

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
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RAILFUN TIMETABLE

Presentation: Locomotive Modeling

By Malcolm Houck

8 PM Friday, November 18, 2016, Cambridge School of Weston

This RAILFUN will assist members interested in obtaining the Master Builder-Motive Power AP Certificate. The main focus of the RAILFUN is a PowerPoint slide presentation on techniques, tools, and methods used in building HO-Scale Steam Locomotives from brass – as presented at the 2016 New England Railroad Prototype Modelers (NEPRM) convention in Enfield, Connecticut. Included will be representative images of locomotives under construction, together with photos of completed and painted engines. A relatively complete series of slides follow the construction of a New York Ontario & Western Railway Class B Double-Cab ("camelback") 4-4-0. We will also see slides of Malcolm's recently-constructed NYO&W Class P 2-8-0 Double-Cab and NYO&W Class X 2-10-2 "Bullmoose" (single-cab). Malcolm will also discuss his special shop-made tools such as mandrels for making springs, engraving tools, and a granite surface plate with a center "track" for making and proving railhead height dimensions.

Hands-On: Styrofoam Base Construction: Part 1 of Building a Diorama

By The RAILFUN Team

8 PM Friday, January 20, 2017, Cambridge School of Weston

This RAILFUN will show you how to construct the base for a diorama from light-weight Styrofoam material, including cut-outs for streams and elevations. The base material will be provided by the HUB division to all participants and will serve as the foundation for subsequent classes on "how to build a complete prototype diorama." This is the first of a series on the basic construction methods and scenery techniques for a diorama. You can choose whatever scale you wish to model but you must sign up at the November meeting or contact Andy Reynolds before the January meeting so we can order the appropriate amount of base materials. If time permits we will discuss techniques for building a signal tower and freight house.

The map to Cambridge School of Weston appears on page 10.

Building a 60 Degree Crossing

By Andy Reynolds

In an effort to get a few points towards my Civil Engineering AP Certificate and tie this into the HUB Division Hands-On Prototype RAILFUN Series, I decided to make two crossings using Fast Tracks 60-degree crossing assemblies. If you go to their website, (www.handlaidtrack.com/af-ho-x-60me70) you will

be able to purchase the jig (track assembly fixture). The website also recommends, when buying the template, some additional items such as the Point Form Filing Tool (a must have), wood ties, Micro Engineering Rail (works with the jig while other manufactured rail may not), copper-head PCB ties, solder, Pliobond, Spikes, and the Starter Tool Kit (a must have – 10" file, gap cutter file, new sharp rail cutters, a jewelers saw for isolation gaps, and a file cleaner).

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Simply Modeling

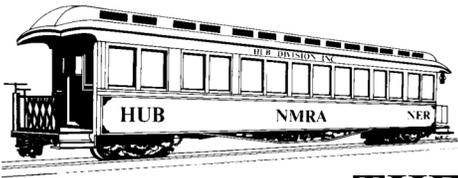
By R.S. Johannes

One spring weekend this year, I did a long-needed clean up of my layout room and the adjacent workroom. Over the past few years, the combination of the NEMTE, the HUB BOD and the Modular Signaling Project has left scarce little time for my home modeling. As part of the clean-up, I stumbled across a different type of "blue-box" kit. The plain robin's egg blue box was a Front Range kit and was tagged \$6.95 retail and \$6.25 marked down. I have no idea how long ago I bought this kit but it must have been quite a while. I think it may well have come from old Bedford Train Shop. The box contained a smooth-sided 50-foot ACF Chicago and Northwestern boxcar. If my memory serves me, Front Range went on to become E&C Shops and, finally, LBF before folding their doors. I was saddened when LBF disappeared because these kits provided a variety of road names with crisp lettering on their contemporary cars. This particular kit grabbed me as my grandfather worked for the CNW for his entire career. I have his telegrapher's key from a small passenger station where he served as the station agent in Marion, WI. I decided to just stop what I was doing and build the kit.

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THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. As I write, the days are mostly warm but nighttime frosts have brought an end to fresh sweet corn and tomatoes.

Since my last column, I've seen quite a few HUB members at two big events in September: The National Narrow Gauge convention in Augusta, ME, drew people and vendors from all over the world and featured some really stellar modeling. Plus, every RR preservation site in Maine was wide open and active. A week later came the Northeastern Region 'Pacemaker' convention in Albany, NY. It's attendees weren't as diverse, but the organizers had lined up many excellent layouts for tours and operating sessions.

I understand that multi-day events that are several hours' drive from HUB territory aren't for everyone. That's why we run our own, more accessible events each year: you'll hear more about the New England Model Train Expo as December 3 and 4 get closer, but vendors are already planning how to load their vehicles. And Spring TRAINing in April, 2017 retains its traditional focus on clinics and layouts.

Thanksgiving weekend will again bring a chance to see many excellent layouts in eastern Massachusetts and southern New Hampshire: the 2016 Tour de Chooch will be Nov. 25, 26 and 27: maps and details may be found at www.tourdechooch.org (my B&M Eastern Route will be open on that Sunday).

A bit about volunteering: everything I mentioned above, plus our Modular Group setups, the smaller train shows, open houses etc., happen because people volunteer. The HUB, the NER and our neighboring NMRA divisions do fairly well at drawing volunteers; when a job needs to

be done, one or more people step up. But I'd also like you to think about jobs you can imagine: If you have an idea that would be valuable to your fellow modelers or draw new people into the hobby, say something. No need to drive to a Board meeting, just talk to someone who's already active, or email me.

I've gotten a half-dozen answers to the questions I asked about signals in July. I've been asked to try for more responses:

1. Have you ever installed working railroad signals on a layout?
2. Would you signal a layout if you could do it with straightforward use of commercial parts (as with using commercial turnouts & switch machines, or DCC components)?
3. Do you want signals that reflect turnout positions so engineers are warned about turnouts set against them?
4. Do you want signals that reflect block occupancy, to avoid collisions when the train or track is out of sight of the engineer?
5. Do you want signals that look and act like a particular prototype's? For instance, the HUB's modular signals use modern Style G heads and display aspects according to NORAC rules. My own signals use Searchlight heads and display aspects per 1960 B&M practice.

I'd appreciate hearing your answers via email, postcard, scribbled on a napkin and handed to me, whatever works.

Email me at president@hubdiv.org, call me at 603 394 7832 or catch me at a HUB event if there's something on your mind about the Hub or its activities.

Until next time, High Green!

HUB Division Public Relations Director

by James Van Bokkelen

Our current PR Director, Tim Garner, is stepping down due to increased work load and other personal reasons. Tim has done a great job for the Division handling our PR needs and we wish him well in the future.

NER Pacemaker Convention



The photo "Blowin Off Steam" by Peter Watson, MMR won first place in the Color Prototype category in the NER Photo Contest.



Andy Reynolds' scratch-built Ocean Spray cranberry sorting facility, discussed at the April 2015 RAILFUN, received an Honorable Mention in the model contest.



Andy's scratch-built "Milton Crossing" diorama won first place in the model contest Display category.

All Photos by Bill Brown

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This leaves us with a need to find a replacement for Tim. The PR Director produces flyers for our shows and activities, sends notifications to the various trade publications about our activities, and in general helps us spread the word about what we are doing.

If you are interested in helping the Division in this area, please let me know. I can be contacted at president@hubdiv.org.



Shanty Talk Stories from the Road

By Rudy Slovacek

I know that some readers out there look forward to the opportunity of setting up our HUB layout to display and run our model trains. It's what we do, isn't it? I'll admit I enjoy that, too, but lately I found another fascinating side of the hobby. Apart from Springfield and perhaps the Little Rhody show, the Coastal Mountain Railroad (CMR), which is another model railroad organization I belong to, often displays at venues where you won't find many model railroad clubs or modelers. In particular, one of my favorites is retirement communities.

For many elderly residents the railroad was a major part of their lives. At the turn of the century (1900) and up through the world wars, nearly three out of five people worked directly or indirectly serving the railroad. How so you ask? Well think about it, the automobile had yet to make its mark, and there were no airplanes. Long distance travel, even from town to town, was by train. This necessitated the use of stations and support of all activities associated with them.

Station masters, ticket agents, freight and baggage agents and, of course all those employees, who actually ran and maintained the trains. There were a lot of people involved. After all, who chopped the ice out of the water tanks to supply the steam engines with water in winter, repaired the telegraph lines, dug the coal or made the steel that went into the railroad cars and rail? We didn't send checks then; instead, we wired money to those who needed it. And where did mom get that new Sears kitchen device? From the local station delivered in that railway express car. There were no UPS or FedEx delivery systems. Telegraphs and Western

Union came before the telephone. I could go on and on but the important thing to remember is that people held all these jobs and they each have a story to tell that revolves around the railroad. As society progressed many of these jobs have disappeared and the people, if they haven't already, are passing on. Thus, it is with great anticipation that I look forward to each of my visits to these retirement communities because many of the residents still have fond memories and lots of stories to tell about the railroad.

This past summer I spent a weekend with our display at a retirement community called River Meade in Peterborough, NH. We visit there about every three years, having first been invited by Lyle Sorensen's parents. Some of you will remember Lyle was our editor many years ago. Here are a few of the stories from those visits:

It wasn't long after some of the residents visited the layout on the first day that we could hear the piano downstairs. Someone was playing and singing "I've been working on the railroad." We learned later that she was over one-hundred years old!

As we were running a coal train, a gentleman came up and said that it reminded him of some unpleasant times. He evidently worked for a fuel dealer in the 50s when coal was still the fuel of choice. The dealer used to get hoppers of coal spotted over the bins and it was his job to empty them. During the winter months any little snow or rain had a tendency to cause the coal to freeze in clumps and stick to the hopper. It was his task to climb into the hopper and bang on the sides with a sledge hammer to loosen the coal so it went down the slope sheets. He was not happy about it and there was no OSHA back then.

When I went to college at the University of Rochester in upstate New York, they also had the same problem in winter but they had a mechanical solution. A big metal beam was lowered onto the hopper rim and an electric motor with an eccentric weighted shaft was attached to the beam and caused it to vibrate, thus loosening the coal. I might add that it made quite a racket. That operation is now long gone and the tracks torn up. Oil and natural gas are the fuels of choice

One elderly lady was walking around observing the trains and was especially interested in the steam powered one. At the time we had sound and when the whistle was blown for a crossing she exclaimed "That's it! That's just like the sound I used to hear as a little girl, at night out on the prairie." Many of us were not so lucky, having been born when steam was rapidly being replaced by diesels. My own first exposure to steam was as a high school foreign exchange student living outside of Vienna, Austria. My host brother and I used to take the steam powered commuter train into the city to sightsee. The soot and cinders raining down on us as we stood on the open platform of the wooden carriage was not exactly a fond memory for me.

A gentleman came up during the display and wanted to know where the mail cars were for our passenger train. He worked for the postal service and used to sort mail on the train. He said that when the work was light and he finished quickly he could catch a nap using the mail bags as a mattress. When asked if he carried a gun he said yes but only when there was registered mail on board.

Often, people would just walk up and tell us they had an uncle, brother or father that worked on the railroad in one job or another. I then remind them that the tiny engineer in the cab will blow the horn or whistle if he sees them waving. They did that when I was a kid and I still do it now. Sound was not just for signaling purposes but also for spreading joy to all those folks both young and old along the line, a form of saying hello.

Now before I close, I want to answer the question I posed at our first rail-fun of the season. I had brought a small diorama made several years ago to illustrate various aspects of scenery making in our hands-on clinics. It included rocks, trees, ballasted track, a grade crossing, cross-bucks and a fence. What it lacked was one important sign. While one person guessed a whistle post, it probably would have been set further from the crossing and off the display board to give ample warning for a locomotive traveling at the posted speed.

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Shanty Talk

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The answer was a flanger sign. These were simply posts with a yellow rectangle mounted diagonally with one end attached to the post about 7-8 feet off the ground. Sometimes the rectangle was a chevron with a notch and sometimes it had a black strip or two. It's purpose was to warn the snow clearing crew to lift the flanger blades so that they did not strike a crossing or the turnout rails, causing damage. It is a small but important detail often overlooked in our modeling. I was reminded of this again as I visited Andy Clermont's O&LC Subdivision of the Rutland, during a layout visit at the Pacemaker convention in Albany this past September. In this section of Northern New York, where snow is plentiful, the flanger sign blades were black with a small white square for higher visibility in the snow.



The photo on the right from Andy Clermont's O&LC Layout shows a flanger sign with black blades. Also in the photo is a coal unloading trestle recalling the story about unloading the cars in winter. Photo by Bill Barry

So before the snow flies, lay in a good supply of wood or coal for the stove and make sure your maintenance crews have properly installed the flanger signs.

HUB Holiday Party

Saturday, January 7, 2016

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

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

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

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

Appetizers:

Cheese and Fruit Tray

Buffet Menu:

Roast Beef
Chicken, Broccoli & Penne
Baked Scrod
Roasted Potatoes
Salad and Vegetables
Roll and Butter
Coffee and Dessert

Fall Show Call for Volunteers

The HUB Division hosts the New England Model Train EXPO on December 3 & 4. This show is the HUB Division's major annual fundraising event. The funds raised are used for modular layout maintenance, repairs and upgrades, RAILFUN expenses, Headlight production and mailing, and other HUB Division projects. Members are strongly encouraged to contact 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, donation table, membership table, build-a-car kit, or admissions.

HUB Holiday Party Registration Form

Name: _____

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

Email: _____

Phone: _____

Number Attending: _____ x \$35.00 = _____

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

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

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

New Members

The HUB Division welcomes the
following new members:

- Matthew Antonuccio, Medway
- Larry Beach, Carver
- Tim Moran, Newton
- Charles Sheridan, Plymouth

HUB Division Calendar of Events (Subject to Change)

2016

- Nov 5 (Sat) HUB Modular Railroad display at the Wellesley Community Center, Wellesley, MA
 Nov 18 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
 Nov 19-20 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
 Nov 25 (Fri) Submissions deadline for the HUB Headlight Jan-Feb issue
 Dec 3-4 (Sat-Sun) The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
 Dec 17-18 (Sat-Sun) HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA

2017

- Jan 7 (Sat) HUB Holiday Party at the Olde Colonial Cafe, 171 Nahatan St., Norwood, MA
 Jan 14-16 (Sat-Mon) HUB Modular Railroad display at the Wenham Museum, Wenham, MA
 Jan 20 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
 Jan 28-29 (Sat-Sun) HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
 Feb 1 (Wed) Submissions deadline for the HUB Headlight Mar-Apr issue
 Feb TBD (Sat-Sun) HUB Modular Railroad display at the Lowell Winterfest, Lowell, MA
 Feb 17 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
 Mar 17 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
 Mar 18-19 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
 Apr 1 (Sat) Submissions deadline for the HUB Headlight May-Jun issue
 Apr 21 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
 Apr 22 (Sat) The HUB-sponsored Spring TRAINING show
 Apr 22 (Sat) The HUB Division Annual Meeting and Election - following Spring TRAINING
 Apr 23 (Sun) HUB Modular Railroad display at the Lions Club 20th Annual Model Train Show, Hooksett Cawley Middle School, 89 Whitehall Rd., Hookset, NH

Layout Tours and Open Houses

November 25-27, 2016 (Fri-Sun): 22nd Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA, www.tourdechooch.com

November 26, December 3 to 31 (Sat): Nauset Model RR Club Open House 1-4PM, Orleans, MA, www.NausetModelRRclub.com

December 3-4, 2016 (Sat-Sun): Bay State Model Railroad Museum Holiday Open House, Roslindale, MA, www.bsmrm.org

December 10, 2016 (Sat): The Providence Northern Model Railroad Club Open House, Warwick, RI, www.providencenorthern.com. (Club is also open every Saturday 12-4.)

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

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

Modular Group Work Nights

The HUB Modular Group is meeting at Shack's place in Marlborough (By Request Communications, 398 Cedar Hill Street #6) at 7PM on Tuesday nights. Anybody needing help with their module can bring it by. We also need help with the HUB's modules, where we are putting new scenery on the HUB loop and inside corner, along with regular maintenance.



Seacoast Division Activities

Derry Model Railroad Fun Night

- November 11, 2016
- December 9, 2016

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

Visit www.seacoastnmra.org for more info.

NER Pacemaker Convention

A group photo of NER members in attendance that have earned AP Certificates over the last two years. HUB members include Gerry Covino, Andy Reynolds, Dave Insley, John Doehring, James VanBokkelen and Dick Johannes. Photo by Bill Barry



Pursuing the AP Certificate in Prototype Modeling - Part 3

By Russ Norris

This is the third installment in my series on obtaining the Prototype Modeling AP Certificate. The two previous installments gave an overview of the coal mining and railroad town of Robertsdale, Pennsylvania, and detailed how I constructed the buildings that were the heart of its Company Square.

Comparing Prototype and Model

One of the requirements of the Prototype Modeling AP is a series of photographs comparing the prototype to the model. Unlike the Scenery certificate, there is no minimum or maximum size for the scene to be modeled. In my case, the prototype scene was Company Square, a crossing on the EBT railroad marked by the four structures described in the first and second installments of this article. Over the years, and many train shows, I have managed to collect a number of original photos of the area I modeled. Photographs of my layout were carefully framed to duplicate as closely as possible the views in the original photos. Here are a few examples:

Coal was mined from a number of shafts and drifts located south of Robertsdale. Hopper cars were filled with the semi-bituminous "smokeless" coal from tipples and truck dumps. Then the hoppers were allowed to roll back down a gentle slope to the Robertsdale station, where a track scale weighed the loaded cars. The EBT used a "rolling" scale, where cars were hand braked as they passed over the scale, then rolled further down the track to a siding where the next train north was made up. Here is a photo of one hopper car rolling over the scale with a brakeman aboard:



Photo 14 - Hopper on Rolling Scale

And here is the same scene as it appears on my EBT model railroad:



Photo 15 - Hopper on Scales Model

In its last days before abandonment, passenger service was discontinued except for the mail train. Often the train consisted only of the M-1 gas electric car, "kit built" by the railroad from parts purchased from Brill in the 1920s. Here the M-1 approaches Main Street crossing heading north to Mount Union.



Photo 16 - M-1 Prototype at Rockhill Station

Here the past lives again on my EBT model railroad. The M-1 is a Hallmark brass model by Samhonga that I painted and lettered. It is powered by a Sagami motor and a Soundtraxx DCC sound decoder.



Photo 17 - M-1 Model at Rockhill Station

My layout includes scenes of life in a small mining town as recorded in photographs of the time. Here a group of teenagers is found hanging around the station one summer day. There wasn't a lot to do in mid-century Robertsdale.

Editor's Note: Also visit Russ' website www.blacklogvalleyrailroad.blogspot.com.



Photo 18 - Hanging Around the Station Prototype

And here is my recreation of that long ago scene. Not being able to find figures that precisely matched those in the photograph, I tapped Woodland Scenics for typical teenagers -- including one who looked more than a little like "the Fonz."



Photo 19 - Hanging Around the Station Model

Another old photo showed local children playing alongside the tracks -- maybe a little too close by modern standards. One of the EBT's fleet of six 2-8-2 Baldwins quietly steams away on the next track.



Photo 20 - Kids on the Tracks Prototype

Here is a model of the prototype that captures the essence of those small-town days. The late summer vegetation is static grass from Noch. Beyond the roof of the station in the background can be seen the company store, surrounded by typical company houses.

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Pursuing the AP Certificate in Prototype Modeling - Part 3

(Continued from Page 6)



Photo 21 - Kids on the Tracks Model

In the following photo, a southbound train of empty hoppers thunders across Main Street and past the Robertsdale station.



Photo 22 - Highballing South Prototype

Here is the same scene on my model railroad. The engine is a super-detailed and weathered Hallmark brass model by Samhongsu, with a Sagami can motor and Soundtraxx sound decoder.



Photo 23 - Highballing South Model

Not everything in Robertsdale revolved around the railroad and the coal mines. Kids still enjoyed a game of sandlot baseball, with a retired neighbor to cheer them on. The scene has no specific prototype, but accurately reflects what life was like in those long-ago days.

Building a 60 Degree Crossing

(Continued from Page 1)

If you are new to building track work, I suggest you warm up to the process by watching a sequence of YouTube videos by Tim Warris starting with soldering techniques, and then his series of 12 segments on building a turnout (www.youtube.com/watch?v=hf7Fp4elcME). I decided to build a #5 turnout with code 83 track and followed along.

There are no videos on crossings, so the review and build-out of the turnout ended up being an invaluable tutorial. So to get started, I downloaded a paper template and reviewed the Builders Guide and document on "Building Crossings With A Fast Tracks Assembly Feature" at (help.fasttracks.net/customer/en/portal/articles/2431417-building-crossings-with-a-fast-tracks-assembly-fixture). As this document is really only 7 images and 5 steps, I relied on the YouTube videos for techniques and the proper build-out.

So the first step I did was to file down and clean up my Copper Head PC board ties, place them in the jig, and score my isolation gaps. (Image 1)

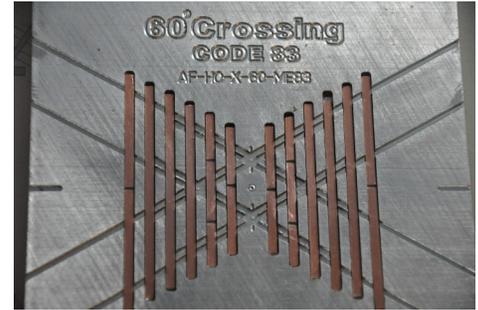


Image 1 - Copper Head PC Ties in Jig

The Builders Guide instructs you to place most of the rails on the template and solder them in place. Being a novice, I started looking around for a video or other source to provide instruction on how to use the PointForm Filing jig, recommended when buying the template. Not finding any, I worked slowly through the process. I observed that the filing jig has an "Acute" and "Obtuse" set up. I discovered that "all angles" on the entire assembly used one of these positions. I found it easy once I got started. The free on-line template that I printed out earlier made it easier to double-check my assumptions. (Image 2)



Image 2 - With PointForm Jig



Photo 24 - Sandlot Baseball

The prototype model received 109 out of 125 possible judging points, and has been submitted to the NMRA for review. If all goes well, my tally of AP certificates should increase to five, with two more needed to qualify for Master Model Railroader. I am already at work on the last two.

First, I decided to solder the outside set of rails as shown in Image 3. These were filed using the "Acute" filing jig angle. Notice the inside, lower-middle angle will be cut with the "Obtuse" filing jig angle. Test fixing as you go will sort out any improper angle cuts. Nowhere in the crossing documentation does it state any soldering instructions, but it is CRITICAL that you DO NOT SOLDER both sides of any rail that has an opposing guardrail. If you added solder on the guardrail side, the guard rails would be floating "over" the solder and the guard track would end up needing to be filed down to compensate for the track elevations. (Image 3)

(Continued on Page 8)

Building a 60-Degree Crossing

(Continued from Page 7)

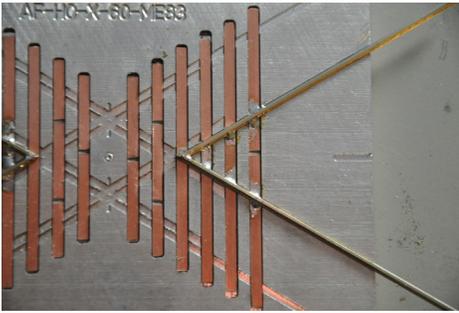


Image 3 - Note soldering on side without guard

My next step was to add the remaining outer track on the top and bottom of image 4. I used the "Obtuse" filing jig angle here. Notice that I am applying a rosin-based soldering flux (Radio Shack item 64-022), which works great. I applied this to the parts that needed to be soldered, applied the tip of a 35-watt soldering iron to the flux to allow it to evaporate, and then applied the Fast Track solder that easily traveled over the evaporated solder to create a strong bond. It is also important, as you go along, to test your track positions with an NMRA gauge. My code 83 track has a tendency to slip off a straight angle to the PC ties, and checking this will eliminate any issues at the end of your project. (Image 4)

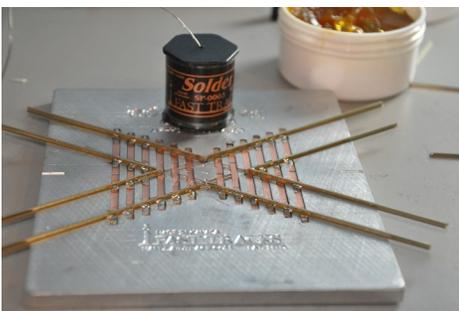


Image 4 - Eight outside rails of track in place

My next step was to fill in the guard rails. I measured these off the downloaded free template, and angled them with the point jig. The guard rails have a slight flare on the ends that was created with the small scoring on the side of the template, which allows for a consistent slight angle on the guard rails. While not that noticeable, a common mistake is not to bevel the inside tracks at the end, which allows a better transition for the wheels to enter the guard rail part of the track. I also think it shows

part of the wear and tear from the friction of the wheels hitting this guard rail ending as well. (Image 5)

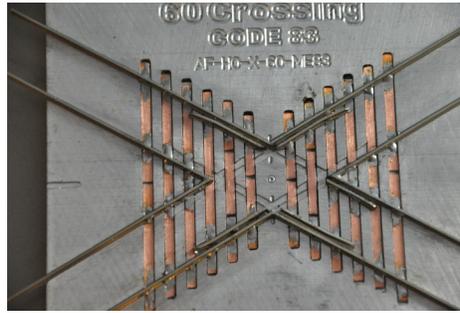


Image 5 - Adding the guard rails

My next step was to add the outside edging to the inner diamond, again using an "Acute" and an "Obtuse" angle to each connector piece of rail. I found it best to file them slightly on the longer side. It is very easy to file a piece of track with the wrong angle or to file them on the wrong side of the rail. Giving yourself some extra track to file down only takes several seconds, and makes the fit that much more snug. (Image 6)



Image 6 - Adding outside edge of diamond

I used the free online template as a guide to get the proper size for my inside diamond guard rails. This takes several passes through the filing jig to get the sizes and angles right. To me, the template looks like it creates an exact point on the acute angles, where they touch, but I have enlarged the Fast Track guide and it seems to me they butted one rail over the other. This may have been due to the fact their demonstration user guide image was done with a 19-degree crossing, which may have proved to be easier than the 60 degree crossing in this set of instructions. Also, having the 19-degree user guide made the decision process on the build-out harder, as I had different angles and track lengths to go by. (Image 7)

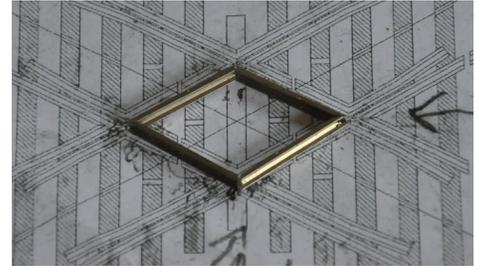


Image 7 - Create inside of diamond on template

The next step was to dry-fit the inside angles to the inside diamond, and make any last-minute size adjustments. Also, use your NMRA track gauge to make sure you have the proper clearance. This is where it's helpful to have a second set of hands to gently hold the inside guardrails in place as they are individually soldered in place. Next, give the crossing a good wire brush scrub. Almost done! (Image 8)

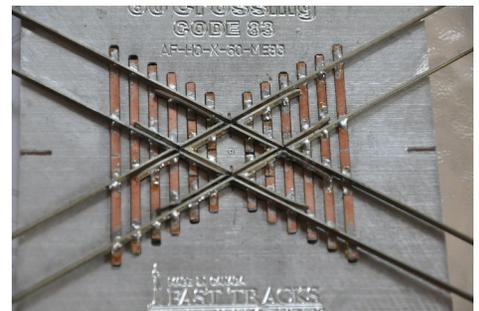


Image 8 - Dry fit the inside diamond rails

Finally, turn the crossing over and solder the frogs underneath the diamond to the PC board ties. This creates a solid bond, which will allow you to more easily cut with your jeweler's saw the electrical isolation gaps, which you will duplicate from the Crossing Rail Reference or from the Track Template Library\Crossings\60-degree Crossings. (Www.handlaidtrack.com/assets/downloads/tt-ho-x-60.pdf). To dress this up, add the small set of Quick Stick laser cut wood ties following the Pliobond curing method, paint and weather the track and ties and show off your crossing! (Image 9)



Image 9 - Turn over and solder the frogs

Simply Modeling

(Continued from Page 1)

Front Range kits came with the ability to use either roof walks and high ladders or no roof walks and short ladders. I made the latter choice. These kits have a surprising number of detail parts including separate ladders and grabs, separate stirrups, separate coupler steps as well as several sizes of placards. They are not craftsman kits but they do take some effort. For example, the grabs are best handled by further drilling the holes for attachment through the car body so glue can be applied from the inside of the car eliminating potential glue marks.

They used plastic plugs for both the coupler box lid and the truck attachment. Instead use a #50 drill bit and a 2-56 tap and some 3/8 inch #56 screws and now these parts are screwed down and easily repairable. I swapped out the dummy couplers that came with the kit and replaced them with Kadee #158 scale whisker couplers. I also swapped out the plastic wheelsets for Proto 2000 metal wheelsets. I modified the wheelsets by both adding a 4700 Ω resistor to one axle on each truck and, of course, weathering the inner part of the wheel using the wheel mask I purchased from MinuteMan



couple of packs of these and, sure enough, they were a perfect fit. I used the Mike Rose method of attaching them with a small droplet of two-part epoxy. Instead of being fragile and easily damaged parts, these stirrups are now strong enough to allow picking up the car by them without

doing any harm. When I was done, I ran the car back and forth on a track yard behind a well-weathered MEC GP38-2 before going to the Internet and looking for the car on the Fallen Flags RR site. I discovered several interesting markings on some of the CNW cars of this type. One was a marking to the left of the door in a yellow box reading "For Food Service Only." I could fabricate this and still might. The others were easy, namely lettering near the CNW logo that reads "Hydraulic Cushion" and a vertical two-part consolidated lube plate (some had a yellow wheel dot). Highball graphics sets I had on hand provided me with all of these.

All told, it took me the better part of the afternoon to complete the car with all my modifications and I still haven't weathered it. It was a great afternoon. One of the best I've had in a long time. I didn't operate, unless you consider moving the car about the yard operations. Let me be clear that I do not want to disparage operations.

