HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 39, Number 5, May - June, 2023

RAILFUN TIMETABLE

Hands-On: Hand-Laid Turnouts

By Ken Belovarac

9 AM Saturday, May 13, 2023, First Lutheran Church, 1663 Main Street, West Barnstable, MA 02668

Are you interested in getting your AP certificate in Civil Engineering, or just interested in making turnouts and other track features (crossovers, gantlets, turnouts, three-way switches, wyes, etc.)? Then this hands-on clinic is for you. Ken will be building hand-laid turnouts using the Fast Track system. An assembly fixture serves as the base for attaching the copperhead PCB ties to the Micro-Engineering HO rails, which are then hot-glued onto the laser-cut wood ties assembly. We will have a limited supply of assembly fixtures, tools and supplies on hand. If you have a Fast Track assembly fixture, soldering iron and solder, please bring it along. Call or email Andy Reynolds to reserve tools and supplies.

Andy will discuss the turnout wiring. He will have pre-built demonstrations using single- and double-frog juicers as well as traditional SPDT switches. DCC-controlled turnout motors will also be introduced.

A tour of Dave Trimble's layout, which exclusively uses hand-laid turnouts, will follow. Dave is a 5.3-mile, 16-minute, drive from the church.

For AP Civil certificate requirements visit: www.nmra.org/civil For Fast Tracks information visit: www.handlaidtrack.com

Presentation: Simple GIMP for Model Railroaders

By James Van Bokkelen

8 PM Friday, May 19, 2023, Motherbrook Arts and Community Center, 123 High St, Dedham, MA 02026

GNU Image Manipulation Program (GIMP) is free software that can be downloaded and used on most computers. Starting with a step-by-step print handout and an image from camera or the net, James will show how to crop, adjust perspective, adjust color, and scale to fit your layout. Then he will show how to put multiple images on a single page for printing. If participants bring their own computers (pre-install GIMP from www.gimp.org/downloads/ before the meeting) and images, he can walk them through his process.

Presentation: Sound and Vibration in Model Railroad Locomotives

By Ron Noret

8 PM Friday, June 16, 2023, Motherbrook Arts and Community Center, 123 High St, Dedham, MA 02026

This presentation will delve into the perception of sound and look at sound generating equipment. Ron will explain about speakers, their construction, resonant frequency and frequency response. Then he will go over the installation of speakers in locomotives including space considerations, modifications to the chassis, speaker enclosures, wiring and power.

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Cinthia Priest giving the after dinner presentation

Spring TRAINing 2023

By Bill Barry

On April 15, we held our first Spring TRAINing event since 2019. Planning for the show was initially done by our own Dick Towle to be held in the town, Manchester by the Sea, where he grew up and served on the police force. Unfortunately, illness took him from us in 2022 and so the HUB persevered and dedicated the show to his memory.

The show was held in three different buildings in the heart of Manchester by the Sea. The Legion Hall hosted the Thomas and T-Trak layouts, along with a

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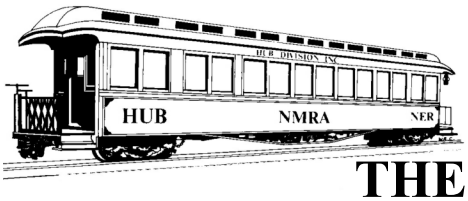
Also Inside This Issue

(Refer to Page 11 for information about RAILFUN updates and cancellations)



THE PRESIDENT'S CAR

By Manny Escobar

As I write this column, I reflect on the past few months and what the HUB has accomplished. We had our annual meeting and elections, with the election of three candidates for the Board of Directors. We would like to congratulate the re-elected Dan Fretz and Mike Dolan along with our newly elected board member, Rudy Slovacek. He will be a great asset to the board and to the members. We also want to thank, Mike Tylick, MMR for the past six years serving as one of your board members. Lastly, my personal thanks to those candidates who ran to support our organization. Do not give up, I look forward every year to seeing your name on the ballot. The board has also reappointed me as your president for the next year. Thank you for your support.

Our Spring TRAINing event came and went. It was a success. Dick Towle would have been proud of the event, even if the crowd was not there. Cinthia and Stephen Priest had fantastic clinics, especially Cinthia's "Who Am I" NMRA perspective lecture and great insight presentation. To all those clinicians that volunteered to give clinics and the volunteers that supported this event, Thank you.

The HUB High Green operations weekend, spearheaded by Bruce Robinson and schedule for May 2023, has been postponed to the same time next year. We will continue to plan and schedule this event.

If you missed our past RAILFUN evenings, Andy held a "HUB Division Module Kit series." The first presentation was by Bill Harley, "Assembling the Wood Structure." The second was by Erich Whitney, "Wiring." It was great, informative and well attended.

Check the *Headlight* and website for the upcoming RAILFUN sessions and events.

With volunteers like you, we have the opportunity to make our hobby great. Thank you for all your hard work, it makes all the difference.

