

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 26 Number 1, Sept.-Oct. 2009
<http://www.hubdiv.org>

RAILFUN TIMETABLE

OUR SEASON OPENER & WELCOME

by HUB Members
8 p.m. September 18, 2009
Cambridge School of Weston

MODULE MASTER 1: Clark Falls and Schenectady

by Jeff Gerow and Rudy Slovacek
8 p.m., October 16, 2009
Cambridge School of Weston

THE HOOSAC TUNNEL THEN AND NOW

by Jerry Kelley
8 p.m., November 20, 2009
Cambridge School of Weston

Our series of mini clinics was such a hit last season that we'll begin the year with this format. It encourages people to demonstrate helpful tips in an informal manner and gives new members an opportunity to meet and learn about the interests of others. Unlike some of our "hands on" clinics with full-blown presentations, this Railfun features information sharing through short demonstrations by modelers for other modelers.

So, bring your little demonstration and we'll give you 15 minutes to do your thing. If you have 35 mm slides, we'll supply a projector. If you have a power point presentation, we'll supply the projector. If you need a table for display, we'll supply the table and provide you with the opportunity. Who knows, maybe we'll get some great ideas for future clinics. Please contact me first though so I can schedule the number of presentations to fill our evening.

For those of you who'd rather talk than listen, we'll provide the coffee klatch room as a place to swap stories and railroading tails of the summer. So come and join us for an enjoyable fall evening when we gather to share our hobby with others and begin a new season of model railroading.

See you there!

This series of clinics is a first of it's kind where we hope to give members a chance to look at award-winning HUB modules "up close and personal" and ask questions about some of the outstanding efforts by the module builders.

HUB Division members have built at least three modules which have taken a first place at the National level, and others which have placed highly in such events. Now you'll be able to find out why these particular scenes stand out. The module creators will speak a bit about what they were trying to accomplish and how they went about their creations. We'll also learn what they might do differently next time. Everyone will have an opportunity to inspect, photograph and ask questions about the techniques employed. We'll begin the series with a showing of that cleverly animated and beautiful rural mountain scene by Jeff Gerow. Also included will be "Schenectady the City that Lights and Hauls the World."

While these two modules represent opposite ends of the scenic spectrum, they both give a feel for the detail and variation which can be packed into a mere 2- by 4-foot space. So bring your questions and cameras.

In what promises to be a fascinating tale of construction of one of our favorite local railroads, Jerry will do a historical perspective on the Hoosac Tunnel and it's lining towers. He will illustrate some of the lesser-known aspects of constructing the tunnel in northwestern Massachusetts, the original "Big Dig" if you will. He'll start the journey on the east side, covering some of the methods used in the twenty-four year long project. The tunnel in Boston was a piece of cake compared to the efforts expended on the 4¾ mile Hoosac bore through solid rock by workers without the tools we have today. He will then cross over Hoosac Mountain showing other locations of interest, such as the deep vertical shafts and the west end portal, with both pictures and story. If you've seen his website you'll know it promises to be a fascinating evening. Come join us for a look back at this truly incredible engineering feat.

A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 10.

The President's Car

By Dick Johannes

I am writing this one week after the N M R A National Convention, HN09. This is the first time since 1986 that the National Convention has been so close to home. Many of us have been nervously spiffing up our modules for the Greatest Show on Earth. I feverishly refurbished some scenery, repainted the backdrop and added some operating signals. Jeff Gerow submitted plans for 57 modules, 7 corners, 2 turnarounds, a crossing module, and the bridge. HN09 gave us a 58x58 foot space, which is huge. The design was fantastic and a visual treat. I heard several children squeal with delight when catching sight of the Modular Layout. We shared operations with Division 4 from Ohio, which Larry Madson is a member of. His long-talked-about steel mill module set, spanning 16 feet, was something to see. Ron Noret shed the Beef Jerky Trophy thanks to Bill Cramer of Division 4, who operates with us at Springfield Shows. Bill's rear end collision into a stopped coal train at the crossing had prototypical jackknifing and several overturned hoppers. Numerous photos were snapped for posterity and submission to the FRA and NTSB.

We changed the wiring on HUB modules over three weekends prior to the show and it worked splendidly. HUB members did well in the modeling competition with Ken Belovarac, Jeff Gerow and myself receiving honorable mentions in the individual module category. Rudy Sovacek's early super-detailed D&H RS-3 won first place in the Diesel Model category and also won the Kato Award.

The convention was a blast. I found the quality and diversity of the

clinics to be stellar. There were many that deserve mention but I'll cover two. Jeffrey Hanke, a Chessie System modeler, did a marvelous clinic on selective compression. He modeled Hancock, West Virginia, near the Maryland border. He modeled in 1982 when Hancock had one of the few remaining manually operated towers in the U. S. It was fittingly named "HO Tower!" He drew the plan at full prototype dimensions in HO scale and then decided how to compress them. Full size would have required a 182 linear foot run, but he had 20 feet in his basement to work with. He grouped features into three categories: mandatory, desirable and expendable. These three lists governed the compression process, preserving the flavor but not the size, and to my eye it worked very well. Another clinic I enjoyed was given by Jack Ellis, President of the North Conway Model Railroad Club. He did a clinic on the "last two inches," meaning the very back of a layout or module. Starting with a plain blue backboard, he progressively added clouds, semi-flat (very important, not flat) structures and scenery to achieve remarkable depth to the scene.

Congratulations to Jack Alexander, Bill Roach and Ron Noret, who were elected to the Board of Directors in May. I also extend my gratitude to Curtis Nutt for his service as a Director and for his exemplary continued service as Membership Chairman.

The new Board of Directors held its first full meeting on June 13. The main topic for the meeting was the FY2010 budget. As many of you know, we had a couple of consecutive years with deficits and, given what has happened to the economy, we were all concerned about the fiscal health of the HUB

Division. I am happy to report that not only did we finish in the black but we did so by a large margin, thanks to some careful planning and better than expected results from a number of corners, including both the Fall and Spring shows. Next year's budget is zero-based, meaning we are