

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
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RAILFUN TIMETABLE

Welcome and Season Opener

By HUB Division Members

8 PM Friday, September 23, 2016, 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 a show-and-tell night where you will have an opportunity to hear what members have done over the summer and what future plans members have. Come show your work with actual models, dioramas or photographs of your layout. Email Andy Reynolds at Railfun.coordinator@hubdiv.org.

Please Note: The September, 2016 RAILFUN has been moved back a week, to Friday, September 23, to avoid a conflict with the NER - *The Pacemaker* convention in Albany, New York.

Presentation: Prototype Modeling Hands-On Clinic Series

By Andy Reynolds and Mike Tylick

8 PM Friday, October 21, 2016, Cambridge School of Weston

This RAILFUN will introduce the series of hands-on clinics related to prototype modeling. Please review the article on page 8 for more information on diorama construction. We will go into depth as to what is in the scene that may not be so noticeable at first impression. We'll go over the selection process of this particular diorama and why it was picked. We'll wet your appetite for scratch building, and how this series of hands-on clinics could make you a better scenery and structure builder for your home layout or module, and possibly qualify you for the Master Builder - Prototype Modelers Achievement Program certificate at the end of the series.

Presentation: Locomotive Modeling

By Malcolm Houck

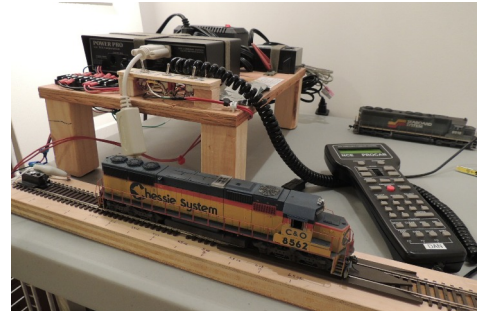
8 PM Friday, November 18, 2016, Cambridge School of Weston

This RAILFUN will assist members interested in obtaining the Master Builder-Motive Power AP Certificate. The main focus of the RAILFUN is a PowerPoint slide presentation on techniques, tools, and methods used in building HO-Scale Steam Locomotives from brass – as presented at the 2016 New England Railroad Prototype Modelers (NEPRM) convention in Enfield, Connecticut. Included will be representative images of locomotives under construction together with photos of completed and painted engines. A relatively complete series of slides follow the construction of a New York Ontario & Western Railway Class B Double-Cab ("camelback") 4-4-0. We will also see slides of Malcolm's recently-constructed NYO&W Class P 2-8-0 Double-Cab and NYO&W Class X 2-10-2 "Bullmoose" (single-cab). Malcolm will also discuss his specialty shop-made tools such as mandrels for making springs, engraving tools, and a granite surface plate with a center "track" for making and proving railhead height dimensions.

The map to Cambridge School of Weston appears on page 14.

Speed-Matching Dissimilar Locomotives (or What I Did On My Summer Vacation) - Part 1

By Dan Fretz

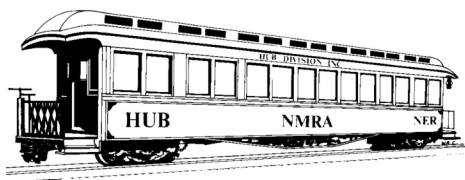


As some of you may know, I am a sucker for locomotives. No Springfield show is complete unless I go home with one or two new locos, and I often manage to find other opportunities during the year to add to my fleet with sales and pre-orders. Unfortunately, most of these locomotives remained new and unused in their boxes on storage shelves in my basement, while I ran the same pair of Chessie System B30-7s at the Module Group shows for years. I came to the realization that this was, in fact, ridiculous, so this past January at the Amherst show, I decided to *not* purchase any new locomotives and instead use some of the *new* locos that I already owned!

(Continued on Page 10)

Also Inside This Issue

- Page 2.....The President's Car
- Page 3.....Shanty Talk - Mr. Alco
- Page 4.....Pursuing the AP Certificate in Prototype Modeling - Part 2
- Page 6.....Calendar of Events
- Page 7.....In Memoriam - Keith Shoneman & Bill MacIver
- Page 8.....Hands On Clinic - Prototype Modeling
- Page 9.....Photos
- Page 12...Treasurer's Report - FY16
- Page 12...Photos



THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. As I write, we're in the midst of a dry summer and many are spending their free time on lawns, gardens and other outdoor activities. As for me, when the weather and elderly machinery allow, I'm out in the heat and dust harvesting acres of winter rye (grain).

Since my last column, HUB members have gathered in North Conway, NH, for a trip on the Conway Scenic RR dinner train, and at Waushkum Live Steamers for our Cookout. Both events were well attended, but now things have quieted down until RAILFUN and the Module Group get going again in September.

And September certainly has a lot of model railroading going on: Right after Labor Day, there's the National Narrow Gauge Convention Sept. 7 - 10 in Augusta, ME. Also on Saturday Sept. 10, the HUB Modules will be at the Norwood Days festival. Then on Sept. 15 - 18 the Northeastern Region's Pacemaker Convention takes place outside Albany, NY. Finally, on Friday the 23rd, is the HUB's first RAILFUN of the season.

I should also mention that I drove out to the NMRA National Convention in Indianapolis in early July, making a few railfan stops on the way. Meanwhile, Dick Ball and Rudy Slovacek were making the same trip with modules for the National Train Show. With former HUB member Larry Madson as mastermind, we set up a layout with members of Mid-Central Region's Division 1 (Akron area) and Division 4 (Cleveland area). The Division 4 Steel Mill was featured, as were our Bridge, Diamond and Tipple, plus a new Hamlet, NC diamond and broad-radius loops from Division 4. The resulting layout had three

interconnected loop-to-loop legs, two tower-people and lots of operating fun. The diamonds, our Ball Signal and the prototypic Fox Lake (WI) loop all drew many comments from attendees.

Before the NTS, I spent a couple of days on layout tours and most of one helping judge the National Contest. The team I was on, Scratchbuilding, had a relatively short day compared to some more involved categories; Construction didn't finish till 8 PM. I enjoyed getting a really close look at all the contest models and learned a lot about how contest judging works and what the judges look for.

At the convention I also attended several Layout Command Control sessions and spent some time talking with key figures in the effort. Which leads me to ask the HUB's membership some questions that would help steer near-term development of LCC:

1. Have you ever installed working railroad signals on a layout?
2. Would you signal your layout if it could be accomplished by straightforward use of commercial parts (like using commercial turnouts & switch machines, or DCC components)?
3. Must your signals show turnout positions, so engineers know not to run into turnouts set against them?
4. Must your signals show block occupancy, to avoid collisions when the train or track is out of sight of the engineer?
5. Must your signals look and act like a particular prototype's? For instance, the HUB's modular signals use modern Style G heads and display aspects according to NORAC rules. My own signals use Searchlight heads and display aspects per 1960 B&M practice.

I'd appreciate hearing your answers via email, postcard, scribbled on a napkin and handed to me, whatever works.

Email me at president@hubdiv.org, call me at 603 394 7832 or catch me at a HUB event if there's something on your mind about the HUB or its activities.

Until next time, High Green!

Fiscal Year 2016 Appointments

David "Shack" Haralambou - Vice President

Gerry Covino - Treasurer

Barbara Hoblit - Secretary

Peter Higgins - Membership

Bill Barry - Headlight Editor

Andy Reynolds - RAILFUN Coordinator

Dick Ball - Module Coordinator

Dave Insley - Webmaster

Peter Watson - Office Manager/Clerk

Dick Johannes - Expo Show Director

Mark Harlow - Expo Show Manager

Ken Belovarac - Librarian

Dan Fretz - Donations Chairman

Peter Watson - NMRA AP Chairman

Position Open - Public Relations Director



The NER Convention - The Pacemaker is September 15 to 18 in Albany, NY. With over 40 hours of clinics, 31 layouts open, prototype tours and more. Registration is \$45.00 prior to the convention or \$50.00 at the door. See the convention website for more info: www.hbdpacemaker.org

HUB Operating Session on the SJR&P Railroad



David "Shack" Haralambou observes Denver and Rio Grande Western Railroad K-27 #464 go by on Stan and Debbie's Fn3 garden railroad on Saturday, June 18, 2016.

Photo by John Lutz



Shanty Talk Mr. Alco

By Rudy Slovacek

Boy is it ever hot out there today. As I write this we are winding up July in a heat wave. I got out early today before 9 am to water my plants and bushes then spray to cut down on those huge flies which seem to come out in the heat. Having promised Bill I would work on a piece for the first fall issue I thought about my earlier column describing all the things I was going to be involved with concerning trains this summer. Well, we (Dick Ball and I) did travel out to Indianapolis and had a very successful convention which was topped off by a first place layout for the combined Division 1, Division 4 and HUB Division layout. My own clinic on the ALCO experience drew somewhere between 30-40 people and was greatly appreciated as people came up to me during the train show saying how much they enjoyed it. But enough about me. This column is about the real Mr. Alco in the HUB, the late Harvey Humphrey. I got to know him at our HUB 45th anniversary when he commented on my Alco RS 3 that I brought for display.

Harvey was an Alcophile long before I was, and I was privileged to hear him give several clinics on his experiences. His parents used to take him to visit relatives in Schenectady and he enjoyed seeing the location of where those "Big Boys" were built. Thus it was natural when he graduated from MIT in Mechanical Engineering in 1949, he applied to work at Alco in Schenectady. But there were no job openings so when one finally did open he had already committed to Chase Brass and told Alco he needed to honor that commitment. He obviously impressed someone because when an opportunity came along

again in 1953 he reapplied and went to work for Alco. He worked in building 153 where they did chassis work, sheet metal work and dropped the motors in.

In his first clinic he described being given the task of cataloguing failures for the 244 engines being returned to Schenectady. Alco had rushed to get a competing diesel with EMD after the war and had some problems with their prime movers in the FA series, RS2 and 3 series and PAs. As every part was given a number by ALCO during construction, Harvey was able to catalogue the faulty part in many engine failures. He found that the piston heads were breaking up in a process called drumming when the initial explosion inside the cylinder causes the piston head to drum or vibrate. The failures interestingly occurred in the machined heads but not the cast heads. The machined heads were milled to spec while the cast heads were often thicker due to the cruder casting process, and thus were less prone to metal fatigue in the drumming which occurred under load and at prolonged high speeds. Harvey thus helped pave the way for a more robust design in the highly successful 251 engine which displaced the 244 design and is still around today.

Harvey further went on to describe how they sometimes got engines in for rebuild which had no oil in the crankcase but were amazingly still running. In the early days of diesels there were few shop people who really understood the important differences in maintaining diesel locomotives instead of steam. It was a continual learning process. I can only surmise what he was talking about regarding those venerable old 539 engines built by McIntosh and Seymour in Auburn to power the Alco S series switchers and RS-1 road switchers, but I never did ask him.

In his second talk, Harvey related a summary of Alco history from their early involvement in steam locomotive designs to the vertical construction of the Big Boy

boilers. He was so interested, he went to the Union Library Archives at 8:00 AM until the lights dimmed at 10:00 PM. Once he got locked in and had to call the campus police to let him out! Harvey rode in one of those 500-ton cranes, 100 feet above the floor and that lifted locomotives above one another as they moved them down the assembly line. You didn't want to get that thing rocking. He only did that once.

Harvey went on to describe the early diesel days when a GE engineer was having trouble with a locomotive acting up. So the locomotive engineer, an old salt, took a sledge hammer and banged it, much to the dismay of the GE engineer. The old salt replied, "if you can't hit it with a hammer, it won't last on the railroad!" Out on the road, Harvey pulled duty as a trouble-shooter for a company demonstration of the new 6-axle unit to a customer. It was a heavy haul up a slight grade and the sanders weren't working, so Harvey had to climb out on the pilot and shovel sand onto the rail in front of the engine! Talk about scary. As ALCO's fortunes declined, Harvey's managers encouraged



Alco Shop Switcher #5 on the turntable. Photo by Rudy Slovacek

him to move on for the sake of his career.

