

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 31 Number 3, January - February 2015
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Hands-On Clinic: Railroad Car Repair & Reconditioning

By Rudy Slovacek

8 PM Friday, January 16, 2015, Cambridge School of Weston

Now that winter is upon us and the yard work season has ended, you can focus on your model railroad. Regardless of what scale you model, equipment should always be checked and maintained to make sure it conforms to standards for trouble-free operation. Fix that dragging coupler pin; re-gauge those boxcar wheels; replace stirrups, running boards or ladders, and add cut levers and air hoses. Whatever needs fixing and cleaning should be done. Bring along your equipment, your toolkit and your standards gauge. The maintenance crew will review the check-up procedures and provide tips for keeping your equipment in tip-top shape. There will be multiple work stations so you can focus on what needs the most help.

Presentation: The BEDT - A Vest-Pocket Railroad You Can Model

By Sam Berliner III

8 PM Friday, February 20, 2015, Cambridge School of Weston

The Brooklyn Eastern District Terminal (BEDT) was the last carrier in New York City to operate a fleet of steam locomotives in revenue service, switching over to diesels only on October 25, 1963! Although it had several smaller yards around NY harbor – all waterfront pocket yards with no land connections to major carriers, its main yard was on Brooklyn's East River shore just north of the Williamsburg Bridge. All traffic in and out of these pocket yards came and went on car floats (barges with tracks on their decks) handled by a vast fleet of tugboats. Although the focus of the presentation is on the big main yard at Kent Avenue, Sam will touch briefly on the other BEDT properties and tease you with looks at some of the many other tiny RR yards dotting the harbor. There was the CNJ Harlem Terminal where Boxcab #1000, about which you heard so much on September 16, 2011, labored for so long; and the Reading equivalent, also served by a Boxcab. Modeling in HO, N, and Z (1:220) will be covered as well.

Presentation: Operations

By Stan Ames, Keith Shoneman and John Lutz

8 PM Friday, March 20, 2015, Cambridge School of Weston

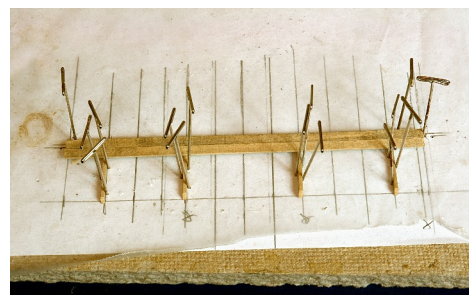
We are trying something new with this Railfun. Attendees will learn about Operations in general, and those specific to Stan's and Keith's layouts. Attendees will then have the chance to practice what they learned at this presentation by attending an operating session on either Keith's HO-scale layout or Stan and Debbie's Garden layout. John Lutz will be coordinating the Op-sessions at both layouts. Anyone attending this Railfun presentation will be guaranteed a spot at one of the Op-sessions. Others signing up to participate will be accommodated if there is any remaining space. Stan and Debbie Ames will be the hosts on Saturday, April 4th with a rain date of April 18th. Keith Shoneman will be the host on Saturday, April 25th. Sign-up sheets for these two Op-sessions will be available at this meeting.

The map to Cambridge School of Weston appears on page 10.

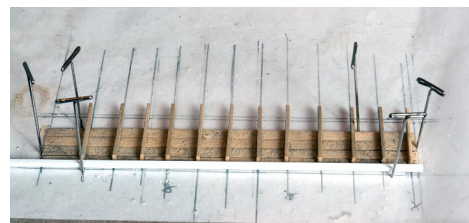
South Shore Lumber Company - Part 2

by Michael Tylick, MMR

Last issue we constructed the floors and walls for our shed, but we will need a roof to keep our lumber dry – come to think of it, we will need some building supplies as well. The floors and walls may have taken some time to build, but the roof should go rather quickly. I suppose we will also have to figure out some way to attach our shed to the railroad – our site is either flimsy hardshell or open space. To paraphrase Winston Churchill, completing the shed may not be the beginning of the end, but rather the end of the beginning. But what's the hurry? Whatever would I do if I ever completed my model railroad?

