

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 24 Number 2, Nov.-Dec. 2007  
<http://www.hubdiv.org>

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## RAILFUN TIMETABLE

### ROCKWORK FROM MOLDS:

#### Building a Diorama. Part 3 of 8

Jim Harter and Susan Zukowski  
8 p.m., Friday, Nov. 16, 2007  
Cambridge School of Weston

### TERRAIN COVERING:

#### Building a Diorama. Part 4 of 8

Skipper Farwell  
8 p.m., Friday, Jan. 18, 2008  
Cambridge School of Weston

### ROADS:

#### Building a Diorama, Part 5 of 8

Ted Anderson  
8 p.m., Friday, Feb. 15, 2008  
Cambridge School of Weston

Anyone who has seen the HUB's "Tipple Corner" or Jim and Sue's "Crawford Notch" will recognize we have the ability to almost magically create realistic scenes. Most importantly it is light weight which should really appeal to you module builders. They will demonstrate the art of using a resin based mixture from Bragdon Enterprises that turns into a hardened foam when cured (similar to what you buy at the hardware store as an insulating gap filler). From the initial steps of mold preparation, mixing the resin, casting, rock painting and weathering, they will lead you through the steps of creating great looking rocks for outcroppings or mountains. Don't forget to bring your favorite mold, paint brushes for stains, some mixing cups and your dioramas, of course. Even if you are not building a diorama, join us for an entertaining evening

This year we're honored to have the groundskeeper for Batchawana Beer and the Brewmaster himself describe this simple step to making the plywood disappear and great looking scenery almost magically appear. This hands-on clinic will show you how to fill the spaces between rocks with a blend of sifted dirt and grass type materials from Woodland Scenics. Small stream beds will get lined with pebbles, twigs and detritus matter in preparation for water later. Don't forget to bring your sifting equipment (a piece of screen to separate the dirt from small stones) and glue application materials for working on your dioramas. Elmer's white glue will do, along with paper cups and a paint brush. If you have a home layout, this should get you motivated to cover your plywood; and if you're a module owner you'll want to "spruce up" before Springfield.

This is a new clinic for us. Some may be familiar with the traditional painted plaster and Scale Crete methods for road building, which have their good and bad points, but here we're trying something new. Ted will preview his Real Road System for making good looking roads. He will show the use of his water-based paste to create complex road work, including rotaries and sidewalks. It's easy. You spread the paste on a paper drawing, cut it out and then glue in place. He'll cover the basics of concrete and asphalt road making. Bring your diorama and some tools like scissors, a putty knife and clean new paint brushes. Even if you didn't start the diorama project, come join us and have fun with your friends learning some new methods for making good-looking, lightweight scenery.

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**Andy Reynolds**, our Liaison with the Cambridge School of Weston, provides the following information in case bad weather occurs on a Railfun night. **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 school recording is at **781-642-8600**. **Check the radio or TV stations on the morning of Railfun!**

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*A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 8.*

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### Fall Show Call for Helpers

Hub Division hosts the New England Model Train EXPO on December 1-2. Call Mark Harlow (508) 528-8587 or send email to him at **pennsy1954@yahoo.com** and volunteer for both days. You may request assignments at the white elephant table, membership table, build a car kit, or door.

## Shanty Talk

By Rudy Slovacek

**A**s I warm my hands on a cup of Joe, on a bleak October day with more rain in the forecast, there are a couple things churning in my mind. We haven't had a frost yet so we'll probably go straight to the leaf drop with dry brown leaves rather than vibrant colors this fall.

And you know what that means; yes it'll be November and Model Railroading Month begins soon. There is a new exciting season on the horizon and a few new players have joined the home town team like **Bill Barry**; our very active MA Representative to the NER, **Manny Escobar**, our newly elected board member who has already secured a new venue for the module group with different public exposure; **Dan Fretz**, who is making his own mark as our new webmaster and of course **Jeff Gerow** the module superintendent who now has two very successful events, Norwood Days and Edaville under his belt as of this writing.

Why am I singling out these people and not others such as our new President, board members and other officers? It's because those people already understand the meaning of "service" and have been doing it for a while now. In fact, if I'm not mistaken, **Jack Alexander** will be coming up on a record 50 years! Quite simply put the individuals above have decided to take a major step forward and give something most precious of all, their own time; they join a rather special group in my mind of those who chose to give something back to model railroading.

