

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 28 Number 4, Mar. - Apr. 2012
<http://www.hubdiv.org>

RAILFUN TIMETABLE

The Long Island Railroad

By Sam Berliner III

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

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. It 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.

Hands-on Clinic: Basics of Building Plastic Structures

By RAILFUN Staff

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

Plastic structures that are available today offer the modeler a great range of building styles and an incredible wealth of details without necessarily "breaking the bank". As the quality and level of detail has steadily improved for plastic structures, even for the lower priced kits, the quality of instructions range from overly simple to very comprehensive. We will show you some important, but simple tips and tricks for building today's plastic structure kits. Afterwards, you will have a chance to apply these new skills as you build your own plastic structure that we will supply. Please bring an x-acto knife, scissors, tweezers, files, side cutting pliers (rail nippers or a sprue cutter) and 100-grit sandpaper. We will provide the rest of the materials and supplies. To ensure that we order enough kits, please RSVP to Ray Barry by sending an email to railfun.coordinator@hubdiv.org if you did not already sign up at the February RAILFUN Clinic.

Hands-on Clinic: Weathering

By RAILFUN Staff

8 PM Friday, May 11, 2012
Cambridge School of Weston

The detail found in today's plastic structures cannot be fully appreciated unless you take some simple steps to highlight these details via weathering. If you are an expert or a novice at weathering, you will be sure to learn some useful tips and tricks from RAILFUN Staff who will share their knowledge of products and techniques that can be used to weather plastic and add realism. You will be able to apply this knowledge by weathering the plastic structure that you built at the April RAILFUN Event. As an added bonus, **Rudy Slovacek** will show you how you can take a plain plastic telephone pole and make it look like a weathered wooden pole. We will have some plastic telephone poles so that everyone can practice Rudy's technique. Please bring a selection of small paint brushes, a rag, razor saw, sand paper, and a hobby knife along with any weathering supplies that you may have. We will provide the rest of the materials and supplies.

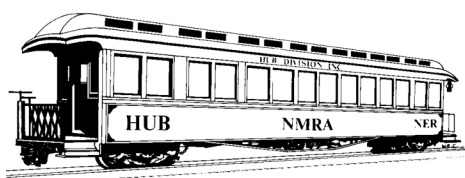


Retired CSX Conductor James Lincoln speaks at the November RAILFUN. Photograph by Bill Barry.

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

HUB Summer Picnic at Waushakum

In a break from tradition, and to provide some variety to our members, the Summer Picnic will be held this year at Waushakum Live Steamers in Holliston, MA, On July 22. Watch the web site and our Facebook page for further details.



THE PRESIDENT'S CAR

by Manny Escobar

Has time gone by? Or what... Half the model railroading season has come and gone, the Amherst Train Show is behind us and we are looking forward to our Spring Show. Before I talk about our upcoming show, I would like to say what a great job **David (Shack) Haralambou** did in West Springfield, the volunteers helping throughout, **Larry Madson** from MCR-Division-4 and especially those who volunteered at the membership table. Thank You....

Our next event is the **HUB Spring TRAINing 2012** show on Saturday, March 10, 2012 at the Holiday Inn & Conference Center, Taunton, MA. Our feature clinician is **John Pryke**, and many more clinics are scheduled, so please see the descriptions on pages 4 and 5. As I mentioned in our last Headlight, we need volunteers to support this show, so please contact **Bill Barry** at hubboard6@hubdiv.org. The HUB Division annual meeting and

elections for the upcoming Board of Directors will immediately follow the **Spring TRAINing** show. Remember to read the bios of the candidates running for the three positions on the board. These can be found in the January-February Headlight available on our website. Also if you are attending the banquet after the annual meeting, the banquet reservation form can be found in the January-February Headlight as well. Please keep checking our website at www.hubdiv.org for updated information.

The HUB's **Spring Charter Trip "East Wind"** with the Maine Eastern Railroad is May 19-20, 2012. There is still space on the train, and the registration deadline has been extended to March. The charter will feature a 120-mile round trip from Rockland to Brunswick, using one of the Maine Eastern Railroad's ex-New Heaven FL-9's, with four run-by's, and a visit to the Rockland roundhouse and shop facility. The event flyer was included with the January-February Headlight, or details can be found on the website calendar section at www.hubdiv.org. This event will be available to the Northeast Region, its Divisions, RailFan Organization in the New England area and other organizations. So PLEASE pass the word, it will be a great event.