In fact, I'm a big proponent of operations. However, on this particular afternoon, I modeled. I think I may have partially forgotten just how much fun that is for me. Hope I don't go so too long before again finding the joy from just plain simple modeling.

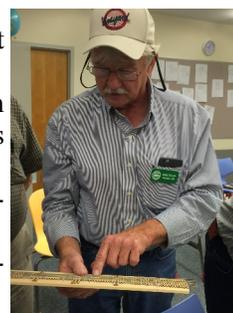
September RAILFUN

By Andy Reynolds

By all accounts, the September RAILFUN was a huge success! We had 31 members present with almost half of the group bringing an array of items on which they have been working. Some of the items presented were:

- Jim Kerkam's railroad bridge over the Shenandoah River,
- Jerry MacDonald's railroadbed spline tools,
- Tom Rustrum's trip to Yellowstone National Park, outlining the 1903 UP's Oregon Short Line parlor car and Tom's own outdoor railway,
- Art Ellis's home layout based on the B&M,

- Mike Tylick's N-Scale diorama, his Ocean Spray Cranberry and Marshfield & Old Colony scratch-built box cars, and his Harry Potter scratch-built structures,
- Mike Dolan's scratch-built turnouts (see photo),
- Malcolm Houck's scratch built 4-4-0 and 2-8-0 brass engines,
- James VanBokkelen's scratch-built BL2-B&M Diesel,
- Dick Johannes' books on signals,
- Dave Insley's weathering techniques for brick buildings,
- Rudy Slovacek's hands-on clinic diorama used in a previous HUB diorama series.



This RAILFUN gave all our members a chance to show what they have been up to, which was really special. It was good to get a look inside people's home layouts, as well as see the craftsmanship our members have outside of the HUB module layouts. My only regret, and apology, is that we had some late entries that could not be added to the PowerPoint presentation. Also, there were items that probably did not have sufficient "air time" due to the popularity of this event. Some presenters were novices at getting in front of crowds, but we may have unleashed some new speakers that may want to give a more in-depth seminar on their projects at another RAILFUN or an NMRA-sponsored show!

HUB Headlight

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Directions to RAILFUN Meetings

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

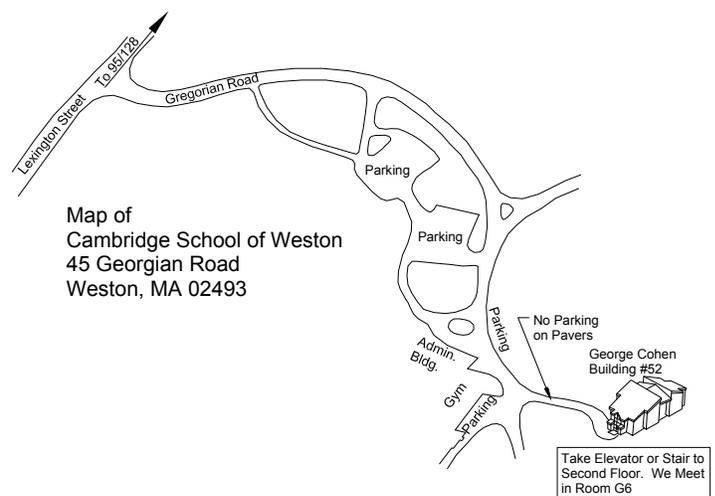
From Route 128 / Interstate 95:

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

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

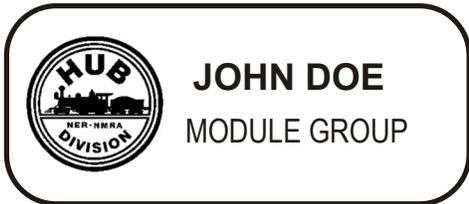
Continue on Winter Street to the second traffic light. Turn left on West Street, which becomes Lexington Street as you cross the Weston town line. At the crest of a small hill is Georgian Road and the CSW school sign; turn left on Georgian Road into the CSW campus.

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



RAILFUN Weather / School Closure Note:

If the school is closed, we will NOT have RAILFUN that evening. School closings are broadcast over the radio at **WRKO 680AM** and **WBZ 1030AM**, and on **TV Channels 4, 5 and 7**. The Cambridge School of Weston recording is at **781-642-8600**. Check the radio or TV stations early on the morning of RAILFUN! You can also check www.hubdiv.org and we plan to post notices on **Facebook** and **Twitter**.



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October RAILFUN



Attendees at the October RAILFUN session await the start of the first installment of the Prototype Modeling Hands-On Clinic Series. Photo by Andy Reynolds



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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.