

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 24 Number 3, Jan.-Feb. 2008
<http://www.hubdiv.org>

RAILFUN TIMETABLE

TERRAIN COVERING:

Building a Diorama, Part 4 of 8

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

ROADS:

Building a Diorama, Part 5 of 8

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

WATER

Building a Diorama, Part 6 of 8

Jeff Gerow
8 p.m., March 21, 2008
Cambridge School of Weston

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

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

Reminder: Holiday Party is 1/5/08. See last issue for reservations form and other information.

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 early on the morning of Railfun!

Jeff will show pictures of water running around and over rocks, and discuss what makes it look like it's moving. Then he will replicate that look with Woodland Scenics Water Effects, clear caulk, and white paint. He will create some layers of "water in motion" ahead of time, so that we can peel and stick them to our diorama rocks. Participants will also get to play with Woodland Scenics Water Effects and caulk (and toothpicks!) to create their own waterfalls (which generally won't be dry in time to use that night). Jeff will also present ways to use foam with white paint and perhaps, even some angel hair (glass wool) to resemble water spray. A little gloss medium will make the areas hit by spray appear wet.

Participants with running water on their dioramas should bring the dioramas to receive suggestions from Jeff and others on how to model the water and to see how running water will appear. Bring some paper towels and a small paintbrush, some white paint, and (of course) some toothpicks.

Come out and learn how to model water, even if you haven't started a diorama.

A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 9.

Shanty Talk

By Rudy Slovacek

T'is the Season of Hopes and Dreams. One of life's simple pleasures, on this first Monday in December, is that I can stomp the snow and slush from my feet and enter the shanty for a cup of steaming coffee and then sit back and reflect a moment before the day begins. In reality, I'm not in a hut at the end of the yard where I usually imagine myself to be, but rather, I'm the first one in my toasty office, because I take the train. The others usually commute by car and I'm sure they will straggle in later with all kinds of stories on our first winter storm.

For myself, I'm still in the **"Season of Hope"** while others see it as the onset of bitter cold, barren and dark days ahead. It is an extension of the Thanksgiving holiday when we get to appreciate the friends, family and loved ones we have around us and further express **Hope** that those placed in harm's way will return home to us. Chanukah, the festival of light, and the Advent candle lighting: these are not symbolic of dark days ahead but more an expression of hope and the spark of life itself, something we all share.

For those who attended and worked the HUB Fall show this past weekend, I hope you carried away that sense of personal warmth that comes from volunteering. It began as a brisk but sunny day which was a good sign as we quickly moved the increased number of attendees through the admission gates into the hall and out of the cold. Conversations with attendees, vendors and exhibitors alike were filled with positive comments about the experience. From the moment I arrived for set up on Friday though



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

out my various postings, the show was a busy and fun time for me.

On Sunday we were blessed again as the snow held off and more families arrived to browse in wonderment at the dazzling array of train-related items on display or available for purchase. Staff and the dealers helped to entertain the children or hide the purchases for later pick-up as Mom and Pop shopped for the stuff of **Dreams**.

Gerald Abegg is to be commended for his tenure as the show chairman. With the move to a new two-day show, he has made the time investment for dealers and exhibitors more worthwhile, given the shopping public a more pleasant experience through the addition of wider aisles. His comprehensive planning and organizational skills have managed to elevate the show quality and place it on track to become one of the best, if not the best, show in New England. He leaves behind a great show and some big shoes to fill for the new incoming chairman **Jerry MacDonald**.

When it was over and I said some last good-bys, I buttoned up my jacket and walked on the newly crusting snow up to my car in the upper lot, confident that Jerry will have some shared **Hopes and Dreams** for improving things even further. Along the way I also could not help but think what comes next and I began to **Dream** about trains again.

My thoughts turned to spending the holidays in the Adirondacks with family and friends right where my favorite railroad 'runs through it'. We have a holiday party coming up and before you know it many of us will be gathered playing trains big time at Springfield. Then, perhaps if the arrangements work out, the sponsorship is there and shipping plans can be successfully carried out, some lucky children (read HUB module members) may be able to pursue that 'once in a lifetime' dream of displaying (or is it playing) trains outside the United States in a foreign country. With that I wish you all a most Happy **Season of Hopes and Dreams**.

