

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 32, Number 2, November - December, 2015

RAILFUN TIMETABLE

Presentation: Gnu Image Manipulation Program (GIMP)

By James VanBokkelen

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



The November Railfun topic has had to change due to the health issues of the originally scheduled presenter. We will now be featuring the HUB President, James VanBokkelen, with a presentation on his use of GIMP.

The Gnu Image Manipulation Program (GIMP) is free software available for Windows, MacOS, Linux and several other Unix variants. James uses it to create HO scale signage and backdrop images for his layout using his photos and others found on the Internet.

He will demonstrate several simple operations and give pointers on pitfalls and frustrations to avoid. If you already have GIMP installed on a laptop but haven't been able to get moving with it, bring your setup and he'll provide some hands-on help.

South Shore Lumber Company - Part 4

by Michael Tylick, MMR

No one wants to buy soggy lumber! Our post and beam barn will need walls and a roof for protection against my O-scale Nor'easters. And, of course, then we will need some lights, some paint, and some signs...



1. It would be a shame to make our elaborate interior sit in the dark, so lighting is in order. After some consideration, I avoided the temptation to place a light fixture in every bay. Less is more when it comes to adding nighttime illumination on a layout. Too many lamps will turn Marshfield into Metropolis and one's eyes can adjust quickly to very low light. In the olden days, lumber yards closed at night, so there would likely be only a few security lights – even back then there were dishonest people. Four Miniaturics shaded GOW bulbs should be plenty. The wires will never be seen on the backside of the posts, so the installation is easy.

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Hands-On Clinic: Railroad Car Repair & Reconditioning

By Bill Goldthwaite

8 PM Friday, January 15, 2016, 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, 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.

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

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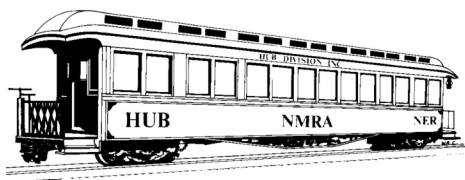
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THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. Autumn has arrived and regardless of beautiful weather, our Division activities have resumed after the Summer break. September's Railfun explained DCC and October's covered the fascinating rail - marine operations in New York Harbor. Our Module Group set up at the Pepperell Siding show the first weekend in October and will be preparing for the November 7 Wellesley Community Center event as you read this.

Several local clubs have hosted open houses and train shows, with more upcoming. Fall foliage train trips are running in many locations, and as the leaves fall, railfan photography is getting easier. Our own big activities come later: our New England Model Train Expo in Marlborough on December 5th and 6th, and our Holiday Party in Norwood on January 9. You'll be hearing from the organizers about signing up and helping out.

This summer was a first for me: I had attended National Conventions before, but only when our Module Group was showing. And the only Regional Conventions I had attended were our own Northeastern Region's.

My first big 'retirement' activity, aside from spending February and March shoveling snow, was taking Amtrak to Portland, OR, and spending all week at the National Convention and Train Show. I spent the next two weeks driving to Scottsdale, AZ, mixing visits to National Parks, friends and railfan sites on the way to the Pacific Southwest Region's convention.

The National drew presenters and attendees from all over the world, and their bus trips visited layouts and prototype facilities as much as 150 miles away. Their National Train Show featured many excellent modular layouts and a wide array of vendors. Everyone I talked to enjoyed the downtown Portland location, steps away from a busy light rail line.

The PSR convention was smaller, but still drew attendees from distant regions, including the Northeastern and Australasian. I saw some nice layouts and some good presentations, but the big draw for me was a chance to operate on the very large Union Pacific Wyoming Division HO scale layout near Sedona, AZ. I must have been a very senior engineer, because first I drew the City of San Francisco, then a yard job in Ogden. Take a look at their site to see how they're progressing on their

ambitious goals: <http://wyomingdivision.org/>

I've got several Fall projects: One is getting ready to host visitors as part of the Tour de Chooch, November 27 through 29. My layout will be open on Saturday. Check the HUB or Seacoast Division calendars for other layouts near you. Another is work towards more Achievement Program certificates. I believe I'll be receiving the Civil certificate sometime soon, and I'm almost ready to submit paperwork for Scenery and Chief Dispatcher. If you're attending the Northeastern/Mid-Eastern Region convention in Mt. Laurel, NJ, late in October, you may see a couple of B&M entries in the contest room.