When I learned from Richard Steinbrenner, who was writing a book on ALCO, that there was to be a Centennial Celebration at the former Plant in Schenectady, I quickly informed Harvey and he managed to make it there for that May 2001 event. He was so happy that his picture actually appeared on page 510 of Steinbrenner's book "The American Locomotive Company A Centennial

(Continued on Page 7)

Pursuing the AP Certificate in Prototype Modeling - Part 2

By Russ Norris

This is the second part of my article about obtaining the Prototype Modeling AP Certificate. The first installment gave some of the history and background of the coal mining and railroad town of Robertsdale, Pennsylvania, and how I built two of the historic buildings that were part of its Company Square. This installment details the construction of the remaining two buildings in the prototype model.

The Old Post Office

The East Broad Top Railroad was a wholly-owned subsidiary of the Rockhill Iron and Coal Company, which developed the mines along the eastern flank of Broad Top Mountain. The Company's original office building in Robertsdale was located across the tracks from the railroad station. Constructed in 1915, it was a gray rectangular structure built with the same molded concrete blocks as the station. The ground floor housed several local businesses while company offices were located on the second floor. In 1917, the company moved into a new office building across the street and the old offices on the second floor were converted into apartments. The first floor became the post office.

In recent years, the old post office was acquired, along with the station, by The Friends of the East Broad Top (FEBT), which converted both buildings into a museum. The post office moved into the former Rockhill Iron and Coal Company office building across the street. The old post office had a varied and often colorful history. At times the building housed a barber shop, a shoe shop, offices and apartments. Upstairs rooms were used at times by community organizations for meetings, and during at least one coal miners' strike, these rooms served as an informal "lock-up" for the company police.

Modeling the structure was a challenge, since while there are many photos of the company store and the station, very few

photographers thought this drab concrete block building was worth the time to preserve on film. Even determining dimensions was problematic. It appeared I would have to estimate the size of the building and the location of doors and windows by counting the stone blocks, which measure 8 by 8 inches and are 16 inches long. A local Broad Top resident provided me with photos of the front and sides of the building, and that helped move the project along.



Photo 8 - Old Post Office

Now I had both left and right side views as well as a full frontal picture of the building. But there were no pictures of the rear of the structure, and still I had the challenge of determining height, width, and window and door sizes. Also, I was puzzled by the rectangular area on the right side of the first floor that appeared to have had extensive repair work at some point in time.

That mystery was solved when I found a photograph from the 1950s that showed the front of the building with a long plate glass store window on the first floor. When they acquired the building, the FEBT had restored the building to its original configuration. The plate glass window was a later addition, so it was eliminated. But since I model the EBT in the 1950s, I decided that I would include the window. It provided me with an excuse for modeling the interior of the building, a plus since it was located at the edge of the layout.

About this time I also came across a set of field notes drawn by Gary Hart in May of 1989. These notes included detailed drawings of both the old post office and the company office building across the street. What's more, they included a full set of dimensions for both buildings, including the back of the old post office. This was the first time I had any idea of what the back of the building looked like. One discovery was a 4-by

6-foot "porch" on the second floor. A door provided entry to second floor apartments by an external staircase.

With photos and dimensions in hand, the next step was to decide how to model the stone block walls of this simple structure. As mentioned in Part 1, the FEBT company store offers sheets of resin stone blocks in HO scale. Based on Gary Hart's field notes, I decided two sheets would be sufficient. The walls were cut out and braced with styrene.

The old post office is capped with a hip roof. Photos of the building suggest that it was roofed with diamond pattern shingles. Gary Hart's field drawings also indicate that there was a three-foot overhang and that the slope of the roof was 4/12. Based on this information I was able to produce scale drawings of the roof panels, transfer the panels to styrene, cut them out, and cement them together. The roof was then cemented to a rectangular base to keep the entire assembly rigid. For roofing I used Bollinger Edgerly Scale Trains (B.E.S.T.) HO scale self-adhesive laser cut shingles, item 3011, with a dark gray diamond cut.

Finishing touches were then added to the model. Styrene channel was used above and below the plate glass window to simulate a concrete sill and lintel. The entrance to the new post office across the street had a sign indicating "United States Post Office, Robertsdale, Pennsylvania." I cut the sign from a photo and glued it over the door of the old post office. Glazing and window treatments were applied and the building was ready for the layout.



Photo 9 - Old Post Office Model

The Rockhill Iron and Coal Company Office Building

Incorporated in 1872, the Rockhill Iron and Coal Company (RICC) developed

(Continued on Page 5)

Pursuing the AP Certificate in Prototype Modeling - Part 2

(Continued from Page 4)

the coal and mineral resources on the east side of Broad Top Mountain in southern Huntingdon County. The coal company office building was the most unique and challenging structure in "Company Square."



Photo 10 - Company Offices Front

The company office building was constructed around 1916-17 on Main Street, across the tracks from the company store. The two-and-a-half-story structure features brick corbels at its cornices, as well as decorative brick quoins, lintels, sills and door surrounds. The structure was originally valued at \$2,000 in the Huntingdon County tax records, making it the most expensive single building in Robertsedale except for the Company Store. Here is a view of the rear of the building, the side that faces the aisle on my layout.



Photo 11 - Company Offices Rear

Like the company store and the old post office, there is no kit for this building. But scratchbuilding would be challenging to say the least. The original building was constructed from Sears and Roebuck molded stone blocks, just like the old post office and the station; however, the decorative brick trim makes this considerably more complicated.

How could I model such complex brickwork, especially on the corners, where the bricks are interspersed with the stone blocks?

Fortunately, the FEBT offers printed sheets of the stone blocks and brick trim, in several scales. I ordered a set of these in HO scale, and received a mailing tube with two large sheets of paper stone and brick siding. The material was more than enough to cover the building. Special brickwork for the corners, lintels, sills, cornice and chimney could be easily cut to size with a straight edge and X-Acto knife.

With the problem of the brick and stone walls resolved, the project could move ahead in much the same way as the old post office building. I used Gary Hart's indispensable field notes to measure and cut styrene sheets to the dimensions on the drawings. Aside from the fancy brickwork, the building is basically a large rectangle. After the walls were cut to size, holes for the windows and doors were cut out.