Have a great spring and summer, but don't forget our Annual Summer outing in July at the Waushakum Steamers in Holliston.

"Keep 'Em Rolling"

2023 Election Results

The following members were elected to three-year terms on the HUB Division Board of Directors:

Dan Fretz

Mike Dolan

Rudy Slovacek

HUB Summer Picnic

July 16, 2023

The Summer Picnic is tentatively scheduled to take place at Waushakum Live Steamers in Holliston, MA, on Sunday, July 16 (rain or shine) from 11AM to 2PM. Visit www.waushakumlivesteamers.org More information will be emailed, or look for further details on the HUB website and Facebook page.

Behind The Scenes - Treating Special Guests to a Good Time

By Bruce Robinson

This story starts out with the phrase "Two guys walk into a b…" At 8:00am Saturday morning at the start of the Amherst Show in Springfield, I walked into the HUB display to help set up the membership table. The first greeting I got from Peter Watson and Gerry Covino was that "Matt had left ESU Friday." That was then translated into the guest clinician and after-dinner speaker was not coming to Spring TRAINing. Huge problem!

I asked "Did anyone talk to Cinthia?" No response. OK, fast forward to many trips up to the Blue Carpeted Area where all the NMRA notables were gathered, including Cinthia and Steve Priest. Finally, I got to ask Cinthia if she would entertain an invitation to be guest speaker at Spring TRAINing. She said YES! Oh boy, the heart is racing now. The renowned editor of the NMRA Magazine just accepted the HUB Division's invitation to be the dinner speaker. First problem solved.

Cinthia Priest front, Stephen Priest, MMR, middle and Erich Whitney, rear, during the operating session at the Valley Junction Railroad. Photo by Bruce Robinson

Now to set up travel arrangements to fly the Priests from Kansas City to "here." I suggested having them fly into Manchester / Boston regional Airport to avoid the hassles Logan is noted for (of all the airports I have flown into in Europe, Canada and Asia the two worst experiences were #1 Manila and #2 Boston/Logan). Fine, Manchester it will be. Airline tickets were secured and hotel accommodations were made. The flight

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Shanty Talk:

By Rudy Slovacek

Some Fun Facts

Did you ever wonder who chartered the first railroad in the U.S.? Who constructed the first passenger railroad? Who was the first to operate for the purpose of hauling freight? When I first visited the Smithsonian down in Washington, D.C., I came across an exhibit of parts from the "Stourbridge Lion," one of the first locomotives to operate in the U.S. As I started researching the railroads for modeling purposes, I found a number of apparent conflicting facts. Was it the "Peter Cooper" in South Carolina, or the "DeWitt Clinton" in Albany, New York to name a few, that first ran in the U.S.? Later it became clear to me that each of these firsts were uniquely different "firsts."

Recently I was made aware that in Scribners Magazine for August 1888 was a description of operation of the Stourbridge Lion on the Delaware and Hudson Canal Co. The locomotive was built in England under the direction of Horatio Allen, shipped to the U.S. and first operated in Honesdale, Pennsylvania, on August 8, 1829, by the same Mr. Allen. He has the distinction of having run the first locomotive used in this country. I believe it ran on steel bands strapped to wooden rails but don't quote me on that.

In 1871 Appletons published a book entitled "The History of the First Locomotives in America." Great pains were taken to obtain reliable information concerning the early locomotives and when they were run. One August 8th, 1829, the Stourbridge Lion first ran on the D&H. This was followed by the Peter Cooper's first run on August 28th, 1830, in South Carolina and then the Best Friend ran on the Mohawk and Hudson on November 2, 1830. The De Witt Clinton took its first trip on July 3, 1831. Both Scientific American and the latest editions of encyclopedias and works on locomotives agree the first operation honor goes to the D&H Railroad in the U.S.

Do you know how much slack can exist in a 40-car HO scale freight train? I measured it once by slowly backing the train to a stop to compress the couplers, then measuring the distance the locomotives traveled before the rear of the train began to move. It turned out to be 3.5 inches or roughly 25 HO scale feet. While I'm not sure what the number would be for the prototype under equivalent conditions, I would guess it could be substantial for a 100-car freight train. It is also the reason that engineers are well advised to slowly pull the slack out before starting a long train so as not to yank or break a coupler. In the early days of diesels (in the 40's and 50's) ALCO advised it's operators to advance the throttle rapidly when starting a train (with the slack pulled out of course) and then back off once it got rolling. The thought here being to peg the ammeter of a diesel electric for the shortest time necessary so as not to cause an overload or burn out of the motors with a long slow acceleration. Backing off after the quick burst allowed the system to cool at the lower amperage input.

Many of us probably set the momentum aspect of our DCC decoder to some value to simulate starting a heavy train, but how many of us actually remember to pull the slack out first. With momentum on we can push the acceleration to the max and then back off as we approach our running speed, thus simulating somewhat prototypical operation conditions for staring our train.