Commodore Vanderbilt 2007 Convention; Albany, NY

By Gerry Covino

The NER's 2007 Fall Convention drew to a close on Saturday evening October 20 in Albany, New York. The weekend had excellent layout tours, operation sessions and clinics. There were two excellent prototype tours, one at the Port of Albany, which hosts the third largest grain storage facility in the U.S., and the other at AMTRAK repair facilities. In this post-911 era, these were fantastic opportunities to view areas not readily available for touring. At the Port, we watched a cargo vessel dock. It would remain at the grain facility for 36 hours while the Cargill crew filled its storage compartments. The crew demonstrated how they remotely move their switching engine around the yard. Yes, no engineer onboard; it is similar to using DCC, except with the real thing. The Operations Manager showed us around the area. We boarded his yard switcher and buggy and took all the photos we desired. A great time was enjoyed by all!

The convention also had non-rail events for our significant others who are not interested in prototype events. The weekend concluded with a banquet at the convention center hotel. The awards ceremony followed the meal and the Hub was well represented this year in both the model and photo contests.

In the model contests, Rudy Slovacek entered four items in the motive power category with D&H model diesel engines. Those of you who know Rudy know that he is never satisfied with the unit right out of the box. Usually before he brings a model to a module event, he will go through the effort of finding a prototype photo of the unit, apply details to match the prototype,

enhance the paint scheme where necessary, and of course do the Rudy thing of making it look like it has served his road well. For his efforts he took third place in the motive power category with his engine #5002 and to his surprise took second place with his engine #412. Make sure you look for his units out on the road at the next module event. Congratulations, Rudy.

In the photo contest, Gerald Abegg showed off his talents with his new Cannon Rebel XT 8 megapixel digital camera. As some of you know, Gerald and I attended the National convention this past summer in Detroit. When the convention was over, Gerald and I took a week returning, to stop at railfan hot spots to view prototype traffic so Gerald could try out his camera. Ohio provides several excellent locations for railfans up close and personal to high speed road traffic. We had beautiful weather, too. Gerald had a ball photographing the rail traffic on the CSX lines in Deshler, Fostoria and Beria. When he printed his photos, many were magnificent shots. Gerald decided to look up the requirements for entering photos, mounted the pictures, did the required paperwork and entered five great pictures. For his effort he was rewarded taking third place with his "At the Diamond, Deshler, OH" photo of BNSF motive power blasting across that diamond, second place with his "Switching the Grain" in Fostoria, showing a local NS switcher moving a cut of loaded grain hoppers, and first place with "UP at Fostoria, OH", with a UP engine heading eastbound on CSX track for the CSX yard at Willard, Ohio. All three photographs earned these awards in the category, "Prototype Print Color". I am sure if people twist his

arm, Ger will be more than willing to show off his entries. Congratulations, Gerald!

Paul Allard handed out several other awards, including Service Awards. Rudy earned his Golden Spike Award (most of the requirements were met by building his module) and the Association Official Award for his service to the Region as the Massachusetts Representative to the NER Board of Directors.

Just a reminder to all our members, Service Awards are earned by performing what we consider fun in the hobby. If you remember what Don Howd told members at a railfun meeting, all it takes in many cases, is to fill out the paperwork to be recognized. Most of us have never taken the time to complete the paperwork to be recognized for services rendered, and have never taken the steps to earn recognition towards an MMR certificate, just because we have never taken the time to complete the paper required for evaluation for the honor. Most of us have completed the requirement just by playing with our trains and have actually met the requirements for awards. I guess we just don't look for recognition. Well how about it, lets show the region we have an active group, start with awards available to all of us just by being module members!

The next NER Regional Convention, Empire Junction, will be held in Syracuse, NY on September 11-14, 2008. Mark your calendars now and start the paperwork for award recognition so that you can share the stage with others hobbyists. It will be a great event with many local prototype tours planned as well as outstanding non-rail events. Plan now, come join the fun and continue having fun modeling!

The President's Car

By Dick Johannes

This installment of The President's Car is bit eclectic but then again so am I. I'm going to cover several topics including this year's "Tour de Chooch," the New England Model Train Expo and the upcoming 50th Anniversary Year of HUB Division.

First the "Tour de Chooch," last year Ken Belovarac and I wrote a two-part article on this event and I hope it spurred many of you to go out on either the Saturday or Sunday following Thanksgiving for this truly wondrous event. I will repeat my comment from last year that the act of opening one's home on Thanksgiving weekend is just what Pilgrims intended! Three letters describe the technological revolution we used this year G-P-S. Yes, those little boxes manufactured by Tom-Tom, Magellan, Garmin and others that can spot your car within a few feet anywhere on the planet surface. We basically went from site to site by just selecting an address and letting the device get us there. Apropos one of the GPS vendors, we were Neverlost. It also added two to three more layouts than we were able to see last year by not wasting time on the road. Observation 2: water scenes are becoming more common and changes to layouts incorporate more of them. They just scream out New England. I've included photos of three of the layouts with harbor scenes. Third, we kept track of control systems. We hit 14 of the 23 layouts on the tour, with the following breakdown, standard DC: 2 and DCC: 12 (Digitrax: 5, NCE: 4, MRC: 1). It seems that once a system gets a hold many seem to go that way as there is a critical mass of expertise readily available. For example, the New Hampshire

layouts were virtually all Digitrax. Fourth, there were two layouts we hadn't seen before that deserve mention. The first is Arthur Tammavo's Groton Central. Look out John Allen, you've got competition. This large, beautifully scenicked layout features an abundance of craftsman kits. It has the most sophisticated integration of electronic operation I've ever seen, using RailOp for dispatching and JMRI for train detection and to control turnouts and signals. I saw RailOp in action at the San Diego Model Railroad Club next to the San Diego Zoo in late October. The second layout is Bill Pirtle's "Big Four with a Mountain Division." We almost skipped this but what a mistake that would have been. This O scale pike with hand-laid track and numerous big power brass locomotives is a jaw dropper. We got a flavor of this layout as Bill is part of the Metro-West O-Scale group who were at our show last weekend.

Now I will cover our New England Train Expo, which we held last weekend. I could fill the rest of this segment with the names of people who deserve credit for bringing this off so successfully again. I'm going to mention only a few but don't feel slighted if you don't see your name, there just isn't enough room. At the top has to be **Gerald Abegg**. Gerald is retiring from his role as show chairman this year having served in that role for six quite difficult years. Over his tenure, we left the Marlborough High School and were nomads for a couple of years until we landed at the Royal Plaza Trade Center off I-495 on Route 20 West in Marlborough. We've now settled into a two day show, we've filled the room, we added new and very diverse layouts and brought more vendors, including manufactures, to the show. Much of this success can be traced to Gerald's efforts and we all owe him an 'attaboy' next time you see him. The other **Gerry (Covino)**



Scene from San Novello's HO scale "New England & North Coast."

also was tireless in making the show happen and happen well. In the spirit of only allowing persons named Gerry to work on this show, **Jerry MacDonald** has agreed to step in and fill Gerald Abegg's role. Lastly, I now think we did make an error this year by not showing our own modular layout and I'll take the blame for that decision and think we'll seek to remedy it next year.

Next, a few words about our 50th anniversary year. Two events may happen in rapid succession. This is the 30th anniversary of the Intermodellbau 2008 show to be held in Exhibition Centre Westfalenhalle Dortmund, Germany. The HUB Division has been invited to show our modular railroad with most expenses covered. We are actively trying to make this happen as it would be a once-in-a-lifetime type of event. Second, we are planning a Spring Event ourselves which will be very close to the Germany trip. I've already seen some artwork for a



Scene from Tom Oxnard's HO scale "Boston & Maine."



Scene from Ace Cutter's HO scale "Atlantic Coast & Eastern."

possible HUB Division boxcar so stay tuned. This should be some year coming.

