

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 23 Number 5, May-June, 2007
<http://www.hubdiv.org>

RAILFUN TIMETABLE

THE BASICS OF AIRBRUSHING

James B. Van Bokkelen
8 p.m., Friday, May 18, 2007
Cambridge School of Weston

SETTING A PERIOD OR PLACE IN MODELING

Rudy Slovacek
8 p.m., Friday, June 15, 2007
Cambridge School of Weston

STYROFOAM BASE CONSTRUCTION:

PART 1 OF BUILDING ADIORAMA
Mark Harlow and Gerry Covino
8 p.m., Friday, Sept. 21, 2007
Cambridge School of Weston

Many of you modelers have probably tried chalks and now the Bragdon materials for weathering. However you've probably stayed away from airbrushing because you think it either requires a lot of skill or is just too expensive. James is offering to help you overcome those fears.

If you'd like to learn to achieve some neat weathering effects or even to paint a locomotive, this clinic is for you. It is a great way to provide a fine coat of rust, soot or road grime to give the look of "in service" to rolling stock. You may wish to bring a box car or item to practice on. If you have an airbrush, bring it along and perhaps James can give you some specific pointers on its care and proper usage for a lifetime of fun. We scheduled this for May so we can work outdoors at the school facility.

A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 7.

Since much of our modeling is inspired by a prototype, this clinic will show you a few simple tricks to help others recognize your efforts to capture those specific locations or a slice in time.

Just as one uses forced perspective to create an expansive space in a narrow two-foot depth, we can also use a few bits of information and appropriate visual clues such as signs to fool the viewer into thinking he is some place he is not.

Join us as we learn (1) where to look for and find the bits of information and (2) how to incorporate them into your modeling efforts.

You will need a few tools like a cutting block, razor knife, ruler, styrene glue, and white glue or a favorite for attaching paper to styrene. We'll supply the rest. So come join me as we try something new and a bit different but most of all a lot of fun!

This year we are repeating our all-time favorite clinic series, that of building a diorama. The series presents skilled clinicians who cover (1) Styrofoam base, (2) track and ballast, (3) rocks, (4) ground cover, (5) trees, (6) roads, (7) water, and finally (8) knockout details, at separate Railfun meetings from September to June. Each clinician is an expert in his own right, so come meet them all and learn by hands-on experience at each clinic.

In the series premiere, Mark and Gerry show you how to construct the base for a diorama from lightweight Styrofoam material. Bases will be provided by the HUB division to all participants and will serve as the foundation for the remaining Railfun clinics on how to build a complete diorama. This is the first of an 8-part series on the basic construction methods and scenic techniques for a diorama. You will choose the scale you wish to model, but you must sign up at the June meeting or contact Mark before September so we can order the appropriate amount of base materials.

Bring cutting tools, toothpicks and non solvent glue for Styrofoam.

ELECTION RESULTS

You the members voted **Richard Johannes**, **Manual Escobar**, and **Peter Watson** into the Board of Directors at the Annual Meeting. The Board met immediately after the meeting and elected Richard Johannes as President. We extend congratulations to Dick as he assumes his new responsibilities of leading our organization for the next year.

SHANTY TALK

By Rudy Slovacek

It's a bit warmer out than when I last checked into the shack. In fact another week or so and the black flies will be swarming and ice water will be the drink; a sure sign of the weather's change.

Our spring show in Woburn is now history and I can kick back, relatively speaking of course, and relax now that my temporary stint as Module super is done and a new team of **Jeff Gerow**, **Mark Harlow** and **Jack Kelly** is in place and already planning for Detroit. If it works well, Dick will make it more lasting with his appointments.

As I sifted through the file box for the Module group, I couldn't help but wonder: Where did the time go since I was the Superintendent nearly a decade ago? And how did we get to this point? The answers to these questions slowly came to light as I sorted the papers, diagrams, lists and communication notices of all the coordinators to date. The history (and you all know I'm a fan of history be it D&H, Alco or our own Module group) is just fascinating and teaches us what we need to know so we don't commit the same mistakes. In fact, I became so engrossed that I'll just have to write a more comprehensive piece later.

Here I want to touch on but a few observations, with contributions from Larry Madson to fill some gaps. Initially, the module group was set up by the BOD, spearheaded by **Mike Marsh**. An organizational meeting was held at the 1988 fall show. Specifications drawn up by **Glenn Owens** were passed out. **Larry Madson** was appointed as the first Module Coordinator. **Jack Alexander**, **Don Howd**, **Mike Marsh** and **Peter Watson** built the four corners that are still used today.



