

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 29 Number 3, January - February 2013
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Hands-on Clinic: Weathering Freight Cars

By Rudy Slovacek

8 PM Friday, January 18, 2013, Cambridge School of Weston

Participants will learn tips and tricks for weathering freight cars from Rudy and can then apply this knowledge by weathering freight cars that participants bring to the meeting. Rudy will also review some of today's options for weathering materials, and discuss regional and era-specific weathering characteristics. Please bring a selection of small paintbrushes, rag, razor saw, sand paper, and hobby knife along with any weathering supplies that you may have. You should also bring at least one inexpensive freight car that you will weather at this clinic. We will provide the rest of the materials and supplies.

Homework Assignment #2 (Due February 15, 2013) - Weather one of your own freight cars and bring it to the February 15 meeting where it will be judged in a weathered freight car contest.

Presentation: NMRA's Achievement Program

By Don Howd, MMR

8 PM Friday, February 15, 2013, Cambridge School of Weston

HUB Division member and NMRA Master Model Railroader Don Howd will review the NMRA's Achievement Program and discuss how pursuing various AP certificates will help you learn and master various aspects of model railroading. To qualify as a Master Model Railroader (MMR), you must earn a minimum of 7 AP (Achievement Program) certificates. If you are not sure about pursuing the MMR certificate, then you may be interested learning about the Golden Spike Award. HUB Division members Richard Chase and Russ Norris were both recently presented with their Golden Spike Awards. Don will also review the Achievement Program Judging Guidelines and how rolling stock and structures are judged at NMRA Model Contests. Following this discussion, Don will then judge the weathered freight cars and kitbashed structures that you bring to this meeting (your homework assignments from the two previous meetings).

Hands-On Presentation: Installing DCC Decoders

By Gary Paulino

8 PM Friday, March 15, 2013

By Request Communications, Marlborough, MA

Participants will purchase their own decoder and then learn how to install it in a DCC-capable locomotive. Gary Paulino, Owner of TRAINTEK, LLC and his crew will provide technical instruction and guidance on how to install DCC decoders. This RAILFUN will be held at By Request Communications in Marlborough, MA. All you will need to bring with you is your DCC-capable locomotive and DCC decoder. All of the necessary electrical supplies, soldering stations, etc. will be provided.

Planning the Colonie Eastern Railway - Part 1

by Dave Insley

Like many in our hobby, my interest in trains started at an early age, fueled by my father who also had a lifelong interest in trains. I grew up in Colonie, New York, one of four children with a mother from Canada and a father from the Washington, DC area. I still have lots of fond memories of train trips with my family, from a cross-country Canadian trip on the Canadian National and Canadian Pacific railroads to a cab ride in a D&H PA locomotive on an excursion trip to the Saratoga fair.

Growing up in Colonie made me, by default, a Delaware and Hudson fan and also a fan of first generation Alco diesels. However, we would also venture up north to get our fix of steam, riding often behind 6060, a mountain-type locomotive restored by the Canadian National.

(Continued Page 4)

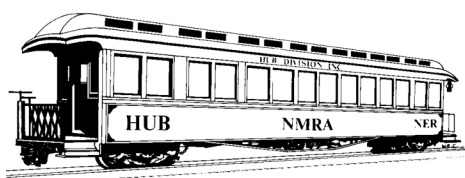


Boston and Maine 3807 pulls into Hoosick Falls Station, Hoosick Falls, New York.
Photograph by Jim Shaughnessy

HUB Division Elections

See Page 7 for election information and Pages 8 and 9 for candidate biographies and bylaw amendments.

The map to Cambridge School of Weston appears on page 11.



THE PRESIDENT'S CAR

by Manny Escobar

Happy New Year! By the time you read this edition of the HUB Headlight, you will be winding down from the holiday. I hope everyone had a safe and wonderful holiday.

I would like to congratulate **Peter Higgins**, membership chair, and his volunteers manning the membership tables throughout our activities, shows and modular displays, for their great job on promoting and increasing our membership.

The New England Model Train Expo 2012 was a successful event again this year, over 4,300 patrons visited, a new record again. I would like to thank the NEMTE committee, vendors and especially the volunteers. I would like to thank you all sincerely for sharing your valuable time and helping us in our show and continuing your support of our future programs and shows.

Our next HUB "Spring TRAINing 2013," March 9, 2013 at the Holiday Inn Peabody in Peabody, MA is just around the corner. Our feature clinician is "Paul Dolkos," and many more clinics are in the works. We will need volunteers for this event, so contact **Bill Barry** at hubboard6@hubdiv.org. Please keep checking our website www.hubdiv.org for updated information. The HUB Division will hold its next Board of Directors election at the Annual Meeting, which will immediately follow the "Spring TRAINing" show. Please see Pages 7 and 8 for information about this year's candidates running for the three Board of Directors positions. Do not forget that after our annual meeting we have a banquet dinner and a special guest speaker.

Please check our calendar on the website www.hubdiv.org and the HUB guesswork email list for the particulars regarding upcoming events; the Holiday Party, Wenham Museum Modular Display and, of course, the Amherst Railway Society's Big Railroad Hobby Show, Big-E Fairgrounds, West Springfield.

The HUB Division is on "Facebook," "Twitter" and "YouTube," just in case you have not noticed.

There are a lot of activities happening within our Division, so come and join us.

Happy New Year! Keep on chugging!

Spring Show Call for Volunteers

The HUB Division hosts the Spring TRAINing show on March 9. Members are strongly encouraged to contact Bill Barry at hubboard6@hubdiv.org and volunteer for at least one hour. Assignments are available for the admission tables, membership table, raffle table, security or clinic introductions and surveys.



Rick Murray and Art Ellis man the HUB layout during the New England Model Train Expo.

Photograph by Russell Norris

HUB Division Calendar of Events (Subject to Change)

2013

Jan 5 (Sat)	HUB Holiday Party. Menu and signup details can be found in the Nov.-Dec. Headlight
Jan 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 19-21 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 26-27 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Big Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 1 (Fri)	Submissions deadline for the HUB Headlight Mar-Apr issue
Feb 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 9 (Sat)	The HUB-sponsored Spring TRAINing show at the Holiday Inn, Peabody, MA
Mar 9 (Sat)	HUB Division Annual Meeting and Election after Spring TRAINing show
Mar 15 (Fri)	HUB RAILFUN Meeting, 8:00 PM, By Request Communications, Marlborough, MA
Mar 23-24 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Mon)	Submissions deadline for the HUB Headlight May-Jun issue
Apr 19 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jun 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA



Shanty Talk: Smoke on the Mountain

by Rudy Slovacek

My fall travels are history and the busy holiday season is upon us. The trip up to Chasm Falls and Mountain View took us to the heart of the rugged Adirondack area. The peace and quiet in late October was enough to make me understand the passion the locals have for living here despite the harsh winters and destruction the flooding wrought in the Keene valley late last summer. Mountain View (on Mountain View Lake) was served by the NYC on a line out of Malone. It meandered through the mountains south toward Saranac where it met the old D&H line out of Plattsburgh. Not much is left except maybe a bridge abutment or two and some overgrown roadbed. Even the station and hotel serving summer travelers is a thing of the past.

The same can be said of the old Cheshire Branch remnants around Keene New Hampshire. While there for the wedding of my friend's son, I walked the old rails to trails on the north side where the B&M Cheshire branch crossed the Branch Stream, then swollen by Hurricane Sandy's rains. What these trips did do was to reinforce my wonderment of the

work others did so long ago to carve paths for the rails to serve what were once virgin territories. In particular, I'm also reminded of the historical paths in which our modeling efforts take us. Whereas now there are only a few pictures and drawings (if we're lucky) of what once was, we modelers endeavor to recreate those railroads in a three-dimensional working model diorama for both our own and other's enjoyment. I love this part of the hobby because it takes me outdoors and drops me in the middle of some breathtaking and awesome scenery that others do not usually see along our super highways or from 30,000-feet. in a plane.

I still commute to work by train, because I find it relaxing and civilized as opposed to the maddening rush of traffic on our nation's highways. It also gives me the opportunity to meet people like my wife's distant 97-year-old relative, who still drives around the Mountain View area, or Rich Kostura, who I found working outside the North Creek Shop Saturday afternoon in late October. During my earlier trip to ride the Saratoga and North Creek excursion with the Bridge Line Historical Society, I had forgotten to

load my recharged battery into the camera and so had missed capturing the event. So I went to North Creek, where I determined earlier that the ex-LI Alco S-2 switcher number 821, repainted in original D&H colors by Iowa Pacific Holdings, would be parked. It was an overcast day which, as luck would have it, was ideal for photography and capturing all the detail usually lost in the underbody shadows in bright sunlight. It was there that I met Rich who was inspecting some newly arrived Pennsylvania cars to be put into service. We talked about a lot of things like his work restoring cars from the Pullman era to run at Amtrak speed, and his



*Delaware & Hudson 821 at North Creek
Photograph by Rudy Slovacek.*



*Keene Bridge
Photograph by Rudy Slovacek.*

interest in bringing back some of the specialty menu items associated with the name trains. For example, you can't make the house dressing on the City of New Orleans with raw eggs anymore and even the Waldorf salad from the Twentieth Century Limited can't contain nuts of any kind. He had nothing but praise for President Ed Ellis and was looking forward to the Polar Express trains which are a big money-maker every year, this year being no exception. Who says rail travel and trains are dead?

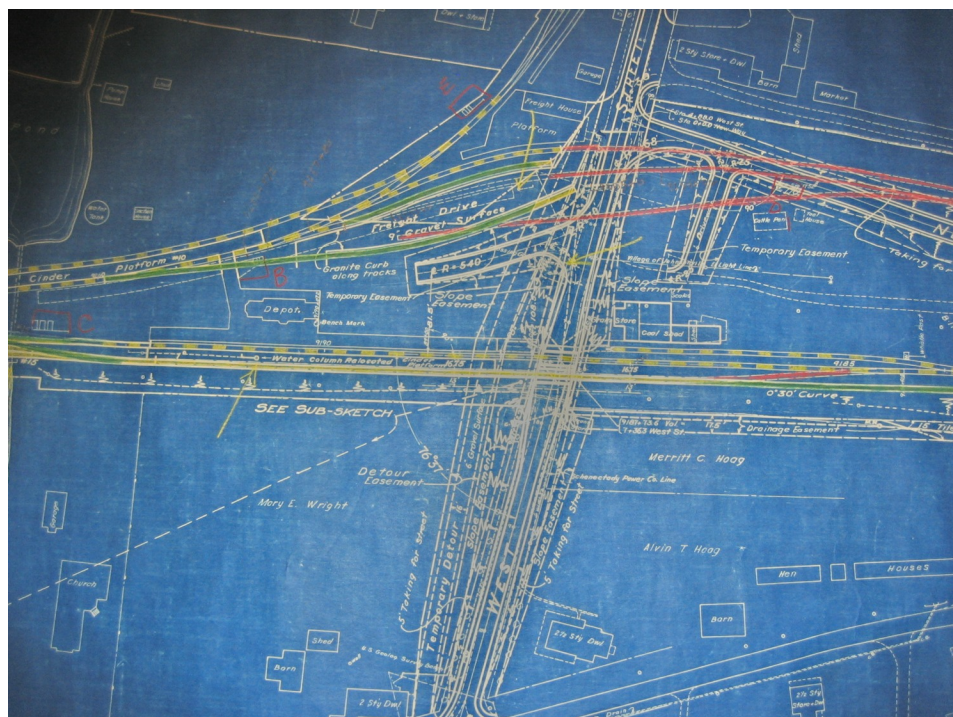
Well, despite my editor's reprieve to give me extra leeway because of the fall show, it's now time to make up the schedule and get this column wrapped up. But I want to wish you a safe and happy holiday and I'll see you all next year.

Planning the Colonie Eastern Railway - Part 1

(Continued from Page 1)

The height of my early interest in trains was when I entered the sixth grade and was introduced to a friend who was also interested in model railroading. My friend and I spent many hours pursuing our hobby of model trains as well as chasing their full-sized versions. I started to think about an identity for my model empire, and came up with the Colonie Eastern Railway Company. This line would originate in Colonie and run bridge traffic from the Delaware and Hudson into the New England states. That is about as far as it went, an idea, a paint scheme, and some plywood.

Fast forward about fourteen years and I find myself living in Shirley, Massachusetts, in a house complete with a basement. The image of model trains running through that basement once more occupies my thoughts. Living in Shirley put me on the Fitchburg division of the Boston and Maine (B&M), so it seemed like a natural thing to join the Boston and Maine Railroad Historical Society (B&MRRHS). One of the first B&M Bulletins I received in 1988 had a



An example of a valuation map showing Johnsonville, New York.

Photograph of a map from the Boston and Maine Railroad Historical Society Archives

cover photo of a Rutland Mountain in Johnsonville, New York and a reference to an article entitled "The 'West End' Revisited" by Vincent Bernard. I flipped to the article, started reading and suddenly came to the realization that this was the Colonie Eastern Railway Company in real life!

Research, research, research, and more research

This article on the West End started me on a research mission to learn more about the West End of the B&M. I spent several weekends in the B&MRRHS archives in Lowell, Massachusetts, where I discovered a set of valuation maps. Back in the early 1900's the Interstate Commerce Commission required that all railroads submit maps of their real estate holdings. The archives in Lowell has a complete set of these detailed maps and, at the time, getting a full size copy was about \$5 per sheet. Today it is much more, but still worth the investment if you are modeling a prototype. I made copies of all the maps between Johnsonville and Hoosick Falls, New York.

In addition to the valuation maps, I also found topographical maps interesting. They are not as accurate or detailed but place the railroad on a map and show the elevations of the surrounding terrain. There are also Sanborn maps available on-line for various sections of the country. These are maps that were



A B&M train headed by a Rutland Railroad steam locomotive departs the main line in Johnsonville on a trip to Troy.

Photograph from the Boston and Maine Railroad Historical Society Archives

(Continued Page 5)

Planning the Colonie Eastern Railway - Part 1

Research, research, research, and more research *(continued)*

created by the insurance industry in about the same time frame as the valuation maps.

One problem with research is that it becomes a hobby unto itself. You discover something interesting and next thing you know you are studying milk operations or researching individual stations, or investigating a branch line that departed your main line. It became endless and, for me, was a twenty-year project, on and off.

Time to Get Serious

After some life changes and other distractions, I found myself owning a basement in Townsend, Massachusetts. The basement came with a finished area of 17.5' by 25.5' with center stairway leading into the basement from the main house and a walk-out basement door on the back wall. One of the side walls separated the finished basement from a two-car garage, and the opposite wall separated the utility area that housed the furnace and electrical panel. The utility area seemed way too large, so I decided to tear down one part of the wall and increase the 'finished space' by adding a 13.5' by 10' section, making the total space an L-shaped area. I made sure to leave a 3-foot path to the electrical box and 3-feet of clearance for the furnace.

I had decided on a general theme for the railroad, modeling the West End as closely as possible in the steam-to-diesel transition era. I started to sketch out my space and plan using a software package called CADrail. This became another hobby unto itself, so I was now consumed by continued research and trying to design a railroad. Finally, I decided to start building before I had the plan fully flushed out, beginning with what I imagined as visible staging. I came up with a decent design for the yard thanks to some suggestions from a group of model railroad friends from

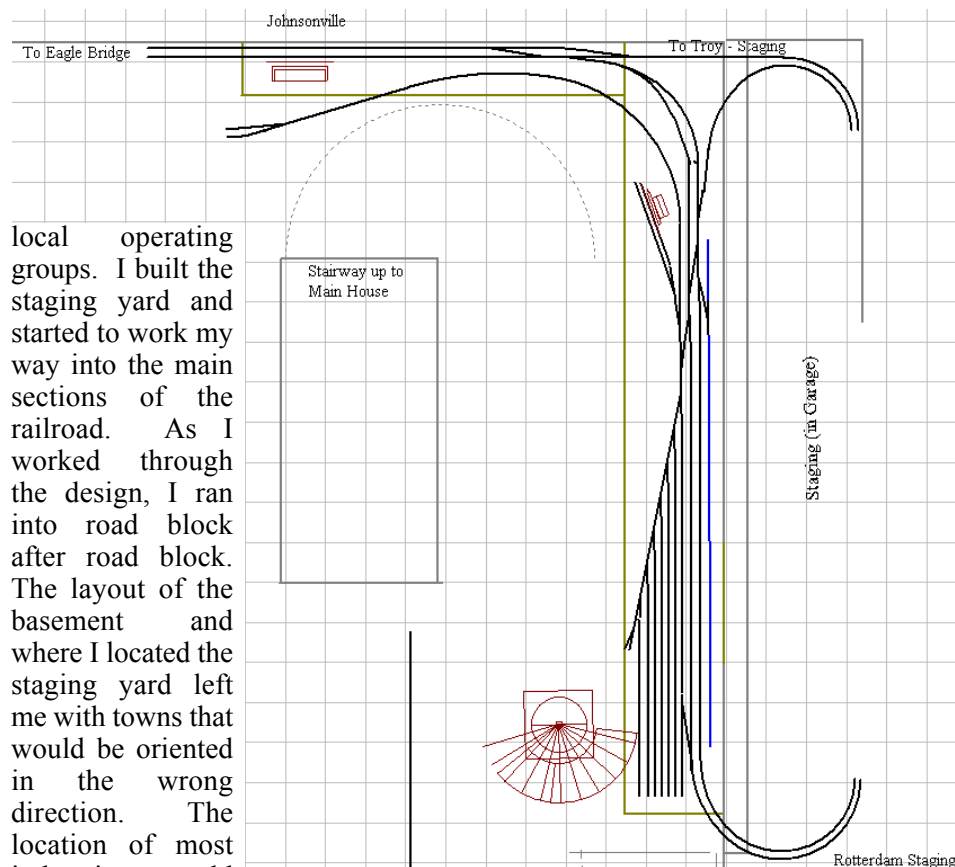
local operating groups. I built the staging yard and started to work my way into the main sections of the railroad. As I worked through the design, I ran into road block after road block. The layout of the basement and where I located the staging yard left me with towns that would be oriented in the wrong direction. The location of most industries would also leave most sidings in the wrong orientation.

I found myself making too many compromises from my original ideas and I was not going to get even close to everything I wanted. I was stuck and not making any progress.

Help Arrives

One of my other hobbies within the hobby was building craftsman-style kits. Well, I should say the hobby was really collecting the kits as there was more buying than building. This led me to follow a couple of the on-line forums, and one of the forums featured threads where layout design progress was being shown.

I was sitting at the Craftsman Structure Show one year, in a clinic on photography by Dave Frary, when Bob Sprague sat down next to me. I started a conversation before the clinic and instantly recognized his name as the designer of a couple of the layouts on the forum. A few weeks after the show I decided to reach out to him to see if he



*An early CADrail sketch of the layout during the design process.
Diagram by Dave Insley*

would be willing to help me with the design of my railroad. After a difficult negotiation we finally came up with a fee for his services, one beer, payable at the next Craftsman Structure Show.

That initial conversation and email exchange led the two of us on a nearly one-year journey back and forth sharing research information and articles (including that initial B&MRRHS article on the West End). He began sketching out ideas on his Mac and we began the back and forth process of coming up with a design for my railroad.

In the March-April issue, Dave will discuss the final design of his layout.

(Continued Page 6)

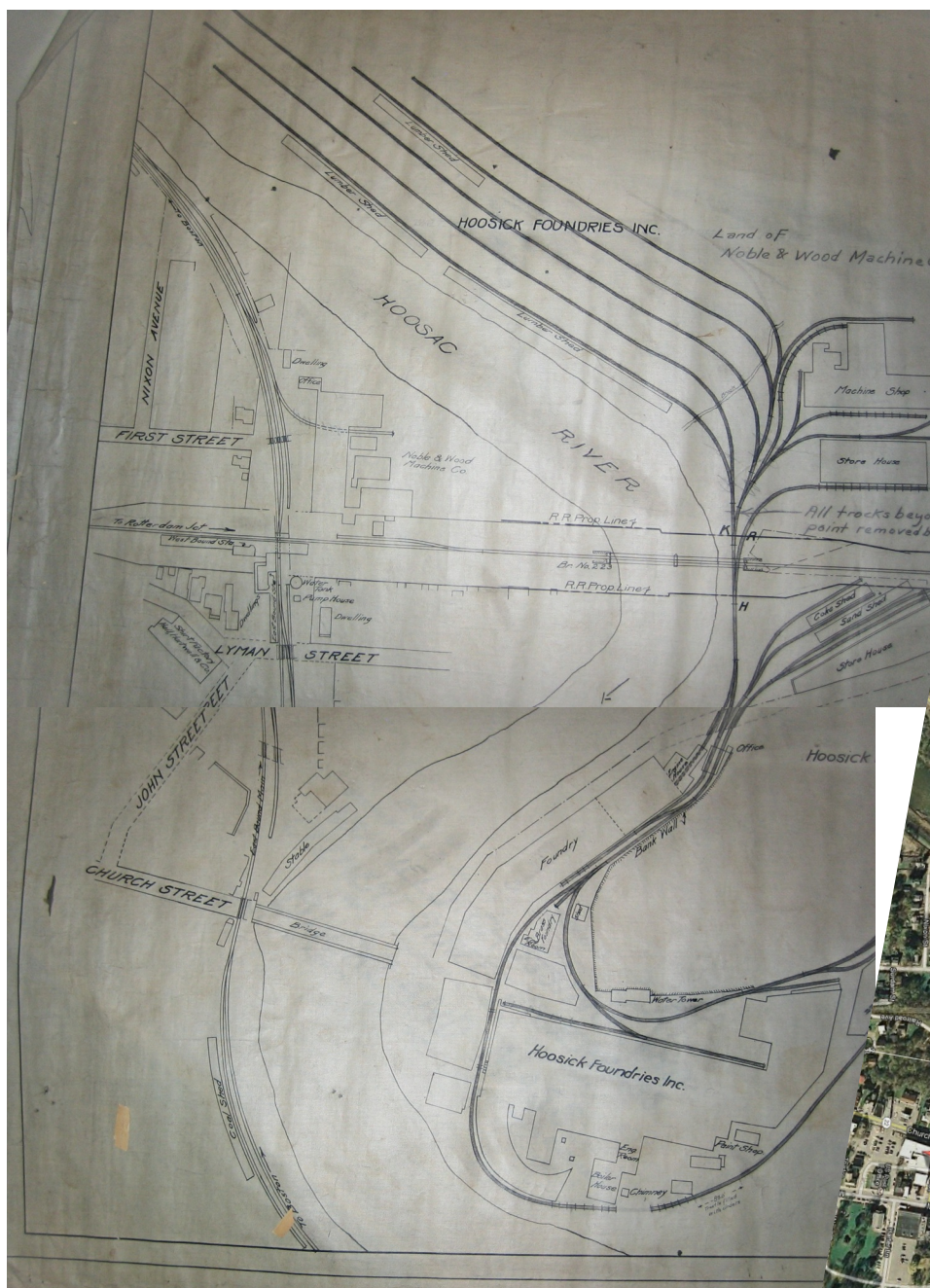
The *Headlight* is always accepting photos and articles relating to model and prototype railroading. Please email editor@hubdiv.org.

Planning the Colonie Eastern Railway - Part 1

(continued)

Left: These 1915 railroad valuation maps provide a detailed view of the scope of the railroad at the time including the extent of some of the industries served. Large industries such as the Hoosick Foundry provide extensive modeling opportunities. Maps from the Boston and Maine Railroad Historical Society Archives

Below: This is a view of the same area today from Google maps rotated to match the orientation of the valuation maps. Imagery Copyright 2012 DigitalGlobe, GeoEye, New York GIS, USDA Farm Service Agency, Map data Copyright 2012



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 24, 2013 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 their 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. The 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

The HUB Division elections will be held on March 9, 2013 at the Holiday Inn in Peabody, 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. 2013 issue of the Headlight (below) may be copied or cut out and mailed to the Clerk. The HUB member must write his Name and Membership Number on the outside of the envelope to certify the ballot enclosed. The ballot must be mailed to:

**Peter Watson, Clerk
The HUB Division, Inc.
65 Branch Road
East Bridgewater, MA 02333-1601**

Mail ballots must be received by the Clerk no later than March 1, 2013. The Clerk 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. 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. Confirm your Official e-mail address by sending an e-mail to the Hub Office Manager at:
OfficeManager@hubdiv.org

A valid e-mail Ballot must contain the HUB member's Name and Membership Number in the Email Subject Line. All votes must 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. Include a "Yes" or "No" below the three names in regards to the by-law amendment.

2. E-MAIL (continued):

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

E-mail ballots must be received by the Clerk no later than March 1, 2013. The Clerk 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.

See Page 8 and 9 for candidate statement and the bylaw amendment. information.

2013 HUB DIVISION BALLOT

(see instructions above)

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

☐ **Deborah Ames**
☐ **Peter A. Watson, MMR**
☐ **Manuel Escobar**
☐ **Robert L. Keirstead**
☐ **Richard S. Johannes (Dick)**
☐ **write in:** _____
☐ **write in:** _____
☐ **write in:** _____

Approve Bylaw Amendment to ARTICLE VII, ELECTIONS:

☐ **Yes**
☐ **No**

BOD Candidates

Deborah Ames

I have enjoyed being active in model railroading for over 40 years and a HUB member for 25. My current model railroad interests include building a Large Scale garden railroad and a HO module. I am newly retired after managing the Lenz Agency for 15 years and can now turn my attention to giving back to the hobby. Owning and managing a model railroad business gives me an understanding of the industry side of model railroading. This would be my second time on the board having previously served 6 years on the HUB Board in the 90s.

My goals for my next term on the board would be the following:

- Find ways to involve non-active members
- Grow our membership
- Develop more family-friendly events

The HUB has a good basis of serving the various interests within the model railroading community. I would work to continue this by supporting family-friendly events, prototype trips, and increased modeling opportunities. As an arm of the NMRA, we are chartered to support model railroading in our local community. I believe that, as an organization, we need to find more opportunities to open our doors to new members and encourage new participants.

Peter A. Watson, MMR

I became a "serious" modeler around age 8 or 9 coming by it naturally since my father was a long-time model railroader. I originally modeled in HO. In 1974 I changed to On2 and modeled the Sandy River & Rangeley Lakes until 1998 when I decided to return to HO and model the New Haven.

Manuel Escobar

I have completed my second term as one of your Directors and 2-years as your President of the HUB Division. I would like to say that it has been a pleasure and honor serving you and our organization. Our traditions, legacy of The HUB Division and especially our members have been amazing during my tenure because of their support and ideas

Even after 7-years of participation, I am in awe of the body of knowledge I have learned by becoming involved with our members and participating in activities in this marvelous hobby. The HUB's activity in the past three years has been tremendous. I have been involved in the Spring TRAINing Show, New England Train Expo Show and the other activities that our membership has brought to the Board. Our finances are on the positive side of the ledger and growing slowly but steadily. I believe in promoting more activities aimed at making the public aware and educating them. They are the future of our hobby.

I am asking for your vote so I may continue representing you on the Board of Directors. Thank you in advance for your consideration.

Richard S. Johannes (Dick)

Please see the next page.

Robert L. Keirstead

I am a member of the Worcester Model Railroad Club and would like to become a member of the HUB Division Board to help strengthen both organizations by sharing ideas and solutions to common problems. I hope to bring a new perspective to the vision and the future of both organizations.

My specific skills and interests include enhancing the implementation of DCC and all that it can offer to operation realism and automation. I also feel there are additional opportunities to engage families in the hobby by offering a more open approach for parents and children to learn and create memories together. In addition, I feel that model railroading can do more to expose young adults to the railroading industry where there have been drastic changes over the last 30 years. The new industry is modern, competitive, and a driving force in our economy. It has strong demand for skilled workers that can integrate industry and job specific skills. This opportunity is before us and if we take advantage of it we can impact the lives of young people in a positive way.

If you would like to see some fresh ideas in your organization, please support my nomination.

As Spring TRAINing Chairman for the past 6 years, I have worked to provide the membership with a quality program of well known clinicians, trade show and banquet program.

For the past three years it has been my goal to strengthen and build on the programs the Division provides for its members. I am seeking reelection to continue to serve the Division and help keep it one of the NMRA's most active and strongest.

BOD Candidates

(continued)

Richard S. Johannes (Dick)

A model railroader since age 12, I joined the HUB Division upon moving to Massachusetts 23 years ago. I enjoy all aspects of the hobby and remain awestruck by the quality of New England model railroaders.

The leadership tradition of the HUB Division is one of volunteerism. Model railroading means a lot to me and I am honored to have had the opportunity to return something to the hobby by serving the HUB Division. My earlier contributions include establishing the annual display at Children's Hospital and drafting the successful grant proposal that allowed us to replace the trailer. I served 4 years as HUB Division President. I currently serve as a Board member, as Director of the New England Model Train Expo and as Chairman of the Signaling Committee.

I participate in a wide variety of HUB Division activities including the modular group, RAILFUN nights, fan trips, doing clinics at Spring TRAINing as well as NER and NMRA national conventions.

I have considerable organizational and teaching skills related to my professional work. I like challenges, am open to new ideas and tend to set ambitious goals. I believe it is important to search for innovative ways to promote our hobby.

Proposed Bylaw amendment 2013

ARTICLE VII

ELECTIONS

Old language is shown as strike through; new language is underlined and bold

Section 2

The Nominating Committee will direct the ~~Office Manager~~ **Clerk** to prepare the ballots, no later than 60 Days before the Annual Meeting, listing the candidates for Board Of Directors, followed by a write-in space, followed by any ballot issues. A biography of each candidate not to exceed 200 words will accompany the ballots. A section following the Candidates and Issues will direct the Secretary, or any member in good standing as designated to present the ballot in proxy at the Annual Meeting. The ~~Office Manager~~ **Clerk** will provide the ballots to Hub Division, Inc. members in good standing no later than 30 Days before the Annual Meeting. Proxy ballots returned to the ~~Secretary~~ **Clerk** must be received no later than 7 days before the Annual Meeting. The return due date must be clearly stated on the ballot

Section 3

Voting for Candidates for Board Of Directors and ballot issues will take place at the Annual Meeting. Members present at the Annual Meeting will present their ballots and any proxy ballots assigned to them to the Clerk at the Annual Meeting. The Clerk will tally the votes, if there are no write in candidates, the **Recording** Secretary may cast one ballot for the slate presented.



A dad helps his two kids put together a kit at the New England Model Train Expo's built-a-car work area. Photograph by Russell Norris.

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.

Support Your Division!



HUB Division Spring TRAINing

Holiday Inn, Peabody, MA

March 9, 2013



The HUB Division will be holding its Annual Spring TRAINing show at the Holiday Inn in Peabody, MA on March 9, 2013.

The show will include dealers, modules and clinics.

Our clinic program this year is featuring Paul Dolkos, a well-known author and modeler. Paul will be presenting a new clinic on the various techniques he uses to model structures on his new layout.

The clinic program is nearly complete and includes a variety of clinics presented by area modelers. See the clinician list to the right for the clinicians and topics as of publication. For complete listings 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, we will host the Annual Meeting of the HUB Division, Inc., followed by a happy hour and banquet. The banquet menu includes your choice of London Broil, Parmesan Crusted Chicken or Baked Scrod. The banquet reservation form is below.

Negotiations are underway for a speaker after the banquet that you won't want to miss. See the HUB website for additional information.

Mark "March 9, 2013" on your calendar. We look forward to seeing you there and keep checking the web-site for updates.

Clinician List

Peabody Holiday Inn

March 9, 2013

The following is a list of the clinicians and their clinics for the Peabody Spring TRAINing Show on March 9, 2013:

Paul Dolkos; Paper or Plastic, Thoughts on structure modeling

Mike Tylic; Lets Build a Laser Kit

James VanBokkelen; Scratch-Building Structures with Styrene

Bill Goldthwait; Why Did My Train Stop Running? Basic trouble-shooting for model railroaders

Jeff Turner; Free-Lancing is Fun / 3 Hobbies in 1

Mike Clements; Shipper Snapshot - Draper Corp: How an old stack of waybills resulted in more realistic modeling

Ray Barry; Photographic Backdrops

Craig Vreeland; Terrain Sculpting

David Insley; Making the Grade

SPRING TRAINing Banquet Reservation Form

Name: _____

Phone: _____

Email: _____

Indicate number of meals:

____ London Broil

____ Parmesan Crusted Chicken

____ Baked Scrod

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

Total Number Attending: _____ x \$27.00 = _____

Make check payable to The HUB Division, Inc.

Return this form with payment to the address below before March 1, 2013:

HUB Div. Spring TRAINing

65 Branch Road

East Bridgewater, MA 02333-1601



There was a crowd at the October RAILFUN where Ray Barry spoke about Photo-Realistic Backdrops. Photograph by Bill Barry

HUB Headlight

Volume 29, Number 3, January - February, 2013

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
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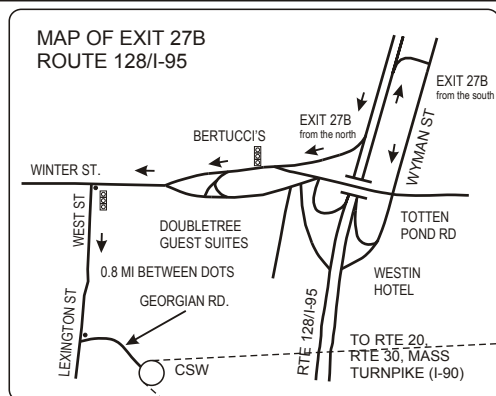
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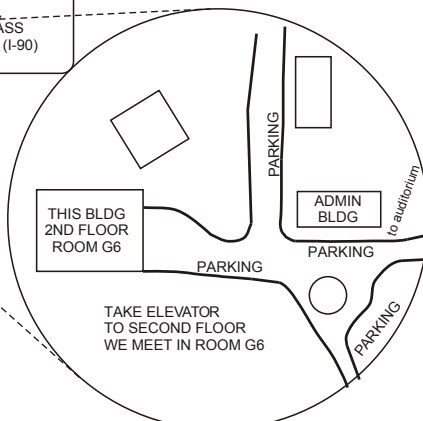
Membership: National Model Railroad Association members residing within the boundaries of The HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties of Massachusetts.)

Headlight Printers
Versatile Printing Services, LLC
Burlington, MA



MAP TO CAMBRIDGE
SCHOOL OF WESTON

MAP TO RAILFUN MEETINGS



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**.