Last but very important, we still need some new people to step up to the plate and fill some important roles in the organization. Railfun Coordinator and Membership Chairman are two vital roles now filled by Rudy Slovacek and Curtis Nutt. Both would like to find an apprentice with an eye to handing off these responsibilities in the next year or two. As Jerry McDonald will tell you, I can be convincing at getting a "volunteer!" If anyone has the slightest of interest, please either call me or send me an email so we can talk. These are not highly demanding posts and I would love to see some new faces and hence ideas in these roles.

Well that's it for this installment. Keep 'em rolling!

Operations on the Reading Terminal

By Ken Belovarac
and Ed Robinson

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

Switch lists are prepared for each operator (that is, each yard) and for each month. The switch list is divided into Outbounds and Inbound From categories. Each category contains 12 cars. There are 60 cars on the layout to be moved, plus the unit train cars that remain coupled as units, plus other cars that will be held in place during the operating session.

The information on the switch list for each car includes the car road name, car number, car type, where the car is to be picked up, and where it is to be dropped off, either on a yard track on at an industry track. The outbound car list names the trains the cars will be going out on, the yard destination of the car, and the final destination once it arrives at that yard. The inbound car list names the train that will be delivering the cars to the yard, and where in the yard complex those cars are to be spotted, either yard tracks and/or industry tracks.

Since the theme of the railroad is New England, there are always at least 60 cars on the layout maintained with the names of New England regional railroads, like Boston & Maine, Maine Central, New Haven, Bangor & Aroostook, Providence & Worcester, etc. This group of cars is not to be confused

with the 60 cars that are moved around during each session. The presence of a large number of cars with New England road names helps create a New England like atmosphere for the railroad. Cars from distant reaches of the country like Union Pacific, Burlington Northern, Southern, etc. are there but in smaller numbers to create the feeling that freight from distant states does find its way to Reading Terminal land.

Elgin Yard is on the outer belt main line and is the interchange yard for the railroad with all other outside railroads. Here, some cars are taken off of the layout between operating sessions and replaced with new cars. This allows new cars to be cycled into the layout so the same freight cars do not always appear on the layout. This gives the sense that there is actual long distant car movement going on.

J- LIST

OUTBOUNDS						
LAKESIDE Car Road	J-list Car Number	Car Type	Pickup	Train	Yard Destination	Final Destination
SUBURBAN PROPANE	CNTX 1312	70 ft Tank	Yard	104	ELGIN	Yard
CONRAIL	CR 36 3604	50 ft. Box	Pier One	104	ELGIN	General Motors
DETROIT TOLEDO	D&T&I 11098	40 ft. Covered Hopper	Star Gravel	106	APEX	Yard
RAIL BOX	ABOX 51 243	50 ft. Box	Pier One	106	APEX	Yard
NATIONAL LEAD	ACFX 90838	40 ft. Tank	Yard	106	APEX	Yard
DELAWARE & HUDSON	D & H 18163	40 ft. Box	Union Freight	106	CABOT	Yard
BEDFORD BOOMERS	BMR 198 297	40 ft. Reefer	Yard	106	CABOT	Union Foods
BORG WARNER	NIRX 42023	50 ft. Box	Yard	106	CABOT	Dow Chemical
PORTLAND TERMINAL	PTM 2012	40 ft. Box	Yard	109	ELGIN	National Freight
DRY BRANCH KAOLIN	ACFX 52347	50 ft. Hopper	Yard	110	READING	Yard
BOSTON & MAINE	B & M 5835	50 ft. Hopper	Yard	110	READING	Yard
RIO GRANDE	D&R&W 60004	40 ft. Box	Yard	110	READING	Yard
INBOUND FROM						
DELAWARE & HUDSON	D & H 28026	50 ft. Box	CABOT	104	LAKESIDE	Cyclops
MISSABE	DMIR 5006	50 ft. Covered Hopper	CABOT	104	LAKESIDE	Star Gravel
BOSTON & MAINE	B&M 76112	40 ft. Box	CABOT	106	LAKESIDE	Union Freight
COX FACING	CT 251714	50 ft. Work Car	READING	106	LAKESIDE	Yard
GENESSEE & WYOMING	GNWR 100009	40 ft. Box	READING	106	LAKESIDE	Yard
CP RAIL	CP 344793	50 ft. Gondola	APEX	109	LAKESIDE	Pier One
COOPER PARK & EASTERN	CP&E 556778	40 ft. Box	APEX	109	LAKESIDE	Yard
UNION PACIFIC	UP 518109	40 ft. Box	APEX	109	LAKESIDE	Yard
RICHMOND FREDERICKSBURG & POTOMAC	RF&P 2615	50 ft. Box	READING	110	LAKESIDE	Yard
DELAWARE & HUDSON	D & H 19320	40 ft. Box	ELGIN	113	LAKESIDE	Yard
GENERAL GRAIN	TLDX 7702	50 ft. Covered Hopper	ELGIN	113	LAKESIDE	Yard
CANADIAN PACIFIC	CP 223847	40 ft. Box	ELGIN	113	LAKESIDE	Yard