The field notes also helped solve a dilemma regarding the double doors that today open out onto the porch roof. In conversations with long-time residents of Robertsedale, no one seemed able to explain why the doors were there. But a notation on the field notes specified that the doors were a recent addition, and that in 1956, when the EBT closed down, there was a double window in the center of the building facing the tracks. Accordingly, I cut an opening for windows rather than for a door, since I model the year 1950 on my layout. I also found a photo from the late 1940's showing the end of the building facing Main Street. That photo shows that before the EBT ceased operations, there was no door on the end of the building. It was clearly added later for the post office. As built, the two ends of the structure were identical, with two double windows on each floor. This is how I constructed the model.

On the prototype, the front of the building faced the EBT tracks. Unfortunately, on my layout, the building lies between the tracks and the aisle, which means that the viewer sees the back of the building, as shown here.



Photo 12 - Company Offices Model, Rear View

There is simply no room for the structure to go anywhere else. Fortunately, the rear of the building, though somewhat spartan in detail, remains interesting because of the two rear projections, the small window and door, and the chimney, all of which help to give the structure definition.

The last phase of constructing the company office building was the hip roof. For the most part, I was able to follow the same process I used to build the old post office. But there was one significant difference between the two. The two-and-a-half-story office building has dormers on both ends, each of which also has a hip roof! Fortunately, the building was constructed so that the peak of the dormer roof is on a line with the peak of the main roof, so I was able to cut front and back roofs as a single unit including the roof of the dormer. As in the construction of the old post office, I again used gray diamond shingles from B.E.S.T. With the roof complete and the windows glazed, the only details left were the front and rear porch roofs (I covered them with a reddish tar paper from Builders in Scale) and the chimney.



Photo 13 - Company Offices Model, Front View

That's it for this installment. The next installment reviews the process of comparing the prototype and model photos as required by the Prototype AP Certificate.

HUB Division Calendar of Events (Subject to Change)

2016

Sept 10 (Sat)	HUB Modular Railroad display at Norwood Days, Norwood, MA
Sept 23 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Sept 15-18 (Thur-Sun)	2016 NER Convention "The Pacemaker," Albany, NY [www.hbdpacemaker.org]
Oct 1 (Sat)	Submissions deadline for the HUB Headlight Nov-Dec issue
Oct 2 (Sun)	HUB Modular Railroad display at the Pepperell Siding Model Railroad Club Show & Open House, Pepperell, MA
Oct 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 5 (Sat)	HUB Modular Railroad display at the Wellesley Community Center, Wellesley, MA
Nov 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 19-20 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Nov 24 (Thr)	Submissions deadline for the HUB Headlight Jan-Feb issue
Dec 3-4 (Sat-Sun)	The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
Dec 17-18 (Sat-Sun)	HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA

2017

Jan TBD (Sat)	HUB Holiday Party at the Olde Colonial Cafe, 171 Nahatan St., Norwood, MA
Jan 14-16 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 28-29 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 1 (Wed)	Submissions deadline for the HUB Headlight Mar-Apr issue
Feb TBD (Sat-Sun)	HUB Modular Railroad display at the Lowell Winterfest, Lowell, MA
Feb 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 19-20 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
TBD (Sun)	The HUB-sponsored Spring TRAINing show
TBD (Sun)	The HUB Division Annual Meeting and Election - following SpringTRAINing
Apr 1 (Sat)	Submissions deadline for the HUB Headlight May-Jun issue
Apr 23 (Sun)	HUB Modular Railroad display at the Lions Club 20th Annual Model Train Show, Hooksett Cawley Middle School, 89 Whitehall Rd., Hookset, NH
Apr 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 19 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jun 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jul 30-Aug 6 (Sun-Sun)	2017 NMRA National Convention, Orlando, FL
Jul TBD (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA

Fall Shows and Open Houses

September 24-25, 2016 (Sat-Sun): Maine Model Railroad Tour, www.mainemodellrrtour.com	October 15, 2016 (Sat): Seacoast Division Fall Event, Stratham, NH, www.seacoastnmra.org	November 25-27, 2016 (Fri-Sun): 22nd Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA, www.tourdechooch.com
September 25 2016 (Sun): The Old Colony Model Railroad Club's 16th Annual Train Show, Taunton Holiday Inn, Taunton, MA, www.ocmrrc.com	October 16, 2016 (Sun): 3rd Annual Little Rhody Train Show, Pawtucket, RI, www.littlerhodydiv.org	December 3-4, 2016 (Sat-Sun): Bay State Model Railroad Museum Holiday Open House, Roslindale, MA, www.bsmrm.org
October 2, 2016 (Sun): Pepperell Model Railroad Club Show and Open House, Pepperell, MA, www.psmrc.org	October 22-23, 2016 (Sat-Sun): The South Shore Model Railway Club's annual Fall Model Railroad Show & Open House, Hingham, MA, www.ssmrc.org	December 10, 2016 (Sat): The Providence Northern Model Railroad Club Open House, Warwick, RI, www.providencenorthern.com . (Club is also open every Saturday 12-4.)
October 8-9, 2016 (Sat-Sun): The North Shore Model Railroad Club's 36th Annual Train Show (Sat) & Open House (Sat & Sun), Wakefield, MA, www.nsmrc.org	To Be Determined (Check Website): The Worcester Model Railroaders Open House, Dudley, MA, www.wmrr.org	

Note: These are presented here for the benefit of members. If you belong to a club and want to promote your open house or show, please email editor@hubdiv.org



In Memoriam Keith Shoneman

By Dave Insley

Keith Shoneman passed away on May 29, 2016 surrounded

by his family after losing his battle with cancer. He is survived by Thelma, his wife of 50 years, two sons, Jeffrey and wife Marcie, and Craig and wife Dawn, and four grandchildren, Quincy, Wyatt, Abby, and Sam.

Keith was born in Phoenixville, PA, and graduated from Penn State University in 1964. He was a lifetime member of the Penn State Alumni Association and attended many Penn State football games annually. He earned his PhD in Chemical Engineering from the University of Delaware in 1971. Keith spent 30 years with Polaroid in Research and Product development before starting his second career as a Real Estate Appraiser. In addition he enjoyed family activities including travel, skiing, kayaking and birding.

Keith was very active in the Northeastern Region and the HUB Division, serving as the NER Secretary from 2007 until 2012. He also made extraordinary contributions to the local model railroad community by hosting countless operating sessions on his Pennsylvania and New England Railroad over the past 15 years. Besides having monthly operating sessions with his regular crew, he hosted many local clubs and groups as well as several new operator sessions for HUB Division members. He was also a regular and popular stop on the annual RailRun operations event held every spring, and received many visitors during the Tour de Chooch, where he served as chairman of the event for the last several years.

Keith was honored by the Boston and Maine Operators Group, hosts of RailRun, in 2013 by awarding him the annual Bill Borelli award for his contributions to the hobby and the promotion of prototypical operations at the annual RailRun banquet.

Keith had earned six achievement certificates toward his Master Model Railroader, including Chief Dispatcher, Model Railroad Engineer - Electrical, Model Railroad Engineer - Civil, Master Builder - Structures, Master Builder - Scenery, and Association Official. He was working on Master Builder - Cars at the time of his passing. Anyone who had the pleasure of operating on Keith's layout would appreciate his craftsmanship and just how flawlessly the railroad operated.

I had the privilege and honor to operate on Keith's railroad for over eight years. I was a newbie compared to many of the regular crew, but felt welcomed from the first day I stepped into the basement. Many of us aspire to build great model railroads, but what Keith built was truly special. Not just because of the flawless running track, the cliffs in Campbell Hall, the Ski Mountain, or the well-planned operating scheme, but because of the man that built this world and welcomed so many others into it. I am grateful for the time I was able to spend with Keith and the crew, but so profoundly sad that it has ended too soon.

We will miss you Keith.

For a great tribute to Keith and his railroad, check out the video "A PNE Farewell" produced by Mike Chapman at www.vimeo.com/160772276

Donations in Keith's name may be made to the Bethke Cancer Center, Emerson Hospital, 133 Old Road to Nine Acre Corner, Concord, MA 01742.



Keith with grandson Quincy and his wife Thelma inside the Pennsylvania and New England Railroad.

Photo by Thelma Shoneman

In Memoriam Bill MacIver

By Peter Watson

We have lost another long-time member of the HUB Division. Bill MacIver passed away on May 11, 2016, at the age of 79. Bill served as HUB Division President from 1967 to 1968. Bill was an NMRA member since he was 20 years old. He originally hailed from East Weymouth and was a member of the South Shore Model Railway Club. Work took him to the Philadelphia area in the early 70's where he worked for the Penn Central and later for Conrail. After retiring, he returned to Massachusetts where he took up residence in Southborough. Bill attended division events on a regular basis until failing health a few years ago prevented him from being active.

Memorial contributions may be sent in his memory to The HUB Division, Inc., P.O. Box 672, Hollis, NH 03049-0672.

Shanty Talk

(Continued from Page 3)

Remembrance" published by On Track Publishers LLC, 2003. Harvey is the gentleman in the engineer's cap to the far right in the picture. Harvey was extremely proud of the fact that he worked at ALCO. Harvey's health declined and he moved up to New Hampshire, I believe to live with his son, before he died. He told me he had written an article about his Alco experiences and that he would try and find it in his basement where he kept all his old notes. Unfortunately that was never to be, but I feel so very fortunate to be able to share my love of Alco Locomotives and, most importantly Harvey's story as I knew it. While rail-fanning and pictures are nice, the human stories and interactions, with those who lived it, are priceless.

Thank you Harvey Humphrey.

Want to ask other members for help, maybe finding an article from an old MR, tell everyone about the vintage loco you saw on vacation, or keep up with the latest division announcements, then you should join the HUB's Guesswork email list. Please email officemanager@hubdiv.org to sign up.

Hands On Clinic - Prototype Modeling You Can Do This (With a Little Help From Your Friends)

By: Andy Reynolds

The May 13, 2016 RAILFUN clinic was presented by Peter Watson, MMR, titled "The Why and How of the NMRA Achievement Program." Peter presented Russ Norris with his Master Builder-Prototype Models AP certificate. Mike Tylick, MMR, gave an impressive PowerPoint on his long list of MMR-related modeling. Master Model Railroader membership statistics were presented by Chip Stevens. Russ Norris showed us his impressive prototype structures, and James VanBokkelen went over his Rowley module and the prototype techniques he used.

We also discussed the steps to get to the MMR - Master Model Railroader. This finished off the year fittingly, as Gerald Abegg, MMR, in September, started the year off by giving out several AP certificates, including mine for Association Volunteer. So when Rudy Slovacek suggested at the Spring Training Show in April that I consider bringing back the HUB's hands-on-clinics on modeling techniques, which he had piloted in September 2003 with an eight-clinic program, and again in September 2007, I gave it serious consideration. With last year's enthusiasm, and a plea for more MMR members, it made sense to tie the clinics into the MMR program. While in the past, the emphasis was to become a better modeler for our home layouts and the division's module group, there was a compelling reason to tie the clinics into the Master Builder - Prototype Models, as outlined at www.nmra.org/prototype-models.

Since April, I had reviewed thousands of images online and in books, trying to find a suitable composition for a prototype diorama scene that would meet all the criteria for getting the AP certificate. I had considerable input from our "on board" MMRs, Peter Watson and Mike Tylick. We picked the Milton, Ontario,



Canada, crossing in June 1959, which moved traffic on the Canadian National and Canadian Pacific Railroad. (photo by Robert Sandusky). The scene has all the key elements for the Prototype AP certificate that we will attempt to duplicate in our hands-on-clinics. Look carefully at the picture, and imagine its possibilities for not only the Prototype AP certificate, but also for the related fields of Master Builder - Motive Power, Cars, Structures, Scenery, Civil and Electrical. Add the Volunteer AP certificate, and you have eight categories! Coupled with the Prototype, this exceeds the seven required AP certificates for your MMR! (so drop one you are not comfortable with). See, becoming an MMR isn't that bad after all, is it?

While you can borrow an engine for the Prototype AP certificate, you could build one, or maybe build a required passenger car or caboose, or some rolling stock. You also need at least one "railroad structure," and there are two from which to choose. In this group of four, two items need to be scratch built (see the SOQ form for this on the NMRA website above). At the end, we need 88 points, (a 70% passing grade), and we will get the points as follows: 35 points for terrain, 35 points for structures, 15 points for the background, 5 points for the lighting, and 35 points for realism/conformity. At the end of the clinic programs, we will have clinicians help us with the paperwork and qualify our diorama.

