

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 28 Number 3, Jan. - Feb. 2012
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Hands-on Clinic:

Hand-Laid Track

By RAILFUN Staff

8 PM Friday, January 20, 2012
Cambridge School of Weston

Hands-on Clinic:

Ballasting

By RAILFUN Staff

8 PM Friday, February 17, 2012
Cambridge School of Weston

The Long Island Railroad

By Sam Berliner III

8 PM Friday, March 16, 2012
Cambridge School of Weston

Whether you use sectional, flex track or hand-lay your track, please join us for an opportunity to learn or refine your skills in hand-laying track. You will learn about prototypical track construction, including rail sizes and their intended uses, ties and roadbed. You will learn how modelers hand-lay track before you get a chance at it yourself.

RAILFUN Staff, experienced with hand-laying track, will share their knowledge with you and provide useful tips and tricks. You will have an opportunity to spike down Code 70 rail on top of wood ties that you will glue down and stain on a piece of Homosote. Alongside that track, you will glue down a section of Homabed rail bed and then attach a piece of Code 83 flex track. This will provide you with a nice side-by-side comparison of hand-laid vs. flex track. We will provide all of the necessary materials. You will just need to bring a pair of needle-nose pliers, a metal straightedge or ruler, and a pin vise with a #70 or #71 drill bit. If you have an NMRA gauge and/or rail nippers, you should bring them too. Please bring this base and trackwork to the February Railfun Meeting to ballast your trackwork. To assure that we have enough materials, please RSVP the HUB's Railfun Coordinator, Ray Barry, by the end of December 2011.

Properly ballasted track can greatly improve the appearance and realism of your track as well as cut down on derailments. You will learn about ballast, how it is applied and maintained by railroads, prototypical ballast colors, both fresh and weathered, and how this translates to model railroading. RAILFUN Staff, experienced with ballasting, will share their techniques, offer tips and tricks, and provide recommendations for ballasting materials and supplies. Using this knowledge, you will practice ballasting the track that you installed at the January RAILFUN Meeting. You will also learn and then practice how to paint and weather the flex track to make it look more realistic. Please bring a stiff ½" brush for ballast spreading and several smaller paintbrushes for painting the flex-track ties and rail. An eyedropper, ear syringe or pipette will be useful for dispensing a dilute glue solution. Do not forget to bring your piece of Homosote with track that you built at January's RailFun. We will supply all of the required materials.

Please join us to learn about a railroad that has been in operation for 177 years and view many vintage photographs. The Long Island Railroad, one of the oldest railroads in continuous service, was chartered in 1834 specifically to connect New York City with Boston and later ran a cross-sound passenger car ferry service between Oyster Bay and Norwalk (Noroton), Connecticut. In addition, the rail-marine terminal at Bay Ridge was the far end of the NYNH&H (New Haven) - via the Hell Gate and the NY Connecting RR. One of the first commuter railroads, always an innovator, and a pioneer in the use of diesel power, the LIRR has a lot to interest the dyed-in-the-wool New Englander.

A RAILFUN weather note and map to Cambridge School of Weston appear on page 11.

Upcoming HUB Division Elections

The HUB Division will hold its next Board of Directors election at the Annual Meeting, which will immediately follow our "Spring TRAINing," show. The show and meeting will be held on Saturday, March 10, at the Holiday Inn in Taunton. Please see show and election information later in this issue.

President's Car

by Manny Escobar

Happy New Year! By the time you receive this Headlight, you should have been consumed by the annual hustle and bustle associated with the holiday season. Hope everyone had a safe and wonderful holiday.

The **New England Train Expo 2011** was a successful event again this year with over 4,000 visitors. I would like to thank the Expo committee, vendors and especially the volunteers. Without the volunteers, this show would not have run as smoothly as it did. On behalf of the Expo committee and myself, I would like to thank you all sincerely for sparing your valuable time and helping us with our show. It is only with the help of volunteers like you that we have been able to take on such a project. I sincerely thank you and hope that you will continue to give your valuable support to our future programs and shows.

Our HUB **Spring TRAINing 2012**, March 10, 2012 at the Holiday Inn Taunton & Conference Center, Taunton, MA., is just around the corner. Our feature clinician is **John Pryke**, and many more clinics are on the horizon. As I mentioned above, please support this show. The HUB Division will hold its next Board of Directors election at the Annual Meeting, which will immediately follow the **Spring TRAINing** show. We will need volunteers for this event, so please contact **Bill Barry** at hubboard6@hubdiv.org. Please keep checking our website at www.hubdiv.org for updated information.

A few items to discuss on membership; **John Lutz**, our Membership Chairperson has stepped down as Chair and **Peter Higgins** has come forward to become our Membership Chairperson. John will assist Peter

for a short duration until the transition is complete. I would like to thank John from the bottom of my heart for all he has given to our organization, especially his ideas to promote our love of the hobby. Great Job! Please support Peter in his new job.

Please check our calendar on the website www.hubdiv.org and HUB guesswork's email for the following particulars...

- Our Holiday party will be on Saturday, January 7, 2012 at Focaccia Ristorante in Wilmington, MA. A new venue for those on the north side of the division. Social hour will be at 6 PM and Dinner at 7 PM with the "Yankee Swap" afterward.
- The Modular Group will be at the Wenham Museum, Wenham, MA; January 14 - 16, 2012 (Sat - Mon) and at the Amherst Railway Society's Big Railroad Hobby Show, Big-E Fairgrounds, West Springfield, January 28-29, 2012 (Sat-Sun).

- We "The HUB" are planning on May 19-20, 2012, a Spring Charter Trip "East Wind" with the Maine Eastern Railroad. This will feature a 120-mile round-trip from Rockland to Brunswick, using one of Eastern Maine Railroad's ex-New Heaven FL-9's, with four run-by's, and a visit to the Rockland roundhouse and shop facility. Details are on the website calendar section of www.hubdiv.org. This event will be available to the Northeast Region and its Divisions, RailFan organizations in the New England area and other organizations. So PLEASE pass the word; it will be a great event.

As you might have already noticed, our webmaster has placed the HUB Division on "Facebook," "Twitter" and "YouTube," thanks **Dan**.

There are a lot of activities happening within our Division because we are very active. So come and join us.

Keep on Chugging!

Happy New Year!

November - Bring a Train to Work Month

by Rick Murray

Instead of bringing a train - locomotive or cars to work - I have built shelves for my office where I can display a number of cars. Currently I have cabooses from the Northeast part of the country and boxcars depicting BEER cars, plus Guilford acquisitions - Delaware & Hudson, B&M and Maine Central ending up as PanAmerican Rail Lines.





Shanty Talk

By Rudy Slovacek

It has now been over 10 years since I began this column for Rich Pitter. Before that I wrote for Larry Madson and before that editor Lyle Sorenson. Changes happen and I'm proud to be a part of them. As the year 2011 winds down after our Train Expo, I always get into a giving spirit with the holidays, but also in a reflective mood on what has transpired over the year. However, this time I'd like to go a little more global, and tell you what has changed and how I've changed in my 25 years with the HUB division.

When I joined the HUB module group we were running trains around a large loop. As I had grown up in upstate NY just north of Mohawk Yard with 100 plus car trains pulled by first generation diesels, this seemed like heaven, because I could actually begin to duplicate my early memories on a big layout. Trains were infused in my blood with that first American Flyer set, and as an impressionable kid of 10 or 11, it was an exciting time to wander through the woods after school just to get a glimpse of a train on the tracks a half mile from my home. I knew enough, by the progress of the daylight, when to start home so I could help my mom with putting supper on the table. People just assumed the railroads were a part of life to stay and we didn't have the wealth of historical books and color pictures of equipment that we do today. There were neither radio scanners nor any rapid communication networks for railfans. Instead, if you stood by the tracks you were bound to see something come

along, and I did; strings of five, six, and even seven or eight F units or Alco RS-3s in NYC black. It was not until I began to read some of those wonderful reference books, since written after I came to Boston, that I realized the NYC did not run behind my house! Rather, it was the old Fitchburg Railroad line that ran between Rotterdam Junction and Mechanicville. NYC had run though power on trains as far as East Deerfield. The D&H had a wye just north of Mohawk yard as it crossed Alplaus creek. One branch headed up to physically join the B&M's Fitchburg line at Crescent for the common route to Mechanicsville where they had joint yards. The other branch went up to Saratoga and ultimately Montreal as the Northern division of the D&H. When I arrived in the Boston area, I ran into a fellow named Bob Nimke selling his Rutland books at a one day HUB show in Marlborough many years ago. I subsequently learned more about the old Rutland that interchanged with the D&H at Rouses Point and in Rutland. It also had interchanges with the NYC in Chatham, Ogdensburgh and of course with the B&M in Bellows Falls and Troy, NY. My limited world of interest as a child was thus expanded to include the Rutland as one of my favorites. But alas, I only knew it from post-era books and from having traveled along the old roadbeds of this fallen flag. My modeling and equipment thus reflects these four railroads, the NYC, D&H, B&M and RUT as formed on the basis of my childhood memories and newly found knowledge of that era. But I digress.

I built a couple of modules and took delight in running some long 40-60 plus car trains. It was coal in the beginning and later Tofcee service or intermodal freight. Mark Harlow was module coordinator when DCC hit the scene, but was shortly elected to the Board and I received my first appointed office as the Module Superintendent. My first task was to convince our board, with the old warhorses Bill Parker and Jack Alexander, that we needed to spend some serious money, like \$2000, to upgrade the HUB to the latest DCC

capabilities. With support from other Board members they realized the value of our model railroad as a tool to reach out to new members. We managed to book into a paying Greenburg show in Wilmington and for the first time the "Hoosic, Upton and Boston" actually earned a dime when a check was presented to our Treasurer. Shortly thereafter our module group had a presence in the Netherlands and suddenly we began to travel and display places outside the Boston area and the U.S., like Toronto, Germany and New Brunswick. The RAILFUN monthly meetings, started by Larry Madson, have grown in size and popularity and now we have new younger members, full of energy and ideas, in positions of responsibility to sustain our continued success.

Our Train Expo show has become a two-day event, only smaller than the Amherst show in Springfield, and you'll hear much about it from others in this issue. As for myself, I spent my time as Donations Chairman, running the sale of items we'd received from charitable material donations. Once again through the generosity of members and non-members alike we cleared over \$1300 in sales, but our Treasurer has the exact figures. I must thank Dan and Ben Fretz, Debbie Ames and Shack for helping to set up, and others who filled in while I got lunch or a short break. While it was real work to wheel and deal to reduce our entire inventory to a mere half-box, I had the most fun interacting with the children and their parents who were there to spend a bit of their hard-earned money. Near the end, that one N scale boxcar became two for the price of one, or the youngster was given the opportunity to add a caboose or building, gratis, to their purchase. "Yes Virginia, there really is a Santa Clause!" And with that, I wish you all the happiest of holidays and a safe new year.

The Headlight is always accepting photos and articles relating to model and prototype railroading. Please email editor@hubdiv.org.



*F Units at Steamtown in Scranton, PA,
on August 1, 2011.
Photograph by Rudy Slovacek.*

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 _____

To make a donation using your credit card, email Treasurer@hubdiv.org.

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

Send your payment to the address above.



*John Lutz captured this shot from the
Keystone Arch Trail. See his article about
the rip on Page 9.*

HUB Division Calendar of Events (Subject to Change)

2012

Jan 7 (Sat)	HUB Holiday Party, 6 PM, at the Focaccia Ristorante, Wilmington, MA
Jan 14-16 (Sat-Mon)	HUB Modular RR 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 RR display at the Amherst Railway Society's Big Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 1 (Wed)	Submissions deadline for the HUB Headlight Mar-Apr issue
Feb 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 10 (Sat)	The HUB-sponsored Spring TRAINing show at the Holiday Inn, Taunton, MA; HUB Division Annual Meeting and Election
Mar 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 24-25 (Sat-Sun)	HUB Modular RR display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Sun)	Submissions deadline for the HUB Headlight May-Jun issue.
Apr 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 19-20 (Sat-Sun)	New Event! The HUB-sponsored East Wind Maine Railfan Charter, Rockland, ME
Jun 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA

The HUB Division elections will be held on March 10, 2012 at the Holiday Inn in Taunton, immediately following Spring TRAINing, and before the banquet.

METHODS OF VOTING

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

1. MAIL:

Ballots found in the Jan.-Feb. 2012 issue of the Headlight may be copied or cut out and mailed to the Clerk/Registrar. The HUB member must write his Name and Membership Number on the outside of the envelope to certify the ballot enclosed. The ballot shall be mailed to:

Peter Watson
Clerk / Registrar
65 Branch Road
East Bridgewater, MA 02333-1601

Mail ballots must be received by the Clerk / Registrar no later than March 1, 2012. The Registrar will verify the ballot and record the member as having voted.

2. E-MAIL:

A ballot may be cast by sending an e-mail to the Clerk / Registrar. The e-mail must be sent from the HUB member's Official e-mail address that is on file with the HUB Office Manager. It is the responsibility of each HUB member to ensure the HUB Office Manager has his/her correct e-mail address. Only one Official e-mail address is allowed per member. Note that your e-mail address may not yet be entered as your Official e-mail address. Before you send your ballot to the Clerk / Registrar, you should confirm your Official e-mail address by sending e-mail to the Hub Office Manager at: **OfficeManager@hubdiv.org**

A valid e-mail Ballot shall contain the HUB member's Name and Membership Number in the Email Subject Line. All votes shall be placed in the body of the E-mail. Place **ONLY** the names of the Candidates, for whom the member is casting votes. The three names can be the candidate names included on the ballot or write-in candidates. Write-in candidates must be members in Good Standing of the NMRA HUB Division.

2. E-MAIL (continued):

E-mail the ballot to:
elections@hubdiv.org

E-mail ballots must be received by the Clerk / Registrar no later than March 1, 2012. The Clerk / Registrar will verify the ballot and record the member as having voted.

3. PROXY:

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

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

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

2012 HUB DIVISION BALLOT

(see instructions above)

Board of Directors (3-year terms). Vote for up to three candidates:

___ **Bill Roach**
 ___ **James VanBokkelen**
 ___ **Peter Higgins**
 ___ **Rick Murray**
 ___ **Lenny Pinaud**
 ___ **write in:** _____
 ___ **write in:** _____

BOD Candidates

Bill Roach

Thank you for considering me for another term on the HUB Board of Directors. I am your current Vice President. When I was seven or eight years old, I received my first train set and that began my love of trains. I have been a member of the HUB for about thirteen years. I have been a part of the HUB's module group since I joined the HUB. At module events, I try to arrive early and stay late to help break down. I've worked at all of the HUB's shows since becoming a member, helping out wherever I was needed. I always help out at the membership table. For the past eight years, I have also been a member of the South Shore Model RR Club. I am currently an active member of both the HUB and the South Shore. If I am re-elected to the HUB Board of Directors, I will continue to work hard on behalf of the members of the HUB. Thank you for considering me for the Hub Board of Directors.

James VanBokkelen

Igrew up in Boston and Newburyport, Massachusetts, and took an early interest in trains, trolleys and history. I started with O gauge tinplate, but switched to HO in 1968 because I wanted more accurate models of what I saw and rode. I'm still playing with trains, working on my home layout and with the HUB Modular Group.

Oh, and I also attended MIT, leading to a 30-year career in the computer industry as a programmer, salesman, manager, executive and entrepreneur. My town elected me selectman for 9 years and school board member for 6; now I'm Planning Board chairman.

Rick Murray

I was surprised and pleased to have been nominated to run for the Board of Directors of the HUB Division. In the few short years that I have been a member, I have witnessed this organization grow both in numbers and quality of activities for the members and I would like to become a larger part of this endeavor. I am a member of the Module Group and have been ever since Bill Goldthwait convinced me that the HUB was simply the best.

I would like to see the module group expand to new venues as it is the public face of the HUB along with the Marlborough Show. I have volunteered for all the events and will continue to do so as it is very rewarding, especially our annual appearance at Children's Hospital.

Being a real baby-boomer, it was Lionel that was great, but one soon discovers that "O" Gauge requires a substantial amount of space. Later the spark was rekindled after going to a couple of train shows, especially the HUB and Springfield shows. Here I am modeling small RRs - New Hampshire Northcoast, Pioneer Valley and Bay Colony and enjoying it and the company of the HUB Members.

I ask for your vote to be a Member of the Board of Directors to continue and go forward with the high level of volunteerism within the HUB Division.

Peter Higgins

My name is Peter Higgins and I am running for one of the Board of Directors positions. I retired from 35 years of teaching. I truly believe in the creation of life-long learners. I have been a Hub life member for over 25 years, but only recently become an active member. I attended the October NER convention and became a member of the Rusty Rails.

My own modeling interest is Narrow Gauge garden railroading, which places me in a minority of modelers. Even though there are many differences in our hobby, it is the similarities that bond us together and our differences that strengthen us as a diverse group. I am inspired by those who organize the Module group and RAILFUN Nights, and even though I do not own a module, I attend most events where I have set up and broken down the layouts while learning much about our hobby from some of the best.

I have been a volunteer at all of our Expos and Spring TRAINing meets. Recently I accepted the vacant Membership chair when asked to by the BOD. It is this level of commitment that I pledge to keep the Division among the best as our membership is by far our greatest asset.

Lenny Pinaud

Please see the next page.



At this summer's HUB Picnic

Left Photo:

Front: Rudy Slovacek, Ron Noret and George Mueller.

Beyond: Bill Barry and Dave MacPherson.

Right Photo:

Clockwise from Left: Rick Murray, Jerome McDonald, Shack, Bill MacIver, Hilda McDonald and Liz Murray.

BOD Candidates

(continued)

Lenny Pinaud

I would first like to take this opportunity to thank you for the honor of serving on the Board of Directors these past several years. It has been my privilege.

I enjoy being part of Spring TRAINing, the Greenberg Show and the Marlboro Show. I developed questionnaires and surveyed vendors at the Marlboro Show, soliciting suggestions on how to better the show for the Hub Division, vendors and attendees. Hopefully, the response will help us maintain the teamwork between vendors and the division. The surveys of the attendees at Spring TRAINing produced equally constructive suggestions and will be helpful in future Spring TRAINings. Results from both surveys were positive, and I would very much like to continue to pursue the helpful ideas received.

I have been working on a module for a couple of years now, and every time I get close to finishing it, I come up with a new idea and start all over again. Hopefully, enough will be enough someday, and I'll get a finished product to a show!

I feel I have much more I can offer the division and would like to continue to represent the membership. I would appreciate your vote and continued support. Thank you.



HUB Division Spring TRAINing

Holiday Inn, Taunton, MA

March 10, 2012

The HUB Division will be holding its Annual Spring TRAINing show at the Holiday Inn in Taunton, MA on March 10, 2012.

The show will include dealers, modules and clinics.

Our clinic program this year is featuring our own John Pryke, a well-known author and modeler. John will be presenting a new clinic on using photos for backdrops.

The clinic program is nearly complete and includes a variety of clinics presented by area modelers, a number of whom are new. Sam Berliner will be presenting a clinic on Schnabel cars (special heavy-duty cars used for moving oversized loads). Dan Fretz will put on a clinic on "An Approach to Choosing a Time & Place to Model." Rudy

Slovacek will show how to model Alcos with Sound. We will also have clinics by Dave MacPherson, Jim Harter, Gerald Abegg and Pete Watson. For a complete listing and descriptions, see the HUB website.

In addition to the clinics, we will have the usual dealer show and modular layout displays.

After the show, there will be the Annual Meeting of the HUB Division, Inc., followed by a happy hour and banquet. The banquet menu includes your choice of London Broil, Roast Turkey or Boston Baked Scrod.

The speaker after the banquet will be Matt Herman who has recently taken over as the North American Distributor of Lok Sound. Matt will talk to us about what the future holds for Lok Sound.

SPRING TRAINing Banquet Reservation Form

Name: _____

Phone: _____

Email: _____

Indicate number of meals:

_____ London Broil

_____ Roast Turkey

_____ Boston Baked Scrod

Each comes with garden salad, appropriate accompaniments, rolls & butter, desert, and coffee or tea

Total Number Attending: _____ x \$24.00 = _____

Make check payable to The HUB Division, Inc.

Return this form with payment to the address below before March 3, 2012 to:

HUB Div. Spring TRAINing

65 Branch Road

East Bridgewater, MA 02333-1601

My Resolution for 2012

By Rich Pitter

Our former Editor is building an HO layout. He takes a break from reporting his construction work to suggest a way for modelers to keep track of what they do on their projects.

One of the things that impressed me greatly about Jack Alexander, a good friend who was one of the HUB Division founders and a perennial officer until his death less than two years ago, is that he kept a daily journal of what he did on his model railroad.

I've tried to do that, but haven't achieved anything close to a daily record of my work. In the process, I've found that, for a journal to be helpful, it has to pay you back in some way down the road. Here, I present some observations and suggestions that may help others.

There should be a reason for starting a journal. For example, if you want to work for an Achievement Award, you can keep a journal and fill it in each time you do something. Then, when it comes time to prepare the paperwork, the information is at hand. Similarly, if you are building a model that you may enter in an NMRA contest, a journal will serve as a convenient reference when the model is finished and you are preparing the paperwork for the contest.