Keep on Chugging!

Upcoming Regional and National Conventions

The "Empire Junction '12" NER Convention is September 6 thru 9, 2012 at the Holiday Inn on Electronics Blvd. in Liverpool (Syracuse), New York, hosted by the Central New York Division. Visit <http://empirejunction.org> for additional information and to sign-up for their update email list.

The 2012 NMRA National Convention is July 29-Aug 4, 2012 in Grand Rapids, Michigan. Visit <http://www.gr2012.org/> for additional information.



A full crowd looks on at the November RAILFUN with retired CSX Conductor James Lincoln. Photograph by Bill Barry.

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

HUB Division Calendar of Events (Subject to Change)

2012

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 17-18 (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 11 (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
July 22 (Sun)	HUB Summer Picnic, Time TBA, Waushakum Live Steamers, Holliston, MA



Shanty Talk

by Rudy Slovacek

It seems the older I get the faster time flies. At any rate this month's column will be quick because the month of January was chock full of model railroading activities for me and it looks as if February and March will be the same. It began with a two-day display at the Norfolk Public Library for the Coastal Mountain Railroad. The nice thing is that it is a different group of people from the train show crowd and markedly less hectic. It also provides us with a sort of shakedown for the big Springfield show at the end of the month.

That was followed by the excellent RAILFUN night clinic given on the 20th, covering the elements of track work. It involved some hand-laying of track and use of flex track. This is the first real clinic that **Raymond Barry** has planned and I've got to say it was a winner. I'm already looking forward to the next one on Ballasting coming up in this month of February. Judging by the number of attendees and the fun had by all, I think this is going to be a very good year. I tried something I've never really done before and had a great time learning about the ins and outs of hand-laid track. Who says you can't teach an old dog new tricks?

And of course there was Springfield. What can I say except it was a bit sad that we lost the founder Bob Buck recently. On a lighter note, Dominic Bourgeois stopped by to deliver some slides he borrowed and tell us that one will appear in his new book on the D&H. I also managed to speak with the folks from the Alco Technical Historical Society on the opening of the Museum in Schenectady, NY, and with Nancy at Soundtraxx and Matt Herman over at

Loc Sound. These folks are doing their darndest to bring you great products in the field of sound. My one purchase was, you guessed it, another Alco sound decoder. I can never have enough burbling Alcos. In fact the highlight of the show was the opportunity to haul a long train with my new CP M630 six-axle beast from Bowser and a couple C424s, all sound equipped with Alco prime movers. It started as a 25-30 car coal drag but wound up picking up the manifest freight out of the Maine boys "Rogers" yard and finally was saddled with a short stack train to boot. With almost fifty cars, some 60- and 70-footers it was a real struggle to gently ease the train around our 22-inch radii curves without putting them on the ground or breaking traction along the route. Someone was sufficiently impressed that they filmed the train as it proceeded along our four scale miles of layout mainline. For me it just doesn't get much better than that!

Well I've got to go because I've got a clinic to work on for our Spring Show. See you all there.



Alco C420 in Scranton, PA, August 2011. Photograph by Rudy Slovacek.

Spring TRAINing Clinic Descriptions

Photo Backdrops The Ultimate in Realism

by John Pryke

A critical, and often overlooked part of building a layout is making the model look like the prototype. While there are many commercial backdrops available – some of which are photos, while some butt end to end with other backdrops of different geographies – few are an exact match to the area that you are modeling. My current layout is based on Cape Cod in the late 1940s, and there are no commercial backdrops made that duplicate the seashore, scrub trees or sandy soil of the Cape. So, I make my own by taking a panoramic series of shots (180° pan) of the area I want my railroad to run through. I then have a local camera store attach the photos end-to-end into a 3- to 6-ft. long strip using photoshop. I glue the strip to the wall behind the tracks, and end up with a scene that looks utterly real and true to prototype. This clinic will describe the entire process from photography to the integration of three-dimensional scenery that mates with the backdrop. With the price of fool-proof digital cameras dropping; any modeler can make a photo backdrop and boost his/her layout to new heights of realism.