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

The next two Module Coordinators, **Jim Lipper** and **Ken Belovarac**, were selected by the Module Group. When it began in 1988, the group depended on gifts from local hobby shops and the BOD for its finances. As the group became larger with more work, the leader was usually arm twisted or "railroaded" into the position by appointment of the president, there normally being no ready volunteers. This structure worked well when the group put on two or three shows a year; one being our own Fall show and later a Spring Show. Track work provided two concentric loops for trains to run continuously in opposite directions. With the addition of the fiddle yard (Upton) and later Boston Yard to stage trains, complexity increased but members wanted still more. About nine or ten years ago, we went to the Board with a request for over \$1200 to upgrade to DCC power

equipment and became one of the first Module groups to be DCC powered in the US. In 1999 we handed **Jack Alexander**, our HUB Treasurer, our first check for income generated from a Greenberg Show and in the 2001/2002 season we put on 11 shows. We had become a miniature railroad capable of running at train shows and also rendering service to the community through our displays and educational efforts in museums, hospitals, and even symphony hall.

We all thought that was just a busy year and things would settle down. It never did and we continue to receive more invitations than we can accept. This year we staged 10 public displays and if we count the NMRA display in Detroit and our annual work clinic at St Bridget's, that'll be 12 events. More than half of those displays are two days long, some with an additional set up day,

and some that pay a stipend to help us defray a portion of our operating costs.

Today we are asked to do more shows than we can reasonably expect our current overworked member volunteers to do. The good news is that “the jewel of the HUB division,” as **Debbie Ames** once called it, is beginning to fulfill its promise. **Curtis Nutt**, our membership chair, has been markedly successful at enticing new members in the hobby by placing a DCC throttle in their hand. The HUB is one of the few Divisions not to experience the drastic decline plaguing the hobby in general. Secondly, our ranks are beginning to swell with new father-son members eager to learn and who, with a little training, should with their enthusiasm, act as a magnet in attracting others.

My hat is off to **Jeff Turner**, **Frank Kastenholtz** and **Jim Harter**, my successors who jumped in with very little training themselves to handle a growing, and increasingly complex part of the HUB organization. They've all made a contribution under increasingly difficult odds, so let us celebrate the end of a season and plough forth into a new one. (And yes the pun was intended.) Until the next time keep 'em on the rails.

GOFFSTOWN BRIDGE
Modeled in HO Scale by Art Ellis

In the January-February 2006 issue of Boston & Main Railroad Historical Society's "Modeler's Notes," Art Ellis provided a two-page article on how he built an HO scale model of the Goffstown Bridge. This is an interesting article because he started by using his field notes of the abutment vestiges that remain, along with the 6-foot B&M drawings, dated 1900.

Art's model of the Goffstown Bridge was placed on one of his modules. These photos were taken at the New England Train Expo last December. The weight-bearing truss can be seen behind the lattice work in the photo. The interior lattice work is another nice detail, as well as historically accurate.



HUB Division Upcoming Events

- Fri. May 18, 2007 **RAILFUN** - 8:00 PM - Cambridge School of Weston
- Fri. June 15, 2007 **RAILFUN** - 8:00 PM - Cambridge School of Weston
- To be determined (possibly June 23) Module Group Work Clinic, St. Brigit's
- July 22-28, 2007 NMRA Convention, Detroit
- Fri. Sept. 21, 2007 **RAILFUN** - 8:00 PM - Cambridge School of Weston
- Fri. Oct. 19, 2007 **RAILFUN** - 8:00 PM - Cambridge School of Weston
- Fri. Nov. 16, 2007 **RAILFUN** - 8:00 PM - Cambridge School of Weston
- December 1-2, 2007 **NE Model Train EXPO** hosted by HUB Division - Marlborough, MA.

Tour de Chooch '06 By Dick Johannes and Ken Belovarac

This concludes the two-part story of the authors' two-day trip last fall to visit several model railroads as part of the Tour de Chooch event.

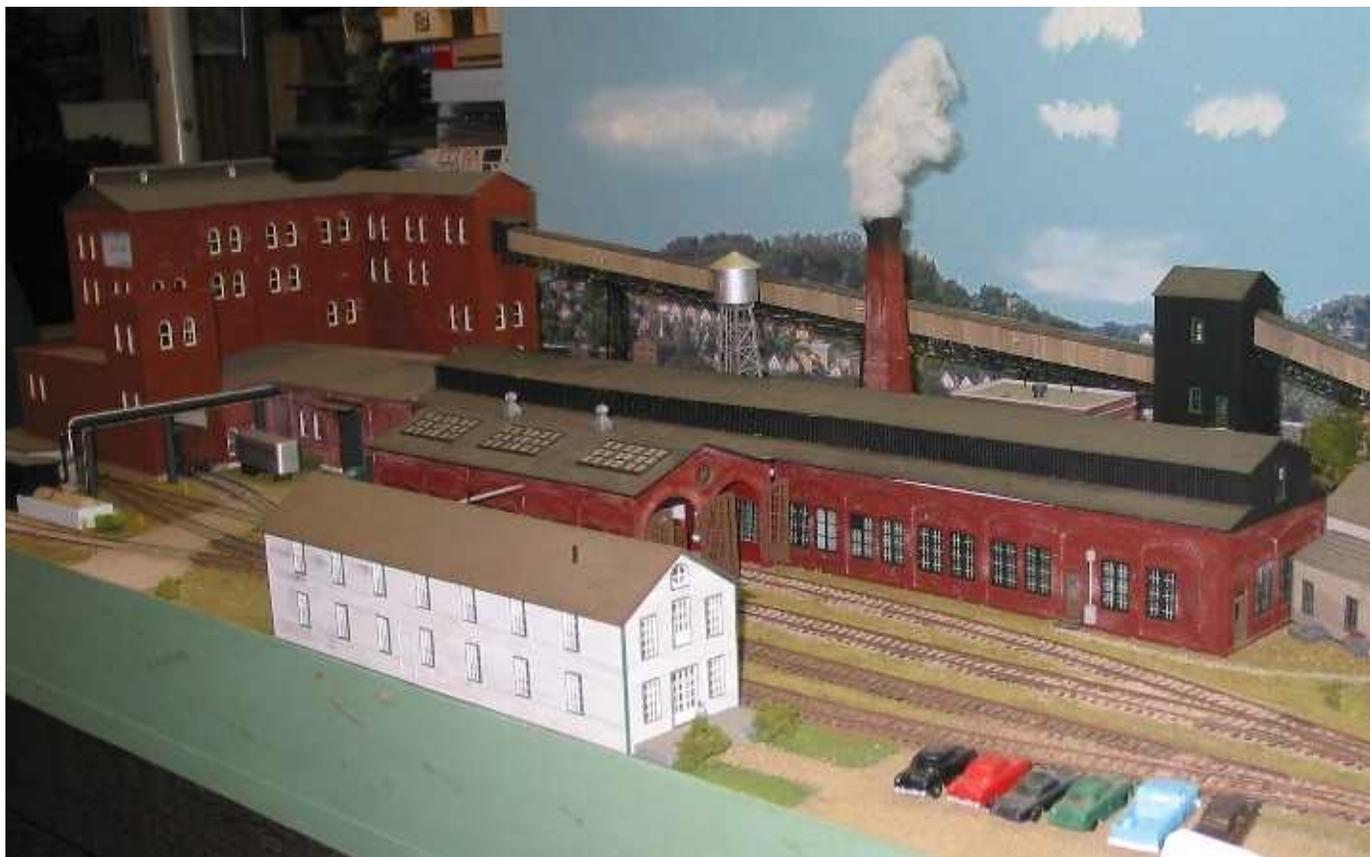
Last time, we concluded the first day's activity in Bartlett, where we enjoyed dinner. The second morning began with breakfast at the Glen Junction Restaurant. The G-Scale train running overhead started things off just right for day two. Glen Junction has the best raspberry or blueberry pancakes that can be found in North America.

The reality of the previous day, spending extra time at each layout and talking with the owners, led us to truncate the original day two plan from seven to four sites.

Our first stop was Bob Allen's HO scale B&M Stingy River Division in Epping, NH. Before you even reach the railroad entrance sign, you are struck by the large expanse of detailed live steam trackage complete with a turntable and a water tower and tracks that disappear into the woods. Inside is a marvelous model railroad that is now the property of the original builder's grandson who took over the railroad upon the death of his grandfather. There are many highlights including locating the live steam stuff underneath the bench work in the last room. For Ken and me, the pinnacle of this railroad was the paper mill. This large industry is a sprawling conglomerate with complex track work that requires specific raw materials to arrive on particular tracks and the final products to exit on others. Clearly working this industry with its dedicated switcher

would be a blast during an operating session.

Our next stop got us back into Massachusetts. It's the Salisbury Points Railroad Historical Society in Amesbury. The flier says "multiple layouts and museum." This is different from what we had seen so far, but well worth the visit. There are a number of modest sized layouts and some very large scale models. However, the most interesting aspects are the presentations of efforts to research the long abandoned Amesbury Branch track details and history from the past. Much of this is well documented photographically as well. The people there are so engaging, you find yourself getting enthused about information you never knew you cared about. Also, just across the road from the museum is the beautifully restored Amesbury station that had stub



ended trackage featured in many of the photographs.

Our penultimate stop was the Docks and Rocks RR in Ipswich. I had heard about this railroad from folks who had seen it in a previous Tour de Chooch event but I had never seen this layout myself. Simply put, this is one of the most interesting layouts I've ever seen. Carefully researched, this railroad features the railroad connection between the Boston Docks and several rock quarries modeled around 1920. Besides the railroad models, there are two 4-masted schooners and a large steam ship modeled in the harbor scenes. An interesting feature of this layout was the use of "alcoves" for operators. These locations exploit peripheral vision to put you into an environment where the only thing visible is the model scene. Furthermore, all the trackwork has been designed to cluster the switch throws within very easy reach from one of these sites. The theme is so unique that anyone who hasn't seen this layout needs to make it a priority if it shows up on a future Tour de Chooch.

We had an interesting drive to the final site. Ken pointed out the 1764 Choate Bridge in Ipswich, the oldest stone arch highway bridge still in use in Massachusetts. Also going through Hamilton, we saw the Myopia (what a name) Hunt Club, which was once the only club of its kind in the Commonwealth. Perhaps not coincidentally, it is close to the home of the late cavalryman General George C. Patton, which has an adjoining park with a WWII Sherman tank.

In some ways, we had saved the best for last as our last layout was Brad and Ben Kippen's HO scale B&M Eastern Rt & Gloucester Branch in Beverly. The layout is an L-shaped layout with a stub yard on



LOOKING FOR ASSISTANCE

We will be sending flyers to hobby shops in the region to promote our upcoming December Show, since that is our greatest form of outreach to model railroaders. Gerry Covino asks for your help to update our hobby shop mailing list.

Please provide Gerry with the name and address (at least the city) of hobby shops in New England and New York that are near you or that you visit from time to time. Email Gerry at Treasurer@Hubdiv.org or mail the information to him at the following address:

Gerry Covino, Treasurer
Hub Division, Inc.
PO Box 1154
Burlington, MA 01803-6154

Please do this right away, since these flyers will be in the mail shortly. Your input could help fellow modelers learn about our fine show. Your help is greatly appreciated.

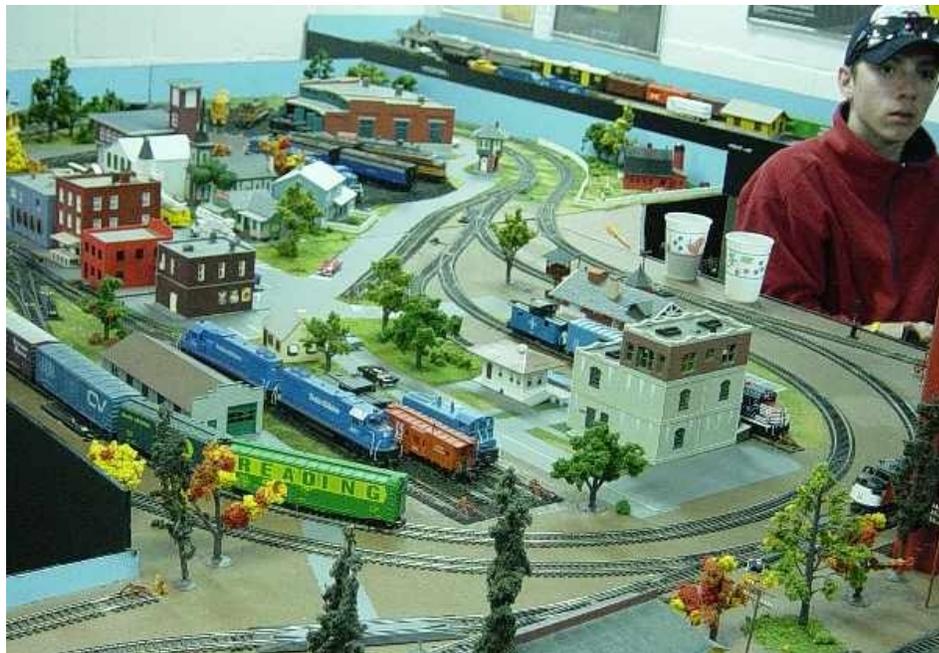
the L extension (Boston) featuring several RDC cars. The layout was in operation with several trains running. The layout uses a cab control system which is actually much harder to wire and operate than DCC. This was the first time I had ever seen a dual mode sound locomotive in action on a DC layout. What makes this layout distinctive is that it is a teenage layout. Having spent most of the previous two days looking at layouts built by adults, it was a huge treat to see the enthusiasm, interest and raw railroad knowledge the Kippen's showed. When I was a kid, just going to school in the morning took me over both Soo Line and C&NW tracks and on most days we had to stop on one or the other of these tracks. Today, you have to work harder to see trains in action and I've always felt this makes it more difficult for youth interest in the hobby. Hence, this layout was not only fun to see but also reaffirming.

The last tour on the Tour de Chooch ended just in time for Ken

and I to tune the radio to the start of the Patriots-Bears game which the Pats went on to win 17-13. This was a spectacular weekend adventure.

This presentation of our Tour de Chooch can't end without a short comment on the nature of the Tour itself. Twenty-one people opened their homes to strangers on Thanksgiving weekend, a major

holiday associated with family visits. To open their homes at all is a tribute, but to do so on Thanksgiving is an act of giving at the highest level. There's a relatively new organization of hobbyist, clubs and manufacturers of which the HUB Division is a member. It definitely has the right name. This really is the "World's Greatest Hobby."



UNUSUAL FLATCAR LOAD

Researched and Modeled by
Don Howd

During World War II and through the early 1950s, the Shelburne Shipbuilding Co. in Shelburne, VT made these landing craft and shipped them to the U.S. Navy in California. During mid-1953, they shipped one per day on the Rutland. I found a couple of photos on the RPI website showing one on a flatcar and one being loaded.

I built this model using a Red Caboose 40' flatcar and a Masterpieces in Miniature 1/96 LCVP (Landing Craft, Vehicle, Personnel).



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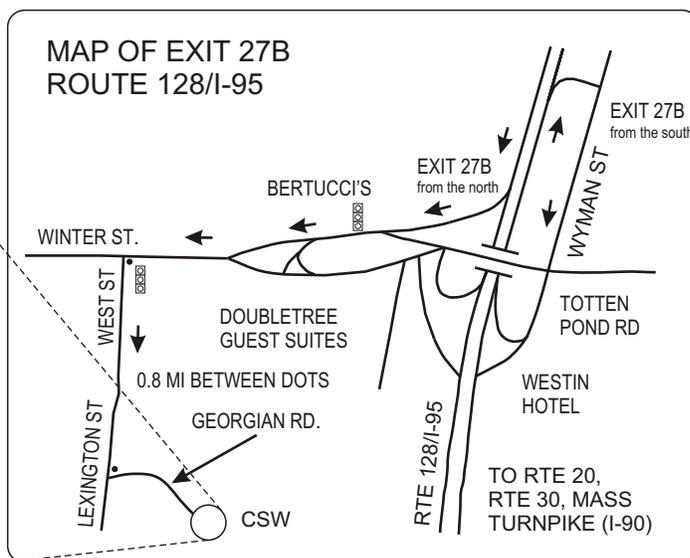
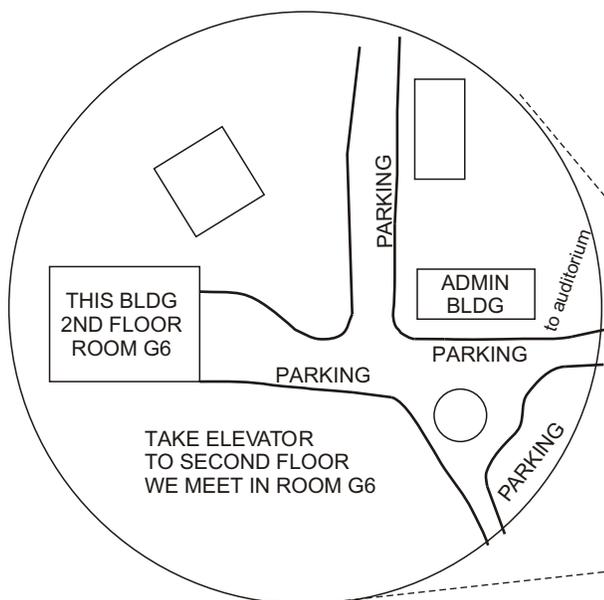
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MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON