

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 34, Number 2, November - December, 2017

RAILFUN TIMETABLE

Presentation: Photography at Its Best

Presented by Doug Scott

8 PM Friday, November 17, 2017, Cambridge School of Weston

Doug Scott has been riding and photographing trains since the fall of 1977 and has ridden trains in all 50 states and a good part of Canada. He has had pictures published in several prototype railroad and model railroad-themed magazines over the years. He also spent a good part of his working life in the photo processing business and now specializes in Railroad, Maritime and Landscape digital photography. Doug's work is well known locally through the Massachusetts Bay Railroad Enthusiasts newsletter, THE CALLBOY, and through various multimedia show presentations at the Cape Cod and Western Connecticut Chapters, National Railway Historical Society. He is also on the Board of Directors of the National Railway Historical Society. Doug is in the 'Master Photographer' group as a member of the Cape Cod Art Association Camera Club and has many ribbons from club and juried outside competitions. He will again be one of the photo contest judges at the NER Convention in Rhode Island. At our RAILFUN night, Doug will be presenting a pair of PowerPoint multimedia presentations covering steam and diesel action in the Northeast, plus a brief look at a few schooners off Eastern Point in Gloucester.

Hands-On-Clinic: Rolling Stock Tune-Up

Presented by Dick Ball, Mike Tylick, MMR and Peter Watson, MMR
8 PM Friday, January 19, 2018, Cambridge School of Weston

We will be meeting at our regularly scheduled time, Friday, January 19th, which falls one week before our HUB Modular Display in Amherst, Saturday January 27th to Sunday January 28th. In an effort to hop on board and make the Big E event a trouble-free exhibition, Dick Ball is encouraging our members to bring their rolling stock in for what we hope will be an annual tune-up event. We will be on-hand to demonstrate the proper way to fix dragging coupler pins, re-gauge rolling stock, and top the cars off with a little weathering. There will be an ample supply of weights to properly weight your rolling stock to meet the NMRA standards. So, bring along your rolling stock, tool kits, standard gauges, new wheel sets and a portable post office scale if you have one. We will also explain when and why the modular group uses wheel resistors for our signaling system and will have them for sale at the meeting. An advance homework assignment is recommended by visiting: www.nmra.org/beginner/knuckle-couplers and www.nmra.org/car-weight.

Fall Show Call for Volunteers

The HUB Division hosts the New England Model Train EXPO on December 2 & 3. This show is the HUB Division's major annual fundraising event. The funds raised are used for modular layout maintenance, repairs and upgrades, RAILFUN expenses, Headlight production and mailing, and other HUB Division projects. Members are strongly encouraged to contact Manny Escobar at (781) 718-5693 or Bill Harley at (781) 899-0704 or email either one at nemtedir@hubdiv.org and volunteer for at least one hour on Saturday and on Sunday. You may request assignments at the white elephant table, donation table, membership table, build-a-car kit, or admissions.

Trip to the National Convention

By Jeff Gerow

I joined the NMRA to be able to go to the national conventions – really! I was at the National Train Show after the Valley Forge convention in 1993 (I have a nearby friend) and saw what they had been able to do the previous week. It was awesome, so I signed up on the spot. It turns out that I really enjoy visiting a strange city for a week, often being plopped down in the center, and getting to see what kind of railroads and rail-roading happen around there. This year it was in Orlando, just outside that well-known Mickey Mouse park, at a new hotel chain (for me), The Rosen Plaza. But the adventure doesn't start when I get to the hotel – getting there can be at least half the fun.

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Photo 1: The Consolidation (2-8-0) that led Jeff's train on the Great Smoky Mountains Railroad

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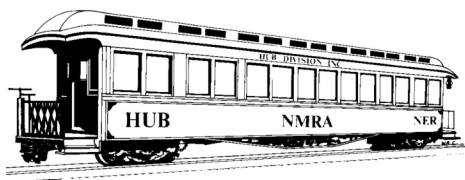
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THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. As I write, I'm looking at a bit of Fall color outside my window. My fruit season continues, with pawpaws and four kinds of apples ripening nearby.

The Module Group's Fall activities are under way: November we'll show twice: Wellesley Community Center on the 4th and Greenberg in Wilmington on the 18th & 19th. Then the New England Model Train Expos (NEMTE) is December 2nd - 3rd, and 2017 closes at the National Heritage Museum in Lexington December 16th - 17th.