Why does this topic hit me every fall? Maybe it's because I see our fall show coming and I know the



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

organizers will be putting in a disproportionate amount of their time and effort in the actual planning as well as execution stages. Some will work almost all day Friday setting up and full time on Saturday and Sunday, not to mention days and weeks of effort before, while others either won't volunteer or believe they've made a great sacrifice if they spend but a single hour out of the 13 hours the show is actually open.

I know, because I never actually have to volunteer for a specific time or task. Instead, Mark Harlow has placed me in permanent reserve to fill all the gaps, and go on duty when there are either no volunteers or the inevitable no shows. If I'm lucky, I get maybe a total of an hour each day to have some lunch and walk around the show for a couple minutes. For others it's the same or worse.

This is not by way of complaint but to simply illustrate that few of our less involved members fully understand the actual commitment in time and energy it takes to put on a successful two-day show. It is also the very reason our modular layout

has shrunk in presence with each successive fall show over the past several years.

If you really want to help make a difference this year please call Mark Harlow at 508-528-8587 or e-mail him at [pennsy1954@yahoo.com](mailto:pennsy1954@yahoo.com) and donate two hours of your time each day you attend the show. Any way you slice it, it's a small price for the fun and camaraderie to be had.

Ok, now to finish up a post script to the story I started last month on A Little History. There I recalled discovering the initial owner and builder of some modules I purchased from a third party. I should mention this was not the first time I've gotten something I really treasure used from another party. My Lenz DCC set came from a woman who was trying to dispose of her late husband's toys and which included not only the controller but a number of boosters and throttles from his layout. All this before a Lenz DCC set was even popular. There is in fact an interesting parallel here. The more you think about it, all the major railroads we

model today are actually composed of properties and equipment which were previously owned or built by others (i.e. pre-owned). I am merely following in that prototype practice and having a wonderful time doing

it, as well as meeting and making others happy in the process. Model railroading is a lot more than just playing with or accumulating model trains. Please consider donating your good unused equipment to the

HUB, or at least selling for a very modest price at our white elephant table those items that some newcomer can afford and enjoy.

## President's Car

By Dick Johannes

All Hub Members: The HUB activity year always seems to have its official "January 1" sometime in August with the annual picnic at Peter Watson's home and this year was no exception. This year featured some live bluegrass music with familiar strains such as the Wabash Cannonball. September 21 saw the start of this year's Railfun nights. We're doing the "across the year" diorama series again. Some are doing standard dioramas but the materials are consistent with a Free-MO Modular Railroad section. We had a huge turnout at the first session and many new faces in attendance. This was a great format when used a couple of years back and I encourage anyone to come and get started even if you missed the first session. As well, the Modular Group under the direction of **Jeff Gerow** has already displayed at Norwood day and both Edaville and Children's Hospital are coming up in the next week. Yes, the year is in full swing!

In the last issue, I urged you to start to consider writing pieces for the Headlight. I'm hoping I get to read some of what Editor **Rich Pitter** got for this issue.

This time I'm asking the membership to step forward in two ways. First, we are looking for some volunteers to fill a couple of major roles in the organization. **Gerald Abegg**, who has served marvelously during difficult transitional times as the Show Manager, is retiring from that role and we need someone to step forward and begin to apprentice with Gerald and then take over the reigns. Also, **Rudy Slovacek**, who has been a master at directing the Railfun nights would like to hand off the role of Railfun Coordinator. I encourage anyone who thinks either of these roles sound interesting and fun (and they are) to contact either me, Rudy or Gerald directly. I know you're out there!

Secondly, we're heading into our 50th Anniversary year. The HUB Division would like to celebrate this with a bang. However, to help with this I'm asking all HUB members to

consider the Division as part of their annual giving. There are so many worthy groups in need of philanthropy that it seems hard to add us to that list. However, if at all possible, we would like to celebrate in the spring of 2008 either with a Spring Show or with a separate event. Any contributions to the HUB Division will enhance what we're able to do. If you choose to make a contribution, we are a registered 501(c)3 non-profit organization so your donation could be tax deductible. Check with your tax advisor. Send check donations in the name of the HUB Division to:

Gerry Covino, Treasurer  
The Hub Division, Inc.  
P.O. Box 1154  
Burlington, MA 01803-6154

Well that's it for now. By the time of my next piece, the NER convention will have passed. I'm expecting some great stories to come out of that.