If you wanted to get started on scratch building either (or both) of the structures, or hand-laying the track over the summer, or any other facet of the diorama, you'd have a head start on the program. Maybe you want to try your hand at building a freight car, as well? Then you could bring them to the show and tell in September. See you then.

HUB Division Public Relations Director

by James Van Bokkelen

Our current PR Director, Tim Garner, is stepping down due to increased work load and other personal reasons. Tim has done a great job for the Division handling our PR needs and we wish him well in the future.

This leaves us with a need to find a replacement for Tim. The PR Director produces flyers for our shows and activities, sends notifications to the various trade publications about our activities, and in general helps us spread the word about what we are doing.

If you are interested in helping the Division in this area, please let me know. I can be contacted at president@hubdiv.org.

The *Headlight* is always accepting photos and articles relating to model and prototype railroading. Articles about model building or home layouts would be much appreciated.
Please email editor@hubdiv.org.

Conway Scenic Dinner Train Excursion



Members pose for a group photo before boarding the Conway Scenic Dinner Train.

Photo by Dick Towle



The view inside the dinner train car. HUB member Ron Noret is to the left, while past HUB President, Manny Escobar, is to the right.

Photo by Peter Watson



Dick Towle discusses an important topic with new Railfun Coordinator, Andy Reynolds, while Mrs. Towle and Mrs. Reynolds chat.

Photo by Peter Watson



New webmaster, Dave Insley, and his wife, Cheryle, look over the menu while seated in front of the frosted glass "Chocorua" panel.

Photo by Peter Watson

NMRA National Train Show



Dick Ball, Rudy Slovacek and James VanBokkelen man the HUB modules on display with the Ohio Divisions 1 and 4 modules at the NMRA National Train Show in Indianapolis, Indiana.

Photo by Jeff Gerow

HUB Summer Picnic at WLS



Dick Ball drives his locomotive and hauls a train with notable passengers, Dick Johannes and David "Shack" Haralambou.

Photo by Peter Watson

Speed-Matching Dissimilar Locomotives

(Continued from Page 1)

I have a checklist of things that I always do to a locomotive before I'll put it into service: install Kadee couplers and any included detail parts, weather it and, finally, speed-match. Because of how I've acquired or upgraded my locomotives over the years, I own many different locomotive/decoder manufacturer combinations. This makes speed matching much more difficult, but I am not inclined to spend additional money on replacing perfectly good decoders in order to settle on a "standard" decoder for my entire roster, which would likely be outdated anyway before I could get all the locos converted.

The speed-matching steps I describe below might seem overly complicated, but it really is quite a detailed process to get dissimilar locomotives to work well together. I hate it when locos in a multiple unit (MU) configuration push and pull against each other, and when MUs pull apart while running and a locomotive takes off running by itself. I want MUs that are smooth-running, with clean acceleration and braking behavior at all speeds, so a very close match is a must.

My goal is *flexibility*: I want to be able to MU any number of my locomotives, in any combination, without having to keep track of which ones need to go together and in what direction each one needs to face in relation to the others. Keeping track of those details would be a nightmare to figure out, and a second nightmare to maintain as new locomotives are added to my roster. To reach this goal, the speed match needs to be much better than "close enough."

In trying to figure out the best way to do this, I found that online information and magazine articles are typically written for the "plain vanilla" case of speed matching a pair of identical locomotives. The general explanation is to set the start, max and mid voltage values (CVs 2, 5 and 6, respectively), and you are done. Well, no, not really.

I have generally found this basic approach to be completely inadequate, leading to poor results with mixed loco/decoder combinations. In many cases, I've found that it doesn't work all that well with identical locomotives either. There are a number of reasons for this, all of which I learned through a lot of frustrating trial-and-error and having to start over many, many times.

- First, the problem with using only CVs 2, 5 and 6 is that some decoder brands *do not even support* all three of those CVs! For example, older QSI decoders do not support CV6, and the popular Soundtraxx Tsunamis do not support *either* CV5 or CV6. In these cases, a different solution is required even for some "plain vanilla" cases of identical locomotives.
- Second, I have frequently found that two locomotives that are speed-matched at the low end *and* at the high end don't necessarily match in the *middle*, even when both locos are programmed to use a linear speed curve, and sometimes even when the locos are from the same manufacturer. There are many factors at play which can cause this behavior but, whatever the reason, it happens *a lot* and can be quite tedious to resolve completely.
- Third, I quickly discovered that a locomotive often does not run at the same speed in both directions at the same speed step. This greatly complicates the speed matching effort if you want the flexibility of being able to consist arbitrary locomotives facing in either direction with respect to each other. The simple CV2/5/6 solution does not address this issue at all, which means that even with identical locomotives with decoders that support all three CVs, the results are sometimes only an approximate speed match.

There are relatively straightforward solutions to the first two problems, but that last issue is the killer and must absolutely be the first problem solved. Otherwise, you will *not* succeed. To illustrate why, let's take just two locomotives. Assume

that you have MU'ed the two locos facing in the same direction, and have already successfully speed-matched them in the forward direction, via adjustments to CVs 2, 5 and 6, the speed table, or the Forward Trim setting (to be discussed in Part 2).

Now you run the MU in reverse. If either of the locomotives does not run at the same speed in the reverse direction as it had in the forward direction, the locos will not match speeds when the MU is in reverse. At this point, the only way to match them is to modify the Reverse Trim value of one or both locomotives. You cannot change the CV 2/5/6 settings or speed table because that will mess up the matching you already did in the forward direction. So let's say you make those adjustments and now have them matched in both the forward and reverse directions when facing the same way. But this doesn't ensure that they run at the same speed in both directions.

As a last step, you MU them so they are facing in *opposite* directions. At this point, they will *only* be speed-matched if both locomotives run at the same speed in *both* directions at the same speed step. If not, *there is no way to speed match them!* Any change to the CV 2/5/6 values, speed table or Forward Trim will break the forward/forward match that you've already done, and any change to the Reverse Trim will break the reverse/reverse match. I got myself into this corner and had to start over multiple times before I realized what was happening.