Speaking of the NEMTE, please pencil some time in to get involved; the event is important both to the New England model rail community and to the HUB's operations. Taking a volunteer shift helps deliver the show while earning you free admission.

Also, the NER Rails to the Gilded Age convention will be Thursday, November 9th to Saturday, November 12th. I signed up too late, so I got a limited choice of op sessions, but I'm looking forward to layout tours, clinics and the train show, plus the many attractions in Newport, RI. Check www.newport2017.org for details.

As you start to think about model railroad-ing in 2018, check www.hubdiv.org/schedule.htm for HUB activities through August. Spring TRAINing plans have now been made and it will be at the St. Thomas Aquinas Parish Center in Bridgewater on Saturday, April 14th. Watch the HUB's calendar page for additional updates.

Our first event in the New Year is our Holiday Party, January 6th in Norwood. Please sign up early using the form in this Headlight. Later in the month, Modules will be at the Wenham Museum January 13th - 15th, and at the Amherst Club's show at the Big E on January 27th - 28th. If you want to participate at the Big E, let the Module Coordinator know early so a badge is ready for you.

One last thing for 2018 is the NMRA National Convention in Kansas City. A number of HUB members plan to join the crew from the MCR in another big combined layout. Kansas City is a hotspot for both layouts and high-intensity prototype

freight operations. If you're interested, let the Module Coordinator know ASAP.

Personally, this was a busy summer: Travel and time spent on streetcar operations at Seashore Trolley Museum in Kennebunk, ME, and the Lowell National Historical Park didn't leave a lot of room for model railroading. At Seashore, I've operated some days, but swung a spike maul for the Track Department on others. This puts my decades of HO scale track-work into an entirely new context.

At home, I've continued work on my layout's Downtown Newburyport peninsula: The second of three 'modules' has track on it, and I'm up to 50 hand-laid turnouts on the layout as a whole. I hope to have the last module installed by Tour de Chooch (November 24th - 26th), but I can't say how much of it will be working.

I received my 6th AP Certificate at September's Railfun: Chief Dispatcher. I now qualify for Association Officer through service on the Northeastern Region Board, so I may get #7 before year's end. But I don't expect to have any contest entries for either Master Builder: Cars or Motive Power at the Newport convention.

If there's something on your mind about the HUB or its activities, email me at president@hubdiv.org, call me at (603) 394-7832 or catch me at a HUB event.

Achievements



James VanBokkelen (right) receives his Chief Dispatcher AP Certificate from HUB AP Chairman Peter Watson, MMR (left) at the September 2017 RAILFUN

Photo by Bill Barry



Ernie Johansen (right) receives his Golden Spike award from HUB AP Chairman Peter Watson, MMR (left) at the September 2017 RAILFUN

Photo by Bill Barry

Shanty Talk: Before the Band and Girls came Trains

By Rudy Slovacek

Somewhere between the age of six or seven, my dad got us an American Flyer train set and the hook was set. I watched that Pacific engine, with chuff and smoke features, go round and round pulling a couple freight cars, for hours with my brothers. When I was eight or nine I saved up my birthday money to buy trains at Sears and Woolworth's during after-Christmas holiday sales. My birthday was in the beginning of January so I could get some good deals like Athearn boxcars with sprung trucks for a buck and an Athearn rubber-band drive Great Northern GP-7 for less than nine or ten bucks. My second locomotive purchase was a Varney Casey Jones ten-wheeler that came as a "screw- driver kit" with umpteen numbers of parts. I guess I was a bit enthusiastic and perhaps slightly ambitious for my age. But assemble it I did and darned if it didn't run. Maybe not as smoothly as the diesel but, heck, it was complete with working valve gear and it did pull a train of cars around a 4'x6' oval of track with a couple of turnouts.

With dyed-green sawdust for grass and a couple of Revell railroad building kits (including the water tank, crossing shanty, switchman's tower and an interlocking tower (cast in brown and yellow pieces), my empire was taking shape. The Revell raised oil tank and sand house would follow shortly along with a crew house and stationary caboose used for what I didn't know, but it was fun to build and clearly was railroad. These items and a few balsa wood scratch-built items, like a coal bin and trestle, along with an Atlas turntable formed the basis of an engine facility on my second layout which ran along the basement wall (See Photo).

