

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 29 Number 4, March - April 2013
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Presentation: Modeling Alcos with Sound

By Rudy Slovacek

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

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. Please note venue change since Jan.-Feb. issue.

Modules 101: Selecting a Theme and Design

By Dick Johannes

8 PM Friday, April 19, 2013, Cambridge School of Weston

This will be the first in a series of three Railfun Meetings on modules. In this session, participants will learn about the HUB Division's Modular Group and how the modules go together to create a large operating layout. You will learn about the do's and don'ts of designing a module, including the electrical requirements. Experienced module builders will share their insights on theme and design selection.

Modules 201: Hands-on Clinic - Build a HUB Division Module Kit

By HUB Module Group

8 PM Friday, May 24, 2013

By Request Communications, Marlborough, MA

In this second session on modules, participants will learn how to build a HUB Division module kit and will then have a chance to help build two HUB Division module kits. If you have purchased a module kit, but have not assembled it, you are welcome to bring it with you and assemble it at this clinic. Please note that this Hands-On Clinic will be held at By Request Communications in Marlborough, MA.



Peabody, MA March 9, 2013

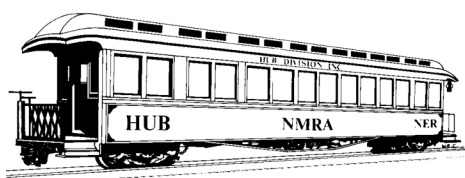
See www.hubdiv.org for updates and the latest clinic information

Saratoga & North Creek Excursion! May 18, 2013

See the President's Car column on Page 2 for all the news. The flyer with signup form are included with this issue.



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



THE PRESIDENT'S CAR

by Manny Escobar

It seems like only yesterday that we had our EastWind Excursion on the Maine Eastern Railroad, Rockland, Maine. Well, we have another one in the works. This one will be at the Saratoga & North Creek Railway, Saratoga Springs, New York, on **Saturday, May 18th, 2013**.

Our set-up man is **Dick Towle**. He has come up with another fantastic Railfan Excursion. On Saturday, May 18th, 2013, Saratoga & North Creek Railway has agreed to have a special scenic train ride from Saratoga Springs to North Creek, New York, a 120-mile private charter on this gem of a railroad in the Adirondack region. The Saratoga & North Creek Railway boasts vintage railcars and a powerful vintage diesel engine that can carry passengers along the Hudson River for a truly unique view of the Adirondacks. The full dome cars are equipped with kitchens, allowing for exceptional on-board dining prepared fresh to order. The excursion harkens back to the days when train travel was sophisticated and elegant.

The Train departs at 9:30 AM from Saratoga Springs and arrives at North Creek about 12:30 PM. A layover of a couple of hours allows time to tour the engine house and local shop. We will depart North Creek at about 3:00 PM and return to Saratoga Springs around 6:30 PM. This will allow time for folks to drive back home that evening. We have also planned multiple private photo run-bys, a tour of North Creek engine facilities, and meal service (meal service is limited seating and by advanced paid reservations only).

Breakfast and dinner will be served:

- Breakfast (outbound leg) will include: Scrambled eggs, bacon, sausage, fruit, OR oatmeal, orange juice and coffee (no other beverage is included) and 15% gratuity. \$10 per person.
- Dinner menu (return leg): Braised sirloin tips with sliced mushrooms or grilled breast of chicken with lemon-caper cream sauce. Cost for dinner is \$25 per person which includes an entree, 1 non-alcoholic drink, dessert, coffee and 15% gratuity.

Lodging accommodations are up to you. There are plenty of good lodgings in the area. Go to the link below and look under Saratoga Springs for recommended lodging; <https://www.sncrr.com/trips/local-information.html>.

Please do not procrastinate making your reservations. The deadline is Friday, May 10, 2013. Train excursion is \$39.00 per person, children under 12 are Free. Meals and gratuity are as listed above

Let's all pray for a fantastic weather weekend like we had last year. Hope to see you there.

Keep on chugging!



Ray Barry snags the Pan Am bag as it makes another move during the Yankee Swap portion of the HUB Holiday Party, while Ginny Watson, Hilda and Jerome McDonald look on

Photograph by Peter Higgins

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)

2013

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, Cambridge School of Weston, Weston, 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 18 (Sat)	Saratoga & North Creek RR RAILFUN Excursion, Saratoga Springs, NY
May 24 (Fri)	HUB RAILFUN Meeting, 8 PM, By Request Communications, Marlborough, MA
Jun 21 (Fri)	HUB RAILFUN Meeting, 8 PM, By Request Communications, Marlborough, MA
Oct 17-20 (Thurs-Sun)	2013 NER Convention, Laconia, NH, hosted by the Seacoast Division



Shanty Talk: North Country

by Rudy Slovacek

I'm writing this column in the dead of winter. It's a bitter cold February day smack dab in the middle of the winter solstice and vernal (spring) equinox. The December holidays are over and our trip to Springfield is now history as is the Super Bowl of Football. While we look forward to a busy year this spring and summer, I'd like to relate a very human interest story which occurred when I was walking the yard up in North Creek on the 24th of December.

My wife and I had made a pilgrimage up to the north country to spend the holiday with her niece and husband who run the Glen House Lodge, a bed-and-breakfast at the road crossing the Hudson, and not far from the slopes of Gore mountain. I had some time on my hands and the sun was trying to peek through the clouds but not enough to take the sting out of the wind. There was a surprise behind the engine house in the form of two E-8s painted up in the old Lackawanna colors of maroon, yellow and gray.

I was just finishing up taking some pictures of the D&H advertising on one of the building sides when a van pulled up with a gentleman named Bill Bibby inside. He had been checking on a stray cat he was sheltering there, and was on his way out when he spied what appeared to be a lone rail-fan taking pictures. I introduced myself and told him about the time we first met many years earlier when he was working the yard out of Saratoga Springs as a conductor.

I had discovered the yard in the mid 90's, quite by accident, when I saw a plume of black smoke in the distance. CP had taken over the ailing D&H after Guilford had spit it back out from their system over a dispute involving labor wages. It was to be CP's gateway to the US markets. They started upgrading the track for higher speeds and put their aging Alco fleet to work on the D&H. It was a pair of rebuilt chop-nosed RS-18's that I first encountered switching in yard duty.

Shortly thereafter, I took my two young sons to the yard to watch those CP Alcos at work. I first met Bill when I went to the office to ask permission for us to stand aside and watch. We got permission and he was about to go on duty so he invited us into the crew lockers as he got ready. He told us where to stand as he pulled coupler cut levels and threw the turnouts to accomplish the task of sorting cars from his switch list for the next train. This was before 9-11 and the boys and I have vivid memories of that lazy summer day in the yard.

On and off over the years, Bill has been involved telling stories and giving presentations to the Bridge Line Historical Society of which I'm a member. He was the officiating member when a plaque was placed at the crash site between Thurman and the Glen where two steam trains collided on a stretch of single track with loss of life.

Thus on that cold December day, Bill and I rekindled our acquaintance, and must have talked for well over an hour while I learned even more about this cheerful Irishman. He had a tough life losing his mother at an early age. When he graduated from high school on a Saturday, he immediately began work on the railroad that Sunday evening. He was one of the conductors with the most seniority after CP took over and remained in service until his retirement. He lives in the North Creek area and, in fact, does enjoy building model railroad structures.

We exchanged addresses and I hope to keep in touch with him. It was a wonderful day for this D&H fan.



*Lackawanna Railroad #808 at North Creek on Dec 24, 2012
Photograph by Rudy Slovacek.*

Planning the Colonie Eastern Railway - Part 2

by Dave Insley

In Part 1, Dave described how he stumbled onto the West End of the B&M as the basis for his Colonie Eastern Railway and how he planned the layout based on the prototype information.

The Design

Most railroads, it seems, have designs that are discussed from East to West (or North to South as the case may be), but I will describe this design from the Western most point heading East. After all, it is the Colonie Eastern Railway!

The layout is essentially a double-deck railroad with point-to-point operations beginning in staging that represents Mechanicville/Troy NY and points West, and terminates at the upper level in a staging yard that represents East Deerfield and points East. There is a continuous climb from the lower level to the upper level with no hidden track or helix. The minimum radius curve is 30 inches and all turnouts are #6 or greater. There are 2% grades in spots, but in general the grades are a steady 1% around the layout in order to get the clearance between the two levels.

The plan is to model the prototype Boston and Maine in the spring of 1939. Why 1939 you ask, when my original intent was to model the transition era? One reason was that a flood in 1946 washed out a stone bridge abutment in Hoosick Falls that was rebuilt with concrete. But the real reason came one year in Springfield where I found a Division Point B&M P4 lettered in the scheme that pre-dated the speed lettering. I do not plan on being totally faithful to this year and certainly will have rolling stock and locomotives that will not exactly fit in this era, but I thought it was important to have a year in mind to help ground the design and operating scheme.

The railroad in this area during that timeframe is primarily double track, which might cause problems during operations if we cannot generate enough traffic to make things interesting. I am thinking about using some 'chance' cards to shutdown portions of the double track for a session to give operators some challenges, but that scheme is far from complete at this time.

The modeled section of the railroad represents about 18 miles of the actual prototype.

While this equals only around 1000 feet for HO scale, my space will only allow for less than 200 feet of main line running. The plan is to model all of the towns in that area as LDE's (Layout Design Elements) with towns being separated by shorter mainline runs. Each town is located on a different wall that will provide a natural visual break and should give the illusion of longer separations.

The first town originally planned on the layout was Johnsonville, New York. This is the junction point where the passenger main line departed on the south side of the interlocking tower and headed

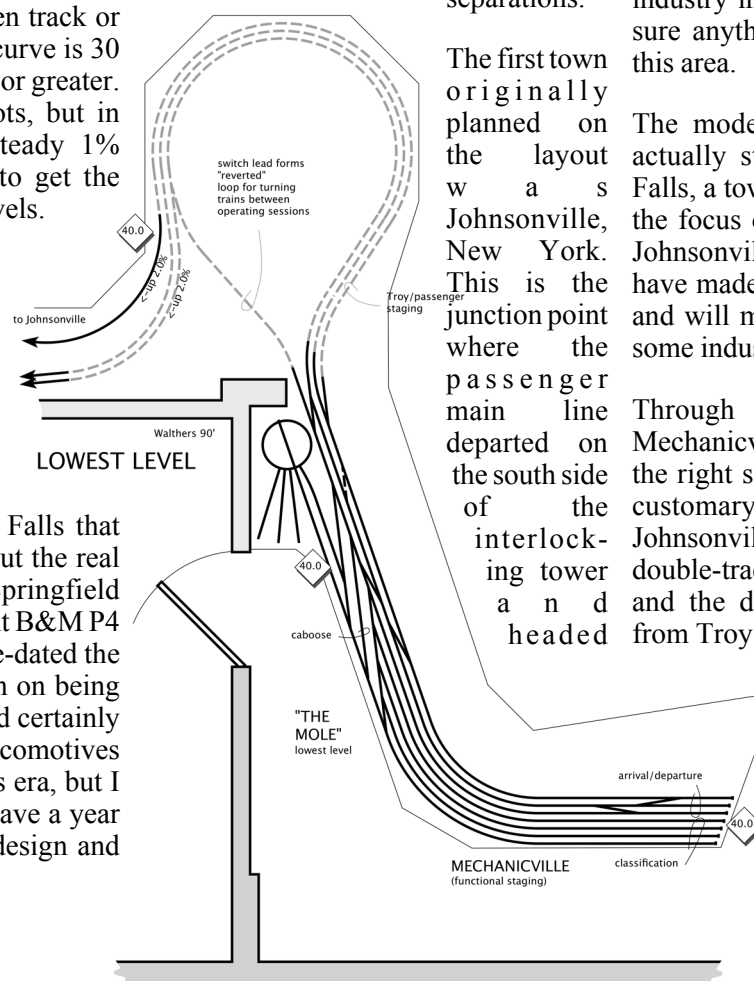
for Troy, New York, while the freight main headed northwest to Mechanicville, New York. Johnsonville is home to the JV interlocking tower, a depot, and several industries including a coal dealer, a Whiting Creamery and a freight house. The valuation maps also show a spur that led to property listed as owned by Blue Seal feeds, so this will leave another opportunity for a rail-served industry in town even though I am not sure anything was ever constructed in this area.

The modeled portion of the railroad actually starts in the town of Valley Falls, a town I know very little about as the focus of my research was between Johnsonville and Petersburg Junction. I have made a few road trips to this area and will make a best guess in locating some industries in the allowed space.

Through freight trains between Mechanicville and Johnsonville ran on the right side of the double track, as is customary in the United States. Johnsonville was interesting because the double-track main from Mechanicville and the double-track passenger main from Troy met at a single track junction before resuming the double track heading east. More than one person has commented about this on the design as not being prototypical, but I did not make this up!



*Johnsonville Station, Johnsonville, New York.
Photograph from the Boston and Maine Railroad
Historical Society Archives*



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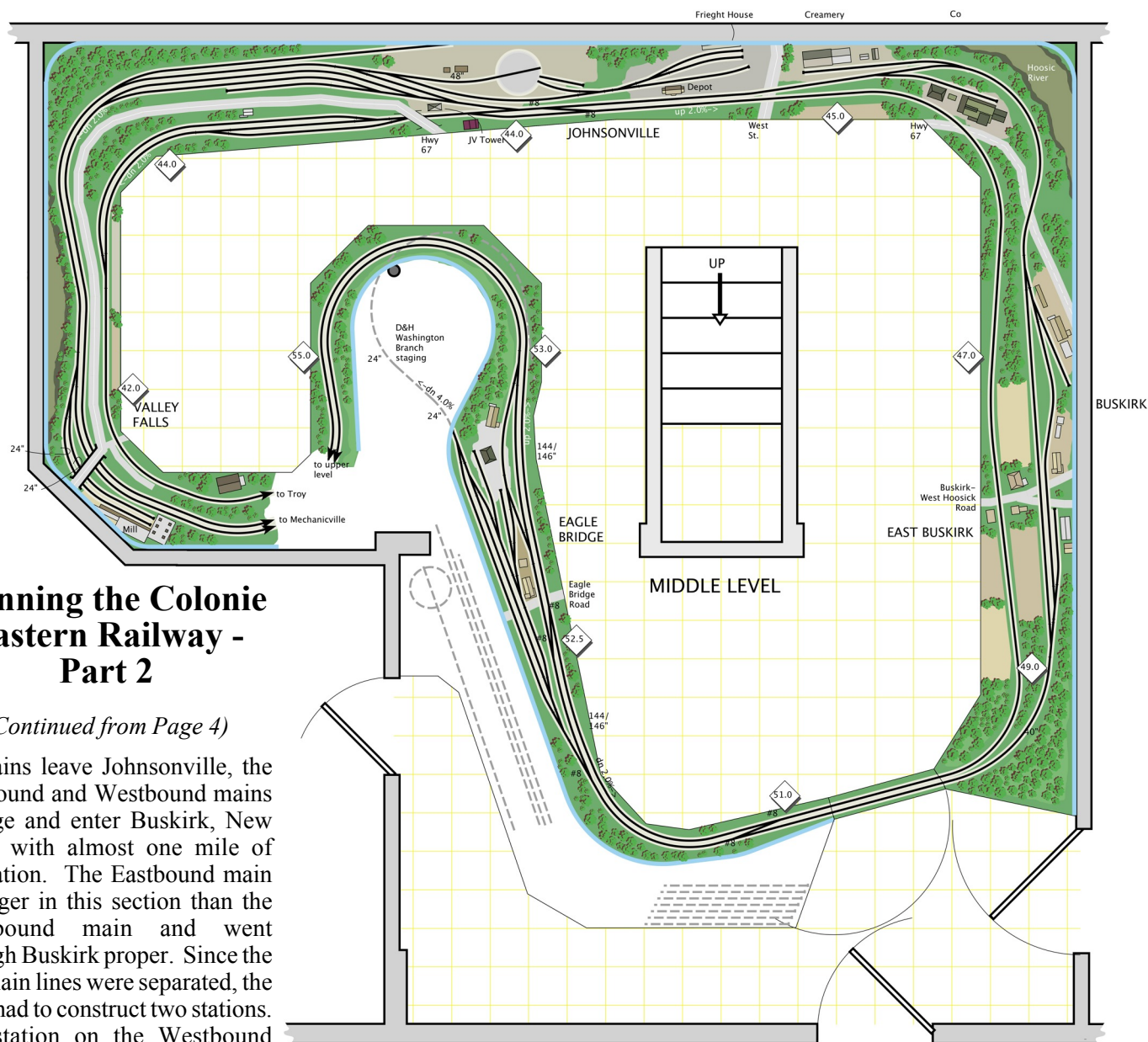
Planning the Colonie Eastern Railway - Part 2

(Continued from Page 4)

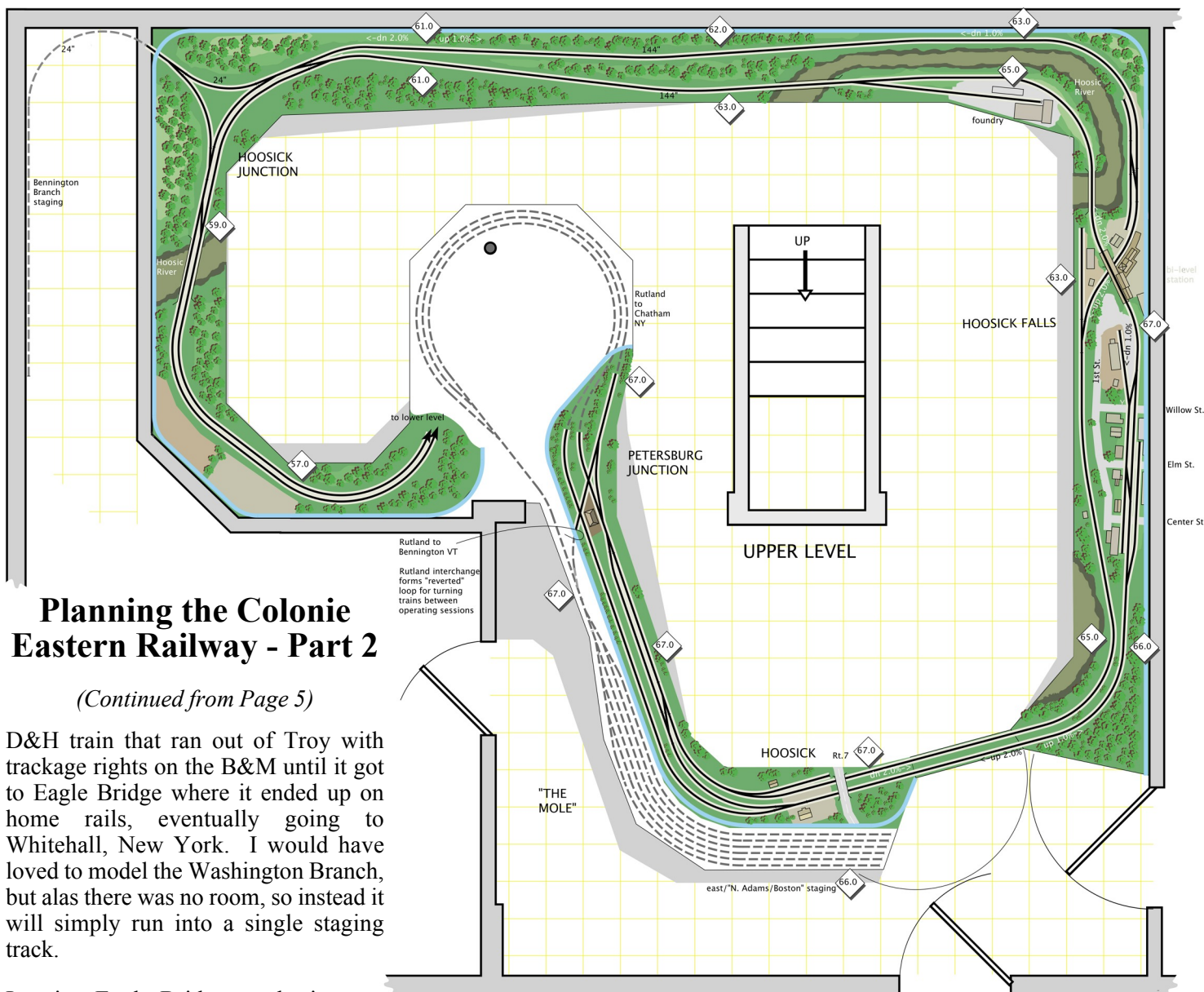
As trains leave Johnsonville, the Eastbound and Westbound mains diverge and enter Buskirk, New York, with almost one mile of separation. The Eastbound main is longer in this section than the Westbound main and went through Buskirk proper. Since the two main lines were separated, the town had to construct two stations. The station on the Westbound main was a small building and listed with a station sign of East Buskirk, with Buskirk being the name of the station on the Eastbound main. There were several small industries on the Westbound main in the town of Buskirk, including a small freight house and what is listed on the valuations maps as a creamery. The buildings were still standing as of a few years ago but were recently destroyed by a fire. Today, only the straight Westbound main remains in this area and there is a freight station still standing today, but I believe this was built once the area became single track in the 1960's. I might take modeler's license and build another freight station here to give me an additional industry to serve, but I need to do more research in this town.

Heading East from Buskirk brings the two main lines back together again at the town of Eagle Bridge, New York. The Washington Branch of the Delaware and Hudson connects with the Boston and Maine here and this was the home of a depot, freight house, and a large milk operation owned by the HP Hood company. This was the longest running rail-served milk operation on the B&M operating into the 1970's. The B&M also interchanged traffic here with the D&H with carloads bound for Rutland, Vermont. There was also a

(Continued Page 6)



Hoosick Falls Station, Hoosick Falls, New York. Photograph from the Boston and Maine Railroad Historical Society Archives



Planning the Colonie Eastern Railway - Part 2

(Continued from Page 5)

D&H train that ran out of Troy with trackage rights on the B&M until it got to Eagle Bridge where it ended up on home rails, eventually going to Whitehall, New York. I would have loved to model the Washington Branch, but alas there was no room, so instead it will simply run into a single staging track.

Leaving Eagle Bridge on the journey East takes us two miles to Hoosick Junction. Here is where a branch line

split off at a wye heading to Bennington, Vermont. The Rutland Railroad ran all of its passenger traffic down from Bennington where it ran on Boston and Maine track until it reached Troy. This means we now have three different railroads running on B&M track in this short segment of railroad! There are no industries listed in this area on the valuation maps, but I have found references to interchange traffic in this area, so that will give us the "universal industry." The branch will disappear into the utility room, passing in front of the electrical panel. But one

thought would be to put an elevator back here to increase the amount of staging.

Continuing East from Hoosick Junction brings us to Hoosick Falls, New York, the largest town in this section of the railroad. Hoosick Falls was home to a bi-level depot where the Westbound trains were served from an upper platform, and Eastbound trains crossed at a right angle on a lower platform. The two main lines crossing one another at a right angle is what forced the B&M into left hand running in this section of the railroad, another really interesting feature that drew me to model this prototype.

(Continued Page 7)



The H.P. Hood Siding, Eagle Bridge, New York. Photograph from the Boston and Maine Railroad Historical Society Archives

Planning the Colonie Eastern Railway - Part 2

(Continued from Page 6)

In the late 1800's there was a large manufacturing operation in Hoosick Falls called the Walter Wood Mowing and Reaping Company. They had tremendous success selling farm implements worldwide but various business conditions forced them out of business in the 1920's, before the era I plan to model. I will reinvent history a little and extend the life of this company through an acquisition by the John Deere Company. Hoosick Falls was also home to a coal dealer and several other industries, including a garment factory and machine company that made machines for the printing industry. I have also found photographs of passenger cars on storage tracks, which leads me to believe this was a starting point for commuter traffic into Troy. This will be an opportunity to add and remove passenger cars to and from Troy during operating sessions. Trains heading East out of Hoosick Falls resume right-hand running once they cross over the Westbound main line at the Hoosick Falls depot.

The last area on the modeled portion of the layout is Petersburg Junction, Vermont. This is the point where the Rutland Railroad Corkscrew Division crossed the B&M on its way to Chatham, New York, from Bennington, Vermont. There was a small freight house here with an interchange track where the Rutland and B&M

interchanged all freight traffic. The Rutland ran a good deal of milk on the Corkscrew division up until that track was abandoned in 1953. After this time, the Rutland ran the milk down to Hoosick Junction and then to Troy before eventually making its way to Chatham and ultimately, New York City. The Rutland is represented by staging, but offers the opportunity for another operating position and a chance to switch the "universal industry."

Finally the railroad enters staging again where all trains terminate. One design element of each of the staging yards is a reverse loop that can be used to turn complete trains during operating sessions for their next run on the railroad. I enjoy switching and working yards, so we decided to turn the lower staging yard into a working yard, complete with a caboose track and small engine facility. The plan will be to continue to another true staging yard under Buskirk, so we can bring trains into 'Mechanicville' and then sort them for a continued journey West on the New York Central, or a journey North on the Delaware and Hudson.

I am very excited about the design of the railroad and how closely it represents the prototype and its tie to my childhood fictitious railroad. Construction has begun with the lower staging yard and I plan to build track and scenery as I go, adding as many structures as possible



The H.P. Hood Building, Eagle Bridge, New York. Photograph from the Boston and Maine Railroad Historical Society Archives

along the way. Hopefully it will not take me as long to build the railroad as it did to ultimately design it, but it has already provided years of enjoyment and I am excited to see it come to life. Stay tuned as we head to Johnsonville!



James VanBokkelen, Gerald Abegg and Jerome McDonald discuss a locomotive at the worktable inside the layout at the Springfield Show. Photograph by Bill Barry

Treasurer's Report

by Gerry Covino

Stated to the right is our financial position as of December 31, 2012, the mid-point in our fiscal year July 1, 2012 through June 30, 2013. 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	\$ 1,917.61
General Savings Account	5,972.89
Reserve-Live Savings Account	22,212.17
Program Checking Account	250.00
PayPal Account	1,389.10
USPS Permit Account	<u>5.02</u>
Total Funds Available	\$ 31,746.79
Value of Club Car Inventory	<u>2,545.20</u>
Total Value of Cash and Assets	\$ <u>34,291.99</u>

Hand-Building Turnouts

by Rich Pitter

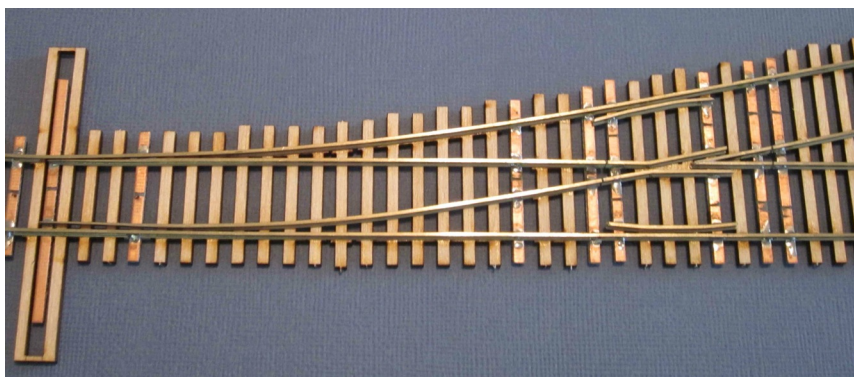
I recently purchased turnout building kits from Fast Tracks. I like the way the resulting turnouts look and function. At a Railfun clinic a few years ago, Dick Johannes and Ken Belovarac demonstrated how straightforward the filing and soldering was. Over the years, I had dreamed of building turnouts and had saved several magazine articles on filing points and frogs. I tried some of their techniques, but with no success. One or two articles even used bench sanders for rapid removal of rail material, but I was never ambitious enough to try them.

Fast Tracks has a catchy slogan, "Helping the world build better railroads." Their system consists of using about nine copper-clad printed circuit board (PCB) ties per turnout to hold the rails in place and in the proper gauge. An aluminum assembly fixture holds everything in place for soldering and for cementing the soldered rail assembly to a tie strip. Finally they offer hand-held steel blocks to guide your filing of the rail.

I ordered kits for HO code 83 rail turnout numbers 4.5 and 5 through the Fast Tracks website (<http://www.handlaidtrack.com>). I have 18-inch radii on most of the layout and 24-inch radii on the outside ovals, so longer trains can run. Fast Tracks number 4.5 turnouts have a 20-inch radius curve on the diverging route, while their number 5 turnouts have a 26-inch radius diverging route.

The Fast Tracks website contains several tutorial videos, and the kits contain DVD's with even more videos. The videos include how to select and use tools, how to use their points and frog filing tool, how to solder, and how to build a turnout in the assembly fixture. The instruction videos are very complete and I found them a helpful reference at several steps during turnout construction.

I generally followed their instructions. When I tried something different, I



This number 5 turnout has been fabricated and cemented to a tie strip that Fast Tracks makes. The frog gaps have been cut with a jeweler's saw and the turnout is ready for installation. Photograph by Rich Pitter

usually concluded afterwards that they had the better way. The one thing I changed was to stop using acid flux for soldering. At first I followed their instructions and used acid flux, but because I bent over the work to get my OptiVisor in focus, my face was within six inches of the work and I inhaled the vaporized flux. That led to bronchial problems that took awhile to clear up. I tried using rosin core solder, but the solder is too large in diameter for the fine work in turnout construction. So now I use small diameter solid solder with Radio Shack rosin flux. It works but, even with a microbrush applicator, it slops all over. Whereas acid flux cleans up easily with soap and warm water, rosin flux does not. Alcohol didn't work, either. I finally succeeded by using acetone (nail polish remover should work just as well, since it is acetone-based) and a fiber brush to scrub the assembly clean of the flux. I found it important to clean up the assembly fixture as well as the turnout, since the gummy rosin slops over onto that, too.

I didn't have a jeweler's saw to cut the gaps that isolate the frog from the rest of the turnout, so I used a cutoff disk on a Dremel tool, instead. Two bad things happened. First, the gaps were too wide and second, vibration from the Dremel caused pieces of rail to shake free from the PCB ties. I finally ordered a jeweler's saw from Micro Mark since no local stores carried them.

I don't work for long periods. I cut and file all the parts for a turnout in about an hour and then clean all the PCB ties and

rail parts using alcohol. I store the ties and rail in a plastic bag until I'm ready to assemble the turnout. During another session, which also takes about an hour, I solder the rails to the ties in the assembly fixture. Since the rails fit in grooves in the fixture, I initially thought that everything is therefore in gauge. After building several turnouts, I realized that I need to exert care while attaching the guard rails and while soldering the points and closure rails. I also realized afterwards that one needs to sufficiently file the points and stock rails for the turnout to work each time. I now get the frog and points as sharp as possible.

I expected a learning curve, and consider that to be like paying "tuition" for the knowledge of how to build reliable turnouts. It's paying off, even though I had to repeat the class a few times.



The Southern MA - Northern RI Layout Tour 2013 will be held on Saturday April 13th from 10AM to 4PM. The layout lineup is still being worked on, but for those interested they can visit our website at <http://layouttour.com/>. The final layout list will be posted in early March. There will be some new layouts this year while some of our prior hosts are taking a year off.



Springfield 2013: Clockwise from upper left: 1. Brenna Whitney operates Boston Yard; 2. Jeff Gerow's Yankee Flyer heads through snow-covered terrain on the Amherst Belt Lines Railroad; 3. Jerome McDonald operates his train as it passes Larry Madson's Steel Mill; 4. Paul Dexter and Martin Klein work the membership table..

Photographs 1, 3 & 5 by Bill Barry,
Photograph 2 by Jeff Gerow,
Photograph 4 by Peter Watson; 5. A train heads out from Upton yard as Dave Hearn and his wife, Shack and Mark Harlow look on. Dick Ball is in the back corner.



Order Form - HUB Division Apparel

Short Sleeve Shirt and Sweatshirt Available Sizes S M L XL 2XL 3XL

Short Sleeve Shirts - Ash color Shirt with HUB Division Logo - **\$30.00 each**

Size: _____ Quantity: ____ Amount \$ _____

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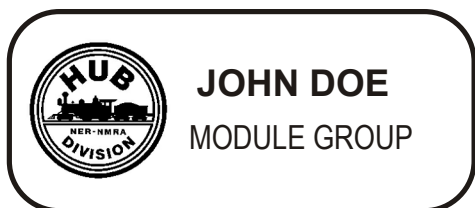
The HUB Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

Orders must be received by Oct. 15, Jan. 15 or April 15. 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, please 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.



NAME TAGS AVAILABLE

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)

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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.

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

I enclose \$7 for a subscription to the HUB Headlight for 2012-13.

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

Send your payment to the address above.



*Clockwise from left.: Liz Murray, Shack, Peter Watson and our host Dick Ball at the 2nd Annual Holiday Lights and Hot Chocolate event in Holliston, MA
Photograph by Bill Barry*

HUB Headlight

Volume 29, Number 4, March - April, 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
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

Membership Chairman
Peter Higgins
Membership.chairman@hubdiv.org

James VanBokkelen
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
nemte.director@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

Librarian
Gerald Abegg
Librarian@hubdiv.org

Donations Chairman
Rudy Slovacek
Donations@hubdiv.org

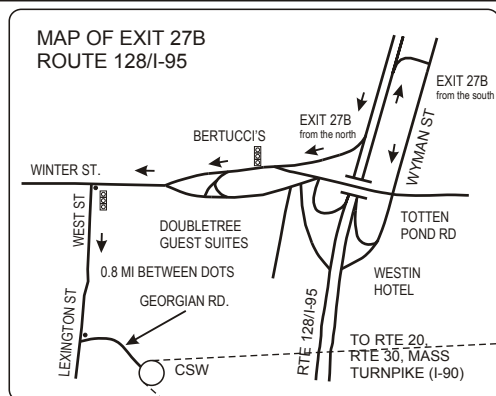
Model Train Expo Business Manager
Mark Harlow
nemte@hubdiv.org

Director-Public Relations
Tim Garner
prdirector@hubdiv.org

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

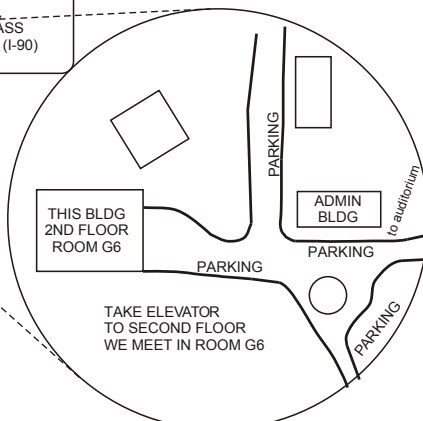
Membership: National Model Railroad Association members residing within the boundaries of The HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties of Massachusetts.)

Headlight Printers
Versatile Printing Services, LLC
Burlington, MA



MAP TO 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**.

The HUB Division presents...

Saratoga & North Creek Excursion

Saturday, May 18, 2013 • Saratoga Springs, New York

\$39⁰⁰
Per Person

Children under 12 are Free

Departs 9:30 a.m.

Enjoy a 120-mile private charter on this gem of a railroad in the Adirondack region of New York.

- Private photo run-bys
- North Creek engine facility access
- Meal service available
- Advance sales required
- Visit **hubdiv.org** for more information



**Purchase
tickets by
May 10**



Your host for this event is...

The HUB Division, Inc.

National Model Railroad Association

For additional information, visit www.hubdiv.org,
email snc@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 Saratoga Springs train station, 26 Station Lane, Saratoga Springs, New York.

Saratoga Springs is approximately 3 hours and 15 minutes northwest of Boston via I-90 to Albany and I-87 to Saratoga Springs.

For additional information on the event:

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

For more information on the Saratoga & North Creek Railway, visit www.sncrr.com or call 877-726-7245.



Sampling of Area Lodging Options

Saratoga Downtowner

Located downtown, 2 miles from station

518-584-6160 • www.saratogadowntowner.com

Courtyard Marriott

2 miles from train station, shuttle available with advance notice

518-226-0538 • www.marriott.com/courtyard/

Holiday Inn

Located downtown, 2 miles from station, shuttle available

518-584-4550 • www.holidayinn.com

The Inn at Saratoga

Located downtown, 2 miles from station

800-274-3573 • www.theinnatsaratoga.com

Residence Inn

3.3 miles from station, shuttle available with advance notice

518-584-9600 • www.marriott.com/residenceinn/

Meal Options

Breakfast – \$10/person – Limited to 60 seats

Includes scrambled eggs, bacon, sausage, fruit or oatmeal, orange juice, and coffee (other non-alcoholic beverages not included), and a 15% gratuity.

Lunch/Dinner – \$25/person – Limited to 60 seats

Includes entrée, 1 non-alcoholic beverage, desert, coffee, and a 15% gratuity. Entrée choices:

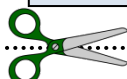
Braised Sirloin Beef Tips with Sliced Mushrooms

With Rice Pilaf, Prince Edward Vegetable Medley (green beans/baby carrots), Rum Cake with Sweet Cream Run Sauce, Rolls and Butter, with Coffee, Tea, or Soda.

Grilled Boneless Skinless Breast of Chicken with Lemon Caper Cream Sauce

With Rice Pilaf, Prince Edward Vegetable Medley (green beans/baby carrots), Rum Cake with Sweet Cream Run Sauce, Rolls and Butter, with Coffee, Tea, or Soda.

- Dinner selections must be made in advance.
- Beer, wine, and spirits may be purchased separately.



Saratoga & North Creek Excursion

Fill out this order form and send it to arrive no later than Friday, May 10, 2013 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
S&NC Charter – Saturday, May 18, 2013 – Adult fare			\$39		
S&NC Charter – Saturday, May 18, 2013 – Children under 12			Free With paying adult		
Brunch/Breakfast – Northbound leg – Saturday, May 18, 2013 <small>Meal ticket gains access to the McKinley Alaska Full Dome Explorer Car – Includes 15% gratuity</small>			\$10		
Beef Lunch/Dinner – Southbound leg – Saturday, May 18, 2013 <small>Meal ticket gains access to the McKinley Alaska Full Dome Explorer Car – Includes 15% gratuity</small>			\$25		
Chicken Lunch/Dinner – Southbound leg – Saturday, May 18, 2013 <small>Meal ticket gains access to the McKinley Alaska Full Dome Explorer Car – Includes 15% gratuity</small>			\$25		
Total Enclosed – Make check payable to HUB Division, Inc.					