K- LIST

OUTBOUNDS						
LAKESIDE - YARD Car Road	K-list Car Number	Car Type	Pickup	Train	Yard Destination	Final Destination
GENERAL GRAIN	TLDX 7702	50 FT COVERED HOPPER	YARD	105	ELGIN	YARD
DELAWARE & HUDSON	D & H 28026	50 FT BOX	CYCLOPS	105	ELGIN	YARD
COOPER PARK & EASTERN	CP & E 556778	40 FT BOX	YARD	105	ELGIN	GENERAL MOTORS
CP RAIL	CP 344793	50 FT GONDOLA	PIER ONE	105	APLX	YARD
MISSABE	DMIR 5006	50 FT COVERED HOPPER	STAR GRAVEL	108	CABOT	YARD
UNION PACIFIC	UP 518109	40 FT BOX	YARD	108	CABOT	HILL MACHINE
TORONTO HAMILTON	THB 3012	40 FT BOX	YARD	108	CABOT	SAFEGWAY STORES
BOSTON & MAINE	B&M 76112	40 FT BOX	UNION FREIGHT	110	READING	OSCAR MAYER
RICHMOND FREDERICKS	RF&P 2615	50 FT BOX	YARD	110	READING	YARD
GENESSEE & WYOMING	GNWR 100009	40 FT BOX	YARD	110	READING	DUPONT
COX RACING	CT 251714	50 FT WORK CAR	YARD	110	APEX	YARD
PERE MARQUETTE	PM 18878	50 FT GONDOLA	YARD	110	APEX	YARD
INBOUND FROM						
CONRAIL	CR 363604	50 FT BOX	ELGIN	105	LAKESIDE	YARD
DELAWARE & HUDSON	D&H 18570	40 FT BOX	ELGIN	105	LAKESIDE	YARD
PORTLAND TERMINAL	PTM 2012	40 FT BOX	ELGIN	105	LAKESIDE	YARD
MERIDIAN BIG BEE	MB 4017	50 FT Box	CABOT	108	LAKESIDE	YARD
MAINE CENTRAL	MEC 9857	50 FT BOX	CABOT	108	LAKESIDE	YARD
BORG WARNER	NIRX 42023	50 FT BOX	CABOT	108	LAKESIDE	YARD
BOSTON & MAINE	B&M 5835	50 FT COVERED HOPPER	READING	108	LAKESIDE	YARD
CENTRAL VERMONT	CV 54510	40 FT BOX	READING	108	LAKESIDE	PIER ONE
BOSTON & MAINE	B&M 5826	50 FT COVERED HOPPER	READING	108	LAKESIDE	STAR GRAVEL
PROVIDENCE & WORCESTER	P&W 101	50 FT BOX	APEX	110	LAKESIDE	UNION FREIGHT
RAIL BOX	ABOX 51243	50 FT BOX	APEX	110	LAKESIDE	PIER ONE
MOOSE MOUNTAIN	MM 1084	40 FT BOX	APEX	110	LAKESIDE	CYCLOPS