This lasted until I was 15 when my brother and I started a rock band as a way to impress the girls. I sold some trains and brought a set of drums with money I saved from a part-time job at a nursery up the street. From then on it was sports, dates and dancing with the girls – right up through college. The trains got packed away and disappeared until after I got

married. In graduate school while watching football I'd work on the coffee table while my wife prepared her lesson plans for grade schoolers. With graduation and a newborn son, the trains were on hold again. While at Stony Brook - Long Island I dabbled in tennis, swimming and made a few train kits that I later sold at the Patchogue Model Railroaders meets after winning a couple places for model work in the late 1970s. When I moved to Corning, NY for a real job, I worked on finishing the basement where I completed a darkroom for my wife and a train room for myself. I was there less than 4 years when I was moved to the Boston area. I never did get to start that layout in the train room I specially prepared.

About 1985 or 1986 I met Bob Blick, who had a small train shop attached to his house down in Bellingham and agreed to sell some of my assembled trains on consignment. It was he who introduced me to the HUB Division module group, and many of you already know the rest of the story. About this time, we started a module group called the Coastal Mountain Railroad so that we could run more often than just the one or two events the HUB held per year at that time. Based on the HUB/NMRA HO module standard, we each built several modules and I constructed a couple loops so we could run trains on a linear layout of 28 ft. The HUB division subsequently copied the concept and it has also become popular out in Ohio where Larry Madson has promoted it. It is well suited to smaller venues that do not have the space of a Springfield show for large rectangular layouts.

But I digress. About this time I needed to expand my house to welcome my second wife Pat and her family into my life. This necessitated an addition to the house and it was then I realized I could make a small layout without fear of damaging the plywood floor and minimal housing shell construction. I chose N-scale as it offered the most efficient use of space. The 4x8 ft. HO track plan of John Allen's "Gorre and Daphetid" was condensed to 3x6 ft. size and made in N-scale. I would later build another 4x6 ft. addition

giving me easily over two scale miles of mainline track with decent curves. This layout served as my learning experience for scenery, flex track and the use of sound with a DIR throttle by Soundtraxx. The miniature RS3 and RS11 diesels by Kato/Atlas ran every bit as smoothly as their HO counterparts when the rubber-tired wheel set was replaced with a solid wheel set. I still have that layout in my garage if anyone is interested. N gauge is too small for my hands and eyes now.

While I remain true to my fondness for the D&H and NYC found near where I grew up in upstate New York, I also became interested in the B&M due to my proximity to Boston. It was at an early HUB train show that I met Robert (Bob) Nimke and purchased a copy of his Green Mountain Railroad book chronicling its birth from the demise of the Rutland. As a graduate student in the late 1960s and early 1970s, I had driven through Rutland, Vermont to Gordon Conferences and had seen those strings of yellow and green Rutland boxcars stored on sidings. I became hooked on this Northeast road too. I purchased all of Bob's books on the Rutland and remain fascinated by its modeling possibilities to this day although I could never do it justice like Andy Clermont. While I have plenty of reading material for the NYC, D&H, B&M and Rutland, where and when I set my model railroad theme is still an open question to me. I am, however, looking forward to spending some time with those sources of inspiration over the coming winter months. Stay tuned and have a happy and joyous holiday season.



HUB Holiday Party

Saturday, January 6, 2018

Happy Hour from 6:00 PM to
7:00 PM (cash bar)
Dinner at 7:00 PM
Yankee Swap at 8:00 PM
(or shortly thereafter)

Olde Colonial Cafe
171 Nahatan Street
Norwood, MA 02062
(781) 762-2058 ~ (781) 769-0323
www.oldecolonialcafe.com

Price: \$35 per person.
Reservations only, no walk-ins.
Dress appropriately (no denims).
No reservations after January 4.

Bring a gift worth at least \$15 to
participate in the Yankee Swap.

HUB Holiday Party Registration Form

Name: _____

In case of inclement weather, please provide your email and/or phone
number where we will be best able to reach you.

Email: _____

Phone: _____

Number Attending: _____ x \$35.00 = _____

Please make check payable to: The HUB Division, Inc.

Mail to:
The HUB Division, Inc.
P.O. Box 672
Hollis, NH 03049-0672

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

Appetizers:

Cheese and Fruit Tray

Buffet Menu:

Roast Beef
Chicken, Broccoli & Penne

Baked Scrod
Roasted Potatoes
Salad and Vegetables
Roll and Butter
Coffee and Dessert

HUB Division Calendar of Events (Subject to Change)**2017**

- Nov 4 (Sat) HUB Modular Railroad display at the Wellesley Community Center, Wellesley, MA
Nov 9-12 (Thu-Sun) NER Convention - Rails to the Gilded Age, Newport, RI (www.newport2017.org)
Nov 17 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 18-19 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Nov 24 (Fri) Submissions deadline for the HUB Headlight Jan-Feb issue
Dec 2-3 (Sat-Sun) The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
Dec 16-17 (Sat-Sun) HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA

2018

- Jan 6-7 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Hanover, MA
Jan 6 (Sat) HUB Holiday Party at the Olde Colonial Cafe, 171 Nahatan St., Norwood, MA
Jan 13-15 (Sat-Mon) HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 19 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 27-28 (Sat-Sun) HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
April 14 (Sat) The HUB-sponsored Spring TRAINing show at St. Thomas Aquinas Parish Center Bridgewater, MA

Layout Tours & Open Houses

November 24-26, 2017 (Fri-Sun): 23rd Annual
"Tour de Chooch" layout tour, Southern NH,
Northeastern MA, www.tourdechooch.org

December 2-3, 2017 (Sat-Sun): Bay State Model
Railroad Museum Holiday Open House,
Roslindale, MA, www.bsmrm.org

December 9, 2017 (Sat): The Providence
Northern Model Railroad Club Open House,
Warwick, RI, www.providencenorthern.com.
(Club is also open most Saturdays 12-4.)

Note: These are presented here for the benefit of
members. If you belong to a club and want to
promote your open house or show, please email
editor@hubdiv.org

New Members

The HUB Division welcomes the
following new members

- Scott Czaja, Bolton
- David Geohegan, Andover
- Fred Isbell, Westford

Trip to the National Convention

(Continued from Page 1)

I drove down and made sure I had fun activities all the way. I visited family in New York and Virginia (my great nephew and nieces) and spread model railroad fun by giving each a Thomas set (Photo 2) with LOTS of track (for the parents to play with). I also visited scenic attractions including Luray Caverns in Virginia, followed by the Blue Ridge Parkway for a real taste of Virginia Mountains. Next stop, in North Carolina, was a combination of both trains and scenery – a ride on the Great Smoky Mountains Railroad. It was not just a beautiful ride along the river. In the Carolina Shine car, a renovated First Class train fleet car, we were served samples of many different flavors of moonshine, as well as a pulled-pork lunch. The train was led by a Consolidation (2-8-0) (Photo 1, page 1) on the way out, and was dragged back with two Diesels.



Photo 2: Future model railroader

In Georgia the next night, I stayed in Madison, well known for over 100 beautiful antebellum homes and buildings. I had a couple of terrific walks around downtown with, indeed, many beautiful homes. Then I crawled through Florida traffic and arrived in Orlando. I do have to say one thing about Florida driving – I think they have surpassed even Massachusetts with poor driving because every day that I left the hotel I saw at least one accident or near miss... a random car in the median, two cars kissing on the side, car into trees. Anyway, I was very happy to leave those drivers behind.

I arrived Sunday night, sadly just after registration had closed (at 5!?) – so I had to find someone to share their guide book with me to see what was happening in the morning. Monday was my "open" day intended for clinics and I didn't want to miss anything.

Then I went in search of food (other than the hotel's offerings). It turned out there was a shopping center across the street from the hotel with many options including a moderately priced tavern with very good food that I frequented often after finding it.

At the clinics on Monday and later, I learned how the United Switch & Signal dispatch panel works. I had always wondered what that "left" and "right" meant (train direction into the switch/turnout). I also learned how to program an Arduino and got to play with it – and a test board with LED's, relay, servo, alphanumeric display, etc. (Photo 3). I also got a DVD with all the subroutines necessary to control those things - I've got some roundhouse doors that are going to have servos!

