

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 30 Number 1, September - October 2013
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Our Season Opener and Welcome By HUB Division Members

8 PM Friday, September 20, 2013, Cambridge School of Weston

To kick off a new year of RAILFUN Events, and to welcome everyone back from our summer break, we are going to hold an information-sharing night where you will have an opportunity to meet and learn about the interests of others. We will take a departure from our normal meeting format and, instead, offer members the chance to give mini-presentations about "What I Did Over the Summer on my Layout", or to share hints and tricks. So, bring your little presentation or demonstration and we will give you 15 minutes to do your thing. If you bring digital photos or a PowerPoint presentation, we will supply the laptop and projector. Please contact the Railfun Coordinator in advance so he can schedule the number of presentations to fill the evening.

Prototypical Operation With R/C Battery-Powered HO Locomotives

By Dan Ticson

8 PM Friday, October 25, 2013, Cambridge School of Weston

Nutmeg Division member Dan Ticson will share with us how he designed and built a battery-powered, radio-controlled HO-Scale AMD-103 locomotive using available HO and hobby radio parts. Dan has successfully run his R/C battery-powered locomotive on several club layouts including the Mohegan Pequot Model Railroad Club and the Silk City Model Railroad Club. The objective was to demonstrate the feasibility of controlling a train without power or signals through the track. The benefits envisioned were unlimited track configurations, no wiring of track, no track maintenance, multiple train operation with individual cab control, and realistic, reliable operation. Dan concludes these objectives have been met and anticipates incorporating engine sound and switch control in the near future. He emphasized that this unique method for controlling HO trains allows one to operate on any type of HO-Scale layout without interfering with the host operating system. You can view a YouTube video showing the actual test run at the Silk City Model Railroad Club in Manchester, CT. <https://www.youtube.com/watch?v=rUwTYucn6u8>.

Modules: Hands-on Clinic - Scenery, Structures and Details

By HUB Division Members

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

In this next session on modules, participants will apply the knowledge gained from last season's RAILFUN Meetings and ballast the track and add scenery, structures and details to the two modules that were built at the May and June 2013 Railfun Meetings. HUB Division members will share their tips and tricks for how to apply scenery to modules that will stand up to the rigors of frequently transporting modules to/from shows and their setup/take-down.

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

Building the Hytron Warehouse - Part 1

by James VanBokkelen

Hytron got its start in Newburyport, MA manufacturing radar parts during World War II. After the war, they repurposed to manufacturing radio and, later, TV parts. Most of the manufacturing was in old mill buildings in a part of Newburyport I'm not modeling, but they built a big high-bay structure on Parker St. next to the B&M's Eastern Route main. CBS acquired Hytron and they soon declined in the face of Japanese competition. I haven't found out much about how Hytron used the rails 50 years ago, but the original building had nine loading doors spaced for 50-foot boxcars. A shed over the spur suggests they wanted to keep the weather off relatively high-value loadings.

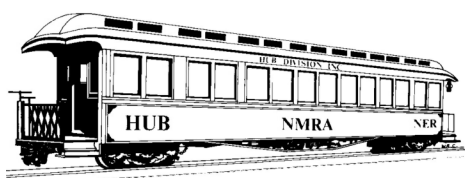


(Continued Page 4)



A crowd of railfans catches shots of the train as it passes over the Sacandaga River Bridge in Hadley, NY, during the HUB's "Saratoga & North Creek Excursion." See Page 9 for more photos.

Photograph by Bill Barry



THE PRESIDENT'S CAR

by Manny Escobar

Hope everyone had an enjoyable and cool summer. Our annual HUB Summer Picnic 2013 was held again at the *Waushakum Live Steamers*, Holliston, MA, and we had a great showing. This year we had a record-breaking attendance of smaller train enthusiasts. I would like to thank **Dick Ball**, **Pete Watson**, and **Jim O'Brien** (President) of Waushakum Live Steamers for their help in organizing this event and, of course, all the members who supported us in coming to the event.

Remember that on October 17-20, 2013 is the NER Convention: *Tracks to Lakeport 2013* in Laconia, New Hampshire, hosted by our sister Seacoast Division. Please come and enjoy the great programs that are planned. Also on the track, The HUB Division and Nutmeg Division will be hosting the 2014 NER Convention in Palmer, MA on September 11 to 14, 2014. We are looking for volunteers in

all areas. Please contact Dick Towle, Pete Watson or myself if you would like to volunteer.

In the last Headlight I mentioned that I would like to bring to the membership and the Board a three- to five-year fundraiser campaign. This appeal is to create a fund for the future of the HUB Division. We pride ourselves in welcoming novice model railroaders into our great hobby and immediately getting them involved in the fun of operating trains and working on our modular railroad. The HUB works hard to ensure the continued educational development and enjoyment of the hobby for our members with events such as: how-to modeling clinics, group outings to railroad locations throughout the Northeast, and visiting and hosting other model railroad clubs for guest operating sessions, as well as active involvement with the National Model Railroad Association. These activities and other events are above and beyond your NMRA membership. I will be sending out information about this campaign coming this Fall.

For upcoming events please check our website calendar; <http://hubdiv.org/schedule.htm> or in this Headlight issue, for the latest happenings within our Division. So come and join us.

Keep on chugging!

Fiscal Year 2014 Appointments

Bill Roach - Vice President
 Gerry Covino - Treasurer
 Ken Belovarac - Secretary
 Peter Higgins - Membership
 Bill Barry - Headlight Editor
 Ray Barry - RAILFUN Coordinator
 David "Shack" Haralambou - Module Coordinator
 Peter Watson - Office Manager/Clerk
 Dick Johannes - Expo Show Director
 Mark Harlow - Expo Show Manager
 Gerald Abegg - Librarian
 Rudy Slovacek - Donations Chairman
 Don Howd - NMRA AP Chairman
 Tim Garner - Public Relations Director
 Dan Fretz - Webmaster

Summer Picnic



Stan Ames and Manny Escobar chat at the HUB registration tent during the HUB's Summer Picnic at Waushakum Live Steamers. Photograph by Bill Barry

Achievements



Left: Gerald Abegg receives AP certificate (Master Builder - Cars) from AP Chairman Don Howd at the June RAILFUN. Photograph by David "Shack" Haralambou



Stan and Debbie Ames ride along the elevated 1:12-scale "High Line" at Waushakum Live Steamers during the HUB's Summer Picnic. Photograph by Bill Barry



Shanty Talk

by Rudy Slovacek

Before beginning my column, I want to note that a large number of HUB members are missing out on a lot of information, resources and helpful hints from other modelers in our group! So I urge all of our readers to email our office manager Peter Watson at: officemanager@hubdiv.org to be added to our "Guesswork" mailing list (if you are not already on it) or to update your email address. Note, if you've changed service providers recently you'll also need to do this so that we have your current e-mail address. Several years ago some of you dropped out because of spam problems but those were resolved and the site has been working flawlessly since. By giving your e-mail address on the NMRA application form you are added to a separate "Constant Contact list." This list is not the same as our "Guesswork" list, but rather it is intended for one-way communications by the Hub President to inform all members of upcoming events and policies as well as notices from the NMRA. It is not intended for two-way communications where you might post questions or requests for help and receive assistance from our members and experts who normally use the site.

An example of the power of "Guesswork" is that I was looking for some scale drawings of a D&H wooden caboose. In less than 24 hours I had 15 offers to help and 5 actually sent me PDF files of the drawings in their reply. If I had approached the NMRA library it would have taken perhaps weeks or even months to get the needed information.

Within just the past 6 months alone the topics of (1) faulty performing DCC decoders, (2) CAD programs for layout design, (3) equipment drawings, (4) simple non-computer tools for designing layouts (5) Old time photos for scenery and modeling (6) Signaling, (7) Layout tours, (8) JVBs B&M Eastern Route and other topics have been discussed on this site. Experts such as James Van Bokkelen, Larry Madsen, Stan Ames, Peter Watson, Erich Whitney, Dick Johannes and Mike Tylick, to name few, have volunteered helpful information in answering these queries. So if you're not a part of this valuable information exchange and you want to be, then sign up now for "Guesswork" with Peter. And now back to more fun stuff.

The D&H Caboose:

In Oneonta, NY, there resides a D&H four-wheel bobber caboose numbered 10 that is storied to be the first meeting place for the "Brotherhood of Railroad Trainman." Why is this important you ask? Well it got me to thinking when I began to focus some of my modeling efforts on the early D&H Diesel era when black Alco S and RS units with yellow stripes were paired with 30-ft. wooden cabooses at the end of each train. These are not readily available models and the only ones I'm aware of are craftsman-type kits by either Quality Craft or Gloorcraft, and in brass. Virtually all the pictures I'd seen to date reflect the version with two small 24" by 15" single-paned windows per side. My

request for Chuck Youngkurtz's drawings in Model Railroader's May '72 issue produced not only nice scale drawings of the caboose with these windows but also a taller version that Chuck termed original windows. While I still have not found an actual conversion date to the smaller windows I did find some interesting history along the way in an

early Monograph published by the D&H itself in June of 1927 entitled "Freight, Passenger and Work Equipment Development: The First 100 Years." It covers the period between 1890 and 1920.

In 1913 the D&H obtained its first 30-ft, 8-wheel caboose. Evidently the 4-wheel bobber came into disfavor with the FRA as being unsafe and the use of the longer and heavier two-trucked caboose was mandated for use after July 1, 1920, in New York State, by the Hearn Caboose Law of May 14th, 1913. Thus the D&H, and no doubt others, started a rebuilding program over the years to construct the safer and heavier steel under-frame, center-sill model. Not only is there a description of this change in 1913 but also a picture of that early caboose (#35960) on page 76 with tall windows as in the drawing by Chuck. This is the only window casting actually supplied with the kits. What I don't know is when the D&H actually began the conversion to the smaller windows. Can anybody help me out here?

In the meantime I've been scratch-building some windows with a small jig with the intention of making a mold for the purpose of casting window fixtures. This is easier said than done but I think I have a few samples that might serve as the template to construct the mold. I hope to have a few samples when our September Railfun rolls around. Until then, enjoy the summer and keep cool.



Debbie Ames, Bill Barry and his son Douglas stand next to an early black and yellow striped D&H diesel. Photograph by Rudy Slovacek.

HUB Division Calendar of Events (Subject to Change)

2013

Sep 7 (Sat)	HUB Modular Railroad display, Norwood Days Festival, Norwood, MA
Sep 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Oct 1 (Tue)	Submissions deadline for the HUB Headlight Nov-Dec issue
Oct 17-20 (Thur-Sun)	2013 NER Convention, Laconia, NH, hosted by the Seacoast Division
Oct 6 (Sun)	HUB Modular Railroad display at Pepperell Siding Model RR Club, Pepperell, MA
Oct/Nov TBD	HUB Modular Railroad display at Children's Hospital, Boston, MA
Oct 25 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 23-24 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Dec 1 (Sun)	Submissions deadline for the HUB Headlight Jan -Feb issue
Dec 7-8 (Sat-Sun)	The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
Dec 14-15 (Sat-Sun)	HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA
Dec 28, 2013 (Sat):	HUB Holiday Party. The LaFayette House, Route 1, Foxboro, MA. Menu and signup details will be in the Nov-Dec Headlight

2014

Jan 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 18-20 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 25-26 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Eastern States Exposition Fairgrounds, West Springfield, MA
Feb 1 (Sat)	Submissions deadline for the HUB Headlight Mar-Apr issue
Feb 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 21 (Fri)	HUB Division Annual Meeting and Election, 8:00 PM, Cambridge School of Weston, Weston, MA before RAILFUN
Mar 21 (Fri)	HUB RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Mar 22-23 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Tues)	Submissions deadline for the HUB Headlight May-Jun issue
Apr 11 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jul 13-20 (Sun-Sun)	2014 NMRA National Convention, Cleveland, OH. HUB Modular Railroad on display
Jun 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jul 20 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA [tentative date]
Sept 11-14 (Thur-Sun)	2014 NER Convention, Palmer, MA, hosted by the HUB Division

Other Activities within the Division

September 15, 2013 (Sun): The Providence & Worcester Railfan Club & Museum Annual Model Railroad Show, Charlton, MA. See their website for more information.

September 22, 2013 (Sun): The Old Colony Model Railroad Club 12th Annual Train Show, Taunton, MA. See their website for more information.

October 26-27, 2013 (Sat-Sun): The South Shore Model Railway Club's annual Fall Model Railroad Show & Open House, Hingham, MA. See their events page for more information and the show flier.

Note: These are not HUB events, but are listed on behalf of the groups listed.

The Worcester Model Railroaders Open House

The Worcester Model Railroaders, Inc., one of the oldest Model Railroad Clubs on the East Coast, is holding an open house on Sunday, November 3, 2013 from 10 AM to 3 PM at the club quarters in the Stevens Linen Complex, 137 Schofield Ave. (RT. 12), Dudley, MA. The 40'x 50' 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 as well as operate a train themselves. Admission/Donation: \$2.00, Children under 12 free with adult.

Building the Hytron Warehouse - Part 1

(Continued from Page 1)

The Parker St. facility was sold to Owens-Illinois, who manufactured blow-molded plastic bottles. By the time I was down by the tracks watching local B-21 switch it, plastic pellets were arriving in four-bay ACF Center-Flow covered hoppers and 10-20 cars a week of bottles were being shipped out. From the mid-1960s to the end of freight service, Owens was the biggest customer between Beverly MA and Portsmouth NH. In fact, about 1970 they expanded the warehouse to add four more loading doors.

The original warehouse walls consisted of poured concrete up to 8-inches (one block height) above floor level, then concrete block to a height of about 21-feet. In an era when fluorescent lights and air conditioning were novel, they added three rows of fiberglass-glazed windows below the roof framing. Some of these windows were hinged, though I don't recall them being opened the summer I worked there. By counting blocks and using the size of a boxcar to derive dimensions for the car shed, I came up with an overall height of about 30 feet.



My B&M Eastern Route layout's Newburyport didn't have room for the original dimensions, and Parker St. was left out entirely. Still, I had to model this structure, both for the traffic and as one of a few post-1930 structures on my layout. I wound up with four loading doors, and a total length along the spur of about 170 scale feet.

Thinking about the bracing I'd need for a cardstock, foam-core or styrene structure, I took a look at my pile of scrap acrylic plastic. I'd gotten most of it by asking local hardware stores for off-cuts, and there were several pieces about the right size. Also, clear acrylic would make it easy to model the fiberglass window area, and I could model "3-foot rule" open loading doors by simply leaving it uncovered.



I started with a foundation of 1/2-inch plywood, cut smaller than the overall dimensions to allow for the 1/8-inch thick acrylic. I scribed the acrylic with a commercial carbide-tipped tool and broke the unused bits off with a hand seamer, which I got as a sheet-metal working tool.

I mounted the acrylic to the foundation with #4 x 1/2-inch flathead wood screws in countersunk holes. If you can do the countersinking on a drill press, it will be easier; the bit will sometimes grab and splinter the acrylic when hand drilling. Then I reinforced the joints by gluing scrap bits in the joints, using *Weld-On Acrylic* liquid cement I got at the hardware store. Some of the reinforcing pieces were positioned 3/16-inch below the top of the acrylic to support the roof.

Note: Be careful about ventilation when using acrylic liquid cement; two ingredients are toxic.



I had been thinking I'd have to laminate the styrene finishes to the acrylic using contact cement, but on a hunch I tried a test joint using *Weld-On*: the joint dried quickly, didn't smear and I couldn't break it. This was fortunate, as assembly went a lot faster than it would have with contact cement.



To simulate the fiberglass windows, I sanded the part of the acrylic where they would go with 200-grit sandpaper. Then I masked everything but the areas that would receive Plastruct vacuum-formed cinder block. I cut out pieces to fit and applied it using 3M 77 spray adhesive. Spraying that on the back of the styrene sheet made it shrink slightly, so this entirely scratch-build structure will never be entered in a contest. Next time I'll either spray the adhesive on the acrylic, or experiment with using *Weld-On*. Laminating thin styrene with solvents can produce distortion, but the very volatile acrylic cement may give better results, particularly if I just run a brush full around the edges rather than trying to saturate the whole mating surface.



(Continued Page 6)

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

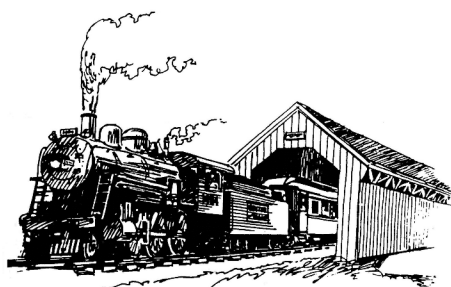
Building the Hytron Warehouse - Part 1

(Continued from Page 5)

Next I masked the cinder block and removed the masking from the lower concrete portion. I sprayed this with Rustoleum rattle-can 223524 Desert Bisque Multicolor Textured paint, to simulate concrete. The prototype block wall is painted, so I sprayed Krylon Fusion rattle-can 2323 River Rock (gray) on top. This was a mistake; it went on too thick and softened the texture paint - another reason Hytron will never be put in front of a judge. I should have made the extra effort and gotten out the airbrush.

Just before deadline for this article, I cut away the masking along the top of the acrylic wall where the corrugated trim goes. I glued a strip cut from an Evergreen .080 spacing sheet in place with Weld-On.

In the next installment, I'll finish the trim and doors, and build the corrugated metal shed over the spur.



Treasurer's Report

by Gerry Covino

Our Division continues to provide and expand programs that support the Division's mission with our dedicated volunteers while maintaining a solid financial position. Even as our economy limps along, our Division flourishes financially as seen in the statement presented below.

The primary contributing factors are the generosity of our members, through their time commitments that support our programs, and the friends of the HUB Division who contribute numerous small donations as we continue to promote the HUB as a non-profit organization. The programs we offer continue to provide revenue that helps offset the costs associated with their success. The Spring *TRAINing* event, under the leadership of **Pete Watson** and **Manny Escobar**, continues to pay for itself while expanding this educational program. The Module Group delivers enjoyment to many modelers under the direction of "Shack" **Haralambou**, and our RAILFUN continues to grow in popularity under the direction of coordinator **Ray Barry**.

Our major fundraising event, the "New England Model Train EXPO," continues to grow in attendance. Through the efforts of **Richard Johannes**, **Mark Harlow**, our army of volunteers and you, our members, the event provides financial resources that fund a major portion of the Division's programs while managing to control costs. The Division leadership is extremely grateful and thankful for the effort and support you provide with the many volunteer hours required to staff this two-day event. The Division asks that you continue your time commitment supporting both days of the

show with a minimum of one hour each day and we thank you by providing you admission to the show.

As we commence our new fiscal year, the Board has again approved funding for the Module Group to complete the "Signal Project" in anticipation of the Division's participation at the National Train Show that will be held in Cleveland Ohio next summer. We encourage everyone to enjoy the upcoming season and to be an active participant in all the HUB's programs.

Finally, the Board urges each of you to make or continue making an annual financial contribution to the HUB Division and maybe consider leaving part of your railroad collection to the HUB. **The HUB Division is a registered 501(c)3 non-profit organization.** This means your contributions to the HUB, as with other non-profit organizations, in most cases are tax deductible on your federal income tax return. You will see a form in this issue of the Headlight that you can use to make your contribution. We ask you to consider adding the HUB to your list of favorite charities that you financially support. Your financial support as well as your volunteer support will continue to ensure the ongoing success of the organization and the programs offered to you and to new members. Your ongoing generosity is greatly appreciated.

Have a great modeling year.

Financial Report - Year Ended June 30, 2013

Revenue - All Sources	\$ 55,358.00
Expenses	<u>54,787.00</u>

Change in Cash Position	\$ 571.00
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Year-end Account Balances

Checkbook	\$ 1,877.00
Unrestricted Savings Account	4,074.00
Restricted Savings Accounts	22,223.00
Other Accounts	<u>360.00</u>
Total Year-end Funds Available	\$ 28,534.00

Looking and Learning in 1:48

by John Doehring

I have trouble with focus, and even in my chosen N scale, there is simply too much to learn, see, do – and buy. So the fact that model railroading involves several different operational scales is for me a good thing. It means I don't have to pay attention to about 70% of what's going on in the hobby.

But of course we all can learn a thing or two from fellow modelers in the other scales. I've certainly experienced this with my HUB Division friends, most of whom are focused in HO. And I was reminded of it yet again when I recently decided (last minute) to attend a day of the New England States, O-scale National Convention in Worcester, MA (June 27-30, 2013).



An 'Ivy League' tunnel? Across the street from Worcester, MA's DCU Center, this ivy-covered train shed carries the Providence and Worcester line through a part of downtown. Minutes later a P&W mixed freight rumbled by.

Two factors influenced my decision to go. First, for a national event Worcester was really close – about 40 miles from home. [By comparison, this year's N-scale Convention was held in Milwaukee – 1078 miles away, and NMRA National was in Atlanta – 1082 miles away]. Close indeed.

Second, I attended on a Friday, which meant the choice was trains instead of work. I love my profession, but the decision wasn't hard. (Trains versus golf would have been tougher).

The show wasn't all that large (smaller than the HUB's Holiday Expo), and it was somewhat lost in the cavernous DCU Center in Worcester. Still, there was a good deal to see and do there.

Among the highlights for me:

Neil Gage shared an informative clinic on flatcar loads. I'm currently building a WW II military transport train in N scale, and figured I might pick up an idea or two. Home run! Neil not only focused on flats, but on WW II military loads, in HO and O scale! Bam! Neil had done some detailed research with primary U.S. government sources on exactly how the different payloads (tanks, armored vehicles, heavy and light trucks) were loaded and secured. I learned a great deal, directly and immediately applicable.

Charlie Pitts gave a nice clinic surveying the current status of trolley modeling. I've long been intrigued by the streetcars and interurban lines that once dotted the landscape and connected our nation's cities and towns. Most of today's trolley modelers work in O scale, fewer in HO. As far as I know, not much trolley modeling is happening in N-scale (so there's an opportunity!) [By the way, I did get a chance last fall to visit the layout of CNY Division's Brian Curry, MMR, and his working (under wire) N-scale trolley line. Very nice.] Charlie also shared his list of trolley modeler resources – books, magazines, websites and such, which will be useful.



Amazing scenery details really show in O-scale, as here in the award-winning Bear Creek Tramrod module.

Bob Lavezzi offered an interesting look into wooden billboard reefers, along with a very special collection of models

originally scratch-built by Robert Wagner, and more recently offered commercially by Atlas O. All clinic attendees received the Atlas O, LLC 40' Wood Reefer Collectors Guide, with over 100 beautiful photos of individual reefer cars. This is a nice reference guide for any scale. I learned that when these iced reefers rode the rails (up through the late 1930s), quite often the internal contents of the car had nothing to do with the billboard on the side! How about that – one brand of beer paying the freight, another enjoying the cross-country advertising!

The New England States' show also included a normal variety of manufacturers, dealers, and modular layouts – all nice. And there were quite a number of home layout visits on the program, though I couldn't squeeze in any of these in with just one day of playing hooky.



The Metrowest O-Scalers were one of several groups displaying at the New England States' O-Scale National Convention, though they were alone in the cavernous lobby of the DCU Center in Worcester.

Altogether, I had a great time in Worcester, exploring a slightly different scale of things. The diversity of our hobby is one of model railroading's most important facets. And though we each pursue our passions in different ways, in the end we're all in it together - people who love trains.

I wasn't sure I'd enjoy a day with O-scale, but I did. And hey, have you heard yet about T-Scale - the new thing at 1/450?





Lakeport's Railroad History

by Peter C. McKenney

The Seacoast Division proposed to the NER to hold its 2013 convention in Laconia, NH, for many reasons, but one of the most important was the historical significance of railroading in this region. As the NER Convention Handbook states, a good convention needs to have a "good balance between model and prototype." With this in mind, the convention planners have arranged several opportunities for convention-goers to learn about the history and legacy of railroading in the Lakes Region as well as the State of New Hampshire and beyond. The development in this territory of rail service and its evolution is typical of many other parts of the country and can serve all modelers who want to create their own believable model layouts.

Early Local Railroad History
Lakeport, NH, once called Lake Village, is actually a part of Laconia, NH. The Boston, Concord, and Montreal Railroad first served Lakeport on October 2, 1848. As its name suggests, this railroad originally aspired to connect Boston and southern New Hampshire with Montreal. Eventually, it settled on a northern terminus of Wells River, Vermont, which it reached in May, 1853, connecting to other railroads serving the Connecticut River Valley and beyond. Lakeport became a very important location on the railroad. At its height, eight passenger trains per day rolled through Lakeport as well as a number of through freights. In 1888, Lakeport also became a railroad junction when the Lake Shore Railroad began construction along the southeastern

shore of Lake Winnepesaukee from Alton Bay, NH. The Boston and Maine Railroad took over that railroad in 1895.

Boston and Maine The B&M had its roots in 1833 and consolidated many smaller railroads in New Hampshire and neighboring states until by 1900 it operated on 2,324 miles of track in northern New England, one of the most important rail systems in the Northeast. It controlled 96% of the 1,174 miles of rail in New Hampshire. It aided growth in local agriculture, forestry products, manufacturing, and tourism. It even expanded into electric street railways and built 16 logging railroads in the White Mountains. Competition from automobiles and aircraft during the 20th century resulted in declaration of bankruptcy in 1970.

Presentations and Displays of Railroad History at Tracks to Lakeport 2013 include:

- Lake and railroad transportation system presentation, including background of the two vessels named Mount Washington, by noted author Bruce D. Heald, PhD.
- History of the Lake Shore Railroad (1889-1935) by local historian Marty Cornelissen, including photos and details of surviving structures.
- The history of the Boston and Maine Railroad with special attention to New Hampshire lines by Buddy Winiarz of the Boston and Maine Railroad Historical Society. Buddy will show many photos from his collection.
- The Laconia Car Company story by noted local journalist Warren Huse.
- Publications and other materials from the B&M RRHS. will be on display, thanks to Jim Nigzus, who also will provide additional information sought by convention-goers.
- Local railroad museums, e.g., Ashland Train Station and Wakefield Station and Freight House, will be open for convention-goers to visit historic structures.
- Self-guided tours of surviving railroad structures are planned.

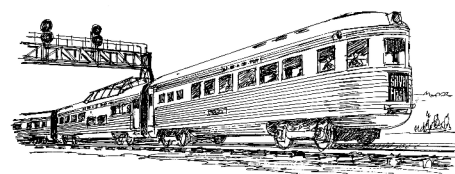
Register Now for Tracks to Lakeport 2013, October 17-20, 2013. If you have not already done so, register now by using the form in The Coupler (issue 250) or at the convention website <http://convention.nernmra.org>. There will be 30 great scheduled clinics to choose from (plus other clinics to be arranged by the modular layout organizers) as well as 30 or so layouts to tour. Layout operating opportunities abound, both on home layouts and in the convention hotel. Also enjoy great prototype rides, a large raffle, and the model and photo contests and showcase. All of this in a resort hotel in a beautiful vacation area with lots of non-rail activities to choose from.



Seacoast Division Model Railroading Night

- September 13th
- October 11th

Meetings are Friday night at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH. See <http://www.seacoastnmra.org> for info.



Saratoga & North Creek Excursion!



*Clockwise from upper left:
Prior to departure, Peter
Watson, Ricky Towle and
his son Timmy have their
safety vests on and are
ready to serve as members
of the safety team, while
Cheryle Insley looks on.*

*Folks await their breakfast
in the full-length dome car.*

*Dick Towle and Rudy
Slovacek, among others,
prepare a photo lineup for
the last run-by of the day.*

*Dick Ball railfans from one
of the vestibules.*

*Photographs listed above by
Bill Barry*

*The staff of S&NC and the
HUB's Safety crew in front
of one of the engines. The
group includes, Dick Towle,
his son and grandson,
Manny Escobar and his son,
and Bill Goldthwait.*

Photograph by Dick Towle



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Our vendor passed away and we are in the process of securing a new vendor. Look for information in the next issue of the Headlight.

HUB Module Kits Available

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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.

HUB Headlight

Volume 30, Number 1, September - October, 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.

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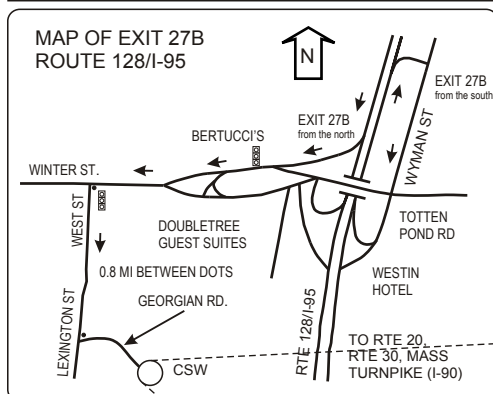
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Upper Right: The younger-member crowd, with the help of Dick Ball and others, makes progress assembling the module kit at the May RAILFUN.

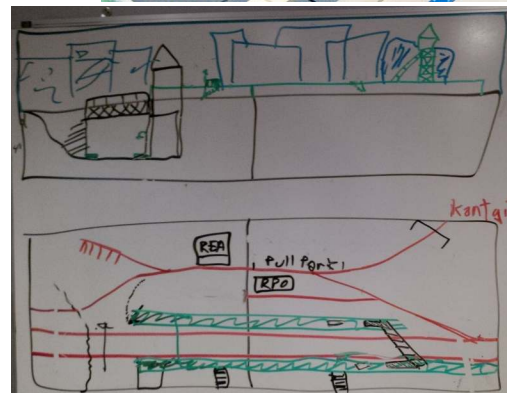
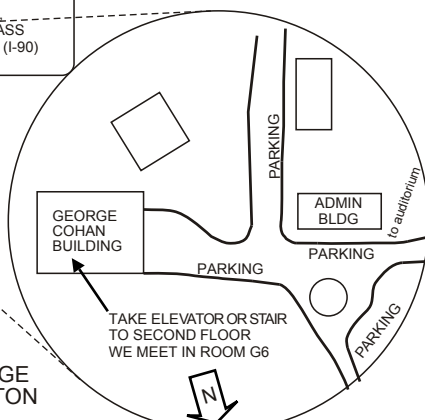
Lower Right: The design crew's whiteboard module plan and elevation of a large passenger station in the small Maine town of Kantigtdare, brainstormed at the June RAILFUN.

Photographs by Bill Barry



MAP TO RAILFUN MEETINGS

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