Keep 'em rolling.  
Dick

*This tale was told to John Barrington by Virgil Starbird of Strong, Maine.*

Back while the Sandy River & Rangely Lake two-foot gauge railroad was still a system, Ed West was the engineer on the Kingfield to Phillips passenger run, and Dana Aldrich was an engineer on the Phillips to Farmington run. Ed had seniority, so

when the Kingfield runs were suspended he bumped Dana down to fireman position and took the right-hand side on the run from Phillips to Farmington.

Dana was familiar with the Farmington station platform, with its platform on the fireman's side of the cab. Dana had his spots picked out on the ground so that when he stopped the engine just so, the coach would be exactly at the platform.

But with Ed driving, Dana had to tell him when the coach was lined up.

One day on arriving at Farmington and stopping, Ed asked Dana how they were. "Three feet more," said Dana. Ed moved the engine forward.

"How are we now?"

"About six inches past."

Ed moved the train backward six inches and asked, "Now how are we side-to-side?"

## Operations on the Reading Terminal

By Ken Belovarac  
and Ed Robinson

The Reading Terminal, owned by Ed and Malcolm Robinson of Reading, MA, is designed for operations. While most operating layouts use some form of card system for operation, the Reading Terminal uses manually generated switch lists. This makes for realistic yard operations. This issue covers the model railroad layout; future articles will describe its operations.

The Reading Terminal is comprised of five yards connected by a double track mainline. The yards are named Reading, Lakeside, Cabot, Apex, and Elgin. Reading, Lakeside and Cabot are run-through yards connected by the mainline loop around the layout. Apex lies in-between Lakeside and Cabot and is a stub end yard. Elgin is also a stub end yard but branches off of the main line belt loop between Reading and Cabot and it is the only yard that connects with outside railroads. Cabot and Apex share a roundhouse with turntable, and Reading and Lakeside likewise share a roundhouse with turntable, located between each yard pair. Elgin has a diesel locomotive shop and transfer table.

In addition to the yards, there are four staging tracks where trains can be parked. These locations are: Union Passenger Terminal, Woodside (a lumber mill town), Milo (a paper mill town), and Oil City (an oil town).

The layout uses conventional DC control with power blocks. Most turnouts are hand thrown, although the hard-to-reach turnouts are powered. The layout is flat and there are no tunnels or hidden tracks. No

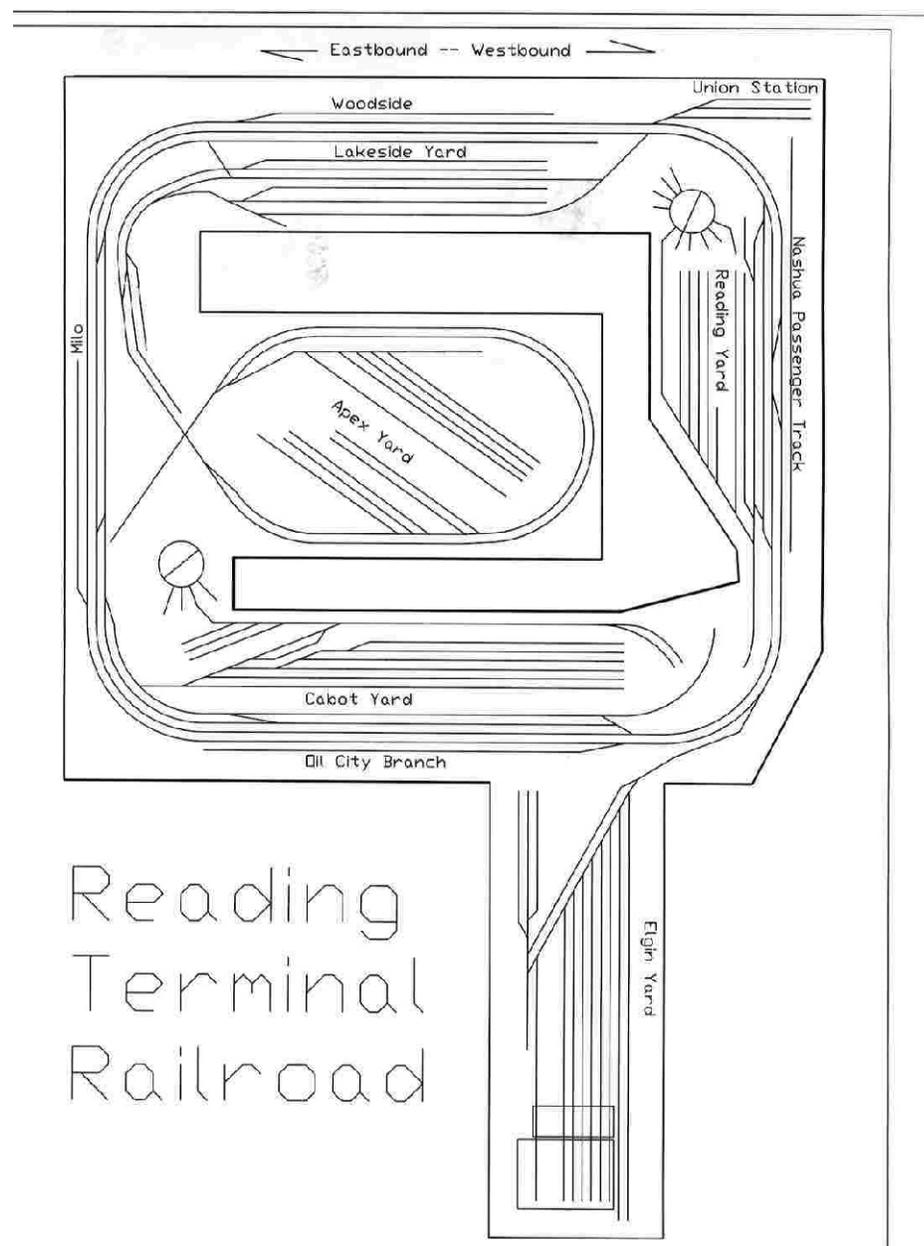
signals are used, so all trains run on train orders from the Dispatcher.