If there is something on your mind about the HUB or its activities, please Email me at president@hubdiv.org, call me at (603) 394-7832 or catch me at a HUB event.

Until next time, High Green!

Modular Group Work Nights

The HUB Modular Group is meeting at Shack's place in Marlborough (By Request Communications, 398 Cedar Hill Street #6) at 7PM on Tuesday nights. Anybody needing help with their module can bring it by. We also need help with the HUB's modules, where we are putting new scenery on the HUB loop and inside corner along with regular maintenance.

HUB Division Calendar of Events (Subject to Change)

2015

Nov 7 (Sat)	HUB Modular Railroad display at the Wellesley Community Center, Wellesley, MA
Nov 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 21-22 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Nov 24 (Tues)	Submissions deadline for the HUB Headlight Jan-Feb issue
Dec 5-6 (Sat-Sun)	The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
Dec 12-13 (Sat-Sun)	HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA

2016

Jan 9 (Sat)	HUB Holiday Party at the Olde Colonial Cafe, 171 Nahatan St., Norwood, MA
Jan 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 16-18 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 30-31 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA



Shanty Talk Something Different

By Rudy Slovacek

When I began this column, it was hard to believe we were again in the midst of another heat wave of 90 plus temperatures, which is unusual for September. It was just a week and a half until Railfun and too hot to even work in my basement. So I engaged in non-stressful reading activity beginning with the last Headlight. What struck my attention was our President, James VanBokkelen's column, requesting some feedback as to why there seemed to be some waning interest in the module group activity. Having been a module superintendent during the early rapid growth days of DCC, I was struck by his current concern. It's gotten more and more difficult to get modules for some of the smaller one-day shows. Could it be our success in lining up two-day shows (seven out of ten this year) makes it harder to get commitments for the single days?

I know it wasn't too long ago that I started booking two-day shows based on a rational that if I were to spend one hour packing up, one hour driving and two hours of set up and layout prep time, then another four hours in the reverse take down mode, the eight hours spent working exceeded the fun time of six hours running trains. I confess this definitely was not a very good "fun"-to-"work" ratio for me. With shows like Springfield, Lexington and Greenberg's, the fun time far outweighs the set up and take down, which may be why they are more popular with our members. But, the operation (ok, playing with trains) is not just all of what we're about. We are

there to put on an entertaining show, to answer questions in fulfillment of our educational function and, in general, demonstrate what an active and engaging hobby this can be. It is why we do displays like the one at Children's Hospital and at museums without compensation. To that end, I used to keep a list of module group members who contributed their modules, helped to set up and take down and those who just ran trains. Springfield was a treat for us all and it was my policy to give first preference for passes to those who contributed to various shows throughout the year, not just at Springfield. It was a reward, so to speak, for those active members who had participated in a truly meaningful way throughout the year. In fact, there were several times when, as the superintendent, I had to leave my own Schenectady module out of the Springfield display; many of our participants were that active and I didn't feel right to short them. Likewise, when it came time to sign up for an operating time slot, I approached those who were there doing the set-up work first.

Lately, our layouts have become larger and more complicated and I often hear the plea "Come help us run trains, you don't even need a module." Is it possible we are simply encouraging some people to just partake of the "fun" part without the learning and work needed to sustain such a layout? The old adage here, "Skin in the game," seems particularly relevant as it pertains to those members who donated their time, efforts and modules to help make a nice operating layout. They took the time to learn the ins and outs of setup and to treat the HUB equipment as if it were their own. Our current Module Coordinator, Dick Ball, is a case in point. When he joined, he learned the ropes (old nautical term) helping first with both set ups and take downs, then built not one but several modules. He

volunteered often to fill the gaps with his own modules when the earlier coordinators were in a bind for modules, and has also hauled the HUB trailer.