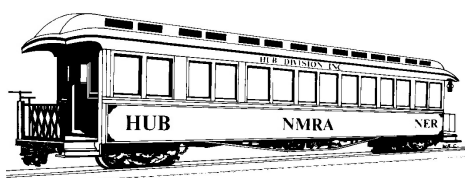


12. The underside of the roof will be visible, so it is built in much the same way as the floor. Having started this article after construction had begun, I had neglected to photograph the template for the floor, which uses the time-honored model airplane "waxed paper over template with pins" technique.



13. The remaining rafters are glued to the roof. The ridge ends do not go all the way to the end; a styrene strip fence keeps them even.

(Continued Page 4)



THE PRESIDENT'S CAR

by Manny Escobar

Happy New Year! As you read this *Headlight*, you should realize that we are halfway through this modeling season. My family and I hope everyone had safe and wonderful holidays. We still have more events coming up for our members and the public.

Please check our calendar on the website www.hubdiv.org and watch for HUB Guesswork emails for the following particulars...

- The Modular Group will be in the Wenham Museum, Wenham, MA; January 17-18-19, 2015 (Sat. - Mon.), and at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, January 24-25, 2015 (Sat. - Sun.).
- A new venue for the Modular Group is coming up in March 2015 (Sat. - Sun.) at the VA Hospital in Bedford, MA. **Rick Murray** is working out the details; more information to come. So please check the website emails and watch for Guesswork emails for updated information.
- Our HUB "*Spring TRAINING*" **Is Back!!!** April 12, 2015, at Holiday Inn Taunton & Conference Center, Taunton, MA. Our featured clinician is **Lance Mindheim** (lmindheim@shelflayout.com), and many more clinics are on the horizon. As I mentioned before, please support your show and events. We will be needing volunteers, so contact Bill Barry at editor@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*." The candidate bios. can be found on Page 6 of this Headlight. Please participate and vote for the best interest of the division.

Finally, The New England Train Expo 2014 was a successful event again this year. Approximately 3500 patrons visited. I would like to thank the Expo committee, vendors and especially the volunteers. Those who volunteered this year were exceptional. We were a little shorthanded this year, but those who volunteered stepped-up and made things run smoothly. On behalf of the Expo committee and myself, I would like to thank you all sincerely for sparing your valuable time and helping us with our show. It is only with the help of volunteers like you that we have been able to take on such a project. I hope that you will continue to give your valuable support to our future programs and shows.

There are a lot of activities happening within our Division because we are very active. So come and join us. It's like they say "*Keep on Chugging!*"

Manny's Railroad Quotes

"A man who has never gone to school may steal from a freight car; but if he has a university education, he may steal the whole railroad." - Theodore Roosevelt

Happy New Year!

HUB Division Calendar of Events (Subject to Change) 2015

Jan 10 (Sat):	HUB Holiday Party, Old Colonial Cafe, 171 Nahatan Street, Norwood, MA. See Nov-Dec Headlight.
Jan 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 17-19 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 24-25 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Eastern States Exposition Fairgrounds, West Springfield, MA
Feb 1 (Sun)	Submissions deadline for the HUB Headlight Mar-Apr issue
Feb 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar TBD (Sat-Sun)	HUB Modular Railroad display at the Bedford V.A. Hospital, Bedford, MA
Mar 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 21-22 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Wed)	Submissions deadline for the HUB Headlight May-Jun issue
Apr 12 (Sun)	The HUB-sponsored Spring TRAINING show at the Holiday Inn, Taunton, MA
Apr 12 (Sun)	HUB Division Annual Meeting and Election after Spring TRAINING show



Shanty Talk: The Detour Continued

by Rudy Slovacek

Although you may be reading this in January, I'm writing this column on a crisp fall morning in early November. Evening temperatures have fallen into the mid-30s and there is truly frost on the pumpkin. It's the kind of morning where railroad men draw their jackets a little tighter and the coal tender sets out to top off all the coal bins at every switch and crossing shanty along the line. Winter is coming and there's much work to do before the snow flies. I spent the weekend cutting my lawn short and removing quite a few leaves.

Then, Dick Wenzel dropped by to deliver a donation of items for our HUB sale table. Thanks Dick, Louis Krue and all of you who've donated this year. Dick was also interested in seeing how my caboose was coming along. Evidently some people do read my columns.

On Sunday, I fired up the Honda snow blower and put a new battery in the old Gravelly tractor. It's an old model L built over 55 years ago with a cast iron chassis and a 5 Hp gasoline engine. My dad got it with a number of attachments to mow the lawn, plow and till the garden along with a cultivator, too. I inherited it when he decided to sell the house, and brought it to the Boston area where I paid to have an electric starter added and purchased a plow attachment. It was without a doubt the best money I ever spent. Between those two pieces of equipment I can handle the heavy wet snow or the deep powder.

I wanted to get these fall chores out of the way so I can stay inside and do some modeling when that arctic blast hits. However, I digress and you can see how one thing just leads to another around here.

In my last few columns, I noted how my modeling efforts had decidedly taken a detour. Well, this fall was generally no different, except that after installing a Lok Sound unit in one of my Alco RS36s at a Palmer Diamonds clinic, I naturally had to do a little detail upgrade to the Atlas Trainman unit. As a rule, I like to have my locomotives look as well

to model. Thus, I've spent some time tracking down the authors and information needed to update my D&H library. I don't believe any serious modeler can have too many reference books on their favorite road especially when it comes to placement of those little characteristic details. I'm looking forward to perusing those resources during the winter months and before my next locomotive project. That caboose I talked about earlier is still on my work bench, but I did manage to spend an hour on it! Good thing, because most of my weekends are now spent collecting donations for our sales tables.



as they sound. Cal-Scale produces a detail kit (190-527) containing the grabs, lift rings, coupler levers, MU hoses, etc. for the RS32s and 36s. I bought a few in anticipation of just such a need. Interestingly, the cast brass MU sets sport four hoses per set while the few D&H Alco pictures, I found, display sets of three on each side of the coupler. As the model itself contains the cast on detail for the appropriate three hose sets, I used that and simply drilled out the holes where I wanted to separately install the mu hoses. The fuel tanks are similar to the RS3 units and will also require reworking as I noted in my earlier column.

Then the next detour arose. I noticed that several new books had come out on the D&H, particularly on the south end between Schenectady and Binghamton, and which might contain additional photos of the RS -3s, 11s and 36s in the post-WWII to mid-sixties period I like

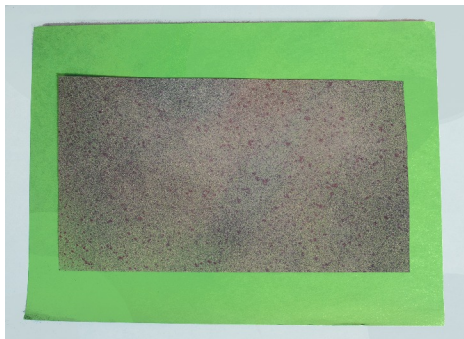
My friends like to tease me that my fondness for all things D&H is misplaced, since it is a railroad that comes from, and goes to, nowhere. While it is true the anthracite coal business has diminished in the Scranton area, the many paper mills in Ticonderoga are gone and there are no more steel mills or ore operations along the shores of Lake Champlain, it all did exist to varying degrees during the period that I model.