Preliminaries

Before starting this project, there are a few things you will need. First, you need an oval of track, unless you already have a

Editor's Note: An article regarding speed matching locos can be found in the October Model Railroader, "Speed matching for DCC consists," pages 58 to 59. Dan Fretz would like to note that his article was written prior to the MR article and it is much more detailed.

For those of you that would like Dan's entire article in hand when you try speed matching, it will be available at the www.hubdiv.org website on the Member Articles page.

very large layout with adequate running room. The locomotives cover a lot of ground quickly when speed matching at medium and higher speeds. I initially tried using my three modules, but 12 feet

of track is not even close to being long enough to match

(Continued on Page 11)

Speed-Matching Dissimilar Locomotives

(Continued from Page 10)

anything but the slowest speeds. So I built a portable 4'x8' box frame, into which I laid 2" foam, hinged in the middle with a piano hinge to make storage easy when not in use (See Photos 1 & 2). I took the opportunity to practice laying curves with easements, and managed about a 22.5" radius by bringing the track along the side to within about an inch of the edge. However, a temporary loop of sectional track on a table could be adequate if you ensure that there is good electrical continuity around the loop. Consider soldering 3 or 4 consecutive pieces together, so that there are only a few places that depend on the joiners for the electrical connection.

Second, this process is considerably easier with DecoderPro. Decoder Pro is one of the programs that are part of JMRI (Java Model Railroad Interface) and is available for free at <http://jmri.sourceforge.net>. This tool is easy to install and use, and has quite a lot of online support and documentation as well. It simplifies modification of CVs, and enables easy and quick changes to CVs while the locomotive is moving ("programming on the main"), thereby allowing you to see immediate response to your changes. Additionally, it gives you the ability to conveniently save and restore all CV settings for each locomotive. The only thing I needed to buy was a USB-to-Serial Port cable to connect the command station to my laptop.

Finally, you will want a programming track that is convenient for initial setup of the decoder. The programming track is also convenient for reading the decoder to verify CV settings because, when operating in "programming on the main" mode, CVs are write-only and cannot be read. A programming track can simply be a few feet of straight track to which you can clip leads from the DCC command station. Check your DCC system manuals to determine if you will also need a programming track booster (e.g., the Soundtraxx PTB-100) between the command station and the programming track.



Photo 1



Photo 2

A quick note on speed steps. I always do this project with the locomotives set for 128 speed steps for the best operation, but there are only 28 speed step CVs to work with (CVs 67-94). These can be set manually or with the 28 corresponding sliders provided by Decoder Pro. In this article, I will refer to the speed shown on the throttle as the "throttle setting," vs. "speed steps" for the corresponding CV and slider. So, for example, speed step 14 would affect throttle setting 64, speed step 7 would affect throttle setting 32, etc.

Initial Locomotive Setup

For each locomotive, create a roster entry for it in Decoder Pro. Then clean the wheels, put the loco on your programming track, and read the settings of all CVs in the decoder by clicking the <Read All Sheets> button. This will ensure that the values you see in Decoder Pro are the true values that are in the decoder. Most decoders have upwards of two hundred CVs, with ESU LokSound decoders reportedly having over 1000, so you do not want to do this step by hand with pen and paper.

After the read is complete, go to the "CVs" tab and scroll down looking for any red-colored CVs that indicate a failed read. Clicking the <Read> button for those CVs will attempt another read, and generally succeeds after a couple attempts. Once all CVs have been read, do a *File→Save...* to save the configuration. This complete configuration can be used later if needed to reset the decoder settings to their initial state.

With the locomotive still on the programming track, set and verify the initial value of the following CVs either manually or with Decoder Pro:

- **Start Voltage (CV2) = 1.** This CV is used to adjust the starting voltage at speed step 1, as a fraction of the available voltage. The higher the number, the higher the voltage. This is helpful when the loco needs an extra "kick" to operate smoothly at the lowest speeds. This setting is found on the Decoder Pro "Basic Speed Control" tab.
- **Configuration Register (CV29) = 50.** This is a composite CV that contains a number of bit-level settings. The value of 50 gives a configuration of normal loco direction (i.e., forward on the throttle makes the loco move forward), DCC-only (disables DC mode), speed table enabled, and extended locomotive address mode. In Decoder Pro, these settings are scattered among multiple tabs, so it is easiest to go to CV29 on the "CVs" tab, set it to 50, and click the <Write> button.
- **Speed Table Select (CV25) = 16.** This selects the "User Defined" speed table, once the speed table is enabled via CV29. In Decoder Pro, this setting is activated by selecting "User Defined Speed Table" in the "Speed Table Selection" drop-down menu. Note that this choice is not provided for ESU LokSound decoders, which do not support CV25. In the LokSound case, it appears that "user defined" is always active.
- **Define the initial Speed Table (CVs 67-94) to be linear.** Set slider 1 (CV67) = 4 and slider 28 (CV94) = 200, and click the <Match Ends> button. I choose 4 and 200 to provide a little adjustment room in later steps. Note that if this is a ESU LokSound decoder, neither CV67 nor CV94 are adjustable; you must use CVs 2 and 5. So in this case, set Start Voltage (CV2) to 4, not 1 as previously stated.

(Continued on Page 13)

Treasurer's Report Fiscal Year End; June 30, 2016

By Gerry Covino

We conclude another successful fiscal year by offering quality programs to our members and maintaining a solid financial position as shown in the summary financial statement below.

Again factors contributing to the Division's success are the generosity of our members, through their time commitments that support our programs, and the continued success of our donations table at the NEMTE, which has been well managed by Rudy Slovacek and Dan Fretz. We thank them both for their countless hours of work and wish Dan continued success as he assumes the torch of managing the table from Rudy. In addition, we continue to receive many numerous small donations from friends of the HUB Division (a non-profit organization), and the successful programs we offer provide revenue that helps offset their costs. The Module Group delivers enjoyment to many modelers under the direction of modular super-intendent Richard Ball, who added two new revenue-generating displays to the calendar, and our RAILFUN meetings continue to educate and entertain members under the direction of our coordinator Ray Barry. Ray has decided to pass the torch

to Andy Reynolds for the upcoming season.