Although my modules comprise only a little over a half-mile of trackage, I enjoy operating my trains in a somewhat prototypical fashion. It was Don Howd who, in his clinic on operations, suggested we might want to slow down and give our brakeman or conductor time to dismount and walk up to the turnout throw bar before signaling for the train to begin moving. I think our mimicry of actual prototype operations can add additional fun factors to the operation of our model trains beyond that of a train whizzing around a Christmas tree. DCC and sound have taken us a long way toward that goal, why not go further along the path?

Now let's end on a positive note. While reading my wife's issue of the "Saturday Evening Post" for November/December, I came across an article beginning on page 38 entitled Model Citizens by Jordan Green. In it he describes the resurgence of model railroading brought on, in part, by the pandemic. The reason for the advance is that, "When people were isolated at home, they turned back to the safety and joy of operating model trains in private…" Train makers in Europe report growth in the past year of anywhere between 60 to 200 percent. There is even a comment by Charles Ro Jr. on how every Saturday the shop is brimming with young customers. Although the hobby must compete with other technologies, some of that very same technology is now also adding interest to the hobby (see for example Soundtraxx's new Blunami Decoder system) through advanced electronics. That's it for now and I look forward to my next column.

New Members

The HUB Division welcomes the following new members

- Brian Collins, Londonderry, NH
- Jameson Collins, Londonderry, NH
- Brian Hartley, Groveland, MA
- Luke Hartley, Groveland, MA
- Richard Krusemark, Bedford, MA
- Gary Reiss, Groton, MA

RAILFUN:

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Speaker comparison charts of dimensions, impedance, power and frequency response will be reviewed.

Ron will then look at digital sound files for decoders.

Examples of sound installations in diesel locos, covered wagons and narrow hood units will be presented. Finally, there will be a live sound demonstration using a decoder and three types of speakers. round, cube, and cellphone, placed inside dummy locomotive shells.

Bannish Lumber - Part 2

By Mike Tylick, MMR

In Part 1, found in the September-October 2022 *Headlight*, Volume 39, Number 1, I covered construction of the building walls and doors. In Part 2, I will go over adding the foundation, the roof, door handles, windows, sign and finishing touches.

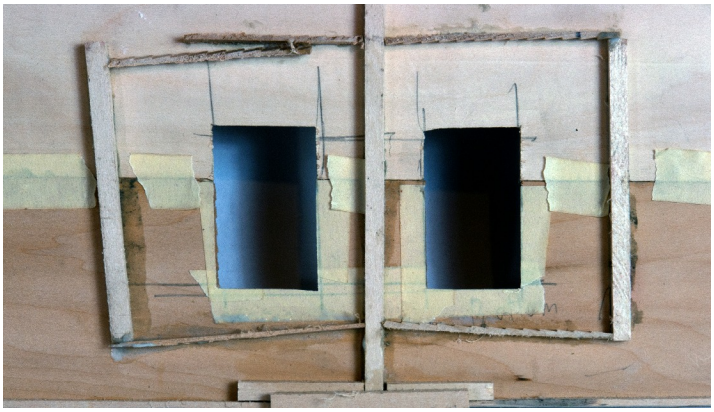

Photo 12: The lack of an interior will be minimized with window and black paper, but the paper will look better if it is spaced away from the window. Easily accomplished with bits of scrap wood.

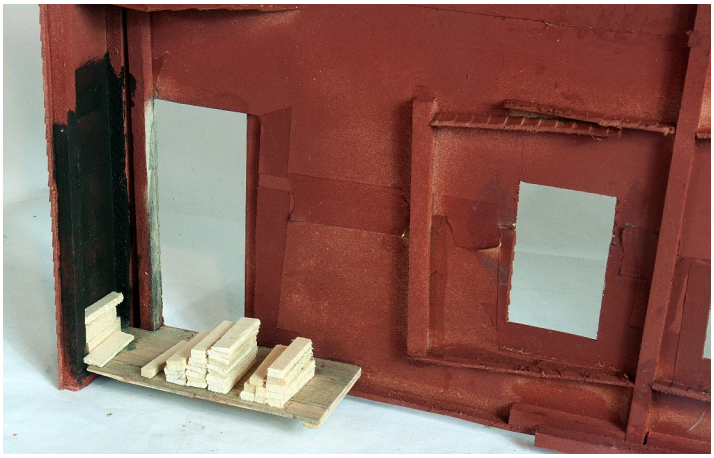

Photo 13: For interest to a rather stark model I left one door partially open to reveal a little floor and a small lumber pile. This shows the minimal interior detail. Red primer was used on the rear, while the side wall is painted black to help hide the fact that the wall is only several inches deep.

Photo 14: Since there are so few openings, a small shadow box was built around the door opening. The overall back of the structure was left open.

Photo 15: To avoid tricky masking, the area around the open door was primed before installing the interior. Red primer was used to help dull the final overall green-color paint. A black interior helps to disguise its shallow depth.

