HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 27 Number 2, Nov. - Dec. 2010
http://www.hubdiv.org

RAILFUN TIMETABLE

OPERATING A LIVE STEAM LOCOMOTIVE

By Stan Ames
8 PM, Friday, November 19, 2010
Cambridge School of Weston

Some of us model in N, HO, O or one of the other popular scales, but a select few members actually operate or work the prototype. Even fewer still are familiar with the operation of a live steam prototype locomotive. Stan Ames is such a person and he will offer a presentation on just what is involved and what it is like to operate a steam engine. This talk could not come at a better time than National Model Railroad Month because our hobby actually began in the steam era when modelers often needed a small machine shop to construct their engines and rolling stock.

Modeling the steam era fell out of favor with the advent of flashy diesels but it has recently been revived with excellent models having great detail, sound, and smoke! Something about those flashing side rods, the hissing and chugging sounds, just seems to say the Iron Horse is alive!

You'll want to be sure you get there early to find a seat because this talk will be very popular with young and old alike.

PHOTOGRAPHY ALONG THE RAILS

By Doug Scott
8 PM, Friday, January 21, 2011
Cambridge School of Weston

Doug will give a presentation of his travel on the 'British Columbia Railway Tour of the Line September 1987' including, a tour of Vancouver rail facilities with lots of ALCO switchers. Doug enjoys rail travel of any sort and can often be seen hosting or chaperoning passenger rail fan trips throughout the North East. Some of you may know him as the past president of the Cape Cod Model Railroad Club and Module Superintendent. His work in a photography studio and love of trains has placed him in a position to capture a lot of nice shots of the changing scene in railroading. So come join us as we welcome Doug to share some of his work with us for the first time.

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!**

RAILROAD SAFETY TRAINING

By Dick Towle
7 PM, Friday, February 19, 2011
Cambridge School of Weston

Dick, our FRA representative, will present a railroad safety training mini-course prepared by Operation Lifesaver, Inc for professionals, but useful to us as rail fans. Designed to instruct and train various emergency responders such as Fire, Police and Medical teams, this course covers such topics as identifying on-scene dangers, recognizing different types of rolling stock and their hazards, and knowing how to stop a train, just to name a few. If you are familiar with railroad publications from the turn of the last century, you'd know there were scores of injured, maimed and killed employees reported monthly as a result of accidents under then-current practices. Railroads have made great progress since then, so join us to learn about the current best practices to protect life and property.

Those who complete the 3-hour course will receive certificates.

We shall open our presentation room at 7 PM and begin the course promptly at 7:30 PM so we can finish at a reasonable hour.

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

HUB Division Fall Show Call for Volunteers

HUB Division hosts the New England Model Train EXPO on December 4 & 5. Members are asked to call Mark Harlow (508) 528-8587 or send email to him at pennsy1954@yahoo.com and volunteer for both days. You may request assignments at the white elephant table, membership table, build a car kit, or the door.

The President's Car

By Dick Johannes

I've been eagerly waiting almost a year to write this installment of the President's Car. This is as much about model railroaders as people as it is about railroading itself. Last year's first edition of the Headlight (Volume 26, Number 1) contained a photograph of my Newton Junction module that, along with Jeff Gerow's and Ken Belovarac's modules, won an honorable mention at the Hartford National NMRA convention. Shortly afterward, Peter Watson received a detailed handwritten letter from Mr. Vincent H. Bernard taking issue with several aspects of the module.

First of all, Vincent pointed out that the track layout was not that of Newton Junction but rather that of Rockingham Junction, some 15 miles north of Newton Junction.

Second, there was no tower at either location and, to my amazement, he provided the exact number of levers in both the Newton Junction and Rockingham Junction plants.

Vincent said that the levers were located in the station building and he pointed out their usage and what trackage they governed.

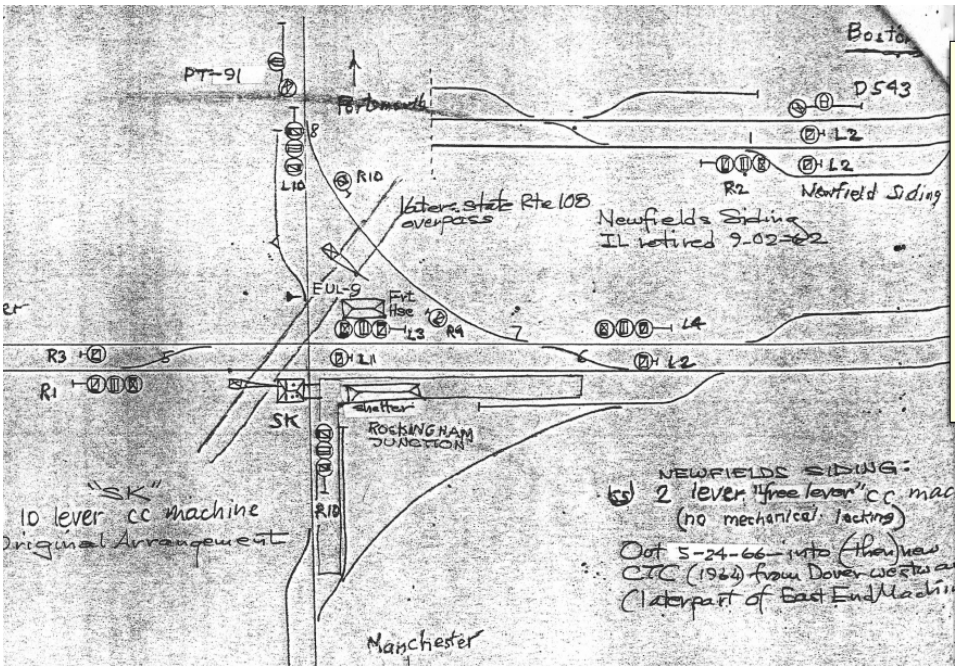
Peter sent me the letter and, until I had read it, I was unaware there was a Newton Junction on the B&M. I immediately wrote back, somewhat sheepishly and apologetically, that my module was purely fictitious, its name being derived simply because the track configuration was a junction and that my home was in Newton, MA.

The module group is considering signaling and surely this person had deep personal knowledge of the prototype B&M plants. Furthermore, Vincent, a man in his 80's, took the time to chronicle his knowledge accurately. I asked if we might meet. Mr. Bernard explained that he was not in the best of health and that he didn't take visitors, but then he flabbergasted me by providing exact references from the B&M historical society documents and several pages of hand-drawn diagrams. I treasure these.

The reason I find these so very interesting is that my decisions regarding signaling my fictitious Newton Junction conformed quite well to prototype practice at Rockingham Junction. The actual trackage (see below) is more complex than my module but the approach I used for signaling was at least not absurd. I'm impressed that the drawings show not only the track and the signals but also the location of the control boxes. Vincent also provided a figure that shows the description of the four levers at Newton Junction and what they did.

Those Armstrong Levers are fascinating. Early mechanical interlocking plants provide the historical backdrop for thinking about US&S type CTC machines from the mid-twentieth century and modern CRT implementations. Gordon Odegard published an article on how to construct a model of mechanical interlocking in the March 1961 *Model Railroader*. *The Model Railroader's Guide to Junctions* by Jeff Wilson (Kalmbach, 2006) gives a very good account of how to build a modeled mechanical interlocking using the nicely detailed levers from Hump Yard Purveyance that Tony Koester had reviewed in *MR* two years earlier. Take a look at the Hump Yard site (www.humpyard.com). I think you'll be impressed.

The Odegard article does a better job of explaining how the logic for controlling an interlocking plant that in today's world is captured in integrated circuits was handled mechanically. The approach used an ingenious method that relied upon a logic diagram that translated into a physical implementation called a dog chart. FRA rule 236.1 outlined the requirement for keeping these documents: "Plans are necessary for the installation, inspection, maintenance, and repair of signal systems and are required to be correct and legible. Track layout plan, circuit plan including circuits to approach signals, and locking



sheet and dog chart where mechanical locking is used, shall be kept at each interlocking." These were implemented physically using two sliding bars at right angles to each other named locking bars and tappets. The tappets were connected to the levers that operator had to handle. The tappets contained notches into which cams affixed to the looking bars could move. The cams were called dogs. Their movement would force movement of the locking bars and this could press a dog into a notch on a tappet and prevent movement and thus implementing the constraint logic.

Going back to Mr. Bernard's descriptions of the levers, it is clear that the number of levers in a mechanical plant outnumbered the levers on a US&S CTC machine. In part, this is because each head of a multi-head signal or semaphore requires a separate lever in a mechanical plant whereas only the route and direction of movement is needed on a modern CTC machine. The CTC machine must have simplified the thinking and the work of dispatchers. Nevertheless, all three approaches, the mechanical interlocking, the CTC machine and modern computer-operated display, eliminate logical inconsistencies that could lead to unsafe situations. I remain amazed that this could be done with levers, dog charts and pipes. If this whets your appetite, read Jeff Wilson's book. It has several track configurations and their accompanying dog charts. A local library or friend might have a copy of Gordon Odegard's article. I've got way too much on my plate right now to take building a model of a mechanical interlocking but I sure would like to. Maybe someday.

I'm exceedingly grateful to Vincent who spent the time and effort to send a letter after reading the *Headlight*. Thanks to his willingness to share his deep knowledge on the subject, we've all been better edified. As I see it, this is what the HUB Division is all about.

Until the next issue, keep 'em rollin'.

Calendar of Events (Subject to Change)

2010

Nov 15 (Mon)	Deadline for submissions to *Headlight* for Jan-Feb issue
Nov 19 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Nov 20-21 (Sat-Sun)	HUB Modular RR Display, Greenberg Show, Shriner's Auditorium, Wilmington, MA
Nov 27-28 (Sat-Sun)	Annual *Tour de Chooch* tour of home layouts
Dec 4-5 (Sat-Sun)	New England Model Train Expo, Best Western Royal Plaza Trade Center, Marlborough, MA. Includes HUB Modular RR Display.
Dec 11-12 (Sat-Sun)	HUB Modular RR Display, National Heritage Museum, 33 Marrett Rd., Lexington, MA

2011

Jan 8 (Sat)	HUB Holiday Party, 6:30 PM, Common Market Restaurant, Quincy, MA
Jan 15-17 (Sat-Mon)	HUB Modular RR Display, Wenham Museum
Jan 21 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Jan 21 (Tues)	Deadline for submissions to *Headlight* for Mar-Apr issue
Jan 29-30 (Sat-Sun)	HUB Modular RR Display, Amherst Railway Society's Big Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 18 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Mar 18 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Mar 26 (Sat)	Deadline for submissions to *Headlight* for May-June issue
Mar 26-27 (Sat-Sun)	HUB Modular RR Display, Greenberg Show, Shriner's Auditorium, Wilmington, MA
Apr 2 (Sat)	Spring TRAINing, Holiday Inn, Marlborough, MA. Includes HUB Modular RR Display.
Apr 15 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
May 20 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Jun 17 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA

Shanty Talk

By Rudy Slovacek

As I write this column we are again in the middle of a heat wave at the end of September. It's been a busy month, but I did get a few moments to smell the roses. It began with my efforts to prime and paint some old Varney engines shells for my collection. I have one EMD NW-2 which is headed for the old black with red and white stripe B&M scheme and a couple F-3s which will bear the early NYC paint scheme of the post war period. While I don't believe the Varney's ever came in those schemes, I was initially impressed with the early cast detail and heft for Gordon Varney's cast products.

Then, of course, there was the NER convention "The Champlain Flyer." Personally, I'd never been to Burlington, thus it was an excellent opportunity to visit a former haunt of the fallen flag Rutland, which rostered Alco RS-1s, RS-3s and a lone GE 70 Tonner. My first order of business was to zip out to Saratoga on Wednesday evening to stay with family on the NY side of Champlain. I then visited and operated Kip Grant's outstanding D&H model of a secondary branch in upstate NY on Thursday. It is very prototypical with superb modeling and two man crew operations complete with (you guessed it) early Alco switchers having sound.

From there it was a quick trip up the Northway (I-87) and over to Essex where I caught the ferry over to Charlotte on the Vermont side just below Shelburne. It was a rainy beginning to the weekend but made merry with Gerald Abegg and his wife Beverly, Bill Barry, Keith Shoneman and John Lutz as we hit a local brew pub that evening. I took in a few clinics by Dwight Smith on Friday, and when the clouds broke I was off to the Shelburne Museum. It is a must-see for model railroaders and historians, as it contains the restored and fully equipped Shelburne station, CN steam engine #220, a well preserved business car and assorted tools and paraphernalia in the freight shed. I was really impressed by the well preserved walking beam side wheel steamer "Ticonderoga," which plied Lake Champlain at the turn of the century. At one time before the widespread use of automobiles, the D&H supplemented its rail travel by ownership of a steamship company to transport vacationing visitors around the lakes of the Adirondack region. I spent the entire afternoon and would have stayed even longer but I had plans to seek the old Rutland causeway between Burlington and South Hero on Grand Isle. While I got close, I abandoned my search at dusk to pursue a couple layout visits instead.

With the sun shining on Saturday morning, I boarded the bus for a tour of the old Rutland, now Vermont Rail yard in downtown Burlington. The old brick roundhouse and turntable are intact. I then planned to chase the passenger excursion trip as far as Shelburne for a few quick pictures and return. I was joined by John Lutz and Bill Barry, who claim I have an uncanny knack for sniffing out trains and great photo opportunities. What was originally intended to be a quick trip to Shelburne turned out to be a jaunt along the old Rutland main down through Charlotte, Ferrisburg, Vergennes and finally to New Haven Junction where the run around occurred. We got a couple good pictures along the way. John will expand on the trip details. Astop at a country store in Charlotte and banter with the clerk lead us to a great picnic spot on the shores of beautiful Lake Champlain. To get there we

crossed the smallest old wooden covered bridge I've ever seen. A picnic with a great view of the Adirondacks across the lake and good friends, truly it was a time to stop and just smell the fresh air.

Soon we were on our way again with a mission: to find the old Rutland causeway. With the aid of Bill's modern navigational tool, a Blackberry, we did just that and got as close as the car would take us. A mile and a half later we were out on the lake at the first railroad bridge over a narrow inlet. The larger swing bridge has been lifted and it's location was much further than our legs and time would permit at that point. Nevertheless, a walk along that causeway, now turned bike path, left us all in awe of the tremendous amount of work employed to bring giant chunks of marble and granite as rip-rap fill for the earlier roadbed. It was built because Central Vermont got the land charters first and the Rutland's North South route to the St. Lawrence was boxed in, so they took to the lake. I closed out the trip with a visit to some very impressive home layouts on my way home on Sunday.

The following weekend my daughter was married in Lake Placid, which other than being a site for the Winter Olympics, is in the very heart of the Adirondacks with some of the most beautiful mountain scenery imaginable. Aside from historically containing the farm and

burial place of the abolitionist John Brown, it and the town of Saranac Lake were noted destinations on the D&H and NYC for tuberculosis patients seeking cool mountain air and the lakes for curing their ailments. Both stations are well preserved with museums. I did a little rail-fanning after the festivities to observe the Adirondack Scenic Railway train as it traveled between these stations. Yes it was a busy month and I expect October and November to be more of the same given the full line up of HUB train displays and of course our Railfun program.

Surprise Railfan Excursion

By John Lutz

On the Saturday morning of the NER Burlington convention, Bill Barry and I finished the Vermont Railway rail yard tour and were discussing what to do with our afternoon. Suddenly an unlisted tour was announced, "A Surprise Railfan Excursion" led by Rudy Slovacek. Rudy asked us if we wanted to photograph the Champlain Valley Flyer run in the afternoon. Why not, Rudy always has interesting railroad ideas.

We headed down Route US-7 to the abandoned commuter rail station in Shelburne, arriving 15 minutes before the Flyer. We each selected a different location from which to photograph so that we would get different views of the Flyer. Rudy pointed out good locations that would make for interesting railroad photographs. He suggested that I stand where I could get a picture of the locomotive between a switch stand and the station in the background. When the train arrived we were ready. As the train passed by, the passengers waved at us and we waved back. Unfortunately, I photographed the engine right behind the switch stand.

Flyer at Shelburne Station. Photo by John Lutz.

We then headed to Charlotte. When we got to the commuter rail station, also abandoned, we found a group of teen-agers. They said the train had passed so it was on to Vergennes.

At Vergennes, the Flyer would come out of the woods, around a curve and then over a bridge crossing Route 7. Rudy and I got into positions to photograph the engine coming out of the woods rounding the curve. Bill went down toward the bridge for a low angle shot.

We then headed toward New Haven Junction. However, the rail line crosses Route 7 just south of Vergennes and we got stuck waiting for the train. All was not lost because Bill and I got photos of the train approaching the grade crossing. We proceeded to New Haven Junction. We beat the train there and had time to pick good photo spots. There was a restored railroad station used as a construction company office. It made a nice border for a photograph of the train.

We were surprised when the Flyer stopped and then the engine uncoupled from the train. The engine then came forward, stopped and backed onto a passing siding, never crossing the highway. We hadn't realized this was the end of the run. The engine was running around the coaches to head back north to Burlington. However, I did get a photo of the brakeman throwing the switch.

Shelburne Station. Photo by Rudy Slovacek.

Brakeman at New Haven Jct. Photo by John Lutz.

We headed north and decided to go see what was in Vergennes. The railroad tracks are between the town and Route 7. There are some interesting buildings so we picked out photo locations for the Flyer's trip back north to Burlington. While we scouted sites, we heard a train whistle. It was the daily freight from Burlington to Bellows Falls. Rudy suggested that we hustle back to New Haven Junction and photograph the double headed freight crossing Route 7.

Southbound freight arriving atNew Haven Junction. Photo by John Lutz.

We arrived at New Haven Junction and went to our previously planned locations. I got a good photo of the engine, restored station and a couple of industrial buildings in the background.

We hurried back to Kennedy Brothers in Vergennes to catch the Flyer again. We arrived in time to get to our positions. The Flyer came, we took our pictures, the riders waved and we waved back.

Next, we drove to Charlotte for one last crack at photographing the Flyer. Again we took our pictures, the riders waved and we waved back.

We were getting hungry. We found a deli and ordered sandwiches. While waiting, we asked if there was a spot nearby on Lake Champlain where we could eat. The lady directed us to a nearby park. Just before we entered the park, we crossed a little one lane covered bridge. The bridge is the shortest covered bridge in Vermont. We found a bench that overlooked Lake Champlain with the Adirondack Mountains in the distance. It was a very relaxing lunch.

Rudy asked if we wanted to find the causeway the Rutland built across Lake Champlain from Burlington to Rouses Point, NY. That sounded great.

After we arrived in Burlington, we headed for a spot Rudy had found the day before. Ultimately, we found an abandoned railroad right of way. We got out and started walking. We saw a lot of people on bicycles and walking, who confirmed we were on the way to the causeway. We walked 1½ miles to the railroad bridge that let water flow from one side of the causeway into Malletts Bay on the other side. We were amazed at the size and material of the riprap placed on either side of the causeway to protect it from the storms on the lake. What was more amazing was that the construction was done in the second half of the 19th Century. It seemed that every mistake the quarries made in cutting a piece of granite, and even marble, ended up on the causeway.

We were worn out when we got back to the car. It was a short ride to the hotel and we had time to get ready for the banquet. At the banquet I sat next to Hilda McDonald. She had taken the ride on the Flyer and mentioned, "Every time I looked out of the window I saw you three standing there taking pictures."

Short covered bridge near Lake Champlain. Photo by Bill Barry.

Clinch Mountain Railway

By David MacPherson, M.M.R.

Bradford engine terminal, freight yard, and station, and the central control panel for the Clinch Mountain Railway. All photos by Diana Walsh.

The Clinch Mt. Railway (CMR) is a freelance HO scale railroad set in New England during the time period of 1952 to 1963. Beside CMR equipment, there is motive power and rolling stock operating over the line from a wide variety of roads of that era, including the Bangor and Aroostook, Delaware and Hudson, Boston and Maine, Maine Central, Rutland and the New Haven. This eleven year time span allows me to operate fallen flag steam and diesel motive power and cars, and to avoid the longer rolling stock, no cabooses, no roof walks, and the short ladders of later years.

The CMR began as a 10' x 14' layout in a room that was intended to be a play area for our children, but when that didn't work out, I thought about building a model railroad instead. That was about forty years ago and, with my wife's encouragement (guess who Marysville is named after) construction began. Of course a layout is usually never large enough, and in 1985 (just before the 1986 NMRA National Convention in Boston) expansion became the order of the day!

I tunneled through a wall into my workshop and add a 2' by 15' section in which are located another freight yard, engine terminal, and industrial area. This is where Marysville is situated. In the original room there are several freelance towns, including Bradford, Beecher Falls, Whitefield, and Crawford Notch. I built a removable bridge across the doorway to gain access to the room, as well as a permanent crawl-under to get to a central operations panel in that area. The railroad is set up so that I can run continuously in the first room, or point-to-point between the two rooms.

Railroad Model Craftsman printed my article about the layout in its February 1985 issue, which shows the original track plan. The railroad has grown and improved much since then. The Whitefield area has been expanded and revised with the addition of a new shelf and the depot at Bradford has been replaced with a larger, more suitable brick structure. The right-of-way has been extended in the other direction from Marysville, in several stages, around two more walls of my 10 x 20 foot workshop. A few of the town names have been changed, and buildings have been modified and relocated in the first room. Scenery is approaching completion on the newest extensions and many

Marysville freight yard and engine terminal.

Crawford Notch station.

Marysville industrial area.

Whitefield area.

small details have been added to the layout.

The rails were laid on fiber tie strips and hand spiked. I painted the tie strips to seal them against moisture before installation and I have not experienced warping or other problems with them in over 40 years. My turnouts are operated by DC powered twin coil switch machines, most of which are mounted under the layout. Reliability has been excellent, and I have not needed to use capacitor discharge power supplies.

My interests in the hobby include all phases of model layout planning and construction. I enjoy kit-bashing and scratch-building structures, and adding many details to scenes to enhance the realistic appearance that I like. I also enjoy scratch-building small detail parts, such as target signals, switch stands, mail hooks, and crossing signs and signals. I also spend time maintaining, repairing, and painting my motive power and rolling stock.

I have card pockets in place at industrial sidings, but I would rather watch trains run than to do a lot of industrial switching. The layout is DC, with three cab throttles. I built the throttles way back when, using now-archaic germanium transistors. I bled in just enough 60 cycle AC to the DC track voltage to provide very slow and steady locomotive starting. These power supplies are still in use today and have been very reliable, operating just as well with the new can motors as any DC units on the market today.

The Clinch Mountain Railway was open for visitation during Minuteman 1986 in Boston as well as many NMRA regional conventions, and various other local tours since the early 1970s. I always enjoy hosting open houses and meeting some of my fellow modelers.

On another note, my son Brad (notice the town of Bradford, above) recently offered me something that I could not refuse. He was renovating his house and made a 17' x 22' room available to me. I immediately designed a track plan. At my request, he had new drywall installed with curves in the corners for the layout backdrop! I have a workshop set up there, and I'm completing the open grid bench-work carpentry. Soon, Brad's children will be able to operate an HO layout in their own home. That will also give Mary and me even more enjoyment when we visit them.

Marysville engine terminal.

At Axis Chemicals in Gotham City, the brakeman on the in-plant switcher rides the front step to direct the placement of HUBX2008. Meanwhile a rooftop chase ensues between the city's Dark Knight and the Clown Prince of Crime. Jeff Turner's layout is the fictional Gotham City & Metropolis RR. It resides in an 11' x 14' finished room in his basement. The scenery is 75% complete. The layout has Lenz DCC and most of Gotham City's buildings have lights for night time operations. His layout is featured at http://www.trainweb.org/gcmrr/.

The *Headlight* is looking for more photographs of HUB Division cars in use on layouts. You are invited to submit jpg files of your pictures along with captions to Editor@hubdiv.org.

Annual Holiday Party
Saturday, January 8, 2011
The Common Market Restaurant
97 Willard Street., Quincy, MA

This winter our holiday party will be held on January 8. Please mark your calendar and reserve your seats by sending payment of $40.00 per person to Gerry Covino before January 3. If you wish to participate in the Yankee Swap, bring a gift worth at least $15. For information on how to pay for your reservation by credit card with a modest handling charge assessed for the convenience, contact Gerry Covino at Treasurer@hubdiv.org.

Social hour will begin at 6:30 with hors d'oeuvres and a cash bar. Dinner will be served at 7:30. It will be buffet style. For more information concerning the menu and the reservation form, **watch our website, www.hubdiv.org, for details**.

After January 3, reservations will be accepted at the rate of $45.00 per person until January 6, space permitting.

Member Apparel Orders

The HUB Division will place orders for sweatshirts and shirts to our supplier on the following dates of each year: September 15, November 15, and April 1.

This policy is enacted because the supplier requires a minimum size of our order to maintain the current pricing structure.

The Treasurer must receive your order with payment by one of these dates to fill your order in a timely manner. It is hoped that this schedule will permit members to plan purchases and obtain apparel in a timely fashion. For information on how to pay for your order using a credit card with a modest handling charge assessed for the convenience, please contact Gerry Covino at Treasurer@hubdiv.org.

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Volume 27, Number 2, November - December, 2010

HUB Headlight, published by the HUB Division Inc., Northeastern Region, National Model Railroad Association, is issued in January, March, May, September and November. Contributions may be sent by email to the Editor or by mail to the Office Manager.

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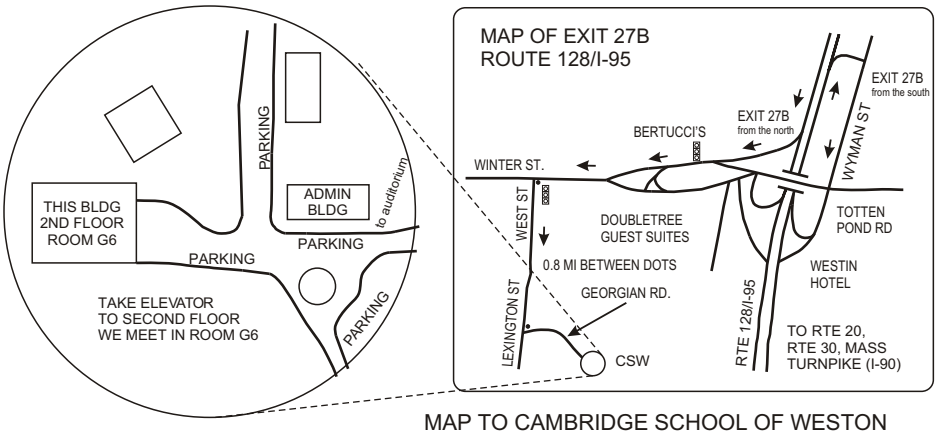

MAP TO CAMBRIDGE SCHOOL OF WESTON

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