When a car leaves Elgin Yard, it stays on the layout for awhile but eventually finds its way back to Elgin. For example, a Boston & Maine boxcar may leave Elgin on train 109 as an empty box destined for Apex. When it arrives at Apex it may be spotted at an industry or a yard track. Between layout runs it may carry loads from yard to yard. Eventually it will end up at Elgin where it may be removed for a while. Every car that is removed is replaced with another car so the car population on the layout remains unchanged. Also, if a car becomes bad ordered during an operating session, e.g. a bad truck or coupler, it is replaced on the spot with another car of the same type and the switch lists are modified to show the road name of the new car.

Most cars that arrive at Elgin Yard will go right back into the layout. The B&M car may be dropped off at Elgin Yard at National Freight to be loaded with food products. Then, during the next operating session, this loaded B&M car may get picked up at National Freight and placed on Train 111 for Cabot Yard to be dropped off at Union Foods Corp to be unloaded. This car would now be an empty boxcar for the next operating session and it could be picked up and placed on, say, Train 112 to Reading Yard and delivered to Oscar Mayer Foods there to be loaded. At the next operating session it could be loaded onto Train 105 for Elgin and placed in that yard and subsequently removed from the layout to be delivered to an imaginary connecting railroad.

Attached are the J- and K-lists for Lakeside Yard and the train sheet for the K-List. On the J-List, note on the "Inbound From" bottom half of the sheet the first car, Delaware & Hudson #28026, 50 ft. box, inbound

from Cabot Yard on Train 104. It is to be dropped at the Cyclops Company at Lakeside. As an operator you would be given such a list, along with your yard schematic and perform this move. Now, at the next operating session when the K list is used, note that for Lakeside the D&H #28026 is listed to be picked up from Cyclops and made ready for Train 105 bound for Elgin. The operator of Lakeside would perform that move during the K session. The Elgin yard operator's list shows that as an inbound car to placed in the yard for the K session (Elgin sheet not attached). Then, at the next session the A-List would be used, and that D&H car would appear on the yard list for Elgin for its next move.

This is each operator's set of instructions for the three hours of operation, handling 12 inbounds and 12 outbounds. After each car is received and put away, or sent out on a train, it is highlighted on the list with a yellow marker so the operator can see what remains to be switched. The fact that everyone has the same

amount of work to do really helps control the activity so everyone is uniformly busy. I have been to operating sessions where two or three people are busy while others mostly stand around because their jobs are too brief. Organizing a uniform workload per operator seems to be a factor that should be taken into account when designing an operating session. Yes, operating sessions should be "designed" to make them both a fun and a learning experience. Designing for a three hour session seems to be the schedule that Malcolm and Ed used for their sessions.

The session after the K-list will use the A-list, and the next will use the B-list, and so on until it got back to the K-list. This takes eleven operating sessions to make a complete cycle, or from September of one year to November of the next year. Over that time, any repetition, coupled with the recycling of cars, goes unnoticed. Each session is a mathematical iteration from the previous session. Ed started with an A-list, followed by a B-list and so on

TRAINS

EB or WB	J-LIST TRAIN #	ORIGINATION YARD	DESTINATION YARD	DESTINATION YARD	DESTINATION YARD	DESTINATION YARD	DESTINATION YARD	RETURN ENDING YARD
EB	101 OIL TRAIN	OIL CITY						ELGIN
EB	102 PASSENGER TRAIN	UNION	ZELLER	OIL CITY	NASHUA			UNION
WB	103	ELGIN	LAKESIDE	APEX				ELGIN
EB	104 POTATO TRAIN	APEX						ELGIN
EB	105 ONTARIO NORTHLAND	MILO						ELGIN
WB	106	LAKESIDE	READING	CABOT	APEX			LAKESIDE
WB	107 LOADED COAL TRAIN	ELGIN						MILO
WB	108	CABOT	LAKESIDE	READING				CABOT
EB	109 COAL TRAIN	CABOT						APEX
EB	110	READING	LAKESIDE	APEX				READING
EB	111	APEX	CABOT	READING				APEX
EB	112 STACK TRAIN	WOODSIDE						OIL CITY
WB	113	ELGIN	READING	CABOT				ELGIN
WB	114 CATTLE	APEX	READING					CABOT
WB	115 PASSENGER TRAIN	UNION	NASHUA	OIL CITY	ZELLER			UNION

until he got to the K-list. At that point he was able to cycle back to the A-list. By reusing the lists in order, it substantially reduced the workload to prepare the lists for subsequent sessions. Only minor adjustments are needed for recycling in new cars, saving the time to have to reinvent each session from scratch.

It takes six people to operate the layout smoothly, five yard operators and one Dispatcher. If extra people show up, they double up with a yard operator and one functions as brakeman while the other operates the yard engine. If fewer people show up, it is still possible for one person to operate two yards. It may be hectic, but a knowledgeable operator can handle it. There are break periods for each operator when things get slow, giving each operator time to get some refreshments and hang out in the operator's lobby.

The Dispatcher controls trains while they are on the main line until they get to the yard limits. Then the yard operator takes over and switches it as necessary to add and remove cars before sending the train on its way. When a train is ready to leave, the yard operator runs it to the yard limit, just onto the main line where the Dispatcher takes over and

drives it to the next yard. There are no separate operators of local and road freights because the yards are closely spaced. The Dispatcher can take the train from one yard to the next so the yard operator can go to work on it. Since everyone is within voice and eye contact of one another, no radio headsets are needed. Trains are typically on average about six cars in length. Ten cars would be a long train.

The operation is well structured and best of all, easy to comprehend. It is equally proportioned so everyone has the same amount of work to do, more or less. There is no random decision making about where a car is to go next. Every car to

be moved has a spot at the beginning of the session, and a subsequent spot by the end of the operating session. The operation has a prototype feel to it because cars are not randomly switched, but rather spotted for a purpose and are assembled and broken into trains like the prototype would do it in a small town yard. The realistic characteristic of the operation makes it all the more fun to operate and to help one better understand how real freight cars are handled by the prototype. Ed and Malcolm have truly done a great job of creating an enjoyably interesting operating layout and designing great operating sessions using the switch list system.

The Hub Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

It Takes All of Us Working Together!

() \$25.00 () \$50.00 () \$100.00 () Other \$ _____

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

NAME _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

Please make your check payable to "The Hub Division, Inc."

Send your payment to the address above

HUB Division Upcoming Events

2008

Sat. Jan. 5

HUB Holiday Party, Common Market Restaurant, Quincy, MA

Fri. Jan 18

RAILFUN - 8:00 PM - Cambridge School of Weston

Sat-Sun. Jan. 26-27

MODULAR GROUP: Amherst Train Society Show, Big E, West Springfield, MA

Fri. Feb 1

HEADLIGHT Submission Deadline for Mar-Apr issue

Fri. Feb. 15

RAILFUN - 8:00 PM - Cambridge School of Weston

Sun. Feb. 24

MODULAR GROUP: Mystic Valley

Fri. Mar. 21

RAILFUN - 8:00 PM - Cambridge School of Weston

Sat-Sun. Mar 29-30

MODULAR GROUP: Greenburg Show, Wilmington, MA

Wed. Apr. 2

HEADLIGHT Submission Deadline for May-June issue

Sat. Apr 12

HUB Division's SPRING TRAINing, Sheraton Milford (50 yr Anniversary)