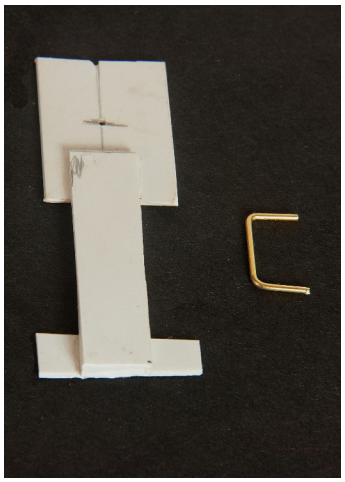

Photo 16: Made from styrene scrap, a quick door handle template was created by filing a notch and drilling a hole. The template has spacers to also make it useful for positioning the door mounting holes.

Photo 17: The door handle in place. A single O scale track spike serves as a bottom door guide. I borrowed this idea from some Maine two-footer boxcars.

Photo 18: Several completed doors. The window opening at right is masked for primer sprays.

Photo 19. The corner posts are added.

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Bannish Lumber - Part 2

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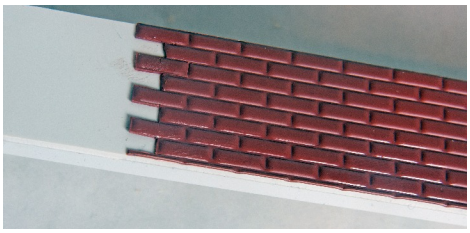

Photo 20: I decided that a brick foundation would look good on this model. Mine is built from Plastruct embossed brick siding backed with .040" sheet styrene.

Photo 21: The styrene was braced with .125" square strips.

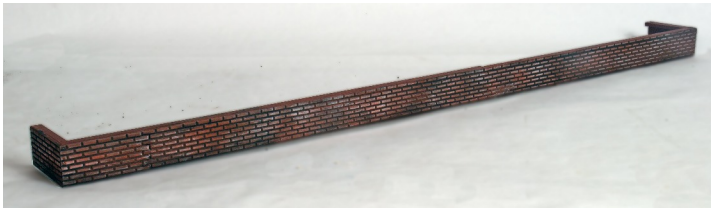

Photo 22: Painted and weathered foundation. The red primer makes it simple to paint the brick base with one coat of Burnt Sienna craft paint.

Photo 23: The back side of the roof. Roof was cut from inexpensive illustration board and framed with wood strips. This long piece had to be fabricated from several pieces with splice plates and additional bracing. The large bracing at the peak helps keep it straight. Roof is shown glued to walls. This back will also be primed.

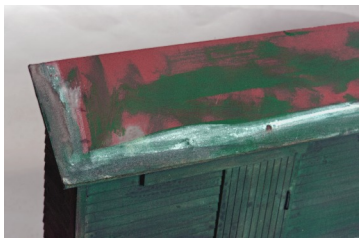

Photo 24: This looks awful but the overhangs and a short distance on the top from the edge are painted green. Green color was weathered with successive thin washes of white, brown, and black watercolor paints

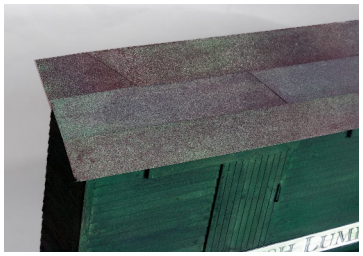

Photo 25: Rolled roofing was simulated with black construction paper that was weathered with white, gray, red, and black over-sprays of rattle can enamel. Cans are held at a distance so paint is mostly dry when it hits the surface, helping to create a speckled pattern giving the paper a faux relief pattern.

Photo 26: I brushed a primary "Christmas" green craft paint over the model. A single coat leaves too many red "shadows" but a second coat evens this out nicely. The red undercoat desaturates the green to a less brilliant color.

Photo 27: Grandt Line #3932 windows are painted and installed with construction paper shades and Gallery Glass glazing. This craft product made for stained glass gives an old glass effect and makes it more difficult to see inside.

Photo 28: Bannish sign was typeset on my computer. Type is Goudy Open small cap but most any older-style type would do.

Photo 29: Completed Bannish Lumber shed.

Spring TRAINing 2023

(Continued from Page 1)

place to grab and eat lunch. The Masonic Lodge held the HUB modular layout and the membership table. These two facilities were open to the public for the duration of the show. The preschool building for the First Parish Church was our base of operations for the clinic program. There was a full slate of clinics organized by Peter Watson, MMR. Our feature clinicians, who flew in from Kansas City, MO, were none other than Cinthia and Stephen Priest, MMR. Cinthia spoke about creating articles for publication while Stephen talked about saving the ATSF 5704 and also about tips and tricks. We also had awesome clinics put on by Erich Whitney, Malcolm Houck, MMR, Jim Joubert, Jeff Gerow, Mike Tylick, MMR, Rudy Slovacek, Bruce Robinson and James Van Bokkelen.

Stephen Priest, MMR during his clinic on Saving the 5704

Rudy Slovacek presents his Split Rail Fence clinic to John Cipar and Jim Joubert

The T-Trak layout in the Legion Hall

The HUB's Thomas layout was a popular attraction.

The facilities were conveniently located right next to the tracks of the MBTA Gloucester branch, and when I first arrived, I was greeted by an outbound train crossing the lift bridge. By the afternoon, the sun was out and folks enjoyed lunch on the outside deck of the Legion Hall. It was very convenient for those of us working the show that lunch was available for purchase from Todd Crane, the caterer for our banquet that evening.

After the show, those not enjoying clinics helped pack up the modular layout and moving the T-Track layout out of the Legion Hall. We then held our annual meeting in the Masonic Lodge. Vice President Malcolm Houck and Treasurer Gerry Covino gave their annual reports, and then Clerk Peter Watson announced the results of the election. Dan Fretz had the most votes, with Mike Dolan and Rudy Slovacek tying for the other two board slots. Rod Feak was only one vote behind so we hope to see him run again next year. Subsequent to the annual meeting, the board re-appointed Manny Escobar as President, aka "El Presidente."

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Spring TRAINing 2023

(Continued from Page 6)

Happy hour was held in the Legion Hall until we sat down for dinner. The Haddock dinner was delicious and everyone had a great meal. Following dinner, Cinthia gave us a presentation that started with her introduction to the hobby back when she started dating Stephen in college, and he took her rail-fanning. However, it was really all about the fact that all of us are the heart of the NMRA. It was a very enjoyable presentation. If you want to read more from Cinthia, just check out the most recent NMRA magazine where she explains how she earned the Chief Dispatcher certificate.

The HUB Modular layout on display in the Masonic Lodge

Bob Collins Receives his Golden Spike Award at the Spring TRAINing banquet

Dan Fretz receives a Presidential Award from Manny Escobar for his efforts running the donation table and all the work behind the scenes that makes it a success.

Behind The Scenes - Treating Special Guests to a Good Time

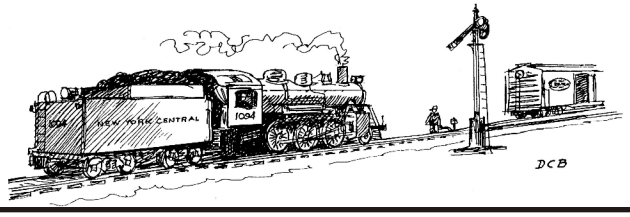
(Continued from Page 2)

schedule had our guests arriving at 2:00pm on Friday, so an itinerary was put together. Included was a quick meal, then off to visit Tom Oxnard's Boston & Maine layout in Exeter, NH, then down to Epping, NH, for dinner followed by a shortened op-session on my Valley Junction RR. The operating / host crew was evenly divided between Seacoast Division and HUB division members. Seacoast was represented by Glenn Mitchell, president, Tom Oxnard, MMR and AP chairman, and John McHugh. HUB Division was represented by Erich Whitney, Gerry Covino, Brenna Whitney and myself. Because half of the crew had to be up at the crack of dawn, the session was ended at 9:00pm. Typical of VJRR op sessions, trains were run, cookies were eaten and a lot of good natured laughter was had.

Saturday morning began with breakfast at Red Arrow Diner followed by the run south to Manchester by the Sea. The day went well with both Steve and Cinthia giving clinics (as did Erich and I), and finally the dinner came.

Cinthia out did herself with her presentation as she "Told our Story" about the NMRA and what it holds on a personal level. Truly, an outstanding presentation.

Everything came to an end when Erich picked the Priests up at their hotel, on Sunday morning, in time to make the 5:00am arrival back to Manchester Airport. Maybe next time we will have more time to grant Steve's request to visit Maine so he can complete his quest to visit all 50 States.



Seashore Trolley Museum Boston Carbarn Track Work

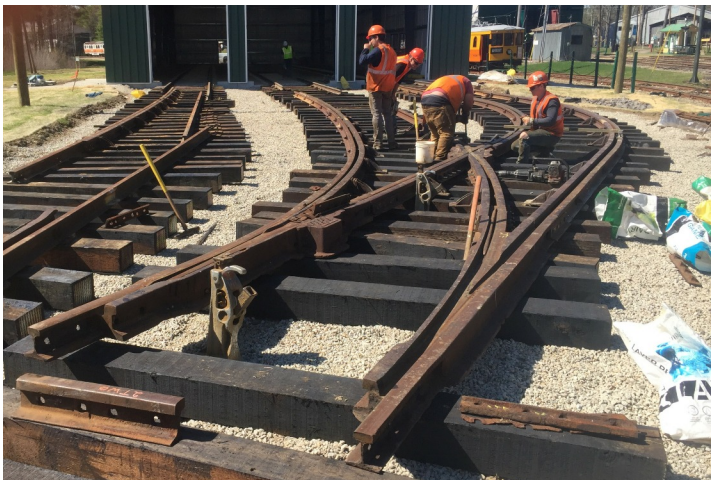
By James Van Bokkelen

Seashore Trolley Museum's new carbarn was designed to re-use complex track originally obtained from the Boston Elevated's South Boston Carbarn. HUB member James van Bokkelen and other Museum volunteers had taken the track apart and stored it in November and December 2022.

These photos are from the last week of April, 2023, when Seashore hired contractor Maine Track Maintenance to help rebuild the track outside what will be its fourth home.

We had removed this curved rail with restraining rail in one piece. Here it's being carried to the new carbarn work site by an MTM backhoe.

Track inside the building is bolted to concrete slabs. Outside, we used a mix of old, Pandrol-type ties and new ties with plates and spikes. Here rail is being placed on Track 2. Bolted rail is visible inside the building.



We had built the easternmost rail first, because it established clearances. The east closure rail locates the Track 2 turnout frog. The rest of its connections are being bolted up.

MTM also used a grapple truck, similar to those used by loggers, to handle rail and ties. Here a mate casting we hadn't been able to separate from its stock rail is being swung into position.

Modern power equipment saves a lot of manual labor, but strong arms and levers, with roots going back to Archimedes, are frequently necessary. Our DC Transit PCC #1304 was out for a test run as the Track 1 mate was being lined up.

As a comparison with the photos from April of this year, the photo to the right shows the trackwork once Seashore's old South Boston Carbarn was demolished. We set about taking the old track apart and moving it out of the way of new construction. Its roadbed was pretty miserable, featuring a pond that only dried out in the heat of summer.

Erich's Electronics Notebook

By Erich Whitney

HUB Signaling Testbed Update

I am just back from the 2023 HUB Spring TRAINing show, and I think this is a great time to give you an update on the HUB Signaling Testbed project that I have been working so hard on these past several months. Most importantly, I want to thank all the attendees who came to watch my two-part clinic on the latest developments of this project. I do realize this isn't a topic that everyone is interested in, however, being able to come together in-person again in this beautiful venue and interact with each other face-to-face was refreshing and inspiring after so much time in virtual space. I was especially honored to have our guest speakers, Stephen and Cinthia Priest, in the audience who brought their perspectives to the discussion and really opened my eyes to the future of this project.

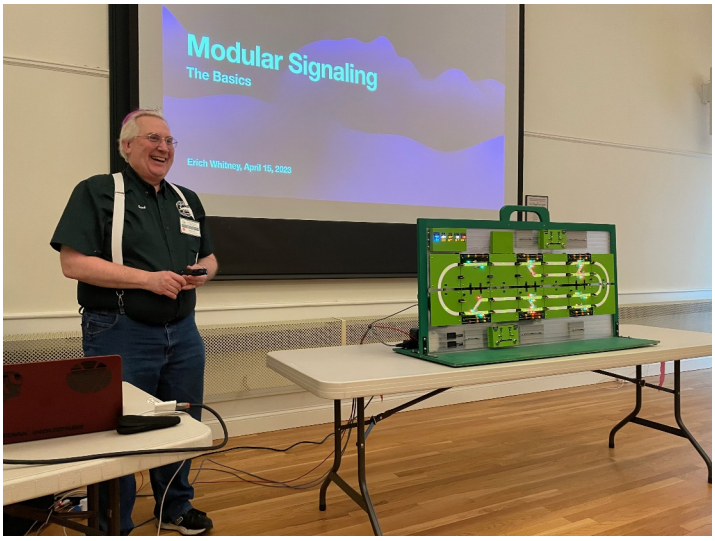


Figure 1: HUB Spring TRAINing Clinic
Photo by Brenna Whitney

If you could indulge me for a few more words about the show before I get back to the subject at hand, I'd like to thank all the volunteers who came out and made this event a success. I certainly feel that we honored the memory of Dick Towle by putting on this train show to complete his vision. We ended our day with an incredible banquet meal prepared and served to us by Dick's friend Todd, followed by an inspired presentation by Cinthia Priest.

The last time I gave a detailed presentation on the HUB Signaling Testbed project was back during COVID and I did it as a video demonstration over Zoom. That demonstration was recorded and is still available on the HUB's YouTube channel if you want to go back and watch it. I have not created a new video for this next iteration of the project yet because it's not quite to the point where there are sufficient differences with the Testbed that would make a new video worth doing, though there have been significant technology updates to it.

The most obvious change when you look at Figure 2 is the addition of the 3D printed panels that cover the front side of the circuit boards. I built these to make the front side look cleaner and less confusing. With this change, I also mounted the signal masts flat against the panel, so they are easier to see since these panels cover the switches. I made custom 3D-printed push-button caps and I used a Cricut Joy to make custom labels. There are now 3D printed covers for the Tortoise switch machines that are used to mount the LEDs and local control switches. Each Tortoise switch machine does have a wire that sticks through the front panel and the plan is to build a mechanical indicator that moves with the switch position since there isn't an actual turnout on the model. Also, I have added a key switch for future experimentation with lockouts.

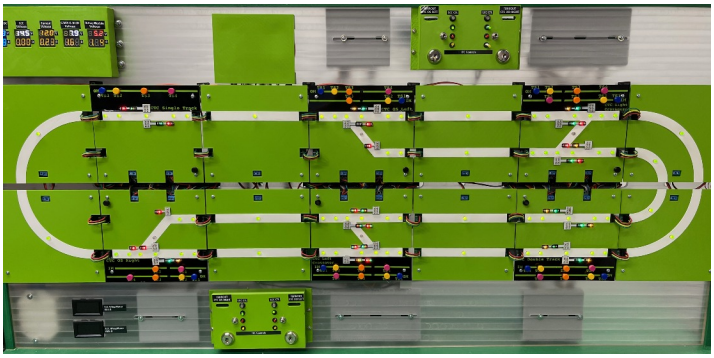


Figure 2: Updated 3D Printed Testbed Panel Layout

While I was on a 3D printing kick, I created a housing for the power supply and mounted separate volt/amp displays for each supply, making it easy to see if there's a problem. I also created a 3D-printed cover for the power distribution terminals to tidy up the front panel even more. The only other change you can see from the front panel is the addition of two panel meters in the lower left corner – these are part of the newest addition to the Testbed that I'll discuss later. To be clear, the entire Testbed has been rebuilt. It has a new custom CNC-machined Lexan panel to which all the components are mounted. The front looks basically the same as it did before except for the 3D printed additions I discussed above, but the back is completely different.

Rather than mounting the control nodes directly to the Lexan, I decided to use the gray mounting (DIN rail) system (see Figure 3) so that any node can be swapped out or moved around without having to undo screws – just unplug the connectors. To that end, I created a new circuit board that sits between the front panel and the control node, and this allows me to do one more thing that brings an exciting new capability to the Testbed. I call this new circuit board, the Control Node Breakout Board, and it allows me to add the option of using LCC to control the Testbed instead of C/MRI. These breakout boards are mounted in the center between the C/MRI nodes.

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Erich's Electronic Notebook

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The Testbed now has a second set of control nodes made up of LCC boards by RR-CirKits that can be used to implement the signaling functions we have been using the C/MRI boards for. However, the goal of switching to LCC is to be able to configure LCC in such a way that we don't need a computer to run the layout in either ABS or APB. We would only need to add a computer if we wanted to run in CTC mode! This is a huge paradigm shift for the HUB Modular Group since we have always needed a computer to run the signaling system.

One of the other nice advantages of LCC is that it is completely self-contained. In addition to the signals running over the CAT5 cable, it also sends power over that same cable. Those two panel meters are there to tell you what the LCC voltage and current are for the two LCC signal segments being powered by the LCC Power Injection module.

I designed the HUB Signaling Testbed for three use cases:

1) Debug problems and test solutions with the HUB Modular Group signaling system.

2) Provide a platform for experimenting with new ideas, products, and solutions.

3) Provide a teaching resource for HUB members to learn signaling and practice dispatching.

At this point in the project, I feel I'm making progress on all three points, albeit not necessarily equally. Like any project we undertake with our hobby, it comes down to time. As I am able to engage with more members and build support around these goals, I think it will get easier but there are still a few things I need to finish up. One of the ideas that I've been talking about doing is building a "HUB Module Adapter" for the Testbed. This would allow any member module to plug into the Testbed, inserting itself into the Testbed's track plan so that we can test out the actual module's signals without having to debug that module at a train show. I still have to finish programming and testing all of the LCC modules to get that side of the project up and running. Then I can start talking about a migration story and why I think that's a good idea. I think that story is best told with a demonstration and a working prototype! People appreciate a concrete response to "show me". I have already solved the messy problem with the current signaling system requiring the creation and maintenance of CATS configuration files that change with every show. I have a working prototype that I used in my demonstration in my clinic. I don't talk about the details because it involves spreadsheets and Python scripts and that usually clears a room faster than a flatulent K9. If you're interested and want to learn, I'm more than happy to discuss it, just ask!

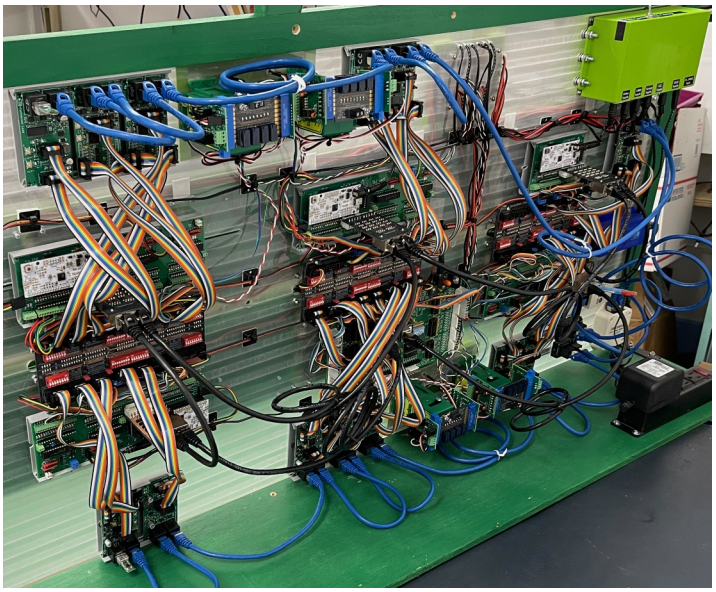

Figure 3: Upgraded Testbed Adds LCC to C/MRI

CANNONBALL EXPRESS 2023

NER Convention, Uniondale, NY

Thursday, October 5 to Sunday, October 8

By Bill Barry

The next NER convention will be held on Long Island, NY, for the first time in many years. The convention committee of the Sunrise Trail Division has been hard a work putting together the convention program. As of publication www.ner-conventions.org/cannonball-express/ was up and some information was available including hotel reservations.

The planned prototype outing will a tour of Grand Central Terminal including a trip over the newly opened Long Island Rail Road East Side Access trackage to the new Grand Central Madison station.

It would be great if we could have a good showing of HUB members attending the convention in a part of the NER that doesn't host conventions very often.

HUB *Headlight*

Volume 39, Number 5, May - June, 2023

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From the Modular Superintendent’s Desk

By Bob Collins

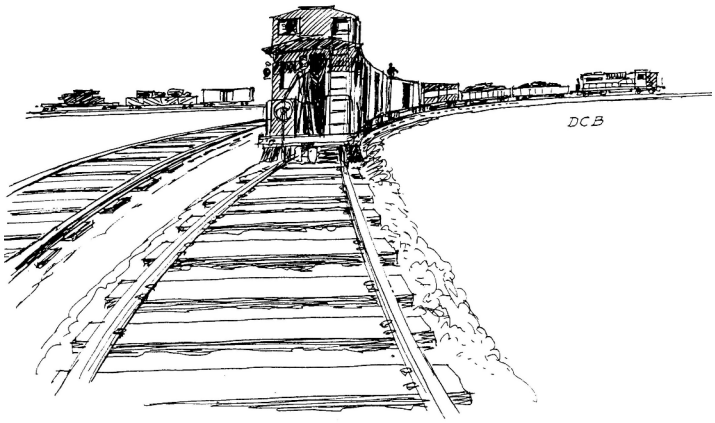
It's hard to believe that we are wrapping up the 2022-2023 show season. What a great year it has been. So many new members have become active in our modular group and have brought with them new energy. I would be remiss, however, if I didn't mention the modular group members who year in and year out make the HUB Division presence at our local train shows the great experience that it has become. Their expertise, dedication and willingness to share their knowledge with our newer members is greatly appreciated.

The Thomas the Tank Engine subdivision has been a huge hit among young people and those young at heart. We have been working closely with the signals committee and will hopefully be debuting those sometime in the fall.

We are also planning to have a build/repair day over the summer. If you want to get your hands dirty and get a glimpse behind the curtain, or would just like to sharpen up some of your modeling skills, please keep an eye out for the announcement.

There is certainly always more that can be done with the module group so stay tuned!

That's all for now HUB Division, "Next stop Nashua Valley...okay to go!"



RAILFUN Updates or Cancellations

RAILFUN Updates or cancellations will be posted on the division website (www.hubdiv.org) and issued via the HUB email list and via Constant Contact.

Submissions Requested

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. Earn credit towards your Author AP certificate.
Please email editor@hubdiv.org.

HUB Division Calendar of Events

(Subject to Change)

2023

May 6-7 (Sat-Sun)	HUB High Green Operations-Themed Weekend - CANCELED
May 13 (Sat)	HUB RAILFUN Meeting, 9 AM, First Lutheran Church, West Barnstable, MA
May 19 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Jun 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Jul 15 (Sat)	Submissions deadline for the HUB *Headlight* Sep-Oct issue
Jul 16 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA
Aug 20-27 (Sun-Sun)	2023 NMRA Convention, Texas Express, Grapevine, TX, www.2023texasexpress.com
Sep 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Sep 30-Oct 1 (Sat-Sun)	HUB Modular Railroad display at the Nashua Valley Model Railroad Association's RailFair 2023, Boxboro, MA
Oct 5-8 (Thu-Sun)	Cannonball Express NER Convention, Uniondale, NY, www.ner-conventions.org/cannonball-express/
Oct 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA

RAILFUN.....

NO MOTIONS.....

NO SECONDS.....

NO BUSINESS.....

NO YAWNS.....

HUB Division Headlight
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