How to Give a Clinic

by John Pryke

John will be presenting a new clinic for those who may be contemplating giving a clinic. John has been presenting clinics for 50 years and has a number of tips he will share. He will cover such topics as "Why Give a Clinic?" and the different kinds of clinics. He also will talk about how much work it takes to put one together and what's in it for you.

Schnabel Cars - and Other Gigantic Freight Cars

Sam Berliner, III

Sam will give a highly-illustrated presentation on Schnabel cars and other gigantic freight cars, monsters which carry up to 800 tons on as many as THIRTY-SIX axles (yes, that's 72 wheels!) to haul huge reactor vessels and transformers. He'll focus on the Krupp-built CEBX-800, the largest railroad car in existence (for the moment), and General Electric's GEX 80003, the world's largest drop-center flatcar, at 500 tons and 20 axles, as well as Kasgro's huge and growing fleet. We'll also see some of the many other similar cars and giant railguns. Sam, a native of Manhattan, spent half of his early summers on Long Island and was a permanent resident there from 1945 until moving to West Medford a year ago this past July. He has a sizeable HO layout as well as a densely-packed Z-scale (1:220) layout. You'll also see many pictures of models of Schnabels, well flats, drop center flats, railguns, and the like, plus we'll touch briefly on highway and off-road variants. See Sam's website at <http://sbiii.com/rrschnab.html>

An Approach To Choosing a Time & Place to Model

by Dan Fretz

It is often written that tying your model railroad to a specific time and place can attain a greater level of realism. But this is very difficult to do if you are new to the hobby, don't know a lot about prototype railroads, or have a general idea of the railroad you want to model but no time or place. Given the hundreds of railroads, 150 years or so of railroad history, hundreds of thousands of miles of track spread across the entire country, the choices are overwhelming. Where do you start? In this clinic, Dan will discuss the stepwise approach he used to make these decisions for his model railroad, along with examples and photos from his research.

A clinic for the narrow- minded folks.

by Dave MacPherson, MMR

In 2010, Dave and his son Brad toured the narrow gauge railroads in Colorado. The Durango and Silverton is the featured railroad in this photo presentation. Dave will share pictures with you of some of the Durango and Silverton equipment. All set in the beautiful Colorado mountains. This is truly a rail fan's paradise

Along The Way to Master Model Railroader

by Chip Stevens

In this clinic, Chip will discuss the story of what he has found along his pursuit of becoming a Master Model Railroader. He will discuss the requirements and categories and will talk about filling out the paperwork required. He will share some tips and suggestions that he and others have come up with for candidates in their trek and will also share resources available. If you are contemplating the MMR or AP program, this clinic is for you.

Modeling Alcos with Sound

by Rudy Slovacek

This clinic will give a thumbnail sketch of Alco diesel history beginning with the pre-war HH 660 that was designed to replace the 0-6-0 and 0-8-0 steam switchers in yards. Picture examples will cover some of the more successful and popular models, as well as some of the rarities on the development path to large M 636's produced in Canada. These will be paired with the prime mover sounds from actual HO models equipped to faithfully reproduce members of the Alco family of hard-working diesel locomotives.

(continued next page)



Spring TRAINing Clinic Descriptions (continued)

Trees--really, really cheap trees!

by Gerald Abegg

Need a small forest on your layout or module but you'd rather spend your bucks on rolling stock than commercial trees. If so, you will enjoy this method of making trees presented earlier in a clinic at the NMRA Convention in Detroit. I will demonstrate how to use some dried weeds or wire to provide the basic armatures. Using sisal rope, spray glue, paint and various colors of ground foam I will demonstrate how to make a tree in about 5 minutes. Your new forest can be deciduous trees in spring, summer or fall foliage or conifers in their ever-present green.

Newcomers will be inspired and the old timers will walk away with another tip or two for their own layouts.

Spline Roadbed

by Peter Watson, MMR

One of the decisions we all need to make when building a layout is what we will use for the sub roadbed. For years, the standard was to use 1x4s or 1x6s fastened to the bench work. Then people started using plywood for the curves, which led to the "cookie cutter" method of construction. There is also a method that is not as well known which provides a continuous sub roadbed including automatic transitioning into the curves. This type of roadbed is spline construction. Pete has been using this method on his latest layout and will discuss what is needed for tools and materials and will offer tips and insights to help you out.

Rocks, Molds and Castings

by Jim Harter

This clinic will cover the current technology of using light-weight binary plastics that are available for a durable low-maintenance scenery project. We will look at the flexibility of the current generation of products that give the modeler the ability to create scenery that is not possible with older plasters and paper systems. We will also look at what it takes to create molds to generate parts in quantity that the modeler may need for a particular scene. All of these products open up new options for a modeler to express their creativity.



Spring TRAINing Clinic Schedule

	Mason Amphitheater	Lincoln	Standish
10:30	Sam Berliner III Schnabel Cars and Other Giant Freight Cars	Jim Harter Making Your Own Castings	Rudy Slovacek Modeling Alcos with Sound
11:30	John Pryke Photo Backdrops The Ultimate in Realism	Dave MacPherson A Clinic for the Narrow Minded Folk	Dan Fretz An Approach to Choosing a Time and Place to Model
12:30	Peter Watson Making Splined Roadbed	Gerald Abegg Trees -- Really, Really Cheap Trees	Chip Stevens Along the Way to Master Model Railroader
1:30	John Pryke How to Give a Clinic		
2:00		Gerald Abegg Trees -- Really, Really Cheap Trees	Dan Fretz An Approach to Choosing a Time and Place to Model
3:00	Sam Berliner III Schnabel Cars and Other Giant Freight Cars	Dave MacPherson A Clinic for the Narrow Minded Folk	Chip Stevens Along the Way to Master Model Railroader
4:00	John Pryke Photo Backdrops The Ultimate in Realism	Jim Harter Making Your Own Castings	Rudy Slovacek Modeling Alcos with Sound

An update from the HUB Division Signaling Committee - Part 1

by Dick Johannes, Chairman, HUB Division Signaling Committee

About 18 months ago the HUB Division formed a Signaling Committee to examine the feasibility of adding signals to our modular layout. The members of this committee at the outset were **Dick Johannes, Jeff Gerow, David (Shack) Haralambou, Stan Ames, Ken Belovarac, Manny Escobar, Peter Watson, Mark Harlow, and Gerry Covino**. We recently added **Bill Powers** as a member. We all began in earnest to research this issue. Stan Ames was instrumental in guiding us in the direction of creating a requirements specification prior to taking action. We did this and completed that document in August 2011. We plan to have this document published in the Headlight with one of the editions that goes to all members. That way all HUB members will have a hard copy and an e-copy via our website.

Signaling is just like any other aspect of model railroading. I often marvel at Rudy Slovacek's detailed knowledge of the particular prime movers found in the various Alco locomotives. Sound is now a detail than can be modeled and modeled accurately thanks to DCC sound decoders. However, it took several technology advances to make sound accessible and affordable to us. I would argue such is the case with signals.

The growth and expanded interest in model railroad operations was certain to draw out those with a bent for understanding and modeling signals. There are many things that make signals appealing. Quite frankly I've always been a fan of what I call limited vertical relief. This is probably an unduly arcane way to say something that sticks straight up on the railroad. But things like telephone lines, patches, dead tree trunks and wayside signs to name a few always seem to grab the eye's attention

hard and fast. With signals it's even better as they both illuminate and change color.

As part of the exploratory phase of our project, I made a sojourn to the NMRA National Convention in the summer of 2010. There were a total of 13 clinics related to signaling and I managed to attend all of them. The people who had been working on this the longest gave a joint clinic that wholly surprised me. These experts emphasized accurate modeling of the signals. What does accurate modeling mean? To the clinicians at the 75th NMRA Convention it meant a correctly modeled signal, a correctly placed signal as well as displaying a prototypically appropriate aspect. Furthermore, there were entire clinics on dispatcher panels both virtual and physical to assist with supporting those signals. I tried to condense much of what I learned into a clinic that I presented at our Spring TRAINing in March 2011. The clinic is available on our website and can be downloaded in PowerPoint or PDF format.

Like other aspects of model railroading, signaling has benefited from advances in technology. LEDs are replacing bulbs in signals just as they are replacing headlights in locomotives. In addition, software has advanced rapidly to replace the complexity imposed by trying to solve signaling of complex track work with some combination of generic hardware. A single secondhand laptop has vastly more circuits than you will ever be able to find or likely afford by using hardware. I must temper that comment with the observation that on the prototype, the so-called vital circuits do lie in the periphery near the signals themselves. I do wonder if someday someone will produce a board with programmable PROMs that could emulate this.

We definitely favor a vendor-neutral software approach to implementing signaling. No single piece of software embodied this approach more than the Java Model Railroad Interface or JMRI. Many of us already use JMRI's fabulous DecoderPro for maintaining a fleet of

decoder equipped locomotives. Furthermore since JMRI "talks to the layout," computers can support virtual throttles. JMRI supports something called Wi-throttle. By adding a network router to the computer running JMRI, the computer can become a WiFi Hot Spot. With this, smart WiFi devices such as iPhones, Android phones, and iPads can become wireless throttles that, by virtue of having a unique internet address, pose no risk of cross-talk across wireless DCC systems. This ability is huge, especially at setups such as the Springfield show. Thus, we decided to do our experiments using JMRI.

Research on the JMRI website lead to identifying a second software tool called CATS that runs atop JRMI as does the PanelPro extension to JMRI. In fact, CATS uses and makes available all the tools inside PanelPro. CATS is an acronym for Computer Automated Traffic System and was developed by Rodney Black to support work on a friend's N-scale model railroad. One of the railroads featured in the 2012 edition of Great Model Railroads uses CATS.

It had several very attractive features. First of all, the display was modeled after a prototypical modern CRT based system called Digicon. The appearance is really quite impressive. It has a very easy-to-learn authoring tool called Designer that allows defining the track configurations and signal types. As track is laid, each section can have one of four speeds associated with it, normal, limited, medium or slow. One of CATS strongest features is its capability of defining aspects. One can implement signal logic in JMRI using tools called Logix, and Dr. Bruce Chubb also showed us how to do this with standard programming languages at our Spring Training in March 2011. While programming each and every condition for each and every signal provides maximum control of the layout, CATS chooses an approach that more or less took the majority of work from the developer's hands and did most of the low level logic behind the scenes leaving only defining the aspects based

(continued next page)

on existing railroad rules to the panel developer. This needs some explanation. CATS accomplishes this work with a dialog box called the Signal Aspect Template shown in Figure 1. It implements 2-block, 4-speed aspects using ARA rules.

CATS supports one, two and three-headed signals or semaphores. The example shown in Figure 1 is for a two headed signal. When a signal template is defined, the default logic is built for you providing all values of all aspects. The pull-down menus associated with each head allow editing the defaults by defining both different colors and whether or not that color is flashing. For example, ARA Rule 281, the archetypical "clear track ahead" aspect, is defined by an illuminated green lamp over an illuminated red lamp. Notice that ARA Rule 290 shows the aspect for restricting as a flashing red over red. However, the NORAC rulebook used by most Eastern roads defines Rule 290 as red over yellow. All that is necessary to implement this change is to use the two drop-downs to assign them their new colors. I am certain there are situations when this table cannot handle and the author Rodney Black would agree. However, this so simplifies the complex programming of aspects that the tradeoff for even the most finicky of modelers

makes it an easy choice. There are workarounds for the most obsessive among us. The file produced by Designer is a standard XML definition file that is loaded into the CATS runtime application that displays the dispatcher panel. The third and final piece of the CATS suite is a program called TrainStat. TrainStat, allows creating crew names (e.g. HUB Module Members) and train details such as train names, train numbers, train lengths, lead locomotive numbers, etc. Once defined that "train" can be placed on the CATS panel with a mouse click and the train symbol will move about the panel as the system detects occupancy. On the TrainStat display, the engineer, the time (either real or fast time) and location of the train are continuously displayed.

All of this sounds great but the critical feature of CATS as yet not mentioned is its ability to handle a specialized type of file-loading that Rodney Black called "import", and this is a functionality we have not as yet found elsewhere. It is central to the most critical requirement of the HUB Signaling Committee. Namely, the requirement that the modules can be placed in any arbitrary order and signal aspect logic is preserved. Rodney Black defines "Import" in the designer documentation in the following manner: "File->Import

reads in a saved layout (a library) without erasing any existing work. It is a way to merge multiple layouts together, add some pre-canned design elements to the existing layout, insert existing signal definitions, etc. "Merging" is defined as "if something in the file does not exist in the current trackplan, it is added." This means that things in the library file will not replace things with the same name in the trackplan. When I read this, I immediately realized this was a critical missing piece to making signaling work on a modular layout. Unlike a home layout that is static, a modular layout is constructed differently each time it is setup. It is this feature in CATS that allows the topology to be defined as the various modules are "imported" in any arbitrary order without losing any prior definitions. The preservation of prior definitions means the HUB Module Railroad can define some "standard" signal types and aspects that can be shared by all Module RR users. Module owners who want to add signals just need to plant these signals in their own Designer definition file and of course plant the physical ones on their layout to match.

In Part 2 we will discuss the testing performed by the Committee.

Figure 1: CATS Signal Aspect Dialog Box (used with permission)

Construction Advances

by Rich Pitter

Our former Editor updates us on the construction of his HO layout.

Before I moved from the Boston area to Oregon, I decided to build a two-level layout within five years, running trains around the upper loop within the year. My want list is long and includes:

- DCC operation with guests able to use smart phone apps to run trains.
- Magnetic uncouplers
- The ability to run three trains in separate continuous loops when visitors arrive with grandchildren.
- The ability to run an operations session alone or with up to three or four others.

After the layout is fully operational, I'll continue to build and modify trackage, scenery, structures, rolling stock, and motive power. It's a great opportunity.

During Spring Break in 2011, Diana and I visited Eugene to buy a house for retirement. We really liked one community of about 70 homes, in which four homes were for sale. All the homes have oversized double or triple garages, fenced yards (for our dog), and beautiful landscaping. We selected one late in the afternoon, informed the sales agent of our decision, and retired to the motel. We were to place our offer the next morning. Before we went to bed, I told Diana that if she had any second thoughts, to let me know before we met the sales agent.

The next morning we drove back to the community. As she stepped out of the car, Diana said she had changed her mind. She wanted to buy a home that had been vacant for three years. Why? Because the home we had picked didn't have room for my train layout! We looked at the long-vacant home. It was dusty inside, with overgrown shrubbery front and back, but it had four good-sized bedrooms. It was an excellent choice for layout building! We made an offer. When the seller accepted the

offer, we talked with a contractor about remodeling and returned to Massachusetts.

Those of you who know me from RAILFUN may know that I like to experiment. Most of my scratchbuilding projects begin as experiments. Things don't always work the first time, but I learn from attempts and devise better ways to do things. The same holds true with my approach to building a layout.

Two mainline laps around an 11'-0" by 12'-9" room is about 1¼ scale miles, so I reasoned that two shelves would provide me with enough places along the mainline to make things interesting. I plan to add a helix to join the two levels. I chose the shelf support concept to minimize wall holes and to avoid support pillars, if possible. Even though the top level is a bit too high and the bottom level is too low for optimal viewing, I'm happy with my decision. I also have a ceiling over the top level for lighting and dust control.

I think my light-weight design will be firm enough to provide the stability necessary for reliable operation. Even working with 1x2's and 1x4's is hard work for me to do alone, so I invited a neighbor to help me with construction. Jim was a diesel mechanic before he retired. He has an HO toy train set that he got decades ago for his kids but he never got into model railroading. We worked for a few hours, gluing and screwing the upper level 1x2 braces on the shelf supports and adding the 1x4 front pieces. The upper gridwork is almost finished now.



Member George Busch works his ballast in between the ties at the February RAILFUN. Photograph by John Lutz.

Operating Sessions for Beginners

by John Lutz

Although the concept has been around for many years, operating sessions have recently become a very popular event. The sessions are a big hit at the Northeastern Region and the national NMRA conventions. Even George Sellios is tweaking his Franklin & South Manchester layout in Peabody to accommodate operations. Former SPRING TRAINING speaker Andy Sperandio's column in *Model Railroader* is now titled *The Operators*. In it he discusses the fine points of operations.

So what is operations? If you consider the Lionel O gauge oval layout under the Christmas tree something for kids to watch running around in a circle, an operating session is a railroad game played by adults and a few older teenagers doing what a real railroad does. Players move rail cars, minus freight or passengers, from one point to another point for a specific purpose.

We are making arrangements for veteran operators to hold sessions for rookie operators to learn about this exciting part of the model railroad hobby. These sessions will be on Saturdays or Sundays in April and May. They will be scheduled to avoid conflicting with Railfuns, Palm Sunday, Easter, Mother's Day and the East Wind trip to Maine.

Hosts so far are **Don Howd, Keith Shoneman, Carl Senftleben, Don Itrace** and others if there is demand. Each host will have one or more experienced operators to assist the beginners.

When the dates are determined, they will be announced on the HUB Website, by Guesswork and by E-mail via Constant Contact.

To sign up, contact me at jrlcorp@verizon.net or 978-468-6648.

Treasurer's Report

by Gerry Covino

Stated to the right is our financial position as of December 31, 2011, the mid-point in our fiscal year July 1, 2011 through June 30, 2012. The New England Model Train EXPO continues to be the successful fund-raising event that enables the Division to deliver its programs to members and the public. The Board of Directors wishes to express a sincere thank you to all members who volunteered their time helping with the show's success.

On behalf of the Board of Directors, I wish to thank our members who continue making a conscious decision to support financially the Hub Division, Inc., a 501(c)3 organization, as one of their favorite charities. Members' generosity to our organization, both with their time and money, continues to be impressive.

Mid-Year Account Balances

Checkbook	\$ 2,901.79
General Savings Account	8,769.56
Reserve-Live Savings Account	18,258.47
Program Checking Account	220.18
PayPal Account	300.57
USPS Permit Account	<u>5.06</u>

Total Funds Available	\$ 30,455.63
Value of Club Car Inventory	<u>2,686.60</u>

Total Value of Cash and Assets \$ 33,142.23

HUB Module Kits Available

The HUB Division offers to its members a complete packaged module kit for \$155. The kit has everything you need, including all pre-cut lumber, hardware, a complete wiring harness for the DCC and inter-module connections, a panel-jack and wire, and even roadbed and the track! A module is the perfect solution if you do not have the space for a full-size layout or just want to experiment or learn new techniques without committing the time and money to a larger setup. Please contact Mark Harlow at modulekits@hubdiv.org with additional questions and to order the module kits.



Chesapeake & Ohio 5751 hauls two gondolas decorated for Halloween along the Hoosac Upton and Boston Railroad while on display at Children's Hospital. Photograph by John Lutz.

HEADLIGHT Subscription Form - HUB Division, Inc. - NER/NMRA

I enclose \$6 for a subscription to the HUB Headlight for 2011-12.

Name _____

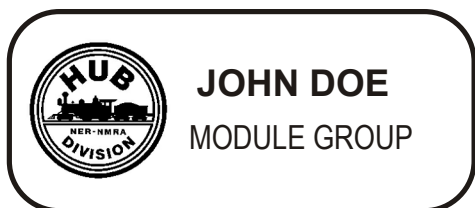
Address _____

City _____ State _____ Zip _____

Make checks payable to:
The HUB Division, Inc.

Mail to: Gerry Covino, Treasurer
The HUB Division, Inc.
P.O. Box 1154
Burlington, MA 01803-6154

To order or renew subscriptions by credit card, send an email to Treasurer@hubdiv.org and an electronic invoice will be sent to you.



NAME TAGS ARE AVAILABLE AGAIN

You may have up to three lines on your name tag.
Badge and first line of printing is \$9.00, plus \$2.00 S&H.
Each additional line is another \$1.00.

COST: \$11.00 (1 line) \$12.00 (2 lines) \$13.00 (3 lines)

First Line																				
2nd Line																				
3rd Line																				

Make check
payable to:

The HUB Division, Inc.
Sutton, MA 01590

Mail order to:

Bill Powers
15 McGuire Rd
Sutton, MA 01590

Send completed tag to:

NAME _____
STREET _____
CITY _____ **ST** _____ **ZIP** _____

Order Form - HUB Division Apparel

Short Sleeve Shirts (\$25.00 each)

Wheat color shirt with HUB Division Logo and your name.

Sizes available: S M L XL XXL XXXL

Circle one option: With pocket Without pocket

Name on shirt: _____

short sleeve shirt @\$25 Size: _____ Quantity: _____ Amount: _____

Long Sleeve Sweatshirts (price depends on weight)

Wheat color sweatshirt with HUB Division Logo.

Sizes available: S M L XL XXL XXXL

7 oz weight @\$20 Size: _____ Quantity: _____ Amount: _____

9 oz weight @\$25 Size: _____ Quantity: _____ Amount: _____

11 oz weight @\$30 Size: _____ Quantity: _____ Amount: _____

Name on shirt: _____

If you want it mailed to you, add \$5.95

Total (Check Payable to The HUB Division, Inc.) S&H: _____

Your name: _____

Phone or email: _____

Mail to:

Gerry Covino, Treasurer

The HUB Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

Orders must be received by Oct. 15th, Jan. 15th or April 15th. You will be contacted if there are any questions with your order and you will be notified when your order arrives. People may pick up their orders at RAILFUN meetings or shows to avoid the additional mailing costs. **If you request mailing, provide your mailing address.**

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

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.

Railroad Prototype Modelers Meet-Valley Forge

March 23-25 Railroad Prototype Modelers Meet-Valley Forge at the Desmond Great Valley Hotel, Malvern, PA. Registration \$35. Prototype clinics, vendors' room, model display room, Friday Op Sessions, Sunday layout tour. Contact Paul Backenstose at PRRpaul@aol.com, 610-269-2763, or visit www.phillynmra.org for details.

HUB Headlight

Volume 28, Number 4, March - April, 2012

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.

President
Manny Escobar
president@hubdiv.org

Vice President
Bill Roach
vp@hubdiv.org

Webmaster
Dan Fretz
Webmaster@hubdiv.org

HUB Division Board of Directors

NMRA NER Representative
Headlight Editor
Bill Barry
Editor@hubdiv.org

Ron Noret
HUBboard3@hubdiv.org

Lenny Pinaud
HUBboard4@hubdiv.org

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

Treasurer
Gerry Covino
Treasurer@hubdiv.org

Model Train Expo Show Director
Dick Johannes
nemtedir@hubdiv.org

Secretary
Ken Belovarac
Secretary@hubdiv.org

Railfun Coordinator
Ray Barry
Railfun.coordinator@hubdiv.org

Module Coordinator
David "Shack" Haralambou
ModuleCoordinator@hubdiv.org

Other HUB Division Leadership

Membership Chairman
Peter Higgins
Membership.chairman@hubdiv.org

Librarian
Gerald Abegg
Librarian@hubdiv.org

Donations Chairman
Rudy Slovacek
Donations@hubdiv.org

Model Train Expo Business Manager
Mark Harlow
nemte@hubdiv.org

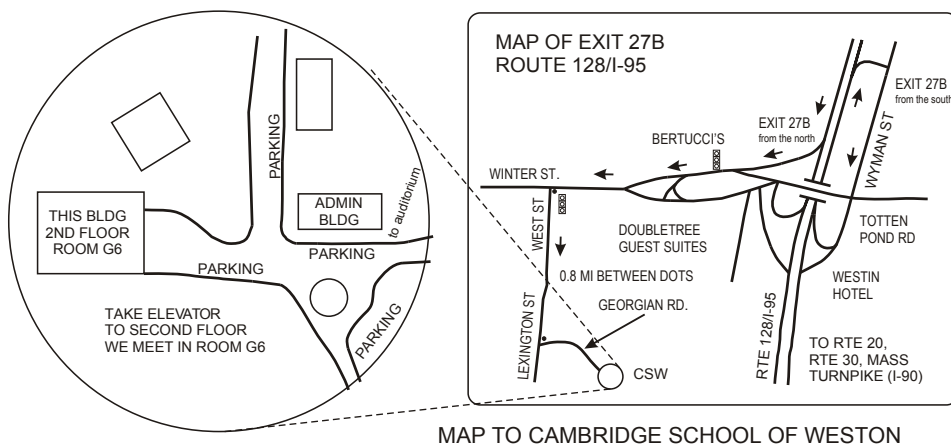
Director-Public Relations
Tim Garner
prdirector@hubdiv.org

NMRA AP Chairman
Don Howd
Hub.ap.chair@hubdiv.org

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.)

Headlight Printers
Versatile Printing Services, LLC
Burlington, MA

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**.