

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 27 Number 5, May - Jun. 2011

<http://www.hubdiv.org>

RAILFUN TIMETABLE

Electronics Hands-On Project

By Shack

8 PM, Friday, May 20, 2011

By Request Communications, Inc.

Broadcast Technology Center

398 Cedar Hill Road

Marlborough, MA 01752

Note the different location!

Shack will lead us in the assembly and soldering skills needed to make one of Larry Madson's DC power supplies.

Although Larry has long since moved out of the HUB Division for greener pastures in Ohio, he continues to collaborate with us on National modular layout setups and on electronics. On our website, the module specifications you will find were drawn by Larry.

If you signed up for a power supply as part of the Railfun Project, you'll be able to pick it up at the meeting. Those ordering extras may also pay and get theirs from our Treasurer, who will have kits available.

This Railfun will be held at Shack's business because they have soldering stations available. Directions will be posted on our website.

Working Signals in About 90 Minutes

By Dick Johannes

8 PM, Friday, June 17, 2011

Cambridge School of Weston

Building on his previous HUB clinics concerning prototype signal operations and characteristics, Dick will now shift his focus to a "how to implement" approach. Using a demonstration track divided into six sections with block detection, he'll create a computer-based control panel using an open source Java program called CATS which runs atop JRMI.

He'll describe a simple wiring system that permits operation of a wide variety of signal types. With 8 signals then in place he'll show how ABS (Automated Block Signaling), APS (Absolute Permissive Signaling) and CTC (Centralized Traffic Control), operate. This is an absolute must-see clinic for those modelers who are interested in the nuts and bolts of adding signal elements to their model railroad operations.

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

Boxcabs and the First Oil Electric Diesels

By Sam Berliner III

8 PM, Friday, September 16, 2011

Cambridge School of Weston

For our first meeting of the new season, Sam will give a highly-illustrated presentation on Boxcabs, the earliest diesel locomotives (initially called oil-electrics) and their predecessors and progeny. He'll focus on the Long Island Rail Road's first diesel locomotives, such as #401 of 1925, and the earliest road switcher. We'll also see some of the NY Central's large fleet of early Boxcab diesels and electrics as well as New Haven's electrics.

Sam, a native of Manhattan, spent half of his early summers on Long Island and was a permanent resident there from 1945 until moving to West Medford this past July. He has a sizeable HO layout as well as an interest in Z-scale (1:220). I'd like to tell you more about his passion for super gigantic Schnabel cars but why don't you join us and meet him in person. You can also view his website at <http://sbiii.com/Home2.html#hobby/>.

Passing the Baton

By Rich Pitter

As I arranged the material in this, my final issue of the HUB Headlight, I saw that the issue was about two pages short. That predicament has been notably

missing during most of the forty-nine issues I edited, thanks to the unselfish contributions by many HUB Division members and some non-members over the years. The usual issue has been stuffed to the brim. As much as I appreciate kind words about the Headlight, the truth is, I merely arrange what is

conceived and contributed by you. Without your contributions, the Headlight would become a four-page flimsy.

Rudy Slovacek has been generous from the beginning of my tenure, contributing all the Railfun "blurbs" (I use the term "abstracts")
(Continued on page 8)

President's Car

By Dick Johannes

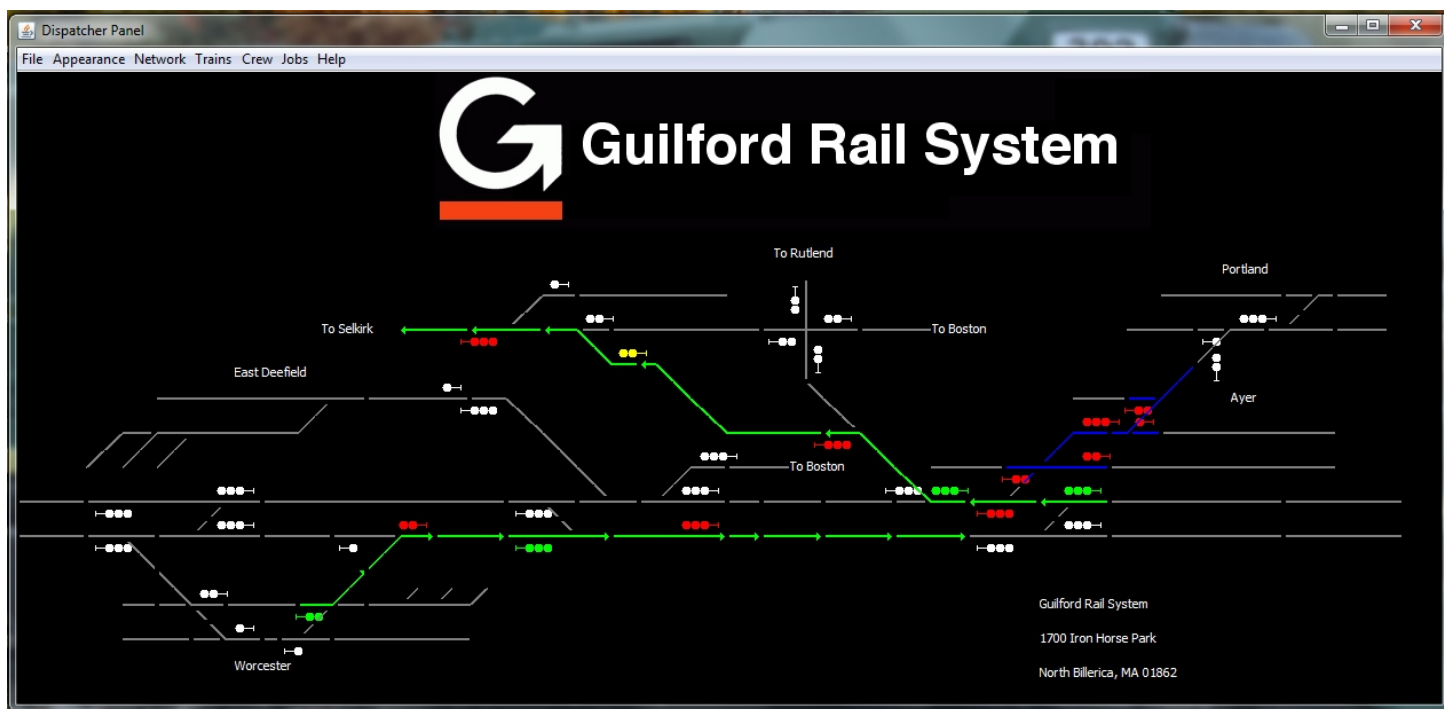
This will be my last President's Car installment. I've served as the HUB President for the past four years and am stepping down at our Annual Meeting at the Spring Training event on April 2. I have truly enjoyed writing these pieces and hope you've found them both informative and fun to read. I owe **Rich Pitter** a debt of gratitude for convincing me of the importance of bringing back the President's Car column. In fact, we all owe Rich for his ten years of outstanding service as the *Headlight* Editor. In addition, I want to thank all of you in the HUB Division for your help and support during my tenure. I'm extremely honored to be able to say I have served as HUB President. I'm in the company of some remarkable people across our history including the late **Bill Parker** and **Jack Alexander**, both of whom we lost during my term. The key to our organization is

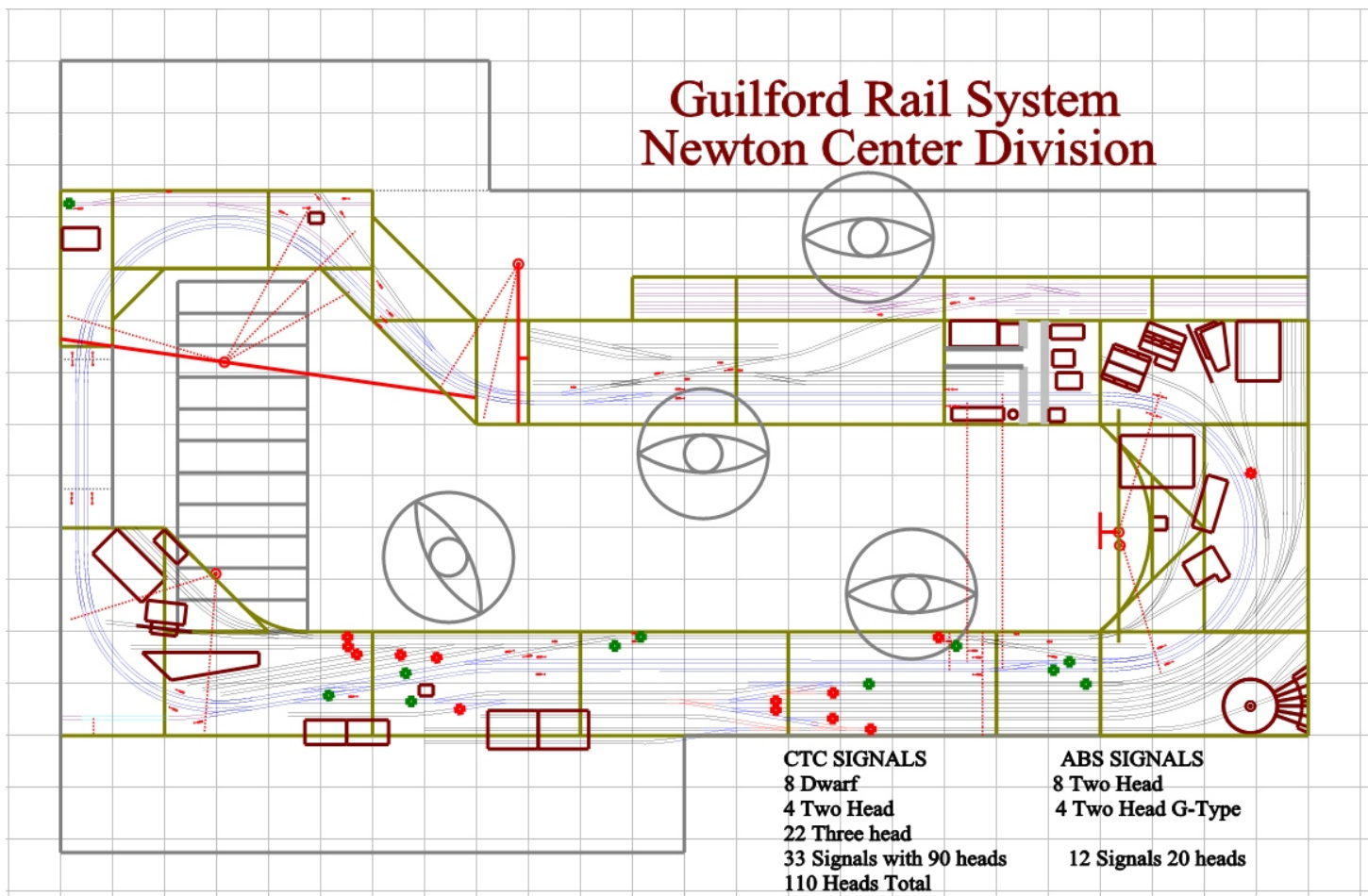
our ability to muster outstanding volunteer talent to keep fresh new faces in leadership positions in our organization.

Our new president will come into office with new faces emerging for Module Coordinator, Headlight Editor, Railfun Coordinator, Fall Show Manager and HUB Librarian. I'll let the new President fill you in on the details. We'll be new but I'm certain we'll be even better. In addition, I'm very pleased to say that despite presiding over the Division during a period of economic austerity, the HUB is in better financial condition than when I assumed office. Were I a pure politician, I'd take full credit for that, but I can't. The hard work put in to make both the NE Model Train EXPO and the Spring TRAINing events successful is very much the work of others. The modular group has more than carried its own weight as well, and we have benefitted from charitable gifts which are often more abundant in difficult economic

times. From the bottom of my heart, thank you all for providing me with the opportunity to serve this fabulous organization as your president.

Now turning to pure model railroad fun and in keeping with Rich Pitter's desire to publish more information on home layouts, I thought I would include a brief description of what's happened vis-à-vis my home layout. I moved from Baltimore into a 170-year-old home in Newton 22 years ago. I had the entire basement but it was old and dark. Plus, it has a very low ceiling. I got a segment of railroad operating down there but eventually decided not to completely renovate the basement and to look for other space. I'm glad I had this slowdown, as it led to several discoveries in the interim. Not the least of which for me was discovering Guilford. The area in which I lived in Baltimore City prior to moving to Massachusetts was named Guilford, so I was intrigued from the start. I





CADrail drawing of Dick's track plan. The funny eyeball shaped objects are representations of people. Notice the modular design, with common use of 2' by 4' modules.

decided to abandon my 1950s PRR interest of nearly 30 years and move to contemporary railroading.

I finished off a section of the third floor attic, adding insulation, heat and carpeting. This gave me a pleasant and well lit 24ft x 10.5ft area with an adjoining 12ft by 10.5ft workroom. Being an attic, the toughest problem was deciding on layout height, as the roof pitch came down to the sides of the room. I eventually decided upon 34 inches. This is lower than our standard module height but this height allows a sufficient flat area around the side for scenic work. I labored for several, yes several, years on the track plan. I used CADrail from the start and strongly recommend CAD systems for design. Besides

providing accurate drawings, they won't let you cheat in tight spaces.

I wanted a topology that was consistent with Guilford's routes from Portland, ME to East Deerfield, with a branch at Ayer. I also wanted to handle unit coal trains serving the Mt. Tom Coal Plant in Holyoke. I can thank the HUB modular group for both the decision to stick with 2x4 ft modular bench work and the definition for the wiring harness which I use across the railroad. I needed a harness for the Ayer portion because I had decided to construct that part of the railroad as removable modules that could be used on the Hoosac, Upton and Boston.

On considering how to link the modules into the rest of the layout, I

realized the modular wiring specification and the use of Anderson power poles was perfect and just proliferated that around the rest of the layout. There's a lift out bridge leading into the work room which represents the two track deck truss bridge over the Connecticut River leading into E. Deerfield Yard.

Bruce Robison in our neighboring Seacoast Division, got me going with his advice on sticking to a plan during one of the Tour de Chooch visits to his railroad. I now have the track 90% laid. It's all handlaid, mostly Code 83, with about 240 ft. of mainline track and four yards adding another 210 ft. of track. There are forty #6 turnouts, five #8 turnouts (most curved), three #10 crossovers and three #6 double

slips. I have about 10 remaining turnouts (mostly in industrial areas) and two double slips to lay until I have all the trackwork done. I used a dozen of the new upgraded Kadee #309 electromagnetic uncouplers on mainline and nearly 20 of the below track #308 permanent magnet uncouplers in yards.

I owe **Ken Belovarac** a ton of thanks for educating me on the principles of prototype practice, minimizing the number of turnouts on the main and being sure to plan for long switching leads that do not foul the mainline. I probably owe him even more for not letting me compromise on these points, which I considered doing more than once. I'm NCE powered and use my NCE system for train control, turnout control and occupancy detection. I've fully developed a CATS based CTC panel to support operational signaling. CATS is an open source tool that sits on top of JMRI (See figure on page 2). I've used ShipIt

for some time with the small part (the Ayer Modules and Rigby) that has been operational for a couple years and I'm going to give ShipIt the chance to handle the entire railroad. Once I started to experiment with operational modalities, I realized I didn't have enough staging tracks. **Peter Watson** convinced me that cutting a hole in a non-structural wall was simple, so I tried. Remember, I said our house was old and its walls consist of stuff called horse-hair plaster. I've never made a bigger mess in my life, but I do now have a staging yard in the work room representing the lines to Selkirk.

I've broken my power and rolling stock roster into two categories, early Guilford and late Guilford. Early Guilford was an eclectic combination of original paint scheme BM, D&H and MEC mixed with things like gray and orange SD-45s, SD26s and SD39-2s. Late Guilford (e.g. pre-

PanAM) had "Guilford Rail System" painted on the long hoods and almost all units had become EMD but still varied a lot in terms of what type of EMD units and high versus low hoods. Rolling stock changed a good deal as well between 1985 and today. The diagram on page 3 is a CADrail drawing of the track plan. The funny eyeball shaped things on the layout diagram are there to represent operators as I wanted to see how people would fit into the space. It also shows planned signal positions and many of the structure placements. I was hoping to have the mainline operational at the time of this writing but I didn't quite make it. Two turnouts and a long weekend for some wiring are between me and that goal. I'll keep you posted with perhaps another Headlight piece to the new editor in future.

Until then, keep em' rollin'.

A note from the incoming HUB Headlight Editor

I'm certainly stepping into some big shoes as your new newsletter editor. Rich has done a great job and will be a tough act to follow. The September-October Headlight, will be my first, and I will be looking for you to provide articles to keep the Headlight filled with information on the HUB Division and its members. Deadline for submissions is August 1. If you have ideas for articles or a series of articles, please let me know. Please email me at editor@hubdiv.org.

Thanks,
Bill Barry

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New England Large Scale 2011

June 3-5, 2011

www.tttrains.com/NELS2011

email: nels2011@tttrains.com

978-256-3062



Enjoy a weekend of Large Scale fun in New England. The Rusty Rails & Rotten Ties Railroad Society, the New Hampshire Garden Railroad Society, and The HUB Division of the NMRA cordially invite you to a fun-filled weekend of Large Scale operation.

Schedule

Friday afternoon/evening June 3

Participate in an evening operating session on the SJR&P Railway where cars and trains are moved according to a schedule (Limited to the first 30 that sign up.) Layout opens at 3PM, Operating session 5PM till 8PM.

Saturday June 4, 10AM-5PM Picnic lunch and Large Scale running.

Bring your trains and run on Deb and Stan's large SJR&P garden railroad. The SJR&P is a track powered DCC layout and can accommodate DCC, RC or Live Steam (with insulated wheels.) (A section can also be set up for DC if there is interest.)

In the afternoon time will be set aside for a steam-up to allow live steam locomotives (with or without insulated wheels) the opportunity to climb the 1000 ft 2% grade.

During the day there will also be a variety of manufacturer demonstrations including: Remote Control Systems of New England, Train-LI-USA, Mainline Bridges, and perhaps a few surprises.

A Large Scale only silent auction/white elephant table will be set up for the day with a close of 4PM.

Sunday June 5, Morning and Afternoon

On Sunday a selection of layouts in Massachusetts and New Hampshire will be open for operating your equipment or visiting. Morning sessions are from (10AM-1PM) and afternoon sessions are from (2PM-5PM).

New Hampshire

John Foley Hudson, NH: Morning and Afternoon sessions.

David & Jenny Miller Juniper & Draft Mum Railroad - Brookline, NH: Morning and Afternoon Sessions.

Massachusetts

Ron and Mary Gadsby, Blackstone, MA: Morning and Afternoon Sessions.

Wes Warner New Salem, MA: Morning and Afternoon Sessions.

Bob McCown Littleton, MA: Afternoon Operating Session.

Fill in a reservation online at www.tttrains.com/NELS2011 or contact Deb or Stan Ames at 978-256-40762 for more information.

HUB Division Calendar of Events (Subject to Change)

2011

May 20 (Fri)	RAILFUN Meeting, 8:00 PM, Location change: By Request Communications, Inc., Broadcast Technology Center, 398 Cedar Hill Road, Marlborough, MA
Jun 3-5 (Fri-Sun)	New England Large Scale 2011, sponsored by The Rusty Rails & Rotten Ties Railroad Society, the New Hampshire Garden Railroad Society, and the HUB Division. See page 5 for details.
Jun 17 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Aug 1	Deadline for submissions to Sept.-Oct. <i>Headlight</i> .
Sept 16 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA



Shanty Talk By Rudy Slovacek

It feels good to step out of the blustery March wind which is our harbinger of seasonal change. The bone-chilling cold of January is replaced by a warmer wind, but a steaming cup of coffee in the shack still feels good. Spring TRAINing is right around the corner and by the time you read this it will be history, a history filled with changes. Elections will have been held and the announcements made. The HUB will have its new Board along with some major changes in its appointed officials. Our President, **Dick Johannes**, will be stepping down and his successor will have a fresh opportunity to work with a new Librarian, *Headlight* Editor, Fall Show Director, Module Coordinator and Railfun Coordinator. These changes were not sudden nor were they unexpected; they are all part of the natural evolution of the HUB.

Dick has given us yeoman service as our leader but will move on to represent and guide us as the new Director of our New England Model Train Expo, replacing **Jerry McDonald**. With **Harvey Humphrey's** departure from the area and a technological change from tapes to DVD's, there has been a void which **Gerald Abegg** has agreed to fill. We all know **Rich Pitter** and appreciate the truly outstanding job he has done as editor for ten years and for his wonderful scratch building clinics and ideas. It was inevitable he would retire one day and perhaps move from Boston, and indeed it has come to pass. **Bill Barry** has stepped in and will perfect some editorial skills he obtained earlier. **Jeff Gerow** has presided over several of the most active Module Group seasons ever and has asked the group for a well earned breather. That group recently elected **Shack** for the position. As for myself, I've been

asking for Railfun help for awhile, with the intention of spending more time honing my modeling skills and adding another module to Schenectady. Now I'll get the chance as **Raymond Barry** has stepped forward to give my position a shot.

The importance of change was reinforced when I had the opportunity to stumble over several items I had written back in 2000 and 2001. The first was a 'thank you' letter as the Module Superintendent, written to the group for making the biggest, most successful Springfield layout ever, up to that time. At that transition period we had 85% of our people converted from DC to DCC! Now I believe 100% of the module group members participate in the DCC experience and are eager for more things like signaling, dispatching, and prototype operations. More importantly, the module group membership and numbers of displays as well as varied locations has also grown. What other module group has displayed in Canada, the Netherlands, Germany and four National shows taking first place in one?

The second was an editorial column I wrote to help out, the then new Editor Rich Pitter, to provide some content for the revived *Headlight* he'd just taken over from **Larry Madson**. It was entitled "CHANGES ARE COMING TO THE HUB" and it chronicled most of the events and people changes which had occurred in that year. Our membership was among the first to convert to a single NMRA dues structure with no extra fees to belong to the HUB (only a mailing fee if one wanted a printed *Headlight* as we started to post it on the Web). Also, our Spring Show evolved, from a members only convention into an educational

based event for both the public and our members alike. It better helped fulfill our mission and became known as Spring TRAINing.

Larry retired, just as Rich is doing now, and his duties were assumed by other individuals who you now see active in the HUB. **Peter Watson** became a full fledged engineer for Amtrak; today it's the MBCR. **Bill Parker** and **Jack Alexander** were then the senior statesmen on the Board of Directors but their faces have since disappeared forever among us, while other perennially young members like **Dick Towle**, **Art Ellis**, **Dave MacPherson**, **Bill Goldthwaite**, **Don Howd** and others continue to soldier on actively. Forgive me if I forget a few of you but my memory is now older too. Rich Pitter's Headlight success story can be

measured by the many new contributors he has encouraged. Dick Johannes began a President's column, and numerous others have written all kinds of "how to" and report articles. Did you see a "Shanty Talk" last issue? It's no longer needed as space filler.

If you haven't noticed, over the past couple years I've not been the featured clinician. Thanks to the new ideas of home grown talent and volunteers alike, a more varied Railfun program has enabled us to grow the evening's attendance from about 20 to around 40 and as high as 50 people on some nights. It is this increased level of both enthusiasm and participation that I'm most proud of.

That said, I'd like to conclude this month's column with my thoughts from that earlier editorial.

"It's time for a new crop of members to step up and lend a hand while learning skills enabling them to replace some of the older contributors. Thus, as you reflect on the end of a vividly memorable year, I'd ask that you take a moment to determine how you might personally model or fulfill the "people serving people" aspect to our hobby. It may be as small as volunteering to man some function at the Spring and Fall shows, writing a *Headlight* article, maybe giving a talk or clinic in your field of interest, or it may involve a more substantial commitment to run for office. It is not as critical what you chose to do as it is important that you actually do it! You as members can help make the process of change become a positive one for the HUB Division by actively becoming a part of it."



The HUB Division's Fiftieth Anniversary Boxcar (1958 version) runs through Schenectady, NY on Rudy's module..



Rudy's modular layout also puts the 2008 version of the HUB Division's Fiftieth Anniversary Car to work. Two versions of the Anniversary Car are available in HO scale. Check the HUB Division Store online at <http://www.hubdiv.org> for details.

Passing the Baton from page 1 and writing Shanty Talk articles for almost every issue. For the past four years, **Dick Johannes** has contributed his President's Car articles. **Gerry Covino** has contributed financial reports twice a year. Various other officers have contributed information on shows and other events. Other members have contributed photographs and articles on a variety of topics. Some non-members have also contributed material that was included.

When I began, the *Headlight* was a four-page printed newsletter. Photographs were expensive because the printer needed to render them as halftones. Thanks to newer technology, the *Headlight* includes

photographs and artwork at no additional printer cost, and is also available online.

From the beginning, I asked others to review issues before publication. Rudy helped for years. Now the reviewers are **Bill Barry**, **Gerry Covino**, and **Dan Fretz**. Gerry also provides a liaison with the printer and prepares the newsletters for mailing by attaching address labels and stamps. These people are important behind-the-scenes helpers. They spend an hour or two every other month reading and commenting on the draft, and they have caught numerous errors along the way. Thank you, guys, for your fine service to the *Headlight*.

The *Headlight* is a good way for

you to share your modeling experiences with others. If you prepare an article for a modeling magazine, such as *Model Railroader* or *NMRA Magazine*, they may take several months to decide whether or not to print it, and likely they will decline. As fine as your article may be, they have a surplus of submissions. If it is accepted, it will take several more months while the article goes through the various departments for artwork and spell checking before it gets into print. If you prepare an article for the *Headlight*, we get back to you sooner. The *Headlight* receives about 10-20 contributions each year. Please keep the contributions
(Continued next page)

coming in.

Bill Barry has agreed to step up as Editor. I think Bill will be a great Editor because he currently reviews the *Headlight* before it goes to press. He catches the most grammatical errors. He finds ways to make articles read smoothly, so the writers look good in print. He can't clean up articles that aren't submitted, so if you have a model railroading article in mind, write it up and send it to Bill.

Members who have lived in the HUB Division since they began modeling may not realize how great it is to be involved with the Division. Between the modular group, which provides opportunities for running trains (sometimes in faraway places)

and getting into shows for free, Railfun, and the two annual HUB Division shows, you have many marvelous opportunities to develop your modeling skills. There are also several excellent clubs in the area, and at least two excellent self-guided layout tours annually.