In that spirit, I started to explore internet sites dealing with the history of iron mining and steel making in the Adirondacks. The History of the Chateaugay Ore and Iron Company as compiled by J.R. Linney may be found online at: <http://bigelowsociety.com/history/mine/hisore1.htm>. It is taken from an inspection report to the D&H Board of Directors in the mid-30s. During the 1880s nearly 23% of the Iron

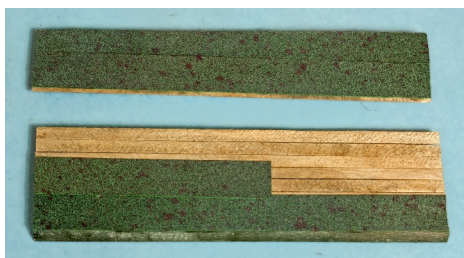
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South Shore Lumber Company - Part 2

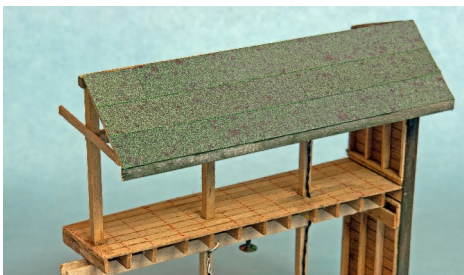
(Continued from Page 1)



14. Roofing paper. Following suggestions from Art Fahie of Bar Mills Models, I over-sprayed green construction paper (shown underneath) with mists of grey, black, white, and red primer. The spray cans from Wal*Mart are inexpensive and work well for this, especially when the cans are used and less paint comes out. Holding the spray can vertically and far away helps give the splatter effect that gives the paper a textured look. The paper will be cut into strips. Mine are a scale 27" wide but prototype roofing paper seems to come in several different widths.



15. The roofing paper strips are applied randomly to the roof.



16. The front roof is glued to the wall. Again departing from prototype construction, the roof was attached to the outer wall and ridgepole. The horizontal truss member is then added to bring the unsupported end of the roof into correct alignment.



17. Subsequent truss horizontals are then glued in place. I am uncertain how many would be necessary, but a truss at every other rafter seemed sufficient.



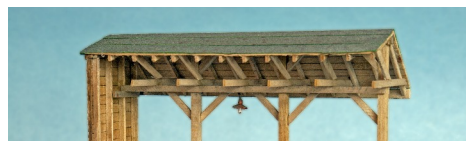
18. The rear roof is glued in place the same as the front.



19. The first rear diagonal aligns the roof. The rest are then added. Wood shims fill the open space at the ridge pole. A strip of roofing paper will be scored, folded, and glued across the ridge.



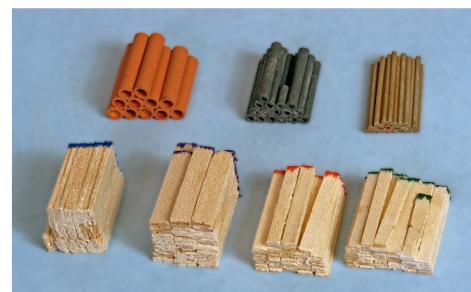
20. and 21. A side view and overall view of the completed trusses.



22. The completed shed from the inside (viewer's side).



23. The completed shed from the track side. This will not be seen from the layout edge but may show up in photographs.



24. There are faster ways to build lumber piles, but since these are quite short (about 1" long), board-by-board seemed the easiest. We are looking at the visible (interior) side. The new lumber has only a very, very thin umber wash applied so it will appear much lighter than the shed. Paint is often applied to the lumber ends to retard moisture; I used felt tip pens to replicate this. The pipes are short bits of Evergreen tube and rod.

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

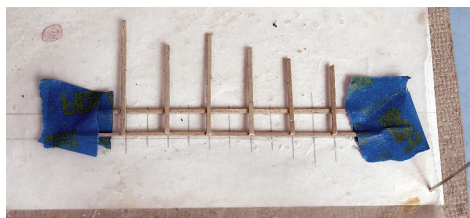


25. The lumber piles are in place; notice one bay has only a few boards left. Chocks are placed on the ends of the pipe piles to prevent rolling.



26. I was not planning to include a second floor railing at first, but I later decided the walkway was too dangerous even for pre-OSHA days. Since I did not plan to add the railing, the posts were attached to the end of the joists. This would not provide a very strong joint in real life, but it is on the side away from the viewer. To help alignment, the two furthest posts are attached and aligned by eye. The upper rail will align the remainder of the posts and the other rail. Rather than attempting to cut the rail to the correct length, it is easier to make it oversize and trim it later with a sprue cutting tool or a nail clipper.

27. The ladder is made over a paper and



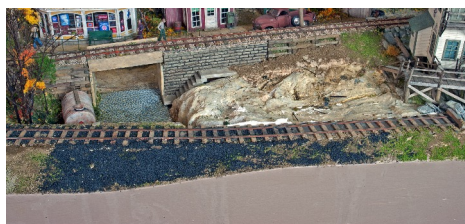
waxed paper template. The rungs are cut oversized and trimmed when dry. Gluing alternate rungs helps keep my clumsy fingers out of the way. Then the remainder will be added.



28. The ladder and railing are complete. Although these were an afterthought, it was probably best to add them last since the delicate assemblies would have been damaged during construction.



29. Careful observers will notice that the lighting was added much earlier, but the photographs of this step were fuzzy. Miniaturics HO scale 12-volt lamps and shades were used. Miniature LED lighting was considered, but seemed like more work than necessary. The wires are easily hidden in the hollow beams. Provision could have been made for hollow posts, but this being the backside, surface mounting was simple and straightforward. I run the 12-volt lamps from a six-volt power supply. The dim glow is more realistic and the life of the lamp is extended as much as four hundred times. Simple and low-tech is best for me.



30. Since the structure is at the layout edge, I had to install the front fascia board and finish the grading before "planting" the lumber shed. I was forced to do a job I had been putting off.



31. Cast stones (used for walls) were placed under the sill to act as footings. Dark cinders show this is just a dirty crawl space below the structure.



32. The completed shed is installed on the layout. It is held in place at the track edge and on the stone footings. Not a very strong assembly for a foreground model which will take some abuse, but the main structure should stabilize it. Chances are the shed will have to be realigned to fit the second phase anyway.

It's time to dig out Eric Sloane's "An Age of Barns" and design a larger structure to attach the shed to. See you again when I get more of the South Shore Lumber Company completed.



This photo above shows a portion of the South Shore Lumber Company that Mike will explore the construction of in future Headlight issues. Stay tuned.

BOD Candidates

James VanBokkelen

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

I attended MIT and just retired from the ensuing 34-year career in the computer industry as a programmer, manager, salesman, executive and entrepreneur. I've served one term on the HUB Board and as Vice President since March 2014. I've also been on other commercial and non-profit boards. I served as Selectman for nine years, and as a School Board member for six. Presently I'm Planning Board chairman and a member of the Rockingham Planning Commission.

I've been a life member of the Hub Division for more than 20 years, and have many friends among our members. If re-elected, I'll continue to look for new and more effective ways to serve our members and promote our activities and the hobby in general.

Bill Roach

Thank you for considering me for the HUB Board of Directors. With your support, I have been a director for three terms. During those terms, I was the Vice President for three years. I have been a member of the HUB for about 17 years. My love for trains began when I was seven or eight years old, when I received my first train set. My railroad interests are in Model Operations and railfanning. I am involved with Boy Scouts and I am a Merit badge counselor for the railroad merit badge. I am also a member of the South Shore Model Railroad Club.

If the HUB membership chooses to re-elect me, I will continue to work hard on their behalf.

