

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 23 Number 4, Jan.-Feb. 2007  
<http://www.hubdiv.org>

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## RAILFUN TIMETABLE

### SETTING A PERIOD OR PLACE IN MODELING

Rudy Slovacek

8 p.m., Friday, Mar. 16, 2007  
Cambridge School of Weston

### OPERATIONS ON THE P&W MODEL RAILROAD

Don Irace

8 p.m., Friday, April 20, 2007  
Cambridge School of Weston

### THE BASICS OF AIRBRUSHING

James B. Van Bokkelen

8 p.m., Friday, May 18, 2007  
Cambridge School of Weston

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 benefit by bringing 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!

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

Would you like to enhance your model railroading fun? Try operations. Don will tell us about his regional freight railroad modeled after the prototype Providence and Worcester and covering operations in Massachusetts, Rhode Island, Connecticut and New York.

You can view his website at <http://www.trainweb.org/pwmrr>.

The railroad, which uses a DCC North Coast Engineering system, has a crew of operators who meet weekly to conduct operations and have fun. For realism, consider his prototypical use of two P&W locomotives; one at each end of the local freights, for efficient, rapid switching moves. Even better, one of his former operators now dispatches the railroad from his new home in Ringgold, GA. Don is a member of the Little Rhody Division, a key driver of their module group and Office Manager for the NER. Come join us to learn about his use of modern technology to duplicate prototype practice in model railroading.

Many of you modelers have probably tried chalks and know the Bragdon materials for weathering. However you've probably stayed away from airbrushing in general 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 grim 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.

Coming soon for Railfun: Design of Model RR Industrial Space; Lighting Buildings with LEDs; and our popular Diorama Workshops.

**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!**

## SHANTY TALK

By Rudy Slovacek

Well, the big show at Springfield has come and gone and we probably had a record number of different modules represented, but who's keeping score because hopefully everyone had as much fun as I did. I confess there were a few tense moments when we had to take down the Lenz system to remove a locomotive problem, but in the process created a few hanging chads out on the branch. With no trains running out there I was not a happy camper. But then again it is the superintendent's job to make sure his railroad runs and most do get grumpy when it doesn't run. Fortunately, we had a number of good people who knew how to fix the decoder glitches and to them I am forever grateful. (Thanks Bill).

When I think back, we did a lot of things differently this time but it all seemed to work. For example, we staggered shifts so everyone wasn't either going off or coming on duty at the same time. Dispatchers were required to spend a half hour before their shift acting as the assistant to log on and off operators. Thus they knew exactly who was out there when they took over as the dispatcher. The tower operator once again became the favorite sign-up duty as everyone wanted to operate the manual ball signal which **James Van Bokkelen** constructed. One high ball means the mains have the iron, two high balls and the branch iron rules, three high balls and the train taking the "y" between main and branch has the right of way. No visible ball signal means no operator on duty and all must stop, look and listen before crossing the diamond. Thank you James for the beautiful



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

HO model, and for the larger highly visible working model.

To combat a shortage of working throttles we permitted people to bring their own but they had to be registered so the device numbers would not conflict on the communication bus with the DCC controller. Lastly, and this was the fun part for me, I did not run a single scheduled train. Instead I took the superintendent's special inspection train out and toured each individual line (inner, outer mains and the branch) looking for problems. Some track electrical continuity problems, rough track-work and inaccessibility of control plug in locations were noted and appropriately addressed by my second tour on Sunday. There were also a few fun spots like the time **Bill Barry** on his very first ever dispatching trick with his hands full,

was informed by the superintendent that he had to get the tracks cleared to give priority to the inspection train over the whole system. The deer-in-the-highlight look in his eyes was priceless. Bill was a good sport about it and went on to perform admirably. I'd put him on my crew any day.

Lastly, as the superintendent, I reinstated the best HUB module award since Springfield now has our largest module member participation. Past recipients of this award agreed that **Jeff Gerow** and his beautiful fall mountain scene was most deserving of this award. Oh, the Beef Jerky award went to **Ron Noret** for his rear-end collision with the circus train.

On that happy note I'll don my gloves and scarf to once more leave the warmth of the shack and venture out into that bitter cold February wind.

## The Model RR Bug

By Chip Stevens

Currently, my B & O modeling efforts are sandwiched in between other less important tasks. Tasks such as exercising the dog three times a day, earning a living, studying for my Masters degree, finishing our condo and other such trivia use a lot of my waking hours. So when I get a chance, I work on a car kit or a building kit to relieve the boredom. It was the construction of one of these kits that caused my latest problem. I've got one shot to do this empire right, so I'm over thinking each step until it collapses under its own weight. This building is a background building but, as it is a three deck housing unit, you want lights in it correct? Only people who work at night or keep their shades down don't need light.

Well, that decision's made. So now I have to divide the interior with partitions that won't be visible from outside. Blackened sheet styrene

should do the job. The building will also need floors to block the light vertically, so some additional sheets will be needed as well as some angle stock to mount the floors. You keep everything neat and simple for bulb replacement, so you'll need to run all the wiring into and down one corner of the structure for ease of connection. All of that's easy. Now comes the hard part. What size lights will work here and how many do I need? Pulling out my trusty catalog from the company that stocks everything, displays ads from many potential vendors, but none of them seem to answer my basic questions. Might be a good thing as the company won't have in stock what I decide on anyway.

So I fall back on my newly learned perusal of the internet, the place where you can find anything and everything. Except for solutions to my lighting problem. Even Google let me down on this one. I did see some new sites to look at later, but no one could shed any "light" on my problem. Perhaps I'm

the only new modeler who's ever experienced this state of affairs. When I was selecting my college major, why didn't I plan this far ahead and get an electrical engineering degree and avoid all this aggravation?

When we furnished our condo, we went to a lighting store and they had or could order what we needed. Say, there's an idea. No, the folks at the Purple Building won't help me but maybe a hobby store that knows HO gauge trains will. Well, now I've learned an invaluable lesson. Browse through your favorite railroad emporium and you'll probably find, just like I did, the answer to your question or the solution to your problem. Now, if somebody could cross a hardware store with a hobby shop, we'd all be set.

*Chip Stevens is planning to model the B&O, Reading and Jersey Central on a free-lanced layout. Comments, suggestions, and help can be sent to him directly at [cjvettelover@yahoo.com](mailto:cjvettelover@yahoo.com).*

**The HUB Division Annual Meeting and Spring TRAINING Event** will be held on Saturday March 31, 2007 at the Woburn Hilton Hotel, 2 Forbes Road, Woburn, Massachusetts. The Show hours are 10AM to 4 PM. **The Annual Meeting will follow the show at approximately 5PM.** The show will include vendors, a linear module set-up to allow for attendees to operate trains using DCC, and how-to clinics. See the website for more show details and a listing of clinics and clinicians. Program Manager Mike Clements needs your help. Please contact Mike at [HUBboard5@hubdiv.org](mailto:HUBboard5@hubdiv.org) and offer help in some of the many jobs to ensure a successful event. The website has a listing of jobs where your assistance is needed.

**A Banquet will follow the meeting at the Hotel.** The meal price is \$25.00 per person. The reservation form is presented on page 9. Please register as soon as possible for the banquet since the number of guests must be provided to the Hotel by mid-March. The fee is all-inclusive except for liquor. There will be a guest speaker, information about the speaker will be included on the Website at <http://www.hubdiv.org>.

Please plan to attend the day long event. Your help is critical to the success of the programs the HUB Offers. Also PLEASE VOTE!!!

If you cannot attend this issue contains all your options available to you to cast your vote. Your vote really does count.

**Banquet Main Course:** Chicken Romano. An alternate vegetarian main course is also provided. Make the appropriate selections on the banquet registration form on page 9.

Start with Sliced Roma Tomato, Crisp Romaine Lettuce and Balsamic Vinaigrette Dressing. Entrée includes Boneless breast of Chicken lightly breaded with Italian seasoning and Bread Crumbs, topped with a light Marinara Sauce and Melted Mozzarella Cheese, accompanied by Penne Pomodoro. Dessert is Tiramisu Torte with Chocolate Kahlua Sauce. Meal includes assorted Rolls with butter, coffee-regular or decaf, Hot or Iced Tea.

## Richard S. Johannes (Dick)

I have been a model railroader since 12 years of age and an NMRA member for most of that period. Like many, I left the hobby during college but rekindled the interest upon completing my education. When my family moved to Massachusetts eighteen years ago, I joined the HUB group while at the Springfield show. I enjoy all aspects of the hobby including handlaid track, structures, prototype equipment, electronics, operations and scenery. I have been using with command control (originally analog now DCC) for 20 years! Upon moving to this area from Baltimore, I was awestruck by the degree of interest and quality of the model railroaders in New England.

The tradition of the leadership of the HUB Division is a marvelous legacy and those persons have clearly given of themselves for the betterment of the HUB division in particular and the hobby in general. Model railroading has meant much to me over the years and I am honored to have had the opportunity to give something back to the hobby by serving on the HUB Board of Directors and most recently in the role of Vice President. I consider my most significant contributions as a HUB board member to be establishing the annual display at Children's Hospital and drafting the successful grant proposal that allowed us to replace the trailer without depleting our savings. The \$4000 grant from the Cardinal Health Foundation is the largest contribution ever made to the HUB Division.

I have helped to support a wide variety of HUB Division activities including regularly participating in the modular group, presenting at RailFun nights, doing clinics at NER events and providing articles to the Headlight.

I have considerable organizational and management skills related to my professional work. In addition, I have had a great deal of teaching experience including organizing and giving courses. I like challenges, am open to new ideas and tend to set ambitious goals. I believe it is important to search for clever ways to promote our hobby and attract new members, especially teenagers and young adults.

## Gerald Abegg

I grew up just two blocks from one of the mainlines of the Illinois Central that transported coal from the mines of southern Illinois to barges on the Mississippi River at St. Louis. On many days my brothers and I would wave to the engineers, count the cars; look for the "hot boxes" and wave again to the crew in the caboose.

I received an O-27 Lionel for Christmas when I was 3. Actually, I think it was really my dad who wanted a train but that was my first train and got me started in the hobby. After I completed college I lived in Emporia, KS, on the mainline Santa Fe, which explains the theme of my two modules and my home layout. My sons and I built a small layout in the 70's after we moved to Lexington, but much of it went into storage after they left for college. As I prepared for retirement ten years ago I began to return to the hobby with enthusiasm. I expanded the layout, purchased more rolling stock and attended a few Hub shows.

After a few Railfun sessions, I joined the HUB Division and the Module Group. I have participated in several NER conventions and attended the Toronto and Cincinnati NMRA conventions. I am a member of the OPSig Group and regularly operate with several other enthusiasts. I currently serve on the Board of Directors and have been the Show Manager for the past five years. I have devoted time and energy into making the HUB Show the largest train show in eastern Massachusetts and to developing activities directed to youth. I ask for your vote and support to continue to make the HUB Division an enjoyable place to share in the great hobby of railroading.

### Tour de Chooch '06 First Day

An Excursion By Dick Johannes and Ken Belovarac

Tour de Chooch is an annual two-day event held over the Thanksgiving Weekend. It may be hard to believe this but it's now 15 years old. The event is in large part organized by a close group of model railroaders who have a shared interest in operations.

Last year, Saturday was dedicated to New Hampshire and Sunday to Massachusetts layouts. Our plan was to work our way northward, drive from the northernmost layout to Bartlett, have a great dinner there, light a fire, down some wine, sleep late, hit the

*Continued next page.*

## Manuel P. Escobar

I would like to say first, that I am grateful for the opportunity to be a candidate for the Board of Directors.

I always was interested in model railroad, since my father's train in Cuba. But after my son started to get interested in the hobby, we both got enthusiastic in model railroads.

Both my son and I have volunteered in the past years at the modular group displays and at the HUB Marlborough show. At this present time, my son and I are building a couple of modules to be used at HUB displays and shows.

I am a member of another fraternal organization and its Board of Trustees. We are responsible for the finances and respond to the concerns of the members. With that, I believe that I can bring to the Board and to the HUB fresh and new ideas to promote the growth of this wonderful and long-time hobby. Also to listen to the ideas and concerns of the members, and work to find a solution.

Should the members choose to elect me, I know that I would be a great asset to the HUB Division. Again, thank you in advance for your consideration.

## Peter A. Watson, MMR

I became a "serious" modeler around age 8 or 9 coming by it naturally since my father was a long time model railroader. I originally modeled in HO. In 1974 I changed to On2 and modeled the Sandy River & Rangeley Lakes until 1998 when I went to work for Amtrak and started running trains over the old New Haven Shoreline. I then decided to return to HO and model the New Haven.

I was elected to the HUB BOD in 1975 serving in several capacities including President and Vice-President. I am a founding member of the HUB Module Group and built one of the corner modules. I also served on the Boston Minuteman National Convention Committee in 1986. In 1996 I gave up my seat on the Board of Directors due to increased responsibilities at work, however I maintained involvement with the Division as Clerk of the Corporation.

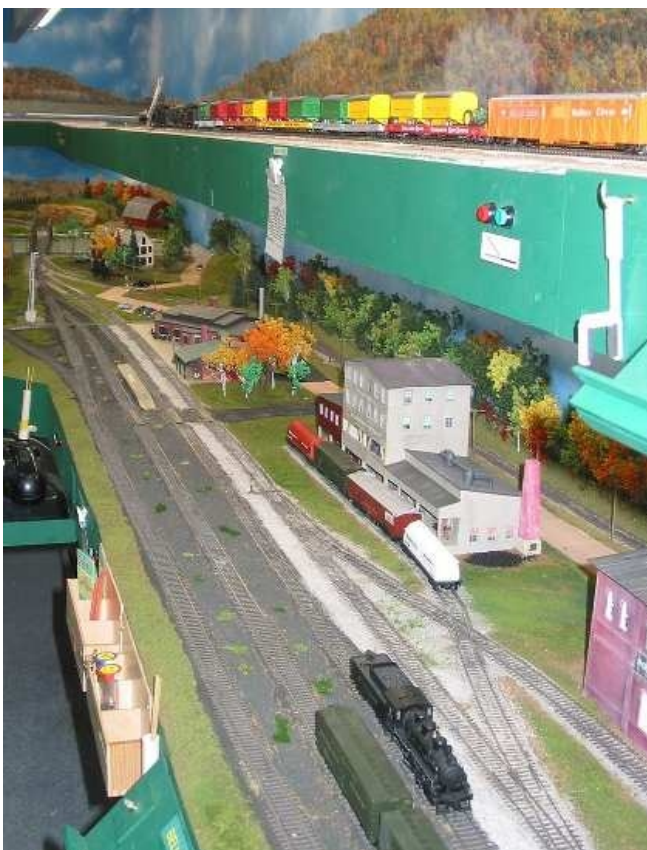
Since retiring from the BOD I have continued to serve the Division in various capacities including convention committees for both HUB and NER conventions and more recently as HUB Office Manager. With a change in jobs and more time available, I once again look forward to serving on the BOD.

Glen Junction Restaurant for a late Sunday breakfast and then visit the remaining NH layouts and the Massachusetts layouts.

We set out from Newton around 9 AM headed for Joel DiTrollo's HO scale Rutland RR in Hollis, NH. We arrived just as the first group of visitors moved inside. This layout greets you with the large open helix that connects the two layers of this beautiful transition era layout. The helix was well worth looking at carefully in that it uses the threaded steal rod approach for support and to maintain the grade. While visible on entry, the helix is not visible from the operating locations. Another construction point for this layout was the use of 2" Styrofoam insulation for the sub-base. I sense that the era of plywood laminated to homosote and then either homosote, cork, or pine roadbed is fading.

At our second stop, we viewed two layouts, Jonathon's and a 2x4 foot N scale layout. Both Ken and I are HO scale modelers but we both recognized the boon that laser-cut wood structures have been to N scale modelers. The layout had a number of American Model Builder and Bar Mills structures that I was familiar with but at half the size (actually 1/8 the volume). The small size with no loss in detail on structures like Saulena's

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The HUB Division elections will be held on Saturday, March 31, 2007 at the Annual Meeting at the Woburn Hilton Hotel, immediately following our Spring TRAINing event. The meeting will start at approximately 5:00 p.m.

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## METHODS OF VOTING

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

### 1. MAIL:

Ballots on page 9 may be copied or cut out and mailed to the Registrar.

**The HUB member must write his Name and Membership Number on the outside of the envelope to certify the ballot enclosed. The ballot shall be mailed to:**

**Bill Goldthwait, Registrar  
30 Baker Ave.  
Lexington, MA 02421-6204**

Mail ballots must be received by the Registrar no later than March 28, 2007. The Registrar will verify the ballot and record the member as having voted.

### 2. E-MAIL:

A ballot may be cast by sending an e-mail to the Registrar.

The **e-mail must** be sent from the HUB member's Official e-mail address that is on file with the HUB Office Manager. It is the responsibility of each HUB member to ensure the HUB Office Manager has their correct e-mail address. **Only one** Official e-mail address is allowed per member. Note that your e-mail address may not yet be entered as your Official e-mail address. Before you send your ballot to the Registrar, you may set or confirm your Official e-mail address, send e-mail to the Hub Office Manager at

**OfficeManager@hubdiv.org**

A valid e-mail Ballot shall contain the **HUB member's Name and Membership Number in the E-mail Subject Line.**

All votes shall be placed in the body of the E-mail as follows:

#### **A. BOD Vacancies:**

**Place ONLY** the names of the Candidates, for whom the member is casting votes.

E-mail the ballot to Bill Goldthwait at:

**Bertlinrailroad@yahoo.com**

**E-mail ballots must be received by the Registrar no later than March 29, 2007.** The Registrar will verify the ballot and record the member as having voted.

### 3. PROXY:

Any HUB member eligible to vote in the election may **designate in writing** that another eligible HUB member may cast their vote at the election.

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

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

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Tavern is impressive. The large HO scale layout was in the basement. While true to its name, there was a lot of B&M equipment, it was a treat to see passenger service supported by the Harry Potter Hogwart's Express letting off steam in one of the yards.

You spend time at these layout visits in three ways. One is obvious. You're looking around and taking in everything you can visually. But a lot time is spent two other ways: 1) talking to the layout's owner and 2) talking to other visitors who you meet along the way. In

fact, these conversations are as much fun as the visual aspect itself.

Our next visit was to Bruce Robinson's Valley Junction RR in Sandown, NH. Bruce is one of the prime movers of Tour de Chooch and it was a thrill to see his layout and visit with him as well. We found him wearing his NMRA shirt and simply abounding with energy. His handlaid layout is a testimony to what can be accomplished in a long but not necessarily wide rectangular space. He showed us the album of photos taken during early construction. He did very careful

*Continued next page.*

planning before building anything and then stuck to his plan.

We arrived at Bill Gaver's Balboa, Granada & Eastern around 3:10. Wow! Bill bought the property next to his house and built a replica of a railroad station called the Defern Station. Defern is Bill's middle name. The footprint is that of a two bedroom ranch home and the entire first floor is devoted to the railroad. It winds and turns but also has some long linear runs that enhanced the view of the steam powered passenger train carrying a long string of heavyweights across the layout. Downstairs was a potpourri of railroad memorabilia and Bill's wife Nancy who was doling out coffee and cookies to all and hot dogs to anyone who signed the guest register. Ken and I met up with Frank Ellis, president of the North Conway Model Railroad Club, and we talked until Nancy had to evict us at the end of day one.

Having visited the last layout for the first day, we headed for Bartlett with thoughts of dinner. We decided to try the Red Fox. We had a very good dinner there, but not as good as the Coyote Rose in North Conway. We shared a good bottle of Syrah, however. We picked up some cheese and crackers and a NH lottery ticket and then headed back to the chalet. We lit a fire, opened a bottle of Merlot and watched the USC-

Notre Dame game. We slept late, closed down the house and had breakfast at the Glen Junction Restaurant. The G-Scale train running overhead felt like just the right start for day two. For the record, the Glen Junction has the best raspberry and blueberry pancakes that can be found in North America.

*(To be continued)*



**HUB Headlight**  
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**HUB Division Board of Directors**

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 president@hubdiv.org

**Vice President**

Rich Johannes  
 vp@hubdiv.org

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 HUBboard1@hubdiv.org

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 showmanager@hubdiv.org

Bill Roach  
 HUBboard2@hubdiv.org

Sue Zukowski  
 HUBboard6@hubdiv.org

Mike Clements  
 HUBboard5@hubdiv.org

**Other HUB Division Leadership**

**Secretary**

Ken Belovarac  
 Secretary@hubdiv.org

**Editor**

Rich Pitter  
 Editor@hubdiv.org

**Acting Module Superintendent**

Rudy Slovacek  
 rslovacek@comcast.net

**Railfun Coordinator**

Rudy Slovacek  
 rslovacek@comcast.net

**Director-Public Relations**

Tim Garner  
 prdirector@hubdiv.org

**NMRA NER Representative**

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**Office Manager**

Pete Watson  
 officemanager@hubdiv.org  
 65 Branch Road  
 East Bridgewater, MA 02333-1601

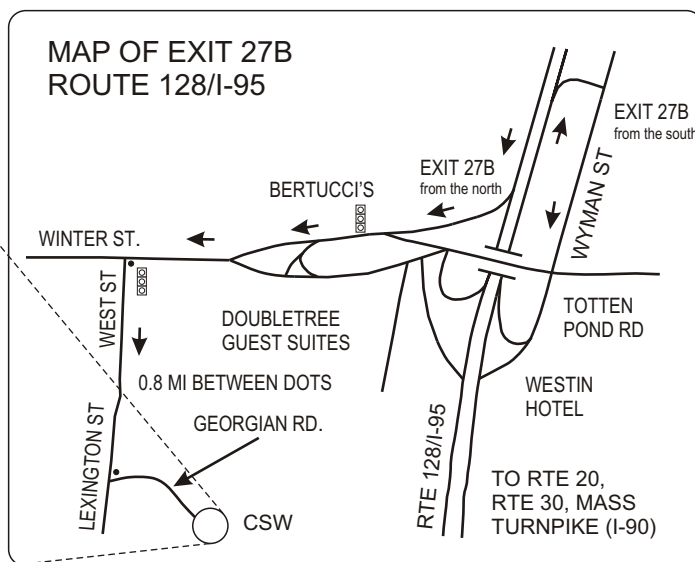
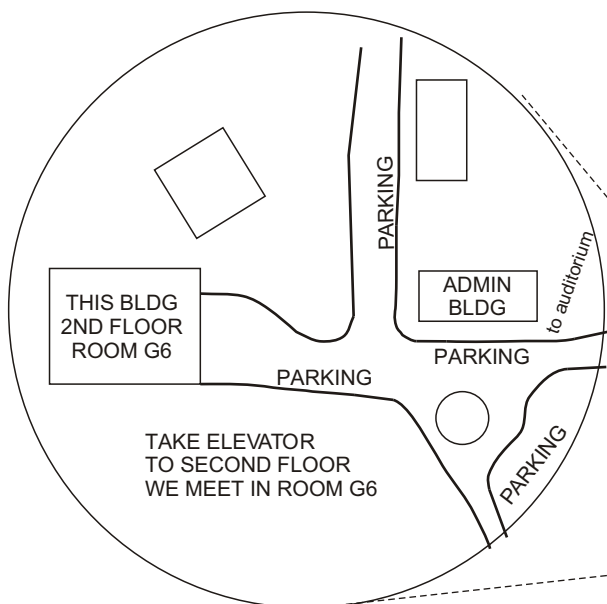
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**MAP TO RAILFUN MEETINGS**



MAP TO CAMBRIDGE SCHOOL OF WESTON