During an operating session, three types of trains are operated: regular freight trains that carry cars between yards to pick up and deliver cars, pre-assembled unit trains, and a passenger train.

The unit trains include an oil train, produce train, potato train, cattle train, loaded coal train, empty coal train, intermodal train, and an Ontario Northland train (not the Ontario Northland Railroad, but a unit train carrying goods blocked for

northern Ontario). The unit trains originate and terminate from one of the staging tracks or one of the yards. For example, an oil train may depart from a paper mill at Milo with empty oil tank cars and return to Oil City to be reloaded with oil products. Later, a unit produce train filled with food products may leave from a yard such as Apex, and go to the paper mill town of Milo to deliver the produce.

In addition, there is a passenger train. The passenger train usually leaves Union Station and makes



stops at all the stations, then returns to Union station. Sometimes the passenger trains terminate at a yard.

The unit trains and passenger train add variety to the operating environment, but the meat of the operation is in the five yards. Each yard contains several yard tracks and several industries located around the perimeter of the yard. Each operator is given a switch list that identifies 12 cars for departure and 12 cars for receiving. At the beginning of the session, the cars for departure are found in the yard or spotted at industries from the previous operating session. Twelve of these are to be assembled for departure. During the operating session, 12

more cars will be dropped off at each yard to be similarly placed on yard tracks and spotted at industries. Hence, all operators have the same amount of work to do: 12 cars to go out, and 12 cars to come in. The work orders for each yard also include a train or two that must originate from that yard and a train or two that will terminate in that yard. The other trains will only visit the yard to pick up and drop off cars.

Making up a train includes pulling out power from the roundhouse and attaching a buggy or caboose to the train. Similarly, putting a train away involves running the road engine back into the roundhouse and parking the

buggy. These tasks are all part of the yard operator's responsibility.

The switch list documents includes a drawing schematic of the yard showing which tracks are yard tracks and which are industry tracks. Each industry tracks is labeled according to the industry it serves. The operator's packet also includes a list of all the trains that will be run that evening on the system, showing the train number, origin yard, destination yard, and the intermediate yards they will stop at to pick up and set off cars.

*The next installment covers the Reading Terminal's system of operations.*



*Cabot Yard on the Reading Terminal. Photo by Ken Belovarac.*



*Malcolm and Ed Robinson posing with their operations-minded Reading Terminal model railroad layout. Photograph by Ken Belovarac.*

## HUB Division Upcoming Events

2007

- Tue. Oct 30      **MODULAR GROUP:** Children's Hospital Display, Boston, MA
- Fri. Nov. 16     **RAILFUN - 8:00 PM - Cambridge School of Weston**
- Sat-Sun. Nov. 17-18    **MODULAR GROUP:** Greenburg Show, Wilmington, MA
- Dec. 1-2        **NE Model Train EXPO** hosted by HUB Division - Best Western Royal Plaza Trade Center, Marlborough, MA
- Sat. Dec. 1      **HEADLIGHT Submission Deadline for Jan-Feb issue**
- Dec. 15-16     **MODULAR GROUP:** National Heritage Museum, Lexington, MA

2008

- Sat. Jan. 5        **HUB Holiday Party**, Common Market Restaurant, Quincy, MA
- Fri. Jan 18       **RAILFUN - 8:00 PM - Cambridge School of Weston**
- Sat-Sun. Jan. 26-27    **MODULAR GROUP:** Amherst Train Society Show, Big E, West Springfield, MA
- Fri. Feb 1        **HEADLIGHT Submission Deadline for Mar-Apr issue**
- Fri. Feb. 15      **RAILFUN - 8:00 PM - Cambridge School of Weston**
- Sun. Feb. 24     **MODULAR GROUP:** Mystic Valley
- Fri. Mar. 21      **RAILFUN - 8:00 PM - Cambridge School of Weston**
- Sat-Sun. Mar 29-30    **MODULAR GROUP:** Greenburg Show, Wilmington, MA
- Wed. Apr 2       **HEADLIGHT Submission Deadline for May-June issue**
- Sat. Apr 12      **HUB Division's SPRING TRAINING**, Sheraton Milford (50 yr Anniversary)
- Fri., May 16      **RAILFUN - 8:00 PM - Cambridge School of Weston**

## Starting from Scratch

By Rich Pitter

Scratch building of structures and wood trestles can be extremely satisfying. However, there is that "craftsman" aura we need to contend with. Let's put that supposition in its place first.

First off, "craftsman" is a level of achievement. A person starts as an apprentice, under careful guidance. After he obtains the basic skills and knowledge, he becomes a journeyman, who is capable of performing work. The craftsman title is awarded when he demonstrates an ability to design and build a superior product.

I think of scratch building as a learning process. We pay our tuition and spend time learning the skills, before we advance to the next level.

For apprenticeship, consider building a few small laser-cut structure kits. Bar Mills Scale Models, among others, has several of these for under \$25. You can build a kit in a few evenings. Each Bar Mills kit comes with instructions and a pamphlet on details and weathering. Any era of model railroad will permit a clapboard structure somewhere in the scene. The wood frame house shows that the area has a history.

Tuition is cheap and learning is fast. Those of us familiar with old time craftsman kits enjoy these kits. Laser cut pieces are precise. We no longer need to center a piece that is not cut to the same length as the template. Door and window openings are precisely cut. Window frames are thin wood with adhesive backing so you can press them in place in a jiffy. Read the instructions. Build the model. Paint it. Weather it. Put it on your layout or module. It is the diploma for your scratch building apprenticeship.

Here's the Bar Mills Bicycle Shop that I built last year. It only took me a few hours to build. It was an easy and fun way to learn the basic scratch building skills.



Putting together pre-cut siding according to plans is a great way to learn or remember skills on sanding, gluing, painting, and assembling parts. These are most of the basic skills we use with wood structures. The other basic skills are cutting sheathing (including window and door openings) and designing structures. The Bar Mills 1-Kit, priced about \$40, provides good opportunities for these skills. The kit is a craftsman's box of sheathing and strip wood, along with windows, doors, and frames that are nicely laser cut. The clapboard sheathing has laser cuts almost all the way through on the back, so you can use a sharp knife and cut out the window sizes you need for the structure. The 1-Kit doesn't have a plan for you to build from--you do that. That's the other part of your schooling. You cut the window and door openings and cut the sheathing to size after you know what you are building. The 1-Kit comes with some paper templates so you can design your buildings with the laser cut window and door openings in mind. The 1-Kit doesn't have roofing material, but you should be able to handle that from your knowledge of how economy roofs are built.

I built a school house and a grist mill from a single 1-Kit and I still



have sheathing left over for another structure, so tuition is reasonable.

The next step is to design and build a structure from strip wood and sheathing stock.

There are several types of sheathing available, including, scribed, clapboard, and board and batten. Structures with later additions often have two kinds of exterior siding.

Skills develop what the 1-Kit taught. Make scribe marks (use the point of your hobby knife as a very thin pencil to mark cut lines) and then patiently cut out the openings. If the sheathing splits, it can usually be repaired with white glue.

I visit hobby shops and train shows to buy window and door castings. I also have some N-scale windows that are good for bathroom and staircase windows.

When you have designed and built your scratch-built structure, you may consider yourself a craftsman. Display the structure prominently. You will probably do better as you continue to build structures, but that's your first one!



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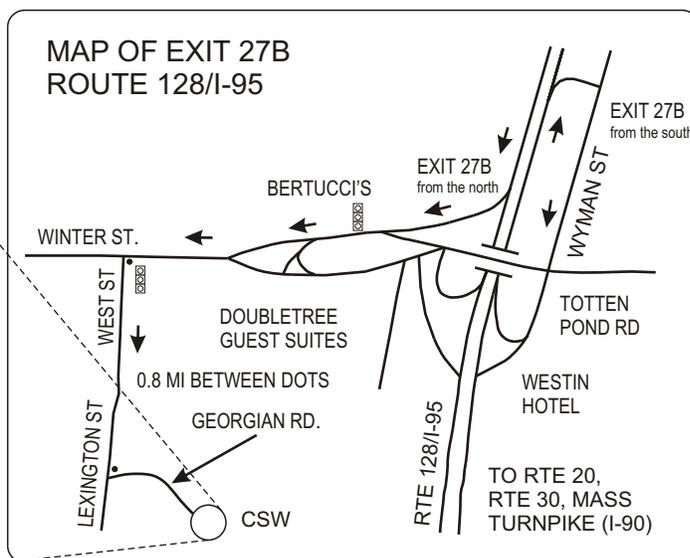
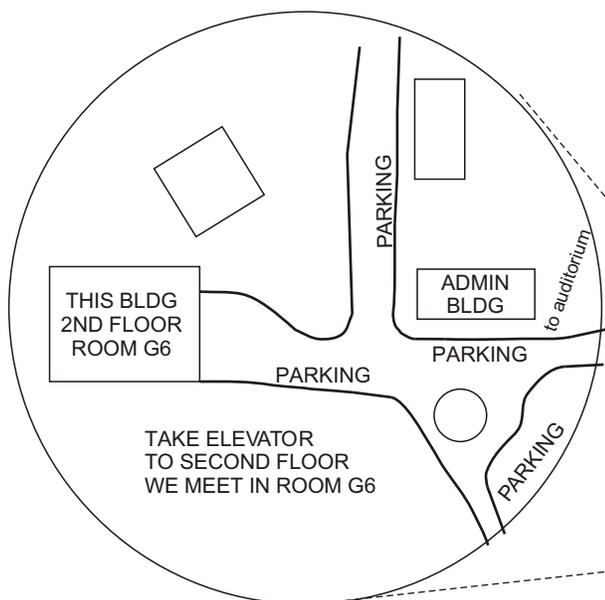
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# MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

## HUB HOLIDAY PARTY

Saturday, January 5, 2008  
Common Market Restaurant, Quincy, MA

This season's HUB Holiday Party will be held on Saturday, January 5, 2008 at the Common Market Restaurant, Quincy, MA. The fare includes hor d'oeuvres consisting of stuffed mushrooms, scallops wrapped in bacon, and a cheese, fruit, and cracker tray. There will also be a buffet dinner followed by dessert. A Yankee Swap will follow dinner. If you want to participate in the Yankee Swap, bring a wrapped gift worth approximately \$20. Limited space is available, so mail your reservations to Gerry Covino, HUB Division Treasurer, soon.

### Hub Holiday Party Reservation

Please reserve \_\_\_ seats in my name for the Hub Holiday Party on Jan. 8, at the Common Market Restaurant in Quincy, MA. Enclosed is a check to HUB Division, Inc. for \$30.00 per seat. (Please print information below.)

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

Make checks payable to:  
*HUB Division, Inc.*

Mail to: Gerry Covino, Treasurer  
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P.O. Box 1154  
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I enclose \$6 for subscription to the HUB Headlight for 2007-08.

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**YES**, I am happy to support the **Hub Division, Inc** and the work it does to foster railroading through displays, modeling and educational opportunities to members and the public at large.

I want to continue seeing these programs and opportunities offered and I show support with the enclosed gift.

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**ADDRESS** \_\_\_\_\_

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

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Send your payment to the address above