Build the Hytron Warehouse - Part 2
by James VanBokkelen

The corrugated metal shed over the railroad car docks is tricky to do with traditional methods. It needs to be removable, so it's possible to clean the tracks and deal with derailments, but that means it needs to stand up to handling. That eliminated the various corrugated aluminum foil techniques, but the edges of the corrugated sheets are visible, so I couldn't use a single-sided material like Evergreen's styrene sheets. So, I was quite happy to find 3D corrugated styrene sheet from JTT Architectural Models at a gaming/military store. It's a little oversized for HO, and it won't be thin enough for the diorama builders, but it was great for this application.

(Continued Page 5)

September RAILFUN

Richard Chase gives his mini-presentation about his use of real stone to model buildings and bridges.
Photograph by Bill Barry
THE PRESIDENT’S CAR
by Manny Escobar

Well, the trains are rolling and the leaves have fallen. We had our first modular group display at Norwood Day, and what a great day it was! Also, we had The Pepperell Train Show and a successful signal beta-test layout. I would like to thank David "Shack" Haralambou, Modular Coordinator, Dick Johannes, Signaling Committee chair and all the members that came and supported it. Check out the "Calendar of Events" on the website for times and dates of upcoming shows and displays.

As September/October came and went, we had our first installment of RAILFUN "Members Potpourri Night", with over 40 attendees. Ray Barry, Railfun Coordinator, has a great schedule coming up. Please check the HUB Headlight and the calendar of events for the particulars. Some of the dates have been changed to accommodate holidays and other events. Also, if you have an idea, can recommend a topic or give a presentation, please contact Ray at railfun.coordinator@hubdiv.org.

By the time you read this, the NER Convention, "Tracks to Lakeport," in Laconia, NH, hosted by our sister Seacoast Division, will have come and gone. If you attended and would like to write an article about the convention, please contact Headlight Editor Bill Barry at editor@hubdiv.org.

Remember that the next NER Convention, in 2014, will be co-hosted by the HUB Division and the Nutmeg Division. We are already in the planning stage of "New England Diamonds, Palmer, MA," The Town of Seven Railroads. Check the website for upcoming information and details at www.nediamonds2014.org

Do not forget about our "New England Model Train Expo" December 7-8, 2013, Best Western Royal Plaza Trade Center, Marlborough, MA. We need the support from our members, so please contact Dick Johannes, show chair, for details and to volunteer for the NEMTE. Director@hubdiv.org. Remember, this is our "Show" and fundraiser, so please help.

As you know, the NMRA has selected the month of November as "Model Railroad Month." Promote our hobby that we love to your co-workers, friends, and family. Bring a train to work, bring a friend to see a show, display, a club or your own layout. This year "Tour de Chooch" will be Nov. 29 - Dec. 1, 2013, and it is a great way to introduce someone to our hobby (click on the event flyer in our website calendar). We have a few shows / modular displays also coming up, so keep checking our website under "Calendar of Events," and go spread the word what a great hobby we have for all. Introduce these new train enthusiasts to our membership chairperson, Pete Higgins, for the HUB’s special NMRA membership deal.

Getting in the Holiday spirit, Dick Ball has again graciously agreed to invite the members to his house for his famous spectacular holiday lighting event in Holliston, MA, that he and his neighborhood put on every year. See page 6 for additional information.

Our Holiday party will be early this year, Saturday, December 28, 2013, at Lafayette House in Foxborough, MA, a new venue and location. See page 9 for reservation details and menu.

Remember our traditional "Yankee Swap" is after dinner.

As you can see, our calendar of events is especially busy. With the modular group going to the NMRA 2014 National Convention in Cleveland, OH, in July plus our NER Convention, the Board has agreed to postpone our annual Spring TRAINing Show to 2015. We will still have our annual business and election meeting at the March 21, 2014 RAILFUN. Details will be in the January-February Headlight. This coming election we only have one board member running for re-election, with three openings to be filled. If you are interested in serving on the board, please contact Debbie Ames, Dick Johannes or myself to provide you with details on placing your name on the ballot for the election. The deadline is Dec. 1 2013.

Remember that the best way to communicate with your fellow HUB members is via the two-way Guesswork email list. I have gotten fantastic feedback lately from our members on how successful it was for helping them when looking for information and ideas. Please contact our Office Manager, Pete Watson, at officemanager@hubdiv.org to be activated.

There are a lot of activities happening within our Division because we are very active. So, come and join us, remember November is "Model Railroad Month" and have a wonderful holiday season and New Year!

Keep them rolling!
between my last column and this one, a lot has transpired. Fall is a busy time for me so I don't get as much modeling in as I'd like. But hey, who would pass up the opportunity of seeing some live steam on the Saratoga and North Creek (SNC) in upstate New York, miss the opportunity to operate model trains at the Hopedale Oktoberfest or, even more incredibly, visit your daughter in NYC to see and hold your first grandson born in the month of September. Yes, I know I have four lovely grandchildren springing from my wife's first marriage side but Henry Steven is a first from my very own children. Already, my daughter has informed me that I have an heir for all that B&M equipment which was always her favorite. I can't wait to see him again when the whole family gets together for Thanksgiving. All the children love the old standard gauge Lionel that I bring out for the Holidays, and I'm curious to see his reaction.

My trip to upstate NY was crammed with activity beginning on a Saturday morning with my photography of the Leviathan as it crossed over the Sacandaga River Bridge. The Leviathan was originally a wood burner constructed by the Schenectady Locomotive works for the Central Pacific railroad in 1868. The current version is a careful reconstruction from the original plans but has been slightly modified to permit an oil-fired boiler. It was only fitting to see that the protection for the steam powered run would be a first generation ALCO S-2 diesel switcher (also a Schenectady product). I spent the rest of that Saturday afternoon at my High School class reunion catching up with news of my old friends. It is strange, but I've always felt closer to my high school class than to my college friends. Perhaps it is because I grew up with them in an age when there was a lot less mobility and your parents job was a long-term proposition. Then again on Sunday I went up to North Creek to watch the Leviathan as it was turned on the working turntable. It was the annual D&H festival days and I was able the catch the yard full of (SNC) power. Where else could you see a working BL2 turned on the turntable and alongside a GE B39-8E in D&H colors. The yard was a beehive of activity with the bright red and gold Leviathan capturing the center of attention every time she blew off steam. I sent a few pictures to our former editor Rich Pitter as this locomotive would have been in operation during the era he enjoys modeling. There were to have been two round trips from Corinth to North Creek and

(Continued Page 4)
# HUB Division Calendar of Events (Subject to Change)

## 2013

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Nov 15</td>
<td>HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA</td>
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<tr>
<td>Nov 23-24</td>
<td>HUB Modular Railroad display at the Greenberg's Toy &amp; Train Show, Shriner's Auditorium, Wilmington, MA</td>
</tr>
<tr>
<td>Dec 1</td>
<td>Submissions deadline for the HUB Headlight Jan -Feb issue</td>
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<tr>
<td>Dec 7-8</td>
<td>The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA</td>
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<tr>
<td>Dec 14-15</td>
<td>HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA</td>
</tr>
<tr>
<td>Dec 28, 2013</td>
<td>HUB Holiday Party. The LaFayette House, Route 1, Foxboro, MA. See Page 9 for Menu and signup details.</td>
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</tbody>
</table>

## 2014

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
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<tbody>
<tr>
<td>Jan 17</td>
<td>HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA</td>
</tr>
<tr>
<td>Jan 18-20</td>
<td>HUB Modular Railroad display at the Wenham Museum, Wenham, MA</td>
</tr>
<tr>
<td>Jan 25-26</td>
<td>HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Eastern States Exposition Fairgrounds, West Springfield, MA</td>
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**Shanty Talk**

*(Continued from Page 3)*

back, one each day, but after the first trip on Saturday the crew outlawed in North Creek before they could finish turning the engine for Sunday's trip. With no coupler on the front end, these early steam engines were meant to operate in one direction, and needed turntables to reverse the direction of travel. The SNC runs a full complement of passenger trains on the single tracked scenic North Creek Branch, so it was no surprise that the steam-powered special threw the schedule off. Sometimes such luck is a gift as in this case.

In between all the activity, I managed to stop by the restored Kings Station, just north of Greenfield, with a D&H wooden caboose out front. If you read about my exploits in obtaining drawings in the last issue, then you'll appreciate that I was able to get some nice photos of the caboose and the actual layout of the internal furnishing through an end window. Even though I'm well into the construction phase now, I can probably use the photos to make a plausible internal furniture arrangement. There is a fall meeting of the Bridge Line Historical Society next weekend so you know where this D&H fan will be.