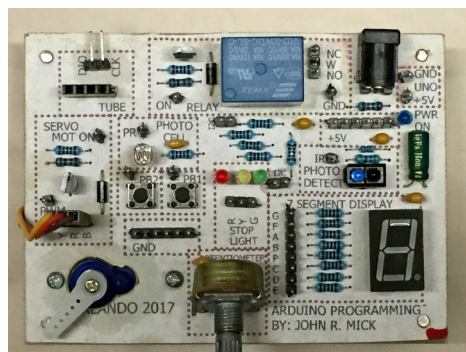


Photo 3: Arduino Test Board

Monday night I had arranged to operate on a local layout – in fact the layout was owned by the man who arranged the Op sessions, Tom Wright. His layout was very well sceniced (a major draw for me) and included a steel mill on the second level (Photo 4) that kept two operators busy for the whole session. I got to run a couple of local freights with some set-outs and pick-ups – lots of fun was had by a full crew.

Tuesday was my first bus trip, a full day exploring Florida's phosphate industry. Phosphate is a major ingredient of fertilizer. I had no idea that Florida



Photo 4: Tom Wright's Layout

supplies 80% of the phosphate in the U.S., and 40% of the world's needs. Long ago, back when Florida was mostly under water, millions of sea creatures died in the shallows that became central Florida's Bone Valley, which is inland from Tampa. The deposits are so pure that they just remove the topsoil and scoop up the phosphate with huge drag scoops. We started our tour with a boat ride around Tampa harbor, visiting all the loading sites (Photo 5). A World War II victory ship was berthed next to our tour boat, which was a little extra feature of the tour.

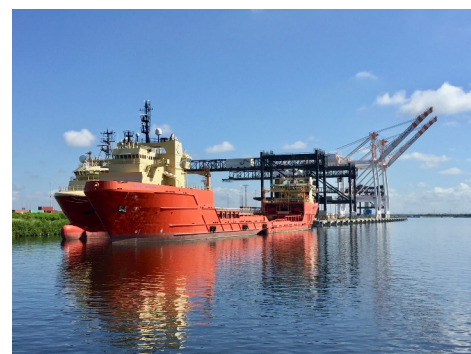


Photo 5: One of the Phosphate Loading Sites

Next we visited Tampa Station, an Italian Renaissance Revival-style building that opened in 1912 (Photo 6).



Photo 6: Tampa Station Exterior

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Trip to the National Convention

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Photos 7: Tampa Station Waiting Room

Besides the beautiful, restored waiting room, (Photo 7) we visited the adjacent freight processing area. Conveniently, Amtrak arranged a train to arrive just as we got there.

Next we visited the Mulberry Phosphate Museum with displays explaining phosphate's origin back to the time of mastodons, sloths and sharks – as well as a display of the train equipment (Photo 8) used to help move it.



Photo 8: Rail Equipment on Display at Phosphate Museum

We weren't able to visit a processing plant but we did drive by one and stopped outside the fence. Our knowledgeable bus host explained what we were seeing and how it all worked. It was a really excellent tour.

Of course there are layout tours as well, some self-driven and some by bus. I went on a bus tour that included four layouts that have been featured in the NMRA calendar, which proved to be a good choice. The first layout was Gail Komar's West Virginia Northern. Gail, who outlived her first model railroader husband, did find another to help out.

It was a truly beautiful layout with urban and rural scenery, including a transition from day to night. I especially liked her fold-down return loops, allowing the point-to-point layout to become continuous-running (Photo 9).



Photo 9: One of the fold-down return loops in the stowed position at the West Virginia & Northern.

Next up was the Sundance Central model railroad museum with an awesome Fn3 modular layout in the center of a large space (Photos 10 and 11), and HO and N scale layouts around the walls (Photo 12). Interspersed with the layouts were other dioramas, especially WWII military scenes (Photo 13). Everything was beautifully done with incredible detail.



Photo 10: The Sundance Central's Fn3 Layout Was Very Detailed

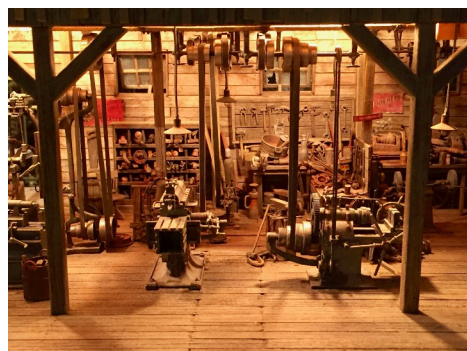


Photo 11: The Large Scale Allows for Very Detailed Scenes Such as This Machine Shop



Photo 12: A River Scene on one of the Sundance Central's HO-Scale Layouts



Photo 13: One of the WWII Dioramas

This was followed by Jim Gore's Jemez & Rio Grande (Photo 14), a southwestern-themed On3 layout with lots of details in a smaller space (especially after the last stop). It had many interesting little vignettes with figures, like a guy diving into a water tank (Photo 15). Also there were many adobe buildings with detailed interiors.



Photos 14 & 15: The Jemez & Rio Grande

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Trip to the National Convention

(Continued from Page 6)

The last stop was John Wilkes' Virginian & Southwestern, a two-level layout (Photo 16) clearly designed for operation with plenty of set-out spots, sidings and industries. He has more places and methods of moving and loading/unloading coal than I had ever seen before (Photo 17).



Photo 16: Overall View of The Virginian & Southwestern layout



Photo 17: One of the Unique Coal Loaders that John Wilkes has created for his layout

My last night in Orlando was spent in an operating session with the Orlando N-Scale Club (Photo 18). They have a large layout where some areas are showing their age, but those sections are being rejuvenated in an ongoing process. The club is a very cordial group and we had a really fun session.

Friday was the National Train Show that opened three hours early for conventioners. In that time I had found many wonderful additions to my supplies, including taking advantage of Soundtraxx's instant \$5 rebate on Tsunami II's. With many wonderful modular layouts, and manufacturers showing new product, the Show was well worth a visit.



Photo 18: A scene from the Orlando N-Scale Club Layout

I began my return home with a stop in Savannah, Georgia. I saw more wonderful antebellum houses and lots of Spanish moss! Most incredible is that the street along the river is a story or so lower than the adjacent street, so the riverfront buildings are connected via bridges to the street behind (Photo 19).



Photo 19: Bridges to Riverfront Buildings

I next stopped in Rocky Mount, North Carolina (Photo 20), where I found a restored Amtrak station and got to see a freight and two Amtrak trains pass by, including the auto train (Photo 21).

My mom was born on a farm in Vienna,



Photo 20: Rocky Mount Station

Maryland, so my next stop allowed me to find my grandmother and grandfather's graves. It was serendipity that I got to see a 1926 Vienna High School



Photo 21: A Conveniently Timed Freight Passes the Rocky Mount Station Platform

Yearbook with my mom on the dodge ball team (she was only 11 in 1926).

Last I visited an old friend on the Jersey Shore. Sadly it wasn't beach weather, but fun nonetheless as we toured one of the WWII coastal defense installations (Photo 22).



Photo 22: Coastal Defenses in New Jersey

So if you ever have a chance to go to a National Convention, don't hesitate – it's a great time with lots of wonderful options – and the trip there can be a big part of the experience. Next year it's Kansas City, a serious railroad town!

So if you ever have a chance to go to a National, don't hesitate - it's a great time with lots of wonderful options - and the trip there can be a big part of the experience. Next year it's Kansas City, a serious railroad town!

Member Recognized

Peter Watson, MMR was one of the recipients of the **NMRA President's Award for Service to the Division**. This new award recognizes Peter's longtime commitment to the HUB Division of the NMRA. See the October NMRA Magazine for more info

Brusby Hill

By Mike Tylick

After crossing the North River, the Marshfield and Old Colony's "mainline" turned inland to avoid Brusby Hill. Since the railroad did not want to bypass Scituate Harbor, a short branch was built from Greenbush Junction into town. The only feasible place to build was in the midst of Cushing State Park. The legislature was petitioned, the right politicians were paid off, and a narrow right-of-way between the ocean and the hill was granted through the park. Space was equally tight on my On30 version, and I wanted to add more to the narrow scene than just a few trees. Let's see how it turned out.



Photo 1: Here's the site for my narrow hill scene with the first scenery contours. I find woven cardboard strips to be an inexpensive and flexible way to crate landforms; more controllable than crumpled newspapers and much more flexible than foam insulation. Although hard to see in this photo, the rear track will be hidden by the hill at right. I'll call this the "future". If the layout grows no larger, it is a hidden staging track. If it does, it will become the mainline track to Cohasset.



Photo 2: From the time I saw this photo of Fieldston-on-the-Atlantic I wanted to build a model based on it. Marguerite would sometimes party there in bygone

times, so there was a bit of a family connection. Arcadia Publishing's "Images of" series are filled with great modeling ideas from just about everywhere in the United States.



Photo 3: There is never enough room. I had to truncate my version of the Fieldston considerably, but it still makes for an interesting seaside pavilion model. In order to make it appear more distant, it was built closer to S scale than O scale



Photo 4: I felt the background scenery needed some balance, so I built this quick cannery from a leftover Walther's Front Street Warehouse wall. The Wampanoags are an area Native American tribe that likely did harvest some of their food from the sea, so this seemed like a good name. The HO scale kit's windows still measure over six feet tall in O scale. Black paper is glued behind the glass to hide the fact that there is no "there" inside. The mainline track ducking behind Brusby Hill can be seen plainly here. The background hill is cut from gator board with coarse and extra coarse ground foam glued to it to create a texture. Over sprays of white and grey primer help fade it farther into the distance. Blue tape covers the track to avoid the inevitable glue and plaster spillage. Unlike paper masking tape, it pulls off easily later with no residue.

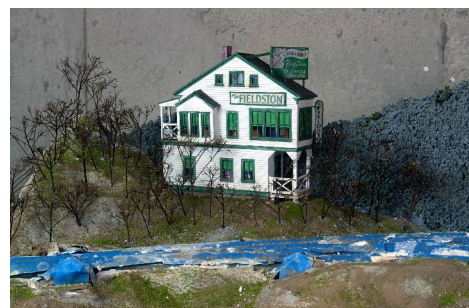


Photo 5: My hardshell has been painted a rock color with dirt and fine grass ground cover added to soften the contours. After drilling numerous holes in my shell, I've started to add natural weed tree trunks to the left. A drop of white glue on the end of each trunk holds it in place. By obscuring the building and the landscape edges, foliage will help make everything recede further into the distance.

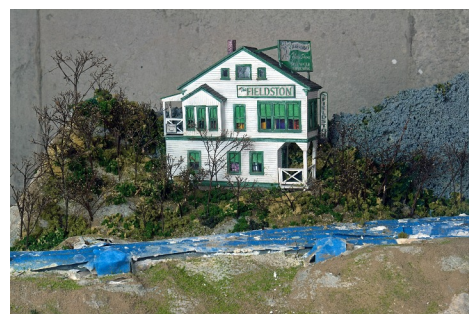


Photo 6: Fine and coarse ground foam is glued over the basic ground cover to add texture and mask the tree trunk holes.



Photo 7: Foliage netting is added to the tree trunks. The more loosely this is spread out, the better it looks. Bright fall colors add some snap to the scene. As long as we are modeling New England, we may as well model its prettiest season.

(Continued on Page 9)

Brusby Hill

(Continued from Page 8)



Photo 8: Foliage has been added to the Wampanoag Seafood/ Brusby Hill area. Sharp-eyed readers will notice that a retaining wall has been added below the cannery. This is a minimum clearance area, and there is nothing but open space between the factory and the track. The wall extends below normal eyesight an inch or so to insure the benchwork and wall will not be seen below the structure.



Photo 9: Her's the finished Fieldston area. HO-scale ground throws are used to operate the easily reached turnouts. An extended throw-bar activates a double throw rocker switch that supplies the switch frog with the correct polarity. It is carefully hidden behind the hard-shell covering. If repairs are ever necessary, the scenery shell can be easily cut away with a serrated knife and the repair patched with a little ground foam.



Photo 10: This is the finished Wampanoag Seafood area. A Bar Mills S scale fence helps to break up the lines between the stone wall, brick structure, and foliage.



Photo 11: Actually this is the same base image as Photo 9, but a Photoshop sky makes for a good background. I have been working on layout sections in the unfinished portion of my basement, moving the completed sections into the finished room for assembly. I purposely leave as much sky at the top as possible, making it easier to run these as lead photos, perhaps with titles or graffiti over the sky. It's easy enough to crop later on.