Now I've heard some grumblings by old-time module group members that they may not be getting quality run-time due to those who aggressively jump on the layout without signing up, and who remain well past their time. The truth is, there will always be some selfish people who do not make it fun for others, so it is important to establish a fair sharing policy that is actively enforced. This is not a fun part of the Module Coordinator's duties, but it must be done by someone if members are to have an equally enjoyable experience.

The current complexity may make all the duties of the Coordinator seem overwhelming at times and there is no reason that he or she could not assemble a staff of their own to help with some of those responsibilities. At Springfield, I used to have Larry Madson, Mark Harlow and Gerry Covino to count on as helpers taking turns to be on hand for trouble shooting layout electrical / mechanical problems. This left me free



Clouds of Steam - Engine 10 on the Wiscasset, Waterville and Farmington Railway during the 2012 HUB Excursion

to resolve train operator problems, avoid dust ups and to make sure people adhered to the communication and schedule protocols so that everyone had a turn. Now there is a different cast of characters and even

more reason for help with the addition of the signaling aspects.

Even if all the above areas were to be addressed, I'd wager there might still be something missing due to the lack of "purpose." The prototype is not just about track-work, moving engines and cars, blinking signals and communications with the dispatcher. It is about service to a customer that can be either moving people in a commuter or inter-

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South Shore Lumber Company - Part 4

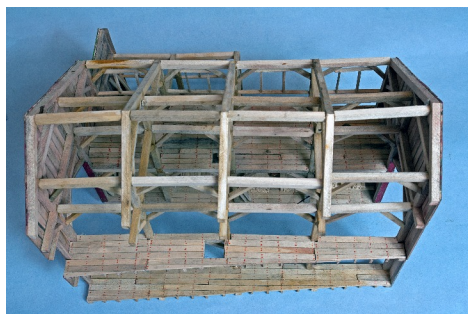
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2. It seemed much easier to install the first floor lumber piles before flooring the second. Lumber piles make this cavernous barn look occupied. Leaning a few loose boards against the wall makes for quick and dirty detail.



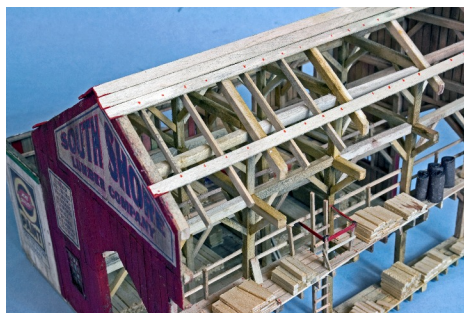
3. Since the flooring must fit around the posts, it is easiest to add the joists after the flooring is laid between the main beams. Our O-scale figures are light and they will not crash through an unsupported floor. Joist ends are trimmed off with a sprue cutter when the glue is dry. I usually install every other one first to give more room for my large fingers.



4. Finished second floor planking. Now for some more lumber.



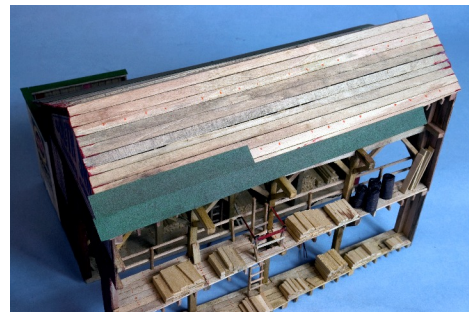
5. There was no rear wall until the barn was raised, so I had to install the rear siding in place. The access certainly helped to get the lighting and lumber piles in place. I almost forgot, all of the wood was pre-stained with an alcohol/India ink wash. Unpainted wood was treated with a second wash to blend the color after assembly.



6. There are no shortcuts for a cutaway building- even the roof sheathing must be built board by board to look right. "Nail holes" are markers for rafter placement. The cutaway rafters hang in space, so they are attached to a few courses of the sheathing.



7. Roofs are almost enclosed.



8. In order to shed water, prototype rolled roofing is installed working towards the peak. The paper strips on the tapered front edge will be trimmed when the glue is dry.



9. Showing the scored and folder ridge cap. Paper is installed oversized and trimmed for a neat fit.



10. Since I had hidden the exterior of my roof sheathing, I just had to add a little George Sellios style damage. At least this is on the backside where it is not too obvious.

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South Shore Lumber Company - Part 4

(Continued from Page 4)



11. The framing for the lower level office – one of the features that attracted me to Aaron Fryer's model in the first place.



12. The siding is added, including a quick garage door made from scribed siding. I wasn't sure where I should end the white paint, but I think I like this scheme best.



13. Painted green to match the shed trim, Grandt and Tichy castings complete the office. Construction paper window shades provide a bit of detail. Black paper behind the openings hides the fact that this is just a stage-setting wall. At last, something without an interior!

HUB Division Spring TRAINing

Embassy Suites Waltham, MA

April 3, 2016

The HUB Division will hold its Annual Spring TRAINing show at the Embassy Suites Hotel in Waltham, MA, on Sunday, April 3, 2016. After last year's successful experiment with a Sunday show, we will do it again this year. As usual, the show will include dealers, modules and clinics.

Our featured clinician this year is Bill Darnaby. Bill has had several articles published in *Model Railroader* and his railroad, the Maumee Route, has been featured in past issues of *Model Railroad Planning (MRP)*, and *Great Model Railroads*. Most recently, he had an article in the 2015 issue of *MRP*.

The rest of the clinic program is still being worked on, check in on the HUB Division website to keep up to date.

After the show, there will be the Annual Meeting of the HUB Division, Inc., followed by a social hour and banquet.

We look forward to seeing you there, so please mark April 3, 2016 on your calendar, and keep checking the website for updates.



South Shore Lumber Company - Part 5 Coming Soon

Thirteen photos in this installment? Let's call this a lucky number since our structure is complete. But it's still empty inside so we will have to fashion some miniature building supplies. And while we are at it, we should probably take the time to move our structure from the work table to the layout table without dropping it – not always as easy as it sounds. But we've come a long way and we're almost home!

Shanty Talk

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city operation (which is the focus of our President's layout) or moving freight goods from point "A" to point "B."

The use of Car cards and operating sessions on home layouts has become increasingly popular and is enjoyed by many members now at NER-sponsored conventions. Yet, not since my Superintendent days has the Hoosic and Upton attempted even a simplified version of Car-Card operation. Back then, using baseball card holders with hand written notes on simple forms identifying the modules (aka towns) having a siding or two for switching, small local freights were made up for the purpose of dropping or picking up cars from the inner main route. Crews on the sign-up sheet were made up of one engineer and one conductor / brakeman to handle the turnouts and car uncoupling.

Was it fun? Just ask Dick Johannes and Ken Belovarac who pulled such duty at Springfield years ago. Next time you visit our New England Model Train Expo in December, check out the Amherst Club layout to see if they're using some type of car forwarding system. In fact, I've always had fun teaming up with a junior member as the engineer and myself as the conductor / brakeman making up trains for operational use in Boston Yard. At first it was Jere Ross's son Jeremiah, then Art Ellis's grandson Jason and more recently Barbara Hoblit's daughter at the National Convention in Cleveland.

The important lesson from all of this is that if we are to model prototype railroading, we need to work as part of a team. Whether that means stepping up to volunteer for duty at the HUB Expo show in December or "learning the ropes" in setting up the HUB layout, becoming an apprentice to the signaling or electrical gurus, or learning to dispatch, it is all essential to our hobby. We all need to pull our own weight so that everyone can enjoy the hobby, not just a select few. With that I wish you all a happy and safe holiday season.



My Trip to the Delaware Valley Turn Convention

By Bill Barry

The Northeastern Region (NER) wasn't able to find a division to host the convention this year, so they worked with the Mid-Eastern Region (MER) to attend its convention being held in Mt. Laurel, NJ.

I traveled to the convention with the new NER President, John Doebling. We traveled straight to his evening operating session in Rocky Hill, NJ, at the Pacific Southern Model Railroad Club. I dropped him at the session and headed out to view layouts.

I visited Rick Spano's Sceniced and Undecided Railway, a basement-sized N-Scale layout. A unique feature of the layout is all the animated items – in N-Scale! To add to this, there is the fact that he has live “coal” loads (activated carbon) that come from his large open-pit mine, home to an operating wheel excavator with working wheel and conveyor belts. The “coal” is then loaded into hoppers at a coal loader.

At the other end of the line there is a working coal unloader that tips the cars to dump the “coal” into a waiting barge. The coal unloader has a working kick-back track including an automatic switch. A spring switch wouldn't work in N-Scale, but Rich has used detectors to trip the

switch after the car has passed over it on the way down. There are other animated elements, including a large bridge crane, pile driver (that actually slowly drives the pile into the layout) and crawler cranes. For more about the layout, visit www.scenicedandundecided.net.

On Friday, I had two operating sessions scheduled. Thanks to Chuck Higdon, the convention operating session coordinator, I shared a ride with Travers Stavac, a B&O modeler from Maryland attending the same two sessions.

We started at Jack Menaker's HO-scale Jersey Mercantile Railroad. This layout, set in the 1950s, had plenty of operations for a relatively small layout. I volunteered to operate the North Newark industrial area separated from the rest of the layout by an operating bascule lift bridge. The bridge lifted several times during the session and included sound effects. I was challenged by the switching puzzle for the area I worked. One modern feature of the layout was the fact that the schedule for the entire session was a series of alarms pre-set on Jack's iPhone. An alarm would sound for each event (train leaving staging, bridge opening, etc.).



The North Newark industrial area on Jack Menaker's layout that kept me occupied during the entire operating session.
Photo by Bill Barry

Chuck likes to build Faller kits, so he has an entire area of Swiss buildings. At times there would be a Florida East Coast diesel leading a freight train through the station at Bern. It was an interesting juxtaposition.

Friday evening, I checked out the contest room. There were quite a few models in the contest room and many were very nicely done.

The clinic program was packed with interesting clinic topics. On Friday evening, I learned about the evolution of Lehigh Valley coal cars.

On Saturday, I took in clinics all day. I started with one on Logging Railroads of Pennsylvania by Bruce De Young, MMR. I liked his top reasons for modeling this industry, some of which included the option of gauges and the fact the “mountains” are short. I really enjoyed a clinic about the Central of New Jersey Railroad in the 1960s. There were an amazing amount of industries and railroading activities packed into the shore across from Manhattan. Lots of passenger and car ferries, ship loading areas, even the exact same coal unloader as I had seen on Rick Spano's layout.



Rick Spano's operating N-Scale coal unloader in action.
Photo by Bill Barry

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My Trip to the Delaware Valley Turn Convention

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Of course, being a structural engineer, I really liked the presentation about some famous railroad viaducts by Pat McKnight of the National Park Service. He is responsible for Steamtown's large historic collection of maps, drawings and wet plate negatives. This included the Paulinskill Viaduct, the Delaware River Bridge, Tunkhannock Creek Viaducts and the Martin's Creek Viaduct. These were really amazing uses of reinforced concrete when the material was still relatively new to this country.



The scratchbuilt car model that won the second-highest point total for the contest, earned Mark Moritz the HUB Division Sponsored, HUB Award

Photo by Ken May

I also attended a clinic by Bill Brown, MMR, about the building of the first portion of his new layout that opens into his family room (A.K.A. crew lounge). This was a good behind-the-scenes look at how he researched, built and sceniced the Eagle River Gorge segment of his railroad. You can see my photo of this portion of his layout from the last Syracuse NER convention in the 2012 November-December Headlight (Volume 29, Number 2) available on the HUB website.

On Saturday evening the banquet was held. It had the usual content we'd expect at a regional convention. The MER had a presentation about its next convention and gave out model and photo contest awards, many of which were awarded to NER members. Pat McKnight from Streamtown, whom I had seen at the clinic earlier in the day, gave a presentation about their wet-plate negative collection and showed a variety of images of railroading in New Jersey.

The NER held its Annual Meeting on Sunday morning. President John Doehring provided an update about changes in the NER Leadership. Chip Faulter of the Seacoast Division is taking over as Secretary and Bill Poor, also of the

Seacoast Division, is the new webmaster. The Region still needs a Vice President. John is looking for someone to re-start the meetings between Division Superintendents and Presidents. If you are interested in this position, please contact John.