Finally, I spent the past two weekends operating Coastal Mountain Railroad trains (CMR). The first was an open house featuring **Bob Blick's** home layout down on the Cape, and the second was a weekend display for both residents and the public alike at the Atria Draper Place for seniors and assisted living in Hopedale, MA. Even though I'm a diesel fan, I enjoy operating some steam power in such venues, because the elder residents vividly remember that era and often had relatives who worked for the railroad.

All and all it has been, and promises to continue being, a very busy fall this year. Between the NER Convention, Railfun, Tour de Chooch and our own New England Model Train Expo, the fun just keeps coming. So please grab a friend, introduce them to our wonderful hobby and volunteer to work at our show in December.
For strength, I didn't try to model the individual corrugated panels. Instead I cut 17-foot-deep strips off the JTT sheets and spliced them at the edges, using Evergreen 1/8" I-beam as reinforcement at the peak and eaves. I left a one-scale-foot overhang at the front, and a six-inch overhang at the back, so it could rest on the ledge I made on the front of the main structure. I added rafter I-beams at the two ends, but didn't model all the intermediate support structure; it won't be visible.

While I was waiting for the roof's joints to dry, I made a template to set the angle of the vertical skirt-wall and the support columns. I drew the dimensions of the shed on cardboard and cut it out. I added little notches so the corrugated sheet wouldn't change the angle.

Next I made the footings out of K&S 5/32" brass tube. I drilled 9/64" holes, dipped the ends of the tubes in white glue and pressed them in.

Here I've glued the skirt wall to the front I-beam at the proper angle. The top of the skirt is sitting on the flange of the I-beam. I used model airplane tube cement for this joint, as it isn't square, and won't be visible. I cut the proper angle on the top of the Evergreen .080" H-column, and I'm using more tube cement to secure it to the skirt and the front I-beam.

Here the wall is being checked for fit. The back is resting on the ledge and the columns are resting on the scenery – I cut them long enough to touch the ground, even though the prototype used some kind of tubular footing form for the piers.

I cut Evergreen .100 x .188" strip for the cap at the top of the wall. This finished the styrene fabrication of the basic structure.

It was time for the airbrush: Floquil Bright Silver for the cap; 1960s vintage Floquil Boxcar Red from a can(!) for the corrugated trim and shed; Floquil Concrete for the piers; and Floquil UP Harbor Mist Gray for the columns. I can't provide water-based equivalents, but people following along are probably going to be building a different warehouse, under different lighting anyway.

Here's what it looks like at this point. I had the idea that sanding the acrylic would work to represent the fiberglass window panes. When I peeled off the masking, it didn't turn out that way, so I'm going to try printing scaled pictures of the prototype windows instead.

Other work remaining is:

- A little touch-up on the paint
- Scalecoat flat finish over the shiny rattle-can gray
- Images of partly-open roll-up doors on the inside of the walls,
- Some vents and so forth on the roof – factories didn't have A/C in my 1955 - 1965 era.
- Interchangeable roof-mounted signs for both Owens-Illinois (still on the building) and Hytron.

(Continued Page 6)
Building the Hytron Warehouse - Part 1
(Continued from Page 5)

Overall, I'm pleased with the outcome vs. the work I put into the structure.

There will be a Part III, after I get ink and photo paper, and figure out which photo editing tool works best for me.

<table>
<thead>
<tr>
<th>Idea Scoreboard</th>
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<tr>
<td>Idea</td>
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<tr>
<td>plywood/acrylic core construction</td>
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<tr>
<td>Weld-On cement for acrylic/styrene joints</td>
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<tr>
<td>Making warehouse doors by masking the acrylic</td>
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<tr>
<td>JTT corrugated styrene</td>
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<tr>
<td>Angle jig for shed fabrication</td>
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<tr>
<td>Polyethylene political sign roof</td>
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<tr>
<td>3M spray adhesive</td>
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<tr>
<td>Sanded acrylic windows</td>
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</tbody>
</table>

Pepperell Siding Display

Model Train Donations Wanted
by Rudy Slovacek

If you have, or know of others who have model train items no longer being used, or are thinking of thinning a collection, please consider donating them to the HUB Division as a possible tax deduction. We are a 501(c)3 non-profit organization and can accept such charitable contributions.

All that is required is that you supply us with a list of the items along with your name and address when those items are donated. You will receive a receipt from our treasurer that can enable you to value the items and possibly take a deduction on your income tax. The HUB division will sell those items at either its fall show and use the money for its educational programs and activities held for public benefit. It's a win-win situation. You clean out your attic, garage or basement of model trains and get a possible tax deduction. The HUB Division will put those train items into the hands of people who can actually use them and help finance our programs. For more information or making donations, contact Rudy Slovacek at rslovacek@verizon.net or evenings by phone 508-528-1011.

Holiday Lights and Hot Chocolate
7 PM Saturday, December 14, 2013

The HUB Division is planning a winter evening viewing the wonderful decorations and working displays that our member Dick Ball displays on his street every year between Thanksgiving and New Year's Day. The HUB Division will supply the hot chocolate for kids and coffee for adults and we hope that members, especially those with young children, can join us for a wonderful evening of fun. The date is Saturday, December 14 from 7 PM to 9 PM and the location is 110 Regal Street, Holliston, MA.
Double-Ended Staging Yard
by Rich Pitter

When I designed my layout, I was a glutton of sorts. At 64 years of age, I figured that this would be my last opportunity to build and operate a layout. The layout is complex in several ways, and will take several more years before I have it fully operable. I expect to be adding scenery and structures after that — hopefully never ending the fun of building this layout.

I started with a list of Needs and Wants. I wanted a 2-level around-the-wall layout with levels separated by about 24 inches. Having visited Fenway Park, I did not like obstructed view seats, so I didn't want any posts at the front edge of the layout to obstruct the view. I have friends in wheelchairs or walkers, so I wanted the aisle to be 31" wide. I wanted to model 1875-era western mining and logging operations, and to model a fictitious railroad that had a junction with the Virginia & Truckee RR so I could run V&T equipment and be able to model bridges, scenery, and structures that were representative of that era without modeling the V&T exactly. The V&T is represented on my layout as the staging oval that runs around the room on the lower level. It has 24" minimum radius, #5 turnouts (built using FastTracks assembly fixtures), 3% grades, and 72" sidings. The fictitious railroad has 18" minimum radius, #4.5 turnouts, 3% grades, and 36" sidings. The upper level will be devoted entirely to the fictitious railroad and will have two fixed bridges over the aisle. Those bridges will be duck-unders 5'10" to 6'0" above the carpet. There will be one removable bridge across the aisle at the lower level. Once an operating session begins, operators will not need to remove the lower bridge, but if it is removed, fail-safe circuitry will prevent trains from operating within two feet of the "chasm." I wanted DCC (Digitrax) with J/MRI, so visitors can use their smart phones or i-pads as throttles. No push buttons or toggle switches are used on fascia-mounted control panels to avoid accidental butt-pushing of controls. Mainline uncouplers will be actuated from the control panels.

As it turns out, I shoehorned a J-shaped aisle and a switching layout into available space. With the train elevator to move whole three-foot-long trains from one level to the other during operating sessions, I was able to achieve all the important "Wants" and "Needs" that I specified. More research and construction awaits before the layout becomes reality, but those are fun for me. The northeast corner of the lower level was used for the staging yard. I did not need to draw the entire track plan, so I used XTrackCAD to design the staging yard (See diagram below).

To keep all side tracks similar length, I used two switch ladders of four #5 LH turnouts. I spaced the turnout frogs so the parallel diverging routes were separated by 2½". I experimented with the orientation of the two switch ladders. I did not run them both parallel to the layout edges around the corner but rather angled one ladder about 20 degrees (see Figure 1). The resulting geometry meant the three middle tracks had arcs of 80 degrees and the outer and inner tracks had arcs of plus and minus 11 degrees (the angle of the #5 frog) more and less than 80 degrees. Using XTrackCAD, I constructed 24" radius circles so they permitted transitions curves with the tangents. I then laid out two rectangles representing plywood bases, as shown in the figure. I cut out ½" plywood and carefully marked X- and Y-coordinates, then used XTrackCAD locations to mark trackage on the plywood. I took the circle center points from the XTrackCAD information and used a trammel to draw the 24" radius curves. As a result, each of the five tracks has six feet of clearance.

Laying the roadbed and track was straightforward. Since turnouts were spaced about 1½" from one another, I glued crossties between the turnouts and cut rail pieces to fit. I also terminated the Micro Engineering code 83 flex track tangents about two inches from the turnouts and similarly laid rail pieces to bridge the gaps. This lets me easily remove a turnout for repair or replacement.
**Double-Ended Staging Yard**

*(Continued from Page 7)*

When the cork roadbed was laid, I removed excess plywood using a sabre saw. Cobalt turnout machines were installed and wired and the sections were unbolted and moved into the train room, then rebolted and installed in place, using those X- and Y-coordinates drawn on the plywood pieces.

The lead photo for this article and the photo to the right show the staging yard trackwork as it presently exists. I am close to powering up DCC, but further away from installing my control panel for the staging yard. I have the control panel design and electronics worked out, but the proof-of-concept will be in its implementation. Hopefully, I will have that story for you in a few months.
HUB Holiday Party

Saturday, December 28, 2013

- 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)

The Lafayette House
Route 1, Foxboro, MA 02035
(508) 543-5344
www.lafayettehouse.com/

Price: $40 per person.
Reservations only, no walk-ins.
Dress appropriately (no denims).
No reservations after December 25.

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

Appetizers:
Will be served during Happy Hour

Garden Salad:
Mesclun Greens and Romaine
topped with Carrot, Tomato, Red
Onions and Cucumber

Buffet Menu:
Baked Seafood Au Gratin
Roasted Herb Chicken
Prime Rib Au Jus
Oven Roasted Potatoes
Fresh Seasonal Vegetables
Bread and Butter
Coffee and Tea
Dessert Table with Pies and Cakes

Fall Show Call for Volunteers

The HUB Division hosts the New England Model Train EXPO on December 7 & 8. This show is the HUB Division’s major annual fundraising event. The funds raised are used for modular layout maintenance, repairs and upgrades, for RAILFUN expenses, for Headlight production and mailing, and for other HUB Division projects. Members are strongly encouraged to contact Dick Johannes at (617) 791-8263 or nemtedir@hubdiv.org and volunteer for at least one hour on Saturday and on Sunday. You may request assignments at the white elephant table, membership table, build-a-car kit, or the door.

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 $40.00 = __________

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

Mail to:
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Burlington, MA 01803-6154

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It Takes All of Us Working Together!

( ) $25.00 ( ) $50.00 ( ) $100.00 ( ) Other $__________

YES, I am happy to support The HUB Division, Inc. to foster railroading through displays, modeling and educational opportunities to members and the public at large. I show support with the enclosed gift.

NAME ____________________________________________________

ADDRESS ____________________________________________________

CITY______________________ STATE_______ZIP______________

To make a donation using your credit card, email Treasurer@hubdiv.org.
Please make your check payable to "The HUB Division, Inc."
Send your payment to the address above.

HUB Module Kits Available

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 roadbed and the 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.
**Order Form - HUB Division Apparel**

Short Sleeve Shirts - Ash color Shirt with HUB Division Logo - $30.00 each  
Size: _______ Quantity: ___ Amount $ _______
Circle ONE  
Name on Shirt  
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Without Pocket

Sweatshirt - Ash color with HUB Division Logo - Sizes as listed for shirts  
8.0oz Weight $25.00 each  
Size: _______ Quantity: ___ Amount $ _______
9.5oz Weight $30.00 each  
Size: _______ Quantity: ___ Amount $ _______
Name on Shirt  

T-Shirts - Ash color Shirt with HUB Division Logo - $18.00 each  
Size: _______ Quantity: ___ Amount $ _______
Circle ONE  
Name on Shirt  
With Pocket  
Without Pocket

Long Sleeve Shirt - Heather color Shirt with HUB Division Logo (NO POCKETS)  
Small to XL $30.00 each  
Size: _______ Quantity: ___ Amount $ _______
2XL to 5XL $35.00 each  
Size: _______ Quantity: ___ Amount $ _______
Name on Shirt  
— (If you wish to have it mailed to you add $5.95) — Shipping $ _______

Total Check (Payable to The HUB Division, Inc.)  
Amount $ _______

Mail to:  
Gerald Covino, Treasurer  
The HUB Division, Inc.  
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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.

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HEADLIGHT Subscription Form - HUB Division, Inc. - NER/NMRA

I enclose $7 for a subscription to the HUB Headlight for 2012-13.

Name ________________________________
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HUB Headlight
Volume 30, Number 2, November - December, 2013

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Versatile Printing Services, LLC
Burlington, MA

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.

Seacoast Division Model Railroading Night

• November 5th - NMRA Achievement Program (tentative)
• December 13th

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.