Photo 12: Her's Wampanoag Seafood with a Photoshop sky, the same base image as Photo 10. The Walthers HO scale Front Street Warehouse kit has been out of stock for a long time, but Walthers was expecting a new shipment in June, 2017. Some kits are still available from some dealers and eBay.



Photo 13: A finished view of the entire scene – A little more work than a few trees, but I do like it better.

HUB Headlight

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Headlight Printers

Versatile Printing Services, LLC, Burlington, MA

Directions to RAILFUN Meetings

RAILFUN is usually held at the Cambridge School of Weston (CSW) in Classroom G6 on the second floor of the George Cohan Building. The school is located at 45 Georgian Road, Weston, MA 02493.

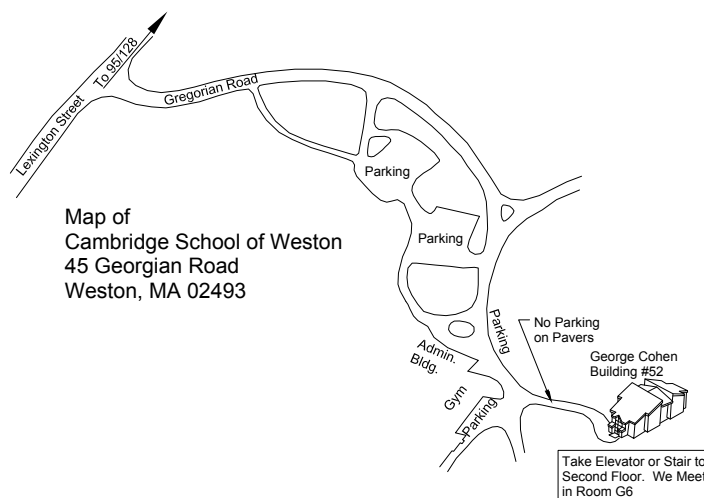
From Route 128 / Interstate 95:

From the North, take Exit 27B towards Winter Street.

From the South, take Exit 27A-B for Third Avenue toward Totten Pond Road/Waltham. Take Exit 27B towards "Winter Street" Bear right onto Wyman Street and continue to the traffic light. Take a right onto Winter Street at the light.

Continue on Winter Street to the second traffic light. Turn left on West Street, which becomes Lexington Street as you cross the Weston town line. At the crest of a small hill is Georgian Road and the CSW school sign; turn left on Georgian Road into the CSW campus.

Follow Georgian Road. There is a parking lot on your right, or you can park along the left side of the road and down the hill by the gymnasium. Please do not park on the stone pavers leading to the Cohen Building. See detail map below.



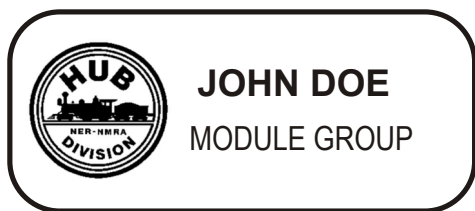
RAILFUN Weather / School Closure Note:

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**.

Make checks payable to:
“The HUB Division, Inc.”

Mail to: **Gerald Covino, Treasurer**
The HUB Division, Inc.
P.O. Box 672
Hollis, NH 03049-0672

***To pay using your credit card, email
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3rd Line

[illegible]

The *Headlight* is always accepting photos and articles relating to model and prototype railroading. Articles about model building or home layouts would be much appreciated. Earn credit towards your Author AP certificate.
Please email editor@hubdiv.org.

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Seacoast Division Activities

Derry Model Railroad Fun Night

December 8, 2017

Topic "Roughing it with Rocks"

Meetings are Friday nights at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH.

Visit www.seacoastnmra.org for more info.

HUB Division Module Kits

The HUB Division offers to its members a complete packaged module kit for \$155. The kit has everything you need, including all pre-cut lumber, hardware, a complete wiring harness for the DCC and inter-module connections, a panel-jack and wire, and even the roadbed and track! A module is the perfect solution if you do not have the space for a full-size layout or just want to experiment or learn new techniques without committing the time and money to a larger setup. Please contact Mark Harlow at modulekits@hubdiv.org with additional questions and to order the module kits.