwork that reflects where cars stand on the track;
- \* Sort cars by where they go next;
- \* Model a yard located at or near a junction;
- \* Assign multiple operators to yards. This helps with the problem that fast clocks work on the mainline, but model yards still operate much closer to real time; and
- \* Double ended yards are a good thing.

These ideas are fully expanded

in his book. To give you an idea of how good this book is; it was one of the Holiday Banquet Yankee Swap gifts a couple of years back. A good indication of a Yankee Swap hit is when gifts pass through several hands during the swap. It did and as I recall, it ended up in the hands of Jack Alexander. How fitting.

Andy is a huge operations fan and thanks to **Keith Shoneman**, we were able to treat him to an operating session on Keith's Pennsylvania and New England railroad that is on both the Tour de Chooch and RailRun circuits. I had the distinct privilege of having Andy to myself while driving him from Logan Airport to Keith's layout on Friday night before the Spring Training Show and from Peabody back to Logan on Sunday morning. Andy actually operated on John Allen's Gorre and Daphedid, but that's only the start. You mention a recognizable model railroad and he has operated on it. The collective knowledge of model railroading stored in his head is staggering.

Dave Frary, whose book I consider a mandatory part of any serious model railroader's library, gave a marvelous clinic on the history, planning and construction of the On30 display layout in the Whaling Museum at the Historical Society on Nantucket Island. Pearls of modeling wisdom were pouring off his tongue faster than I could hope to absorb them all. Fortunately, we can all refresh our memory by visiting Dave's website ([http://www.mrscenery.com/HOn30\\_Module.html](http://www.mrscenery.com/HOn30_Module.html)) that contains many of the details and photos used in his presentation. Spend a little time at this website. It is a great resource for the scenic aspects of model railroading. **Hal Reynolds**, another of our clinicians, was also part of the Nantucket project,

producing a single section 32 foot photo backdrop. Hal's clinic was devoted to some new approaches to tree construction and in particular foliage application. "His Turbo-Tree" is a clever approach to delicate application foliage material to tree armatures. As well, he made the point of getting lots of different colored materials as forests are not a uniform color of green. In fact, if modeled with uniform color, it's a give away to being a model.

Other clinics included **Jeff Gerow's** approaches to modeling moving water. New England is typified by shallow swift moving water and Jeff has some great techniques to capture this. Jeff has taken pictures to document moving water that can be found in photographs section on the HUB Division website. **Rudy Slovacek** did his masterful clinic on freight car weathering and **James VanBokkelen**, who has a passion for New England passenger equipment, covered ways to detail today's high-end car kits. **Tim Garner**, whose PRR layout was featured in the November 2009 *Model Railroader*, is assistant editor of the PRR Technical and Historical Society. His clinic covered the history of the Horseshoe Curve near Altoona, Pennsylvania across the past 35 years. One of the photographs of Tim's layout is available free as "wallpaper" for your computer at the Model Railroader website. **Ken Belovarac** covered turnout construction using Fast Tracks templates. Ken, a recent recipient of an NMRA Achievement Award for Civil Engineering, outdid his #10 double slip switch with a #20 turnout. When a car moves across it, it looks as though the car just slides parallel to the mainline with no veer in direction at all. I'd love to see one of James VanBokkelen's B&M

passenger trains go through a crossover made with a pair them! Finally, I also did a clinic myself on the issues and considerations associated with adding signals to layouts.

While not a clinic in the traditional sense, what a great treat it was that **George Sellios**, creator and manufacturer of Fine Scale Miniatures craftsman kits, was willing to open his "wicked good" Franklin and South Manchester layout for Spring Trainee attendees to visit during the Show. This was a rare and unexpected treat. Thank you, George!

The annual meeting that followed Spring Training featured our Vice President, Manny Escobar, providing a description of the litany of events that defined our past year in the HUB Division. Then our Treasurer, **Gerry Covino**, covered our fiscal status which is extremely solid. We've now enjoyed two consecutive years well into the black and this in face of generally difficult economic times. We held our annual election at the meeting and Peter Watson, Manny Escobar and I were re-elected to three year terms as members of the Board of Directors. In the short Board Meeting that followed, I was re-elected by the Board of Directors to serve as your President for the next year.

Lastly, we gave out Pierce Award for 2010 at the Annual Meeting. This award, that is not necessarily given out annually, is intended for a person who has served HUB Division and model railroading in an exemplary manner. This year the award was presented to Rudy Slovacek. Rudy has served the hobby and HUB Division tirelessly and continuously since I've been a member. He's been on Board of Directors, he's served as

modular coordinator, he's been our NER representative, he's a regular contributor to the Headlight, his work with the RailFun nights is legendary and he's won several NMRA awards for his module and locomotive modeling and photographs. There's probably an MMR looming out there in the not-too-distant future. With all this, he still is able to find time to serve and support a second modular group, the Coastal Mountain. When I think of Rudy and his many contributions, one word always jumps into my mind: "innovation." Rudy is a natural born innovator. We are fortunate to have him and his wellspring of fresh ideas. Congratulations Rudy and well deserved.

This issues completes Volume 26 of the *Headlight*. Catch you in September with the first issue of Volume 27. Until then, keep 'em rolling.



*President Dick Johannes awards the Don Pierce Award to Rudy Slovacek during the HUB Division's annual meeting, held in Peabody after Spring TRAINing. Photo by Peter Watson.*

## A Civil War Monument for Essex

By Eric C. Wilhelm

Most New England towns have a Civil War monument, erected perhaps by the local Women's Relief Corps post. Not long ago, I set out to model the monument that stands next to the Town Hall at Essex, Mass. for the scene on my HUB module.

The monument at Essex is a common design: a stepped granite pedestal with tablets on each side indicating the branches of the armed forces and the battles they were involved in. Above this, some decorative stonework leading to the figure of a cloaked and capped standing soldier, holding a rifle. The monument was dedicated in the spring of 1905.

As I am modeling the small railroad yard that was in the area behind the Essex Town Hall, the monument is a key detail. I looked around a bit at what was available for similar ready-made monuments, but didn't see exactly the model I desired. I wanted a miniature of the real thing, including the correct stonework and figure pose. I decided that I would make it from scratch.

There were several options: Build the base of styrene shapes and cap it with a suitable HO figure, modify an existing model, or something else. I happened to have some Sculpey polymer clay from a local arts & crafts store. Polymer clay can be hardened by baking it in your kitchen oven instead of using a kiln. This makes it much easier to do your own work out of clay. I supposed I could carve some of this clay into the shape of the monument.

Before beginning, I took some photographs of my subject, with something in the photos to use for

scale (a baseball hat, in my case; 1 hat = 1 foot). I used these photos to make a dimensioned sketch of the monument. Using an X-Acto knife, I squared off a piece of clay so that it had the overall height, width and depth of the monument. I set the block of clay on a piece of tinfoil, and marked out the height and width of the monument's features on all sides with the knife. Slowly, carefully, I carved out the sides according to the layout lines, redrawing them as needed. Since the monument is widest at the bottom, the lower shapes were finished first. I worked up the pedestal, adding rock shapes and outlines of the tablets. Before long it was time to shape the soldier, a highly uncertain task in my view.

I started out in similar fashion to what I had done with the entire monument, with a rectangular shape the approximate size of the figure. With the X-Acto knife again, I started removing small bits of clay from places I knew it was not needed. The soft clay had a tendency to bend into the knife when

cut, necessitating small, slow cuts. Perhaps a wire tool would have been better.

Gradually, rough shapes of the legs, torso and head took shape. I was careful to leave material to represent the gun as well. Eventually, a shape of acceptable soldier-ish qualities emerged. The model was ready for baking.

Following directions on the packaging, I baked the model for about 20 to 30 minutes in the oven, on a Pyrex dish. There may be some fumes from this process, so it is a good idea to open some windows while baking.

After letting it cool down and set, I painted the statue with a blend of white, black, blue and yellow artist's acrylics to simulate the coloring of the prototype. Some extra black was added to the lower sections and in crevices to reflect the darker stone and dirt in those areas.

*Voila!* A 1/8-inch to the foot scale model of a New England Civil War monument was finished and ready to use at the next train show.



*The prototype Civil War monument, next to the Town Hall in Essex, MA, dedicated in 1905.*



*The finished model of the monument, viewed from the right rear. The soldier's back faces the public side of the module.*



## Ballasted Module Joiner Tracks

By James VanBokkelen

I participate in the Hub Division modular layout using two HO scale standard-gauge modules. They're built to a version of the NMRA standard: 2' x 4', with the first track 7" from the front edge, track ends recessed 4 1/2" from the ends, using 9" joiner sections across the gaps. Most Hub Division modules are laid with flex-track, though a few are handlaid. Joiner sections are usually made from either 9" straight sectional track pieces, or plastic-tie flex-track cut to length. Along with a number of other members, I weather my track lightly, and I've ballasted the area between and beside the joiner tracks at the end of my module.

I wasn't happy with the way plain sectional track joiners looked when used between my modules. Even when the joiner is weathered, the lack of ballast is evident, particularly over cork roadbed. Also, there's usually an unsightly gap in the ties. This can be addressed by leaving one or two ties at each end separated from the rails, but still connected to the other ties. An X-acto knife should be used to notch the ties so the rail joiners won't make a hump. Still, the end ties are vulnerable to damage, and sometimes vanish after a few shows.

Another member had tried using bonded ballast on some joiner sections, but the ballast had crept underneath the ties. This created a major hump and made that joint an obstacle to most trains. It got me thinking, though.

My first attempt at a ballasted joiner involved a brown paper bag and Walther's Goo. I cut the paper to approximately the length of the rails, then Goo-ed it to the bottom of the ties. I added a 3/32" x 1/16"



*James fabricated a tie thinning jig to avoid sanding his fingertips.*

basswood tie on each end to make up for the missing plastic ties. After the Goo dried, I used diluted white glue to bond Woodland Scenics ballast in place. This worked well enough that I'm still using the joiner sections I made, but the paper was distorted a bit by the water-base glue, and it took a couple of days, including drying time, to make a batch of joiners.

I did things differently on my next batch of joiners: First, instead of paper, I used black spun-bonded polyolefin house wrap left over from a construction project, and second, I did all the gluing with Weldwood contact cement. My house wrap was Tyvar brand, but you could also use Tyvek or even material cut from FedEx or other spun-bonded envelopes, provided you could cover up the white color - a permanent magic marker would probably work.

I started by preparing the joiner section by undercutting the tie strip for the rail joiners and sanding the underside of the ties to reduce their depth and flatten the bottoms.

I cut the house wrap with a little overlap on all sides, then slathered the fibrous side with Weldwood

contact cement. I applied the track immediately, then sprinkled ballast over it all. After making sure that the house wrap was adhering to all the ties, I shook off the loose ballast and set the joiner aside to dry. All done.

I volunteered to make a big batch of joiners for the Hub layout, and decided to use a belt sander to make the "tie thinning" step go faster. However, it is difficult to hold the track without sanding my fingertips. Worse, sanding sometimes heats the plastic ties enough for the track to go out of gauge. I was able to solve both problems by making a wooden jig: I cut slots in a small board to hold the rails using a table saw.

I use brownish paint in my airbrush to weather the rails and ties a bit. Be sure to get the current-carrying surfaces of the rails and joiners clean afterwards. Paint washes should also work well, but I've heard that weathering rail with powders can cause operational problems down the line.

What I've done should also apply to shorter joiner sections and other scales, as long as the joiners are based on pre-fabricated track.

## RAILFUN AS SEEN BY THE OTHER HALF

By Diana Walsh

As a guest at two Railfun meetings, I have been impressed by the size of the group and their dedication to model railroading. Both meetings included men of different ages, walks of life, and interests. There were some children at both meetings who were interested in the speakers and the refreshments!

The meeting last September involved six mini-presentations by members. The topics included using advanced electronics for track switches, making coal dust, building and personalizing model kits, weathering techniques and supplies to make that process easier. I was personally captivated by the demonstration on building wooden cars and the scratch-building of the Pembroke House. I must admit the demonstration on wiring was over my head, but the Pembroke House was my discovery during a day when I was lost on the South Shore! Question periods were active, with

members asking for the best brands of weathering chemicals and "Why did you use penny wrappers to make the shingles?" All answers were informative and interesting, including "THE WRAPPERS WERE FREE!"

As a new face in the crowd, I was greeted by several members and quickly felt at ease. The second meeting was different and yet also very enjoyable, interesting and fun! Two members brought in their modules and explained the history of the module, how it was developed, techniques used, and favorite secrets about layers, colors and lights. Each modeler shared the process they used over the years to change different items on the module. Some changes were minor, others more time consuming and detailed.

Every member present took time to look at the modules and speak with the creator, and several took photos. Coming from upstate New York, I was delighted with both of the modules and learning how they were developed. The fall colors in Jeff's module were so brilliant and

familiar I thought I was looking at a vista of the hills in the mountains. Learning how he made the trees look so realistic was fun and I took some photos of the module myself. Rudy's module was awesome...my old stomping grounds...Schenectady, New York! I was in heaven looking at both of the modules. Rudy's eye for detail and his creativity brought downtown Schenectady to life for me. When he told about the comments and awards he received for his module, I could certainly understand his pride in showing it off.

So, in the eyes of this beholder, Railfun is fun! Seeing the camaraderie and friendships, patience with the questions from one and all, including the children, helped me to understand the commitment people have to model railroading. Seeing the two detailed modules also helped me to understand the calmness that comes from enjoying such a time-consuming and rewarding hobby. To the other half I would say, Check it out, you might be surprised at what you discover at Railfun!





## LOCAL HOBBY SHOPS

### DISCLAIMER

This is neither a preferred list, nor an endorsement or recommendation of hobby shops by the HUB Division Inc. or its Board of Directors. The list is for reference only, provided for the convenience of HUB members. It was prepared in a good faith effort to be inclusive of hobby shops currently in business, and may not be 100% complete or accurate. The HUB Division is not responsible for omissions or inaccuracies.

MASSACHUSETTS Acton (West)  
**ACTON MODEL RAILROAD CENTER**  
 562 Mass Ave. (Rte. 111) 978-264-4020  
 All scales, new/used

MASSACHUSETTS Boston  
**THE RAILROAD DEPOT**  
 617-327-4208  
[www.TheRailroadDepot.com](http://www.TheRailroadDepot.com)

MASSACHUSETTS Chelmsford  
**MAINE TRAINS**  
 210 Boston Road (Rte. 4) 978-250-1442  
[www.mainetrains.com](http://www.mainetrains.com)

MASSACHUSETTS Duxbury  
**DUXBURY GREEN, INC.**  
 382 King Town Way (Rte. 53)  
 508-585-2164  
 Marklin dealer

MASSACHUSETTS Leominster  
**SHEPAUG RAILROAD CO.**  
 152 Pleasant St. 978-527-2277  
[www.newenglandtrains.com](http://www.newenglandtrains.com)

MASSACHUSETTS Malden  
**CHARLES RO SUPPLY CO.**  
 662 Cross St. 781-321-0090  
 Complete line G-scale, O, HO & N

MASSACHUSETTS Maynard  
**NEW ENGLAND CUSTOM RAIL**  
 978-897-8305  
[www.newenglandcustomrail.com](http://www.newenglandcustomrail.com)

MASSACHUSETTS Methuen  
**N.E. CRAFTMANS STRUCTURE SUPPLY**  
 99 Cross St. 978-683-6327  
[www.necraftsman.com](http://www.necraftsman.com)

MASSACHUSETTS Peabody  
**NORTH EAST TRAINS (The Original)**  
 18 Main St. 978-532-1615  
 Trains old & new / all gages

MASSACHUSETTS Rockland  
**BILL'S FRIENDLY TRAIN SHOPPE**  
 323 Centre Ave. 781-982-5292  
 Everything for the model railroad

MASSACHUSETTS Rowley  
**MOOSE MINIATURES**  
 U. S. Rte. 1 at Rte. 133 978-948-6668  
 Structures, vehicles, details, engines,  
 rolling stock, and more

MASSACHUSETTS Sudbury  
**KEN'S TRAINS**  
 Mill Village, Rte. 20 978-443-6883  
 N-scale exclusively

MASSACHUSETTS Townsend  
**LIGHTHOUSE HOBBIES**  
 18 Main St, Harbor Village Shopping Ctr.  
 978-597-2600  
[www.LightHouseHobbies.com](http://www.LightHouseHobbies.com)

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## Hub Division Calendar

**Upcoming Events (See below for Module Group)**  
 Subject to change; check [www.hubdiv.org](http://www.hubdiv.org) for updates

Fri	May 14	Railfun, 8 PM, Cambridge School of Weston
Th-Su	May 20-23	NER Convention, St. Johns, NB, Canada
Fri	June 18	Railfun, 8 PM, Cambridge School of Weston
	July 11-18	NMRA National Convention, Milwaukee, WI
Sun	Aug 1	Deadline for submissions to Sept-Oct <i>Headlight</i>
Fri	Sept 24	Railfun, 8 PM, Cambridge School of Weston

### Module Group Shows

Contact Jeff Gerow at  
[ModuleCoordinator@hubdiv.org](mailto:ModuleCoordinator@hubdiv.org) for more information

Th-Su May 20-23 NER Convention, St. Johns, NB, Canada

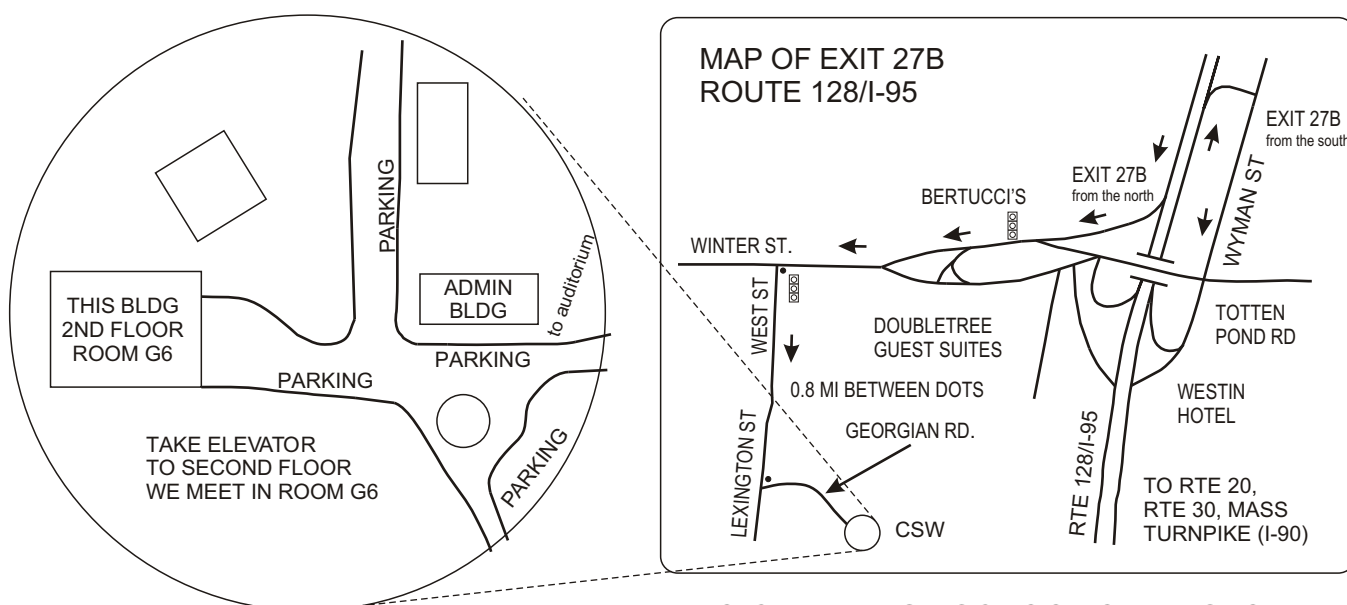
## HUB Headlight

### Volume 26, Number 5, May - June, 2010

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## MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON



## Order Form - Hub Division Apparel

### Short Sleeve Shirts (\$25.00 each)

Wheat color shirt with Hub Division Logo and your name.

Sizes available: S M L XL XXL XXXL

Circle one option: With pocket Without pocket

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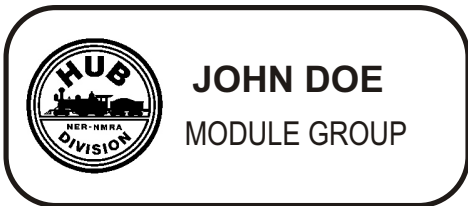
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