Ken May gave out NER-specific contest awards, the Baldwin Trophy for Best-in-Show to Rich Walz (for the seventh time!), the HUB Award for second-highest points total to Mark Moritz, and finally the best new modeler award to Steve Ascolese.

Bill Brown gave out or announced various AP certificates and introduced the Region's newest Master Model Railroader, Tom Oxnard, of the Seacoast Division. Bill also noted that the division with the most AP activity this year was the Seacoast division, with our more populous HUB Division ranking nearly last. He would like to see more folks from the larger divisions step up and work on the Achievement Program.



HUB President James VanBokkelen (left) and NER President John Doehring (middle) stand with new MMR Tom Oxnard during the awards ceremony. Both James and John received AP certificates.

Photo by Bill Barry

On the way back from the convention, I did manage to side-track John Doehring to see some layouts, even though he had to catch a red-eye flight early Monday morning. I think he decided it was worth it.



Tom Oxnard (left) of the Seacoast Division receives his MMR Plaque and Certificate from Bill Brown, MMR (right) during the Sunday morning awards presentation.

Photo by Bill Barry

All in all, the MER put on a good convention with a large selection of activities to keep attendees occupied. I hope those of you that attended also had a good time. To those of you that did not attend, you missed out on a good time. Next year's NER Convention will be hosted by the Hudson Berkshire Division in Albany, NY. The convention will run from September 15 to 18 and be based at the Desmond Hotel and Conference Center, near the Albany Airport, and not far from downtown Albany. I've enjoyed the prior two Albany conventions that I've attended, and I'm looking forward to this one, and so should you. Hope to see you there.



A scene on Mike Prokop's New Jersey and Western Railroad, a large and nicely sceniced layout we visited on the way home.

Photo by Bill Barry



Seacoast Division Activities

Model Railroading Night

- November 13th
- December 11th

Meetings are Friday nights at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH.

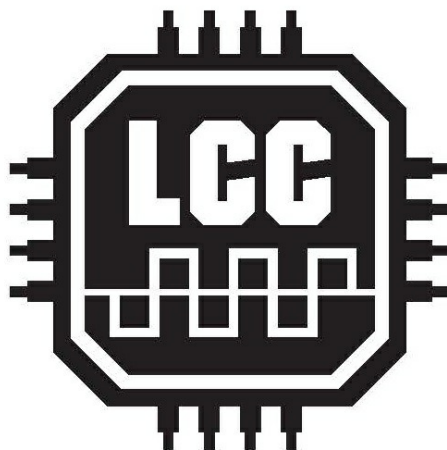
My Observations of LCC

By Rich Pitter

NMRA Magazine has lately heralded the arrival of Layout Command Control (LCC) on the modeling scene. It announced that LCC would be presented to modelers at the NMRA National Convention in Portland in August, 2015. It was announced, as advertised, but it is not yet something that modelers can purchase for their layouts. NMRA President Charlie Getz did everything but don a short pleated skirt and pom-poms to cheer for LCC. He and the NMRA LCC development team presented a lot of information, and gave many in the audience good reasons to be optimistic about the new technology, but in my opinion he missed a few important points.

Model railroaders who are also involved with digital communications have bread-boarded the components that make up LCC. They have proved beyond a doubt that the design is both feasible and robust. The components they have worked with are mass-produced for the automotive industry, and will not require new costs to produce for the model railroading hobby. The underlying concept is a single, unbranched LCC bus that may connect with a computer, which is used once to program the system, and daisy-chained from device to device throughout the layout. The devices (think, for example, crossing gate, automated turnout motor, or block signal) all plug into the LCC bus with connectors that look like your telephone plugs and, with programming using either a computer or a simple device, each output device will know which detectors to react to. The devices are daisy-chained together, with no side branches. The layout can have multiple inputs (track occupancy detectors) and outputs (crossing gates, etc.). Those of us with block signals who want distant block protection can easily set each

target of each signal to respond appropriately to input from specific occupancy detectors. All of this, and more, represents examples of how LCC can enhance model railroading.



As I said above, Charlie missed a few points. He said that vendors are developing products that use LCC (they are), and that NMRA controls LCC (it does; if it says LCC, it must adhere to NMRA standards), but he also said that LCC at present is only a theoretical set of standards and protocols that make it work, since there are no products on the market. LCC is more than theoretical: LCC has been bread-boarded (hobbyist talk for turning schematics into real-world circuits) and both hardware and software have been well-tested for robustness. Who will market LCC products, and what they will cost, will depend on how much the hobby demands them.

After the clinic, I talked to Balazs Racz, one of the lead LCC designers, and posed some specific applications. My first application involved something I want to do on my layout. I have a stretch of single-track mainline between two passing sidings where an operator at either siding cannot see whether the mainline is clear to proceed. I want trackside signals (semaphores) at both

sidings to be triggered by an occupancy detector on the mainline between the two. LCC will do that, but he said it would be overkill (that is, more expensive than a simpler system) if that's all the occupancy detector is used for. For my second application, I want to develop automatic scheduling of trains from a staging yard. That means, at scheduled times, to check for a clear track, throw the staging yard turnouts, and start the train. For that application, LCC will not only do the job, but also signal to a computer to automatically start a specific train. I plan to use a computer and software to accomplish that. The part about checking for a clear track means that the occupancy detector and signals (the first application I mentioned) will be on LCC. This is an application where integration of components can better serve the modeler.

In Portland, I got to visit with James Van Bokkelen, Jeff Gerow, and Jerry McDonald of the HUB Division. The HUB Division's layout runs on DCC and some modules have signal masts and block occupancy detectors. As I understand it, since the modules may be set up in any order at a specific show, one problem with realistic signaling has been that, when the layout is set up and ready to run, each signal on the layout needs to be programmed. With LCC, the setup at each show will be faster and easier to perform.

For those of us with 4' x 8' layouts, it may be overkill to use LCC, but as I mentioned above, the layout I am building will have an application for LCC that will enhance my operations. It may take a year or more for me to get my layout to the point where I can implement scheduling of staged trains, but I can prepare before then by installing DCC-controlled turnouts and occupancy detection.

Editor's Notes:

For an overview of LCC see: www.nmra.org/sites/default/files/standards/lcc_faq_handout.pdf

For the LCC NMRA Standards visit the page: www.nmra.org/index-nmra-standards-and-recommended-practices

For an independent and detailed explanation of LCC, visit: www.sumidacrossing.org/Musings/

HUB Holiday Party

Saturday, January 9, 2015

Happy Hour from 6:00 PM to
7:00 PM (cash bar)
Dinner at 7:00 PM
Yankee Swap at 8:00 PM
(or shortly thereafter)

Olde Colonial Cafe
171 Nahatan Street
Norwood, MA 02062
(781) 762-2058 ~ (781) 769-0323
www.oldecolonialcafe.com

Price: \$35 per person.
Reservations only, no walk-ins.
Dress appropriately (no denims).
No reservations after January 6.

Bring a gift worth at least \$15 to
participate in the Yankee Swap.

Appetizers:

Cheese and Fruit Tray

Buffet Menu:

Roast Beef

Chicken, Broccoli & Penne

Baked Scrod

Roasted Potatoes

Salad and Vegetables

Roll and Butter

Coffee and Dessert

In Memoriam
Robert R. Quagan
(1958-2015)



HUB Member Rob Quagan passed away on August 16, 2015 after a three-year battle with lung cancer.

Rob was the father of Arthur Quagan. He was an architect for the Veteran's Administration and active with the Holy Trinity Church in Boston.

Rob and Arthur always helped out at the HUB White Elephant Table and were regulars at HUB Railfun and HUB Modular Group setups. Rob was an avid railfan and a member of the Boston and Maine Railroad Historical Society since 1975.

Contributions may be made to St. Paul Choir School, 29 Mount Auburn Street, Cambridge, MA 02138; Dana Farber Cancer Institute, 450 Brookline Ave, Boston, MA 02215; or the Boston and Maine Railroad Historical Society, P.O. Box 469, Derry, New Hampshire 03038-0469.

Fall Show Call for Volunteers

The HUB Division hosts the New England Model Train EXPO on December 5 & 6. This show is the HUB Division's major annual fundraising event. The funds raised are used for modular layout maintenance, repairs and upgrades, RAILFUN expenses, Headlight production and mailing, and other HUB Division projects. Members are strongly encouraged to contact Dick Johannes at (617) 791-8263 or nemtedir@hubdiv.org and volunteer for at least one hour on Saturday and on Sunday. You may request assignments at the white elephant table, donation table, membership table, build-a-car kit, or admissions.

**Interested in becoming
the Hub Division's Next
Railfun Coordinator?**

by Ray Barry

I have thoroughly enjoyed serving as the Railfun Coordinator for the past four years. Just as several long-time BOD members have announced that they have decided to not run so that newer members can join the BOD, I too have come to the same decision. I do plan on staying on as the Railfun Coordinator through June 2016, but I welcome the opportunity to train my replacement this year. The Railfun Sessions help the Hub Division carry out its "mission to promote and support the model railroading hobby, through activities and education of both our members and the general public in all aspects of model railroading." If you have an interest in serving as the next Railfun Coordinator or would like more information, please send an email to Ray Barry at railfun.coordinator@hubdiv.org.

HUB Holiday Party Registration Form

Name: _____

In case of inclement weather, please provide your email and/or phone number where we will be best able to reach you.

Email: _____

Phone: _____

Number Attending: _____ x \$35.00 = _____

Please make check payable to: The HUB Division, Inc.

Mail to:

The HUB Division, Inc.

P.O. Box 672

Hollis, NH 03049-0672

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

Tour-de Chooch

November 27-29, 2015 (Fri-Sun): 21st Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA, www.hubdiv.org/tourdechooch.htm

Club Open House

December 5-6, 2015 (Sat-Sun): Bay State Model Railroad Museum Holiday Open House, Roslindale, MA, www.bsmrm.org

HUB Headlight

Volume 32, Number 2
November - December, 2015

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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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

Directions to Railfun Meetings

Railfun is usually held at the Cambridge School of Weston (CSW) in Classroom G6 on the second floor of the George Cohan Building. The school is located at 45 Georgian Road, Weston, MA 02493.

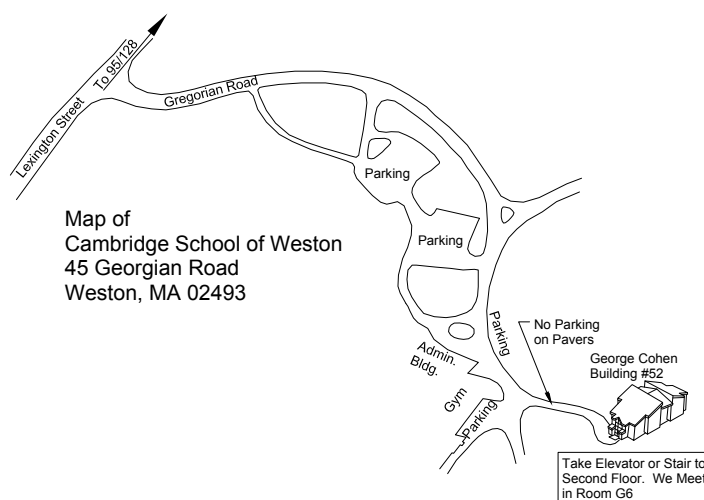
From Route 128 / Interstate 95:

From the North, take Exit 27B towards Winter Street.

From the South, take Exit 27A-B for Third Avenue toward Totten Pond Road/Waltham. Take Exit 27B towards "Winter Street" Bear right onto Wyman Street and continue to the traffic light. Take a right onto Winter Street at the light.

Continue on Winter Street to the second traffic light. Turn left on West Street, which becomes Lexington Street as you cross the Weston town line. At the crest of a small hill is Georgian Road and the CSW school sign; turn left on Georgian Road into the CSW campus.

Follow Georgian Road. There is a parking lot on your right, or you can park along the left side of the road and down the hill by the gymnasium. Please do not park on the stone pavers leading to the Cohen Building. See detail map below.



RAILFUN Weather / School Closure 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**.

[illegible]

NAME _____
STREET _____
CITY _____ ST _____ ZIP _____

Mail to: Gerry Covino, Treasurer
The HUB Division, Inc.
P.O. Box 672
Hollis, NH 03049-0672