Our major fundraising event, the "New England Model Train EXPO," continues to be financially successful even though we did not see an increase in paid admissions this past year. The event provides financial resources that fund a major portion of the Division's programs, while our show management continues 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. We ask that you continue your time commitment supporting both days of the show with a minimum of one hour each day and, for doing so, we thank you by providing admission to the show. The NEMTE management is researching avenues that hopefully will increase attendance numbers going forward.

This year the Division did receive a couple of hundred dollars to help offset the cost of the new trailer we purchased. For those members who have not yet made a donation, please give what you can and mark on the check "Restricted funds to offset the cost of the new trailer."

As we begin our new fiscal year, the Board has approved a balanced budget to ensure the Division's ability to continue providing quality programs for the benefit of our membership and the hobby of modeling.

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 consider leaving part of your railroad collection to the HUB. Your contributions to the HUB, a registered 501(c)3 not-for-profit organization, could be tax deductible on your federal income tax return. You will find a form in this issue of the Headlight that you can use to make your contribution. 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. Thank you for your generosity.

Have another great modeling year.

Account Balances Year-Ended June 30, 2016

Checkbook	\$ 3,138.51
General Savings Account	2,136.87
Reserve-Life Savings Accounts	42,646.97
Program Checking Account	280.48
PayPal Account	564.05
USPS Permit Account	<u>2.51</u>
Total Funds Available	\$ 48,769.39
Value of Club Car Inventory	<u>1,878.60</u>
Total Value of Cash and Assets	<u>\$ 50,647.99</u>

St. John Convention



The HUB Modules on display at the St. John Convention in St. John, New Brunswick, Canada.

Photo by Rick Murray

(For more photos from St. John visit: pcr2016.weebly.com/photos.html)

June Railfun



Left: Russ Norris receives his Prototype Modeling AP Certificate from Peter Watson, MMR; Top Right: Some of Fay Chin's 3D printed models; Lower Right: The crowd wait patiently to learn about 3D printing and SketchUp. Photos by William Barry



Speed-Matching Dissimilar Locomotives

(Continued from Page 11)

- *Forward Trim* (CV66) and *Reverse Trim* (CV95) = 128. For both CVs, this is the "no effect" setting. In Decoder Pro, these are set on the "Speed Table" tab, unless it is an ESU LokSound decoder. In that case, the trim values are not on the "Speed Table" tab and must be set via the "CVs" tab. Note that these CVs are only active when the speed table is activated via CV29.
- CV3 (*Acceleration Rate*) and CV4 (*Braking or Deceleration Rate*) = 0. These are the momentum CVs, and are found on the Decoder Pro "Motor" tab.
- If the locomotive has a QSI decoder, make sure that *Regulated Throttle Control* is enabled. This is done via an indexed CV (set CV 56.4 to '1' - check the manual) or in DecoderPro on the "BEMF" tab via the Throttle Mode drop-down menu.

After setting and verifying the value of these CVs, do another *File→Save...* to save the modified configuration, and don't forget to also write the values to the decoder. Once you've configured a few locomotives with the initial settings, you can move on to the speed-matching steps and configure the other locos in the group as you go along. Or if you prefer, you can do this initial setup on all of the locomotives being speed-matched.

In Part 2, I will explain how to configure a reference locomotive and match your other locomotives to the reference locomotive.



Seacoast Division Activities

Derry Model Railroad Fun Night

- September 9, 2016
- October 14, 2016

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

Visit www.seacoastnmra.org for more info.

3rd Annual Little Rhody Train Show

Sunday, October 16, 2016 will see the Pawtucket Armory filled with model train layouts, model trains, models, anything model train related and hundreds of model train enthusiasts. This year's show will showcase layouts in many scales: HO, On30, N, and G, and of course Thomas the Tank Engine will be there as well. The show runs from 10 AM to 3 PM.



Order Form - HUB Division Apparel

Short Sleeve Polo Shirt, T-Shirt & Sweatshirt Available Sizes S M L XL 2XL 3XL

Short Sleeve Polo Shirts - Sport Grey color with HUB Division Logo - **\$30.00 each**

Size: _____ Quantity: _____ Amount \$ _____
Circle ONE **Men's** **Women's** **Pocket** **No Pocket**
Name on Shirt _____

Sweatshirt - Sport Grey color with HUB Division Logo

7.8oz Weight **\$20.00 each** Size: _____ Quantity: _____ Amount \$ _____

9.3oz Weight **\$25.00 each** Size: _____ Quantity: _____ Amount \$ _____

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Size: _____ Quantity: _____ Amount \$ _____
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Small to XL **\$35.00 each** Size: _____ Quantity: _____ Amount \$ _____

2XL to 5XL **\$40.00 each** Size: _____ Quantity: _____ Amount \$ _____

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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 \$ _____

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Gerald Covino, Treasurer
The HUB Division, Inc.
P.O. Box 672
Hollis, NH 03049-0672

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 electronic invoice will be sent to you.

HUB Headlight

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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.

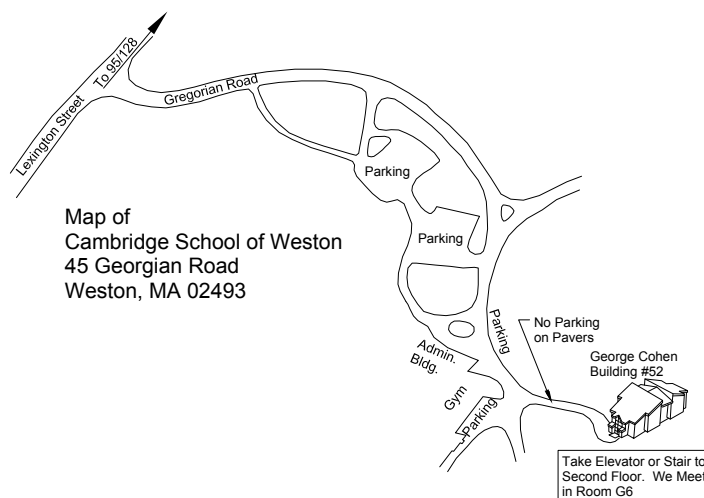
From Route 128 / Interstate 95:

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**.

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