Even if you never enter a contest, journal entries of modeling projects can pay dividends. Suppose you need to retouch paint after a few years. Your journal entry should have the paints and blends that you used when you built the model. As a modeler progresses in complexity from one module or a small table-top layout to a larger model empire, the need to recall paint schemes, techniques, and other details increases.

Another type of project, one that I'm working on now, is layout construction. In my construction journal, I document paint colors along with the hardware and techniques I use.

Some people work on one modeling project at a time, finishing it before starting another one. I find, however, that most model railroaders do parallel projects, with perhaps a dozen or more unfinished projects in existence at any time. This is where project journals can pay dividends. I'll explain this below, but first I'll describe an inexpensive and effective method for keeping a journal.

I use "Composition Books" that are sold for school use. They can be purchased for about a dollar apiece at drug stores and dollar stores.

You can use spiral bound notebooks if you prefer, but avoid looseleaf notebooks or word processing printouts to achieve a long-term durable journal. I number each page and reserve three or more pages at the front of the journal for a table of contents. You can make entries on one side of the paper or both, as you choose. When you start your project, write the project title on the front cover. Date each entry. You might start with five or six composition books and always keep a few unused books on hand.

I advise against writing a chronological journal, especially if you have several projects going simultaneously, since the payback utility is diminished. I use a different journal for each project. A composition book is large enough to hold several projects, so when you finish one project, you can use the journal for the next project you start. Indicate the new project in the table of contents and write the new project name on the cover. If you are working on several projects simultaneously, keep a separate journal for each project.

What about those unfinished and, frankly, unfinishable projects? When a project is unfinishable, make a final journal entry to describe what you did and what keeps you from finishing the project. Also write what you learned. That provides project closure, so you can use the rest of the journal for a new project. It also provides a mental



Rich installs both LED rope and Christmas lights on his layout. More details on his layout construction will follow. Photo by Diana Walsh.

closure so you don't continue to fuss about your unfinished scratchbuilt ten-wheeler.

A journal is one way that you can document rolling stock maintenance. For such use, I would reserve more pages for the table of contents and enter headings for each locomotive and car, perhaps two or three per page. Then, when you perform maintenance and repairs, enter the date and a short description under the car's heading. Although you may prefer other methods for this, a journal is just as easy to use and you can locate the page for a car quickly from the table of contents.

Because of my interest in scratchbuilding, I research methods and techniques. Most of these research projects require just a few pages, since I'm often not interested in building a full model, but rather just testing to see if something works. I rarely engage in more than one research project at a time. Thus, one research journal serves me well and its table of contents is quite helpful. My research often comes from inspiration after reading a magazine article or web page, so I have printouts or photocopies to accompany my research. Photos or images are taped to a journal page and printouts are filed in a 9 x 12 envelope placed inside the back cover.

My New Year's Resolution for 2012 is to diligently maintain my model railroad journals.

Keystone Arch Tour

by John Lutz

The HUB Division's first weekend event was a visit to the Keystone Arch Bridges Trail just past Chester, MA. See the Sept/Oct, 2011 HUB Headlight for a history of the arch bridges. Due to inclement weather the event was postponed from Oct. 1st to Oct. 8th, which fortunately gave us a beautiful fall day.



Now I'm thinking - "I said we would meet Ron Noret in the CVS parking lot in Westfield at 8:30 AM. Shack offered to drive from Marlborough, which meant meeting him at 7:30 AM. John Barrington asked for a ride and we said I would meet him the service area on 128 just south of the Mass Pike at 6:30 AM. That meant leaving Hamilton at 5:30 AM which meant getting up at 4:30 AM. Gawd! That's early."

Shack, John and I arrived at the CVS parking lot just as Ron was arriving. Victor Chase and his wife Marie arrived a minute later. There would be six hearty souls for the first weekend event. After five minutes of greetings we left in a three-car convoy, because all three cars would be going home a different way. Ron knew of a Mennonite bakery half way to Chester so we stopped for a 15-minute snack that was delicious.

The Keystone Arches are situated at the intersection of three towns in three different counties. We parked at the beginning of Herbert Cross Road where

the trail begins. When we started walking, the trail immediately dropped down to the railroad tracks. Very soon a westbound container box train came by. All of us got our still and video cameras out and shot pictures. Shortly afterwards an eastbound train of trailer trucks roared by. Again we all aimed our cameras and fired.

Next, we began walking along the track over the well-photographed double arch bridge. Looking down to the Westfield River without a safety rail gives you a scary feeling. Then we came to a steel girder bridge that was part of a route relocation built well after George Washington Whistler built the original ten arches in the 1830's.

Our next stop was to examine a steel box on the side of the track. None of us could figure out whether it was used for storage or communications.



Just before we hit milepost 129 from Boston, we came upon a flange oiler.

A little further up the line there were two guys sitting in chairs just watching the trains go by. They had driven a truck into this point and built a fire. While we stopped here an eastbound train passed with a string of automobile cars.

The six of us proceeded through a cut in the rock and came out seeing one of the remaining arch bridges off to our right across the river. At this point we reached Milepost 130.

Our group stopped for lunch where the KAB trail came out to the railroad tracks. This is where about 15 other people showed up who were also hiking the KAB Trail.

After lunch, we started back toward the car, again along the tracks. We met a westbound mixed freight with four hardworking diesels slowly climbing the hill with 102 cars in tow. The engineer played a tune on his horn for us as the train passed.

At the double arch, I was able to get down to the river and photograph it from just above the water level. I was shooting into the light so the picture wasn't that good.

Just as I was approaching the car, I heard another freight heading west but did not get a good view because of the foliage.

With the light usually against us and the leaves still on the trees, good pictures were hard to come by. However, it was a great location for railfanning and definitely worth the visit.

Upper Photo

Front: Ron Noret, Victor Chase & Marie Chase. Rear: David "Shack" Haralambou and John Barrington. Photo by John Lutz.

Lower Photo

Keystone Bridge B. Photo by John Lutz.



News from the North

by Erich Witney

The Seacoast Division is starting "Model Railroading Night" on the second Friday monthly beginning this January. We will meet from 7PM-9PM at the Marion Gerrish Community Center, 39 West Broadway, Derry, New Hampshire. Take I-93N to exit 4 (just 10 miles over the border), turn right at the end of the off ramp and go $\frac{3}{4}$ mile to the community center on your left, just after one traffic light. There's plenty of parking out back. The room should be open by 6:30PM for setup and socializing.

We'll be following the format of the HUB's RAILFUN where there will be a featured guest speaker at each meeting and time to chat and share the fun of model railroading. This is open to the public and we encourage you to bring friends who may be interested in joining the NMRA. We are asking for a modest donation of \$3 to cover the cost of the room and some light refreshments.

Here's the schedule we have so far. If you would like to give a presentation, please contact me, erich@blackcatrailroad.com.

January 13th 2012, Researching the history of the B&M's M&L branch line through Derry presented by Erich Whitney. I have been researching the railroad through Derry ever since I decided to create the Derry Rail Trail. The M&L is now the central theme to our model railroad. Part of this layout will be built on Free-Mo modules as part of the Seacoast Modular Group.

February 10th 2012, Stan Ames will give a presentation on running real steam locomotives in Poland. Stan's overseas experiences give a tremendous amount of insight into the operation of steam. Also, Stan and Debbie Ames have an operating outdoor garden layout.

March 9th, 2012, Brian and Jill Bollinger of BEST Trains will be giving a clinic on craftsman kit building. We would like to make this an interactive clinic but we'll need to get a head count in time to put together the material. If you want to come and do some modeling with the masters, please contact me (erich@blackcatrailroad.com).

April 13th 2012, Steve Belforti will be giving a slide presentation-the topic is still in the works. Steve is a professional dispatcher for Pan Am Railways and a member of the Amherst Belt Lines HO Modular Railroad.

May 11th 2012, Jerry Kelley will be giving a presentation, "Hoosac Tunnel Lining Towers" (<http://www.jktrails.net>). Jerry Kelley has been hiking the hills around the Hoosac Tunnel in Western Massachusetts for years searching for long forgotten places of historical interest. He has tried to bring to light the facts that have been previously overlooked. His talk will center on the survey of the Hoosac Tunnel and the methods used to bring the six headings together with amazing accuracy, even by today's standards. He will start with a brief 1928 film of a Hoosac electric locomotive and it's journey through the Eastern and Western portals. The PowerPoint presentation will outline each survey tower location as it looks today with photos and story, some with photos from the 19th century. Jerry will have on hand his Hoosac model collection for all to see. The end of the show will feature a question-and-answer session on the tunnel and it's history.

For more information and updates, please visit the Seacoast Division website at <http://www.seacoastnmra.org>. Our new site has an events calendar, our

newsletter, information about our new modular layout group, and much more.

Also, mark your calendars for October 17th-20th, 2013, when the Seacoast Division will be hosting the 2013 NER NMRA "Trackside Laconia" Convention at the Margate Hotel in Laconia, New Hampshire. Plans are well under way and we're really looking forward to spending some quality model railroading time with our friends and family in the beautiful lakes region of New Hampshire. There will be operating sessions, layout tours, clinics, and, of course, the banquet. One of the elements we're working on is on-site modular layout operating sessions at the hotel. We'll have more information up on the website when plans have moved along a bit further. This is the time to give your input into what you would like to see—please contact us if you would like to help with the convention.

The Worcester Model Railroaders Show and Open House

The Worcester Model Railroaders, Inc., one of the oldest Model Railroad Clubs on the East Coast, is holding its annual show and sale at the Auburn Elks, 754 Southbridge St. (Route 12), Auburn, MA on February 26, 2012 from 10AM to 3:30 PM. The Amherst Modular Club will have one of their layouts on display. Admission \$5, children under 12 (with adult), free.

An open house at our new club quarters will be held on the same day from 10 AM to 3 PM. at the Stevens Linen Complex, 137 Schofield Ave. (Route 12), Dudley, MA. Our 43' x 51' HO-scale operating layout depicts the Boston & Albany line from Boston to Springfield with a branch line into Rhode Island and Connecticut. Visitors will be able to observe club members operating steam and diesel trains and operate a train themselves. Handicapped accessible. Admission / donation \$2, children under 12 (with adult), free. Also free with show stamp. For further information and directions: pjsmithross@aol.com, www.wmrr.org

HUB Headlight

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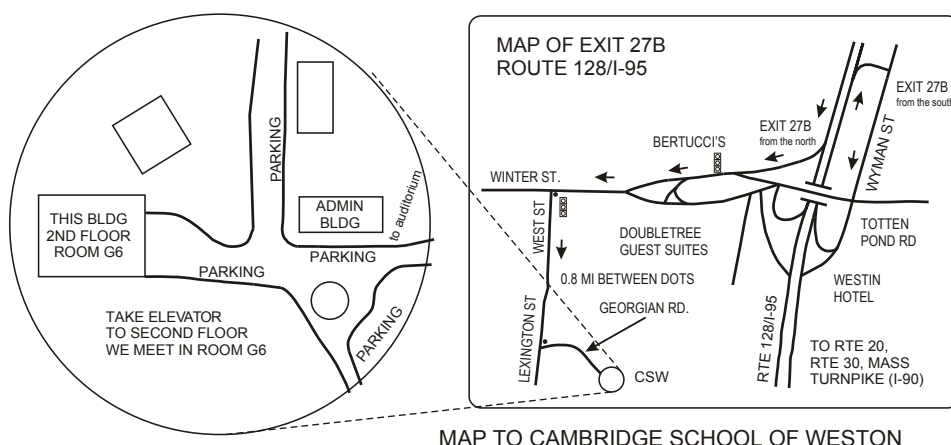
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MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

RAILFUN Weather Note:

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



Annual Model Railroad Clinic and Train Show

Modeling Clinics from Fundamental to Advanced
Operating Model Trains • Train Dealer Tables

Saturday March 10, 2012

10:00 a.m. to 4:00 p.m.

Admission: \$6.00

Children under 12 are Free!

Featured clinician...

John Pryke

For more information and clinic details, visit – www.hubdiv.org

Sponsored by

The HUB Division, Inc.

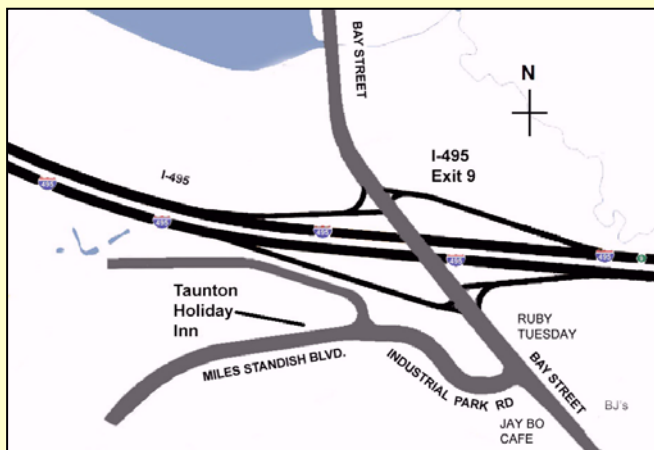
National Model Railroad Association – Northeastern Region



Holiday Inn Taunton

Holiday Inn Taunton–Foxboro Hotel
700 Myles Standish Blvd.
Taunton, MA 02780

From Boston: Take Rte 93S to 24S to Rte 495N, exit #9. Take a left off exit and turn right at 2nd light. Hotel will be on your right. From Providence, RI take 95N to 495S to exit #9. Take a right off of exit and turn right at 1st light, hotel on your right.



A non-profit 501(c)(3) organization to promote the model railroad hobby through activities and education.

The East Wind

Maine Railfan Charter Weekend...

Maine Eastern Railroad – Saturday, May 19, 2012

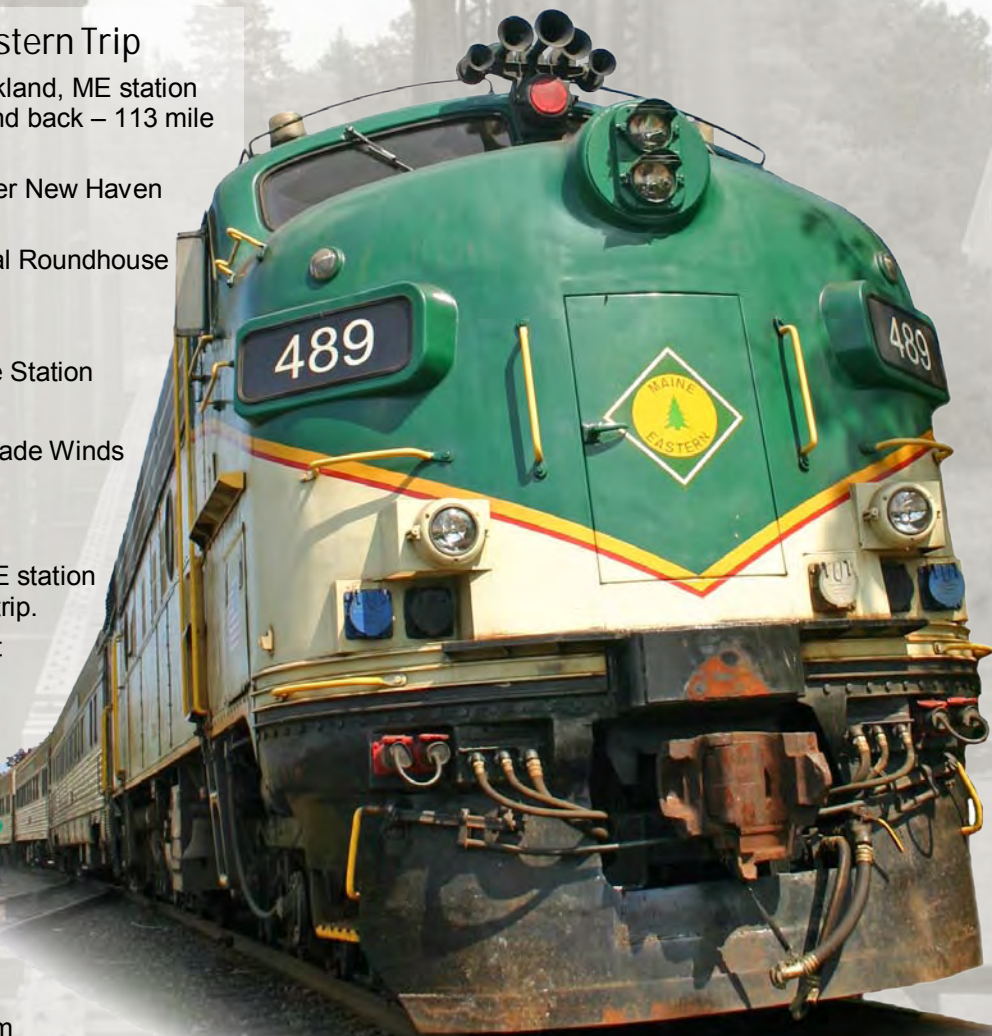
Wiscasset, Waterville & Farmington Railway Museum – Sunday, May 20, 2012

\$39/person – Maine Eastern Trip

- Private charter departs Rockland, ME station at 10:30 am to Brunswick and back – 113 mile round trip.
- 4 photo runbys behind former New Haven EMD FL9 diesel.
- Tour of former Maine Central Roundhouse and Turntable in Rockland
- Optional box lunch
- Optional dinner at Trackside Station Restaurant
- Special rates available at Trade Winds Motor Inn at Rockland

\$7/person – WW&F Trip

- Private run departs Alna, ME station at 10:00 am – 4 mile round trip.
- Ride behind steam on 2 foot narrow gauge track.



Advance Sales Only

Mail your completed order form and check to HUB Division, Inc. no later than **February 3, 2012**. *Details on back.*



Your host for this event is...

The HUB Division, Inc.

National Model Railroad Association

For additional information, visit www.hubdiv.org, email eastwind@hubdiv.org, or call 781-718-5693



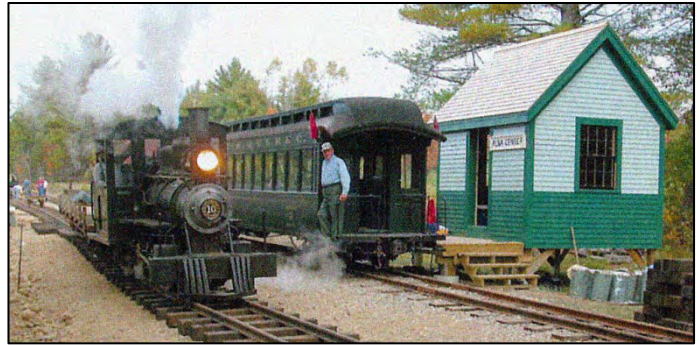
A non-profit 501(c)(3) organization dedicated to promote and foster model railroading

Our Saturday morning charter will depart from the historic Rockland, Maine train station, 4 Union Street. Rockland Maine is approximately 3 hours and 25 minutes north of Boston via I-93, I-95, and US Route 1.

For additional information on the event:

- visit www.hubdiv.org,
- email eastwind@hubdiv.org,
- or call 781-718-5693.

For more information on the Maine Eastern Railroad, visit www.maineeasternrailroad.com or call 207-596-6725.



The WW&F Railway Museum is located about 1 hour south of Rockland at 97 Cross Road, Alna, ME 04535-0242. For more information about the museum, visit their web site is www.wwfry.org. Phone is 207-882-4193.

Hotel Special Trade Winds Motor Inn

On Beautiful Penobscot Bay

Contact hotel directly for reservations. Mention **HUB Special** to receive these discounted rates.

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www.tradewindsmaine.com • info@tradewindsmaine.com

The East Wind

The East Wind was a summertime daylight coach train traveling daily from Washington, D.C. to Rockland and Bangor, Maine. It ran in 1940 and 1941 with specially painted canary yellow and silver equipment. After a hiatus for World War II, it ran without the special paint in tourist season from 1946 to 1950 and 1935 to 1955 on a progressively shorter route. It ran over the Pennsylvania Railroad, New Haven, Boston & Maine, and Maine Central until 1949. In 1950, its starting point was moved north from Philadelphia (starting point in 1948 and 1949) to Grand Central Terminal in New York where it remained until the end of service.



The East Wind

Fill out this order form and send it to arrive no later than February 3, 2012 with your check payable to **HUB Division, Inc.**, PO Box 1154, Burlington, MA 01803-6154.

Name			Email		
Address			Phone		
City	State	ZIP	Per Person	Quantity	Total
Maine Eastern Railroad Charter, Saturday, May 19, 2012			\$39		
Boxed Lunch aboard Maine Eastern Train Roasted turkey sandwich w/lettuce and tomato (mayo on side), piece of fruit, chips, brownie, bottle of water			\$10 Incl. 7% sales tax		
Dinner Reservation, Trackage Restaurant (order from menu)			Pay at restaurant		
Wiscasset, Waterville & Northern Charter, Sunday, May 20, 2012			\$7		
Total Enclosed – Make check payable to HUB Division, Inc.					