

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 30 Number 3, January - February 2014
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Path to MMR - Part 1

by Gerald Abegg MMR 516

Hands-on Clinic: Railroad Car Repair & Reconditioning

By Rudy Slovacek

8 PM Friday, January 17, 2014, Cambridge School of Weston

Now that winter is upon us and the yard-work season has ended, you can focus on your model railroad. Regardless of what scale you model, all equipment, new and old, should always be checked and maintained to make sure it conforms to standards for trouble-free operation. Fix that dragging coupler pin; re-gauge those boxcar wheels; and add weights to your cars as needed to meet NMRA's weight requirements. Bring along your equipment, your toolkit, standards gauge, car weights and a portable scale. Adhesive wheel balancing weights for automotive or motorcycle wheels are an economical option for car weights. Rudy will review the check-up procedures and provide tips for keeping your equipment in tip-top shape. There will be multiple work stations so you can focus on where you need the most help. If you do not have a portable test track that you can bring along, you can build one using a section of flex-track secured to a piece of wood and a Kadee #206 Coupler Height Gauge mounted at both ends of the track. Some members have also installed an Atlas Rerailer in the middle of their test track.

Hands-on Clinic: Scenery, Structures and Details

By David "Shack" Haralambou

8 PM Friday, February 21, 2014, Cambridge School of Weston

In this Hands-On Clinic, you will learn the basics of ballasting track, applying groundcover, mounting structures and applying details to your layout. You can apply this knowledge by helping us to scenic the two Railfun project modules that we have been building and that were on display as part of the HUB's modular layout at our recent New England Model train EXPO in Marlborough. Shack will share his tips and tricks for applying scenery to modules that will stand up to the rigors of frequent transportation to/from shows and setup/take down.

Presentation; Marion River Carry Railroad

By Sam Berliner III

8 PM Friday, March 21, 2014, Cambridge School of Weston

The Marion River Carry Railroad may well have been the shortest standard-gauge passenger line in history and certainly had one of the smallest standard-gauge steam locomotives built in the 20th Century. This $\frac{3}{4}$ mile railroad can be modeled in its entirety as a 45' HO Scale Railroad. During the turn of the last century, steamboats ferried visitors, as well as a variety of goods and stores, from the NY Central rail line to Raquette Lake, across the lake and up the Marion River to the Marion River Railroad. From 1900 until 1929, the Marion River Carry Railroad transported people and goods to another steamboat that made stops and deliveries to the private camps and hotels on the Eckford Chain – Utowana Lake, Eagle Lake, and Blue Mountain Lake.

At the end of last summer I completed the seventh Achievement Certificate that made me eligible for Master Model Railroader. When all the paperwork was filed with the NMRA, I was awarded MMR Certificate #516. This article describes my pathway to the MMR and offers suggestions and encouragement to other HUB members who I would like to see earn this Achievement.

(Continued Page 4)

The Annual Meeting and Election will be held at the March 21st Railfun, 8PM at the Cambridge School of Weston

See Page 6 for voting procedures and Page 7 for candidate statements.

A Fantasy Camp for Model Structure Building

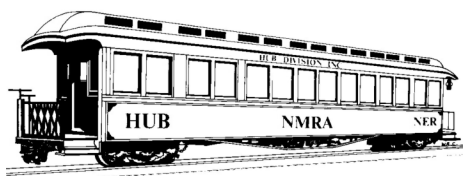
See Page 8

November RAILFUN



Erich Whitney's new module was on display at RAILFUN. With the inclusion of the Chubb board, detectors and signal controls, the underside looks more like a computer. Photograph by Bill Barry

The map to Cambridge School of Weston appears on page 11.



THE PRESIDENT'S CAR

by Manny Escobar

Happy New Year All! – Hope the holiday season was filled with family, friends and railroading events. It's not surprising that many events occur around this time of year: our Annual New England Model Train Expo, Tour-de-Chooch, November Model Railroad Month, and our own Modular Group displayed in various back-to-back events. Nonetheless, this coming year, the HUB Division has a lot still to do.

First, changes in our organization at the Board of Directors level created vacancies. Two out of three Board members are stepping down and leaving a chance for others to step up. The five members running for three positions, are all enthusiastic about our organization

and, of course, model railroading. On Page 7, you will find the candidate statements for those who aim to step up. We will have our annual meeting and election at the March 21st RAILFUN. So please read over their statements and vote in the upcoming election. I want to thank **Bill Barry** and **Gerry Covino** for their outstanding leadership in the past. Both of them will still be involved, concentrating on their current appointed positions. Thank you for all your support.

Second, the Board has decided not to have a Spring TRAINing Show in 2014. The committee that heads this event will evaluate various ideas to improve the show in the future. We are planning on doing a show in 2015, and hopefully the improvements that the committee creates will be a hit.

Third, the **NMRA National Convention** is July 13-20, 2014, in Cleveland, Ohio. The HUB Modular Railroad will be traveling to the convention and operating in a combined display with MCR Division 4.

Fourth, the **2014 NER Convention "New England Diamonds"**, Palmer,

MA, is being co-hosted by the HUB and Nutmeg Divisions. We have a lot of planning and organization to be done for this event. See Page 5 for preliminary details.

Finally, I would like to say that our "Signaling Committee," spearheaded by **Dick "Doc" Johannes**, and supported by other members, will be first in the hobby to have signals operating in a re-configurable modular set-up. What makes it a first is that the HUB display modular layout can be set up with any configuration of different members' modular units. Hopefully you can sneak a peek at the **Amherst Railway Society's Railroad Hobby Show**, Big-E Fairgrounds, West Springfield, Jan 25-26, 2014 (Sat-Sun)

One more thing to mention is that I hope you enjoyed the annual Holiday Dinner Event. We changed the location and date to better accommodate everyone.

Well that's all for now, "*keep them rolling*" into 2014.

HUB Division Calendar of Events (Subject to Change)

2014

| | |
|-----------------------|--|
| Jan 17 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Jan 18-20 (Sat-Mon) | HUB Modular Railroad display at the Wenham Museum, Wenham, MA |
| Jan 25-26 (Sat-Sun) | HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Eastern States Exposition Fairgrounds, West Springfield, MA |
| Feb 1 (Sat) | Submissions deadline for the HUB Headlight Mar-Apr issue |
| Feb 21 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Mar 21 (Fri) | HUB Division Annual Meeting and Election, 8:00 PM, Cambridge School of Weston, Weston, MA before RAILFUN |
| Mar 21 (Fri) | HUB RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA |
| Mar 22-23 (Sat-Sun) | HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA |
| Apr 1 (Tues) | Submissions deadline for the HUB Headlight May-Jun issue |
| Apr 11 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| May 16 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Jun 20 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Jul 13-20 (Sun-Sun) | 2014 NMRA National Convention, Cleveland, OH. HUB Modular Railroad on display |
| Jul 20 (Sun) | HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA [tentative date] |
| Sept 11-14 (Thur-Sun) | 2014 NER Convention, Palmer, MA, hosted by the HUB Division |



Shanty Talk

by Rudy Slovacek

'Twas after Thanksgiving when all through the house, not a creature was stirring not even a computer mouse. The turnouts were strewn on the layout with not a care, in hopes that some magical elf would soon be there;

The grand children were nestled all snug in their beds, with visions of pies and sweets, still in their heads.



And ma in her nightgown, and I in my engineer's cap, had just settled down for a much needed nap (too much turkey and tryptophan!)

When down on the tracks there arose such a clatter, I sprang from my bed to see what was the matter?

Away to the stairs I flew like a flash, tore open the door, and tripped over the sash.

The moon on the rails so shiny and bright, gave the luster of mid-day to objects in the cellar that night.

When, what to my wondering eyes should appear, but a miniature train, and eight tiny workers but not even one deer.

With a little engineer, so lively and quick, I knew in a moment it was not Casey but rather St Nick.

More rapid than lightning, his followers they came, and he whistled, and shouted, and called them by name: "Now Tangent! Now Curve. Now Rails, and Jawn Henry, On Spike, On Hammer, On Ballast and Ties", I tell you no lies.

From the top of the stairs then down 'long the wall. "More steam, more coal, chug away, chug away all!"



So into the cellar the workmen they flew, with a train full of tools - and St. Nicholas too:

Then in a twinkling, I heard down below the shuffling and scrapping and tools going clinking.

The pacing and stomping of each little boot, I knew by golly this would be a hoot!

As I drew in my breath, and was heading on down, both Nickolas and Jawn Henry appeared with a bound.

Nick was dressed in stripped denim, from his head to his foot, and Jawn Henry his clothes all tarnished with soot; a bundle of tools was flung on his back, and he looked like a trackman just opening his pack.

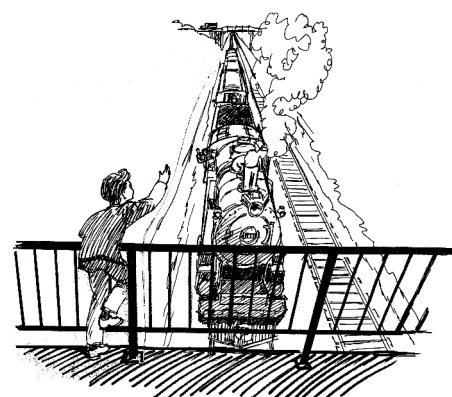
Nick's eyes - how they twinkled! His dimples how merry, as he gathered up fans and then proceeded with plans. He drew lines in the sawdust, then urged on all the trackmen "Finish the switches we must!" Jawn Henry was trim from days of hard working; you could tell he meant business and no silly shirking.