Andy Reynolds

Like many HUB members, I started the hobby with a Lionel set. My cousin, Gerry Covino, renewed my train fetish, where I was transformed from playing with kid's toys to playing with grown-up toys! With a strong artistic background, I became intrigued with craftsman modeling and scenery. I have done a clinic on Geodesic Foam Scenery and recently created a YouTube video of my construction techniques. I received an NMRA award for my Wolcott Meat Company. I also have scratch-built model buildings for the Harwich Historical Society at the Brooks Academy Museum. I am an active member of both the HUB Division and the Nauset Model Railroad Club.

I serve at the Admissions table at the Marlboro show, and recently I enjoyed fund-raising at the regional convention. I retired from CSW (where I secured the site for our RAILFUN meetings) and live on Cape Cod with my lovely wife Mary, also an NMRA member and module builder.

My goal is to one day be a Master Model Railroader. I'd like to continue on this voyage and share, as well as learn, from our HUB Group. I believe I can bring valued ideas to the board and would love the opportunity to once again be part of a non-profit board of directors.

David "Shack" Haralambou

I am David "Shack" Haralambou and I would love to represent you on the HUB Division Board of Directors.

For the past three years, I have served as the Module Superintendent for the organization. My tenure is complete and I am now ready to serve on the Board as a member. I'm a very active HUB member, attending most, if not all, Railfun, module and other group events.

I first became involved with the hobby in the 1970's, with a train around the

Peter Higgins

First, allow me to thank you for electing me to represent all of you from across the Division on the BOD three years ago. As a teacher for 35 years, I still believe in creating life long learners.

I have been a member of the HUB for 29 years, Membership Chairman for the past four years and served as the N.E. Diamonds Volunteer Chairman. Recently, when asked by our President if I could organize a raffle on short notice for the N.E. Diamonds convention, I accepted it as a challenge, not as a problem. The raffle was a success.

It is with this level of commitment that I pledge to keep the HUB Division among the best divisions in the NMRA. Our membership is by far our greatest asset.

I'm a Narrow-Gauge Garden Railroad beginner and, although I do things differently, I have drawn on the many skills of our talented members. It is what we have in common that unites us and our differences that strengthen us. I enjoy and actively participate in all of the HUB's activities: Rail Fun, The Expo, Spring Training, Rail Fan Excursions, Modular Displays, and my favorite, the modular setup at Children's Hospital.

Please vote for me so I can continue to work for you.

tree. With the help of my father, the tree layout grew to a 12'x16' basement layout. Like most kids, I moved away from the hobby after college and got involved again once my career had stabilized, and I had more time to devote to trains.

As most of you know, I favor modeling the LIRR (and thus, PRR) and especially enjoy the scenery portion of the hobby. I am also an avid photographer and enjoy taking photographs of both prototype and model scenes.

The HUB Division elections will be held on April 12, 2015 at the Holiday Inn in Taunton, MA, 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. 2015 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 April 8, 2015. 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 E-mail 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.

2. E-MAIL (continued):

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

E-mail ballots must be received by the Clerk no later than April 8, 2015. 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 his/her vote at the Election.

A. The Letter of Proxy **MUST** contain the **HUB member's Name, Membership Number, and hand written 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 6 for candidate statements.

2015 HUB DIVISION BALLOT

(see instructions above)

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

☐ **James VanBokkelen**
☐ **Andy Reynolds**
☐ **David "Shack" Haralambou**
☐ **Bill Roach**
☐ **Peter Higgins**
☐ **write in:** _____
☐ **write in:** _____
☐ **write in:** _____

Shanty Talk

(Continued from Page 3)

ore output of the U.S. came from Clinton and Essex counties. Ore was hauled to forges located on the Saranac River west of what is now known as Plattsburg.

A second major area for mining iron ore was to the south in the Mineville / Moriah regions located up in the hillsides, due west of Port Henry. Several blast furnaces were constructed at Cedar Point on the shores of Lake Champlain to process the ore from the Witherbee - Sherman and Company mining operations. This industry flourished from 1829 to 1971. In fact, Port Henry was the largest pre-war producer of iron ore in the country. High-grade ore was mined from deep tunnels in the villages of Mineville and Witherbee. The furnaces are now gone and a museum now resides in the carriage house of the Witherbee-Sherman Headquarters at Port Henry. (see: <http://www.lakechamplainregion.com/recreation/heritage/iron-center-museum>.)

My favorite is, of course, the McIntyre Mine located in the upper reaches of the Hudson near Newcomb. (see: <http://www.adirondack-park.net/history/mcintyre.mine.html>). There, along the Upper works road, stands a 60-ft. tall stone blast furnace built in the middle of

the 19th century after David Henderson located the site. Henderson died prematurely in a hunting accident while scouting out the local rivers and streams for water power. An impurity in the ore caused the mines to close in 1857 and the closure lasted nearly three quarters of a century until National Lead took over. The US government then spent \$50 million to resurrect the operations during WWII, including the building of a railroad when the impurity was discovered to be the even more precious Titanium ore. For more than a decade after the war, several thousand tons were mined every day, until all the mines closed and operations ended in 1982. Today, there is an earnest effort to resume harvesting of those mine tailings for improving aggregate strength in roads and for other manufacturing processes. The line between North Creek and Tahawus is undergoing a restoration by the "Saratoga and North Creek," a railroad owned by Ed Ellis's Iowa Pacific Holding. Wow, that was a mouthfull even for me.

Hope you got that cord of firewood laid in. Farmer's Almanac predicts a cold, snowy winter. By the time you read this the NEMTE will be over and Springfield will be right around the corner. Hope to hear and see some of your modeling efforts soon.



A Prototype for Everything?

HUB PR Director Tim Garner took this picture at the Toronto Railway Museum on October 1, 2014. It shows a crossing between the museum's miniature railroad and a standard gauge display track. Four removable pieces fill the standard gauge flangeways to prevent the miniature trains from derailing. "I've seen pictures of 3'-gauge and 2'-gauge crossings with standard gauge track, but this is a new one on me," said Tim. The museum is in downtown Toronto across the street from the Rogers Center where the Toronto Blue Jays play.

Wild, huh?

Tim.

Donation Table Success

by Rudy Slovacek, Donation Chairman

The HUB Division did especially well this year in raising money from the sale of individuals' donations. We would like to thank some of our donors such as the family of Glen Owens for his large book collection; Dick Wenzel for the Lionel, HO and book items; and Louis Krue for his entire large collection of brand new cars, engines, buildings, and track materials, etc. We'd also like to thank all those others who made a donation over the year and at the show itself. You helped us raise more than \$4200, which, is the largest total since we've begun this activity. I would also like to thank all those volunteers who assisted me with the set-up and sales from our tables. I couldn't have done it alone.

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 22, 2015 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 its 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

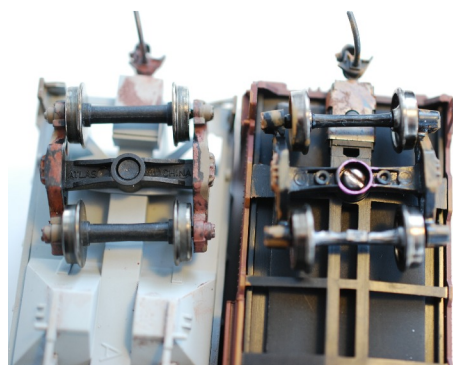
From the Modular Superintendent's Desk - Wheels and Wheel Sets

by Rick Murray

Over the past year, culminating with the HUB Division's Modular Railway participation in the NMRA National Train Show in Cleveland, the HUB Division has installed signals on our modular layout. In order to make the signals work prototypically, detection was installed on a number of modules. To make the detection work, cars need at least one resistor axle per car. Locomotives already act like big resistors.

Gerry Covino has found a supplier who sells axles with the resistor installed. We had done some of these in-house. While the price of \$2.00 per wheelset is really low, the price of the pen with the special magnetic ink had risen quite sharply over the last two years. To make it economically feasible we would need to make up 50+ at one time.

The best recommendation is to do a few cars at a time. As with the steel wheels issue, both are Recommended Practices and, therefore, not mandatory. However, both will enhance performance of the HUB Modular Railway.



We have both common types - Proto 2000 (right) and Atlas (left) as there is a slight difference. Both types will be at Railfun nights for your inspection.

Help Wanted

The HUB Division is looking for relief drivers to bring the HUB Trailers to events and return them to storage.

Drivers must have vehicle capable of towing HUB's 14' trailers. Mileage compensation will be available.

Contact: Modular Coordinator

The HUB Division welcomes the following new members

- Kyle LeBlanc - Fiskdale
- Kenneth Fields - Waltham
- Mark Hauser - Newton
- Konrad Malkowski - Grafton
- Vincent Mattera - Somerville
- John Titus - South Dennis
- Christopher Yens - Newton

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 \$ _____

Circle ONE With Pocket Without Pocket

Name on Shirt _____

Sweatshirt - Ash color with HUB Division Logo - Sizes as listed for shirts

8.0oz Weight **\$25.00 each** Size: _____ Quantity: ____ Amount \$ _____

9.5oz Weight **\$30.00 each** Size: _____ Quantity: ____ Amount \$ _____

Name on Shirt _____

T-Shirts - Ash color Shirt with HUB Division Logo - **\$18.00 each**

Size: _____ Quantity: ____ Amount \$ _____

Circle ONE With Pocket Without Pocket

Name on Shirt _____

Long Sleeve Shirt - Heather color Shirt with HUB Division Logo (**NO POCKETS**)

Small to XL **\$30.00 each** Size: _____ Quantity: ____ Amount \$ _____

2XL to 5XL **\$35.00 each** Size: _____ Quantity: ____ Amount \$ _____

Name on Shirt _____

— (If you wish to have it mailed to you add \$5.95) — Shipping \$ _____

Total Check (Payable to The HUB Division, Inc.) Amount \$ _____

Your name: _____

Phone or email: _____

Mail to:

Gerald Covino, Treasurer

The HUB Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

Orders must be received by Oct. 1, Jan. 1 or Apr. 1. 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 31, Number 3, January - February, 2015

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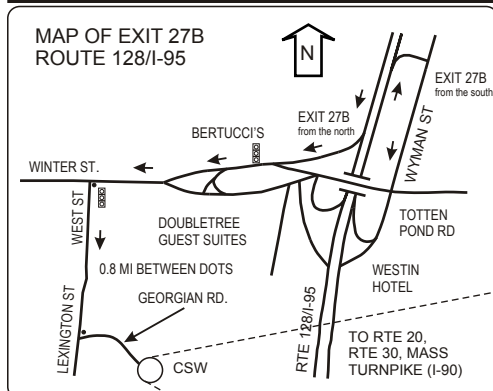
Membership: National Model Railroad Association members residing within the boundaries of The HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties of Massachusetts.)

Headlight Printers

Versatile Printing Services, LLC
Burlington, MA

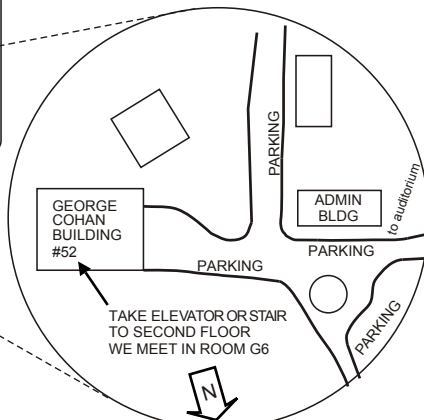
RAILFUN Weather Note:

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.



MAP TO RAILFUN MEETINGS

MAP TO CAMBRIDGE SCHOOL OF WESTON



Seacoast Division Model Railroading Night

- January 9th
- February 13th

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.

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

Send your payment to the address above.



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.