Model railroading should be fun, but playing a sport should be fun, as well. Individual players who do not spend time and effort to hone their skills and abilities often find themselves on the losing side, and losing isn't fun. It isn't so drastic in model railroading, but if you are trying to operate a layout and the trains keep derailing, to give one example, then the operation

experience isn't fun. If you try to troubleshoot the problems by yourself, you may spend a lot of time and effort without realizing any gain. In the HUB Division, you can talk with other modular group members and Railfun attendees and get some ideas of how to solve the problem. Some people may even be interested in visiting your layout and helping out. That's such a large boost to modeling that I can't emphasize it enough. In contrast, modelers who prefer to avoid social and group interaction can get stonewalled by modeling difficulties.

Again, thank you. I'll write from Eugene, Oregon.



Here's another view of the 1958 version of the HUB Division's Fiftieth Anniversary boxcar on Rudy's prize-winning module of Schenectady, New York.

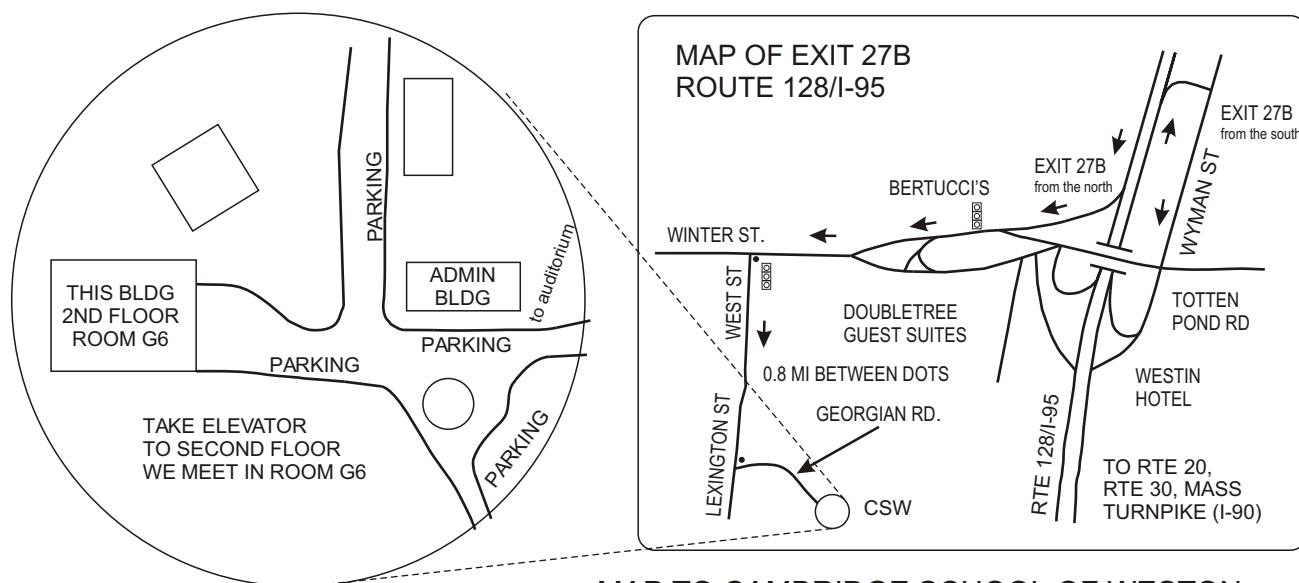
HUB Headlight

Volume 27, Number 5, May - June, 2011

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MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

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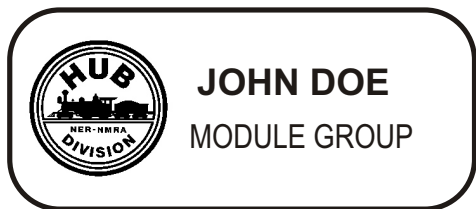
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