But, a wink of his eye and a nod of his head soon gave me to know I had misjudged him and had nothing to dread.

Both spoke not a word more, but went straight to their work. They completed the turnouts, so smooth, and without jerk. Then, laying their tools all aside, they boarded the train for back home to ride.

The team got all settled in their places, and the wheels began turning at increasing paces.

Away they all flew, to the sound of bell and whistle: But I heard them exclaim, ere they drove out of sight, "Merry Christmas to all, and to all a good night".



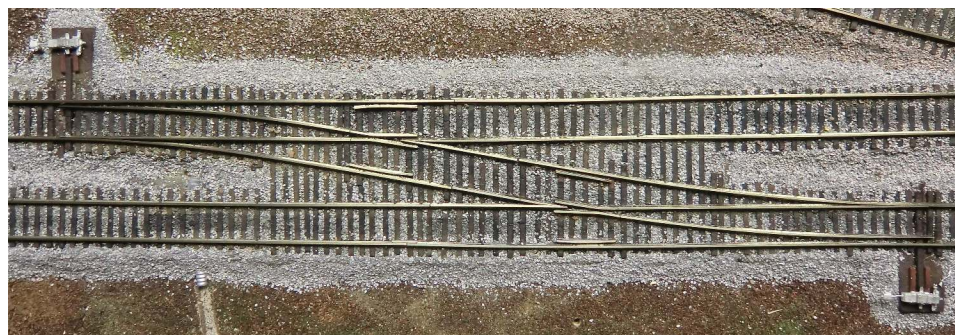
Path to MMR - Part 1

(Continued from Page 1)

My advice to everyone is to get started with something you already do, then research the requirements and read articles about how to do the various Achievement Certificates. On the NMRA website you can find copies of "Year of the MMR" that was published in Scale Rails in 2008-2009. These articles are posted under the Achievement Program and are immensely helpful. Download the certificate requirements from the NMRA website and keep a log of all your activities to use in filling out these forms.

When I started on the Achievements I had no intention of becoming a MMR. I was only interested in receiving recognition for activities I was already doing. So I began with Association Volunteer. Since I served on the Board of Directors for three years, was Show Manager for six years and worked with many scouts on RR Merit Badge, I had all the activities and times needed to complete that certificate (3/1/2010).

Next I moved on to Chief Dispatcher (3/1/2010) since I had become an active operator and had done some dispatching on Bruce Robinson's Valley Junction RR. The hours of operation in the various positions were easily completed, but the hardest thing was to develop a timetable and line chart for that part of the requirements. I found the article "Chief Dispatcher" #9 in the "Year of the MMR" most helpful.



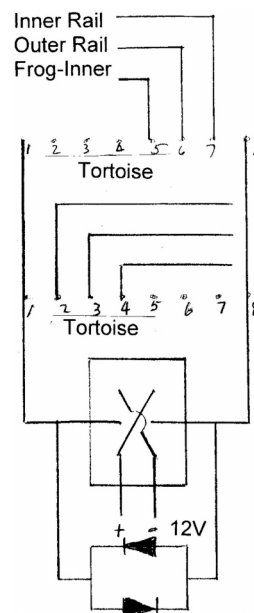
I had done some very amateurish modeling over the years but was relatively new to doing detail hobby work and felt that I had much to learn. I attended many clinics at NER and NMRA conventions where I learned tips for weathering, construction, using the last two-inches in front of the backdrop, making cheap trees, etc. I built two HUB modules and detailed them with structures and scenery. I then started to rebuild my home layout in Lexington as a way to practice some of these new skills.

ENGINEER ELECTRICAL
ENGINEER CIVIL (5/1/2012).

After my move to Westford in 2008 I started a new layout using only part of the yard from Lexington. The new layout is 14-ft. x 28-ft. and is constructed entirely of 2-ft. x 4-ft. modules in an "M" shape to create lots of mainline and some interesting industrial sidings.

Wiring the new layout met the electrical requirements, but I had to document everything with a wiring circuit for the layout and circuit diagrams for the powered turnouts and LEDs. I learned

how to create circuit diagrams and how to incorporate LED's in circuits to make panel control lights. I also developed confidence in creating dwarf signals to indicate track occupancy, and direction.



Electrifrog crossing #6
with BiPolar panel LED

In a conversation with Keith Shoneman, he told me that I had probably met the Engineer Electrical Achievement with what I had already done to my new layout, so he visited the layout and gave me tips on how to finish the application process.

While building the new home layout I had hand-laid some track and built

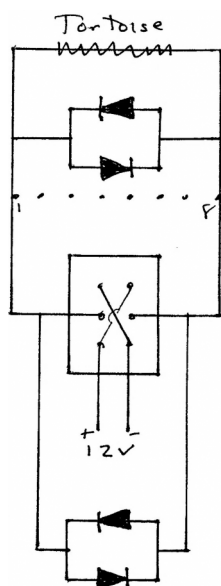
(Continued Page 5)

| Valley Junction Timetable | | | | | | | | | | | | | |
|---------------------------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| by Gerald Abegg | | | | | | | | | | | | | |
| | 100 | 101 | 110 | BOME | 44x | 1 | 103 | 2 | 102 | 105 | 45x | 104 | 111 |
| Portsmouth | d 6:00 | a 7:45 | | | d 9:00 | d | a 13:15 | | d 11:30 | a 16:15 | a 17:15 | d 14:30 | |
| RJTower | | | 8:45 | a 7:00 | | a 9:45 | | a 15:00 | | | | | a 15:15 |
| | | | | d 7:15 | | d 9:45 | | | | | | | |
| Tiverton | a 6:15 | d 7:30 | d 8:30 | | a | a 10:00 | d 13:00 | d 14:45 | a 11:45 | d 16:00 | d | a 14:45 | a 15:30 |
| | d 6:25 | a 7:15 | a 8:15 | | d | d 10:15 | a 12:45 | a 14:30 | d 11:55 | a 15:45 | a | d 15:00 | d 15:45 |
| Franklin | a 6:45 | d 6:55 | d 8:00 | | a 9:30 | a 10:30 | d 12:30 | d 14:15 | a 12:15 | d 15:30 | d 16:45 | a 15:15 | a 16:00 |
| | d 6:55 | a 6:45 | a 7:45 | | d 10:00 | d 10:45 | a 12:15 | a 14:00 | d 12:30 | a 15:15 | a 16:15 | d 15:30 | d 16:15 |
| So.Royalton | | | | | | | | | | | | | |
| Canterbury | a 7:05 | d 6:25 | d 7:15 | | a | a 11:00 | d 12:00 | d 13:45 | a 12:45 | d 15:00 | | a 15:45 | a 16:45 |
| | d 7:15 | a 6:15 | a 7:00 | | d | d 11:15 | a 11:45 | a 13:30 | d 13:00 | a 14:45 | | d 16:00 | d 17:00 |
| Northfield | | | d 6:45 | | | | | | | | | | a 17:15 |
| | | | a 6:30 | | | | | | | | | | d 17:00 |
| Valley Jct. | a 7:30 | d 6:00 | d 6:15 | a 8:15 | a 11:00 | a 11:30 | d 11:30 | d 13:15 | a 13:15 | d 14:30 | d 15:30 | a 16:15 | a 17:45 |

Path to MMR - Part 1

(Continued from Page 4)

turnouts using the Fast Tracks system. Although the first attempts were pretty rough, I was able to perfect my techniques so I could build the required three hand-laid structures for Merit Award judging. Since I had already built several excellent turnouts and a crossover, all I needed to do to complete the Engineer Civil certificate was build a third item. I designed a 20-degree crossing (diamond). Building it required electric frogs, so figuring out how to isolate the frogs, and wire it for operation, required some study and testing. The first attempt looked great, but cars would not

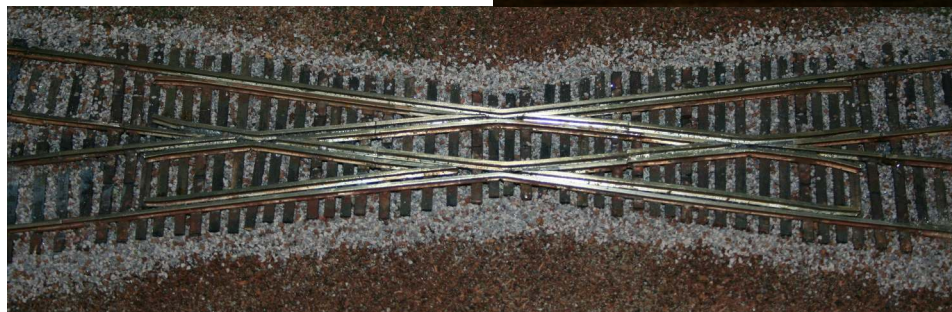


Insulfrog turnout with BiPolar LED dwarf signal and panel LED

go through without derailing, so I built a second one and it worked!

Don Howd and Keith Shoneman evaluated my layout in 2012, and I received the necessary merit awards to complete both the Engineer Electrical and Civil certificates. At this point I was prepared to stop because I felt like most modelers – I didn't want to get into building contest models. Don told me I didn't have to enter contests but rather that I must build models that would be judged for Merit Awards. He suggested that I build a model or two, submit them for judging and then decide if I should continue or not.

In the next issue I discuss how I moved on to building cars, structures and scenery to become a MMR.



Double throw double pole switch with BiPolar LED indicating the powered route of the diamond

New England Diamonds



Palmer, Massachusetts
The Town of Seven Railroads

The NER "New England Diamonds Convention," will be September 11-14, 2014 in Palmer, Massachusetts. The convention is co-hosted by the Hub and Nutmeg Divisions.

Friday, "Prototype Day" will include open houses at the Pioneer Valley Railroad and the Massachusetts Central. There is also a lot of activity in Palmer on the Selkirk-Boston, ex-Boston and Albany main line, plus additional action on the former Central Vermont, originally the New England Central, now part of the Genesee & Wyoming.

Non-rail activities will include a wine tasting and some unique craft sessions.

Palmer has limited in-town lodging options, so we have made arrangements with the nearby Day's Inn in Chicopee.

Glenn Owens

by Peter Watson

On November 2, 2013, at the age of 92, long-time HUB Division member Glenn Owens passed away. For those HUB Division members who have been around a while, the name Glenn Owens is a familiar one. He was a very active member in the Division for many years.

Glenn joined the NMRA in 1966 and was active in the HUB Division. He was a member of the Board of Directors from 1973 to 1984 and 1987 to 1993. He was a NMRA Life Member and a HUB Division Life Member. Glenn received the honor of becoming MMR #227

Glenn's vocation was mechanical engineering, and he put his skills to good use for the Division. He laid out and drew the floor plans for both the Spring and Fall shows each year. He also designed and drew the plans for the standard and corner modules for the HUB Module Group. The corners he designed are still being used today. Glenn also served as the Headlight editor from 1984 to 1993. He also served on the Division's Minuteman '86 National Convention Committee.

In 1997 Glenn was awarded the HUB's Don Pierce award, which is given to HUB members for exemplary service to the HUB Division.

A full Saturday program of clinics will be held at Palmer's Converse School, including DCC and DCC Sound system installation clinics conducted by ESU LokSound's Matt Herman and Taintek's Gary Paulino.

"Convention Central" will be located in the Parlor Car at the site of our Saturday evening social hour and banquet, "The Steaming Tender." Dinner will have multiple main-course choices. Matt Herman will speak after dinner. Sunday morning will be the Awards Breakfast.

For updates see the convention website: www.nediamonds2014.org.

The HUB Division elections will be held on March 21, 2014 immediately before RAILFUN, and after the Annual Meeting

METHODS OF VOTING

Eligible voters are not always able to make it to the Annual Meeting. In lieu of voting in person at the Annual Meeting, a HUB member may cast one ballot using one of the three (3) following methods:

1. MAIL:

Ballots found in the Jan.-Feb. 2014 issue of the Headlight (below) may be copied or cut out and mailed to the Clerk. The HUB member must write his Name and Membership Number on the outside of the envelope to certify the ballot enclosed. The ballot must be mailed to:

**Peter Watson, Clerk
The HUB Division, Inc.
65 Branch Road
East Bridgewater, MA 02333-1601**

Mail ballots must be received by the Clerk no later than March 1, 2014. The Clerk will verify the ballot and record the member as having voted.

2. E-MAIL:

A ballot may be cast by sending an e-mail to the Clerk. The e-mail must be sent from the HUB member's Official e-mail address that is on file with the HUB Office Manager. It is the responsibility of each HUB member to ensure the HUB Office Manager has his/her correct e-mail address. Only one Official e-mail address is allowed per member. Confirm your Official e-mail address by sending an e-mail to the Hub Office Manager at:
OfficeManager@hubdiv.org

A valid e-mail Ballot must contain the HUB member's Name and Membership Number in the Email Subject Line. All votes must be placed in the body of the E-mail. Place ONLY the names of the Candidates for whom the member is casting votes. The three names can be the candidate names included on the ballot or write-in candidates. Write-in candidates must be members in Good Standing of the NMRA HUB Division. Include a "Yes" or "No" below the three names in regards to the by-law amendment.

2. E-MAIL (continued):

E-mail the ballot to:
elections@hubdiv.org

E-mail ballots must be received by the Clerk no later than March 1, 2014. The Clerk will verify the ballot and record the member as having voted.

3. PROXY:

Any HUB member eligible to vote in the election may **designate in writing** that another eligible HUB member may cast his/her vote at the Election.

A. The Letter of Proxy **MUST** contain the **HUB member's name, Membership Number, and Signature**. The Letter of Proxy must also declare the **name of the HUB member acting as proxy**.

B. The HUB member acting as proxy will present the Letter of Proxy at the Annual Meeting to obtain the eligible member's ballot for voting purposes.

See Page 7 for candidate statements.

2014 HUB DIVISION BALLOT

(see instructions above)

Board of Directors (3-year terms). Vote for up to three candidates:

☐ **David "Dave" Shamlian**
☐ **Dan Fretz**
☐ **John Doehring**
☐ **Dick Ball**
☐ **David Insley**
☐ **write in:** _____
☐ **write in:** _____
☐ **write in:** _____

BOD Candidates

David “Dave” Shamlian

My lifelong interest in trains started around 5 years old with a plastic Brio type train set. Then at age 7 or 8, I got my first O-27 electric train set.

Wiring of the many Lionel layouts led me to become an electronics and computer hobbyist, and finally to my career as a Master Electrician.

During my college years at Northeastern University, I was elected president of the N.U. Model Railroad Club. This helped me grow as a modeler and increased my appreciation of realism for model trains.

During the next 30 years, I started my own business, got married and had kids. Though I had less time for the hobby, I continued subscriptions to train magazines, went to train shows and did some rail fanning.

I've been an active member of the NMRA HUB Division Module Group, and have recently been appointed to the Module Group Signaling Committee. I have also been elected as Clerk of the Friends of Bedford Depot Park, a historic rail preservation organization.

I enjoy volunteering my time and giving of myself to help others. I believe I can help this organization grow with my ideas and hard work and would be honored to be elected to this position.

Dan Fretz

As I complete my second term as a HUB Director, I would like to thank the membership for enabling me to serve the organization in this capacity. It has been rewarding to contribute to the work required to successfully run an organization of this size. In addition to serving as a Board member, I have been the HUB Webmaster for the past seven years, have been an active member of the HUB Module Group since joining the HUB in 2006, and am part of the committee planning the 2014 NER Convention in Palmer.

I always strive to support and promote this remarkable hobby, whether by keeping our website up-to-date, talking with the public at Module Group events, or working with other BOD members on new initiatives. Most recently, I am designing an introductory model railroading class that I will be presenting through my town's Adult Education program, for the purpose of introducing a whole new group of people to our hobby. I am hoping that promoting the hobby in this way will bring new members into our organization.

I would like to continue serving on your Board of Directors. I ask for your vote and thank you for your consideration.

John Doehring

I'm nuts about trains, have been all along (I suppose you are too), but for most of this time I've been an armchair railroader, pursuing this passion alone. Frankly, I didn't know that the hobby was a social one. Then about five years ago I decided to build something, and realized I needed help. I began attending shows, joined the local NTRAK club (I'm an N-scaler) and the NMRA, attended my first Railfun, and everything changed.

I found that model railroading is indeed a community hobby. I've learned a great deal (much faster than I could have alone), and made many new friends. I enjoy the meets, operating sessions, and regional conventions. I've worked at the HUB membership table at several shows, and the admissions table at the last few NEMTE and Spring Training events. (I even stood in one year for Santa Claus, when the real guy became ill (itchy suit!). Two years ago I became editor of The Coupler, the NER's regional newsletter, a super experience.

Enjoying my own participation payoff, I'd like to work now to deliver a better NMRA experience for you. If you believe (as I do) in the great potential of the NMRA here in the HUB, I'd certainly appreciate your vote.

Dave Insley

Like many, my interest in trains and model railroading started early, fostered by my father. Fifty years later, I still get to enjoy this hobby with my dad, going to NER conventions.

I have gotten more involved in the HUB since moving to Townsend ten years ago. I am building a layout that represents the West End of the Boston and Maine in 1939. This has led to an article in the Headlight and prompted me to give a clinic at Spring Training – not because I am a good modeler, but because I enjoy talking to others about our great hobby.

When a few people asked me to run for the Board, I thought it would be another good opportunity to give back to the HUB. Don Howd has done a great job getting the AP moving as is evidenced by Gerry Abegg receiving his MMR. We should do more to promote this program. I also think Pete is doing a fantastic job getting in new members, now we need to get their ideas for new programs to keep them active.

It would be an honor to serve on the board and help grow this great division of ours.

Dick Ball

My name is Dick Ball, I am a retired firefighter. I have been a member of the HUB Division for over six years. I participate in all the HUB Module Group shows. I also assist in the HUB annual picnic at Waushakum Live Steamers, where I am a member. I hope as a board member that I can give a different view of the issues the board has to deal with.



A Fantasy Camp for Model Structure Building: Fine Scale Railroader Expo November 6-9, 2013. Pittsfield, MA

by Rich Pitter

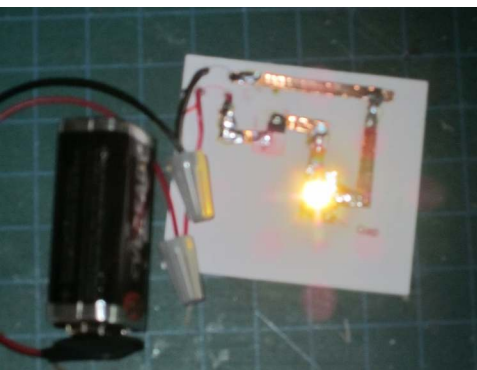
Most model railroaders enjoy running trains and watching trains run, especially if they run through various scenic areas. I'm building a layout to capture the heart and soul of Western mining and timber operations. I like to see trains working – shunting cars to and from industrial sidings. I also enjoy building HO-scale model structures. I've erected Campbell models, DPM kits and, more recently, a variety of wood laser-cut kits. The "craftsman" kits I've built have been the easier Bar Mills Models kits. I've built a few structures from scratch, too. At a train show last year, I purchased an unopened Micro-Scale Models Bowers' Brewery kit. Its appearance fit the time and place of my railroad. After making the expensive purchase, my fears arose: what happens if I make a mistake? I thought I should learn more about erecting craftsman kits before I start.

I signed up for the Fine Scale Railroader Expo ("the Expo"), as enthusiastic as a baseball fan who attends a fantasy camp. The fan gets to wear a uniform, swing a bat, play catch, and talk with real major

leaguers. At the Expo I attended some "platinum workshops" and several "silver clinics," talked with big-league model builders, and attended a show that consisted principally of manufacturers of craftsman model structure kits. The Expo was billed as "The only show dedicated to the art of scale model structure-building."

The Expo was held in Pittsfield, Massachusetts, just a few blocks from the Amtrak station. I flew to Albany, New York and boarded Amtrak at the Albany-Rensselaer station. In retrospect, I should have flown to Boston and boarded Amtrak at South Station.

In one workshop, Jon Addison, the clinician, led us on a project that used pastel paper to build a small house. After I signed up, I received emails from him asking us to bring tools, oil and acrylic paints, and mineral spirits. Since I traveled by air, I couldn't bring mineral spirits, but I visited an art store and purchased \$80 in supplies to make sure



I covered all the bases. It was lucky that I did; we worked at tables of three and I was the only one at my table who brought paint. The process of painting the pastel paper was new to me, and although it is a multi-step process, Jon

explained the theory behind it so that I gained confidence to make clapboard siding to suit the purpose of any structure I build. I've sliced paper (manila folder material) to make clapboard siding before, and I even hosted a Railfun workshop on it, so the workshop provided me with a different method for building "home-spun"

clapboard siding structures. The effect I achieved was good, and the after-construction dry-brushing techniques I learned, resulted in an even better structure.

In another workshop, by Bill Sartore, I learned about theory and application of LED lighting for layout structures. By application, I mean the hands-on

construction of lighting circuits for layout use. For this workshop, I brought closing tweezers, needle-nose pliers, a soldering iron, and some solder. I couldn't find my Opti-Visor, so I did without it.

Even so, this list meant more stuff to haul aboard the aircraft. The neat part of this workshop was the actual build of a lighting circuit consisting of a small micro-LED. I soldered the LED onto the patchwork copper circuit and the two guys at my table asked me to solder theirs, too. They both lacked soldering irons so they used mine to solder the adhesive-backed copper strips together to make the circuit, but the micro-LED has almost microscopic nubs for the anode and cathode. Fortunately, my soldering yielded working circuits. The great thing I learned in this workshop was how to build parallel circuits of two or three LEDs. Current limiters, an IC device that I hadn't heard about previously, enable a 12-volt battery to power three or four parallel circuits of LEDs. As I build structures for my layout, now I can plan interior and exterior lighting circuits.

The Expo's clinics were led by workshop clinicians or by craftsman modelers, some of whom own their own structure kit companies. The clinics demonstrated a wide variety of construction, finishing, and weathering techniques. Unlike the workshops, there was no hands-on participation. Still, the clinicians passed around samples that

(Continued Page 9)

A Fantasy Camp for Model Structures Building:

(Continued from Page 8)

showed what they were talking about. It's always good to be able to hold the sample and examine it. One clinician, Jack Ellis of Bar Mills Scale Models, passed out CD's that had word processing files (with pictures) that illustrated his techniques.

The vendor area was open for two days. Vendors had freebies that they passed out to attendees. Some were castings from their craftsman kits; others were laser-cut details from their kits. How often do you attend a vendor area consisting principally of craftsman kit producers? For me it was fun because the vendors often had built-up models of their kits. The built-up models gave me a much better idea of size and appearance than photos.

The model contest at the Expo was an experience to behold! Here, craftsman pitted their skills and wits in a variety of categories. The 2" x 2" category might favor smaller scales, but first prize was taken by a well-executed O-scale scene. Other categories included 8" x 8", 18" x 18", diorama, marine, and structure. All the models were excellent and the builders are craftsmen with skills beyond mine, but I studied the details – the finishes, weathering, signs and details – and

realized that I had picked up most of the skills that these craftsmen had mastered. It's only a matter of practice, practice, practice!

When I next travel to an expo or convention and plan to stay at least one night in a hotel, I will endeavor to bring along a friend. Most hotels charge by the room, not the number of guests, so two can stay for the price of one. It helps to have a buddy for company at meals. If you and your buddy attend

different workshops, you can share thoughts afterwards.

In three days, I learned dozens of neat techniques and tips, and I was reminded of even more model-building tips that I already knew about, but had forgotten. Yes, this Expo was a successful fantasy camp for me. I plan on attending future Expos.

The *Headlight* is always accepting photos and articles relating to model and prototype railroading. Please email editor@hubdiv.org.

The Worcester Model Railroaders Show and Open House

The Worcester Model Railroaders, Inc., one of the oldest Model Railroad Clubs on the East Coast, is holding its annual show and sale at the Auburn Elks, 754 Southbridge St. (Route 12), Auburn, MA on February 23, 2014 from 10AM to 3:30 PM. The Amherst Modular Club will have one of their layouts on display. Admission \$5, children under 12 (with adult), free.

An open house at it's new club quarters will be held on the same day from 10 AM to 3 PM. at the Stevens Linen Complex, 137 Schofield Ave. (Route 12), Dudley, MA. The 43' x 51' HO-scale operating layout depicts the Boston & Albany line from Boston to Springfield with a branch line into Rhode Island and Connecticut. Visitors will be able to observe club members operating steam and diesel trains and operate a train themselves. Handicapped accessible. Admission/donation \$2, children under 12 (with adult), free. Also free with show stamp. For further information and directions: pjsmithross@aol.com, www.wmrr.org

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Orders must be received by Oct. 15, Jan. 15 or April 15. You will be contacted if there are any questions with your order and you will be notified when your order arrives. People may pick up their orders at RAILFUN meetings or shows to avoid the additional mailing costs. **If you request mailing, please provide your mailing address.**

To purchase using your credit card, email your order to Treasurer@hubdiv.org and an invoice will be sent to you.

HUB Headlight

Volume 30, Number 3, January - February, 2014

HUB Headlight, published by The HUB Division Inc., Northeastern Region, National Model Railroad Association, is issued in January, March, May, September and November. Contributions may be sent by email to the Editor or by mail to the Office Manager.

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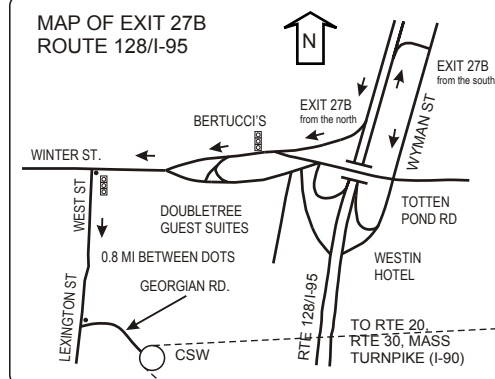
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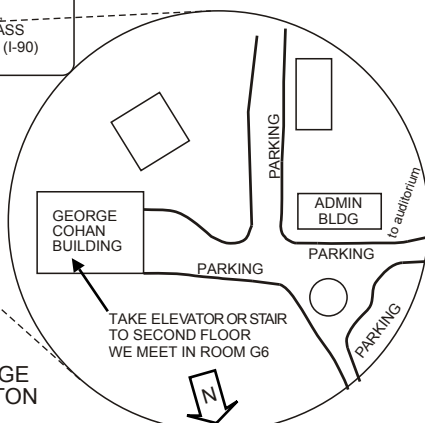
RAILFUN Weather Note:

If the school is closed, we will NOT have RAILFUN that evening. School closings are broadcast over the radio at **WRKO 680AM** and **WBZ 1030AM**, and on TV Channels 4, 5 and 7. The Cambridge School of Weston recording is at **781-642-8600**. Check the radio or TV stations early on the morning of RAILFUN! You can also check www.hubdiv.org and we plan to post notices on Facebook and Twitter.



MAP TO RAILFUN MEETINGS

MAP TO CAMBRIDGE SCHOOL OF WESTON



Seacoast Division Model Railroading Night

- January 10th
- February 14th

Meetings are Friday night at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH. See <http://www.seacoastnmra.org> for info.