Apr. 16-20

MODULAR GROUP: Intermodellbau 2008, Dortmund, Germany

Fri., May 16

RAILFUN - 8:00 PM - Cambridge School of Weston

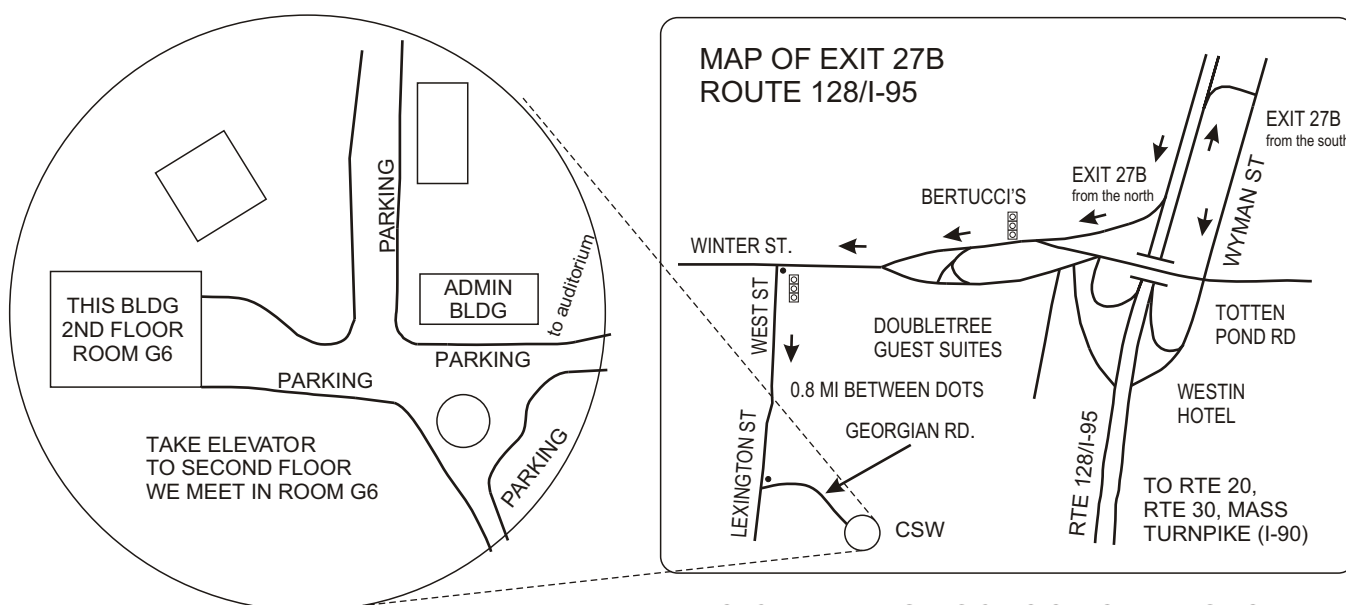
HUB Headlight

Volume 24, Number 3, January-February, 2008

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.

<p>President Rich Johannes president@hubdiv.org</p> <p>Vice President Jack Alexander vp@hubdiv.org</p> <p>Treasurer Gerry Covino treasurer@hubdiv.org</p>	<p>HUB Division Board of Directors</p> <p>Membership Chairman Curtis Nutt Membership.chairman@hubdiv.org</p> <p>Mike Clements HUBboard5@hubdiv.org</p> <p>Sue Zukowski HUBboard6@hubdiv.org</p>	<p>Office Manager Pete Watson Officemanager@hubdiv.org 65 Branch Road East Bridgewater, MA 02333-1601</p> <p>Bill Roach HUBboard2@hubdiv.org</p> <p>Manny Escobar HUBboard1@hubdiv.org</p>
<p>Secretary Ken Belovarac Secretary@hubdiv.org</p> <p>Railfun Coordinator Rudy Slovacek railfun.coordinator@hubdiv.org</p> <p>NMRA NER Representative Bill Barry Wbarry@dmberg.com</p>	<p>Other HUB Division Leadership</p> <p>Editor Rich Pitter Editor@hubdiv.org</p> <p>Module Coordinators Jeff Gerow, Mark Harlow modularrsuperintendent@hubdiv.org</p> <p>Librarian Harvey Humphrey</p>	<p>Show Manager Jerome MacDonald showmanager@hubdiv.org</p> <p>Director-Public Relations Tim Garner prdirector@hubdiv.org</p> <p>Webmaster Dan Fretz webmaster@hubdiv.org</p>
<p>Membership: National Model Railroad Association Members residing within the boundaries of the HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties of Massachusetts.)</p>		
<p>Headlight Printers Versatile Printing Services, Inc. Burlington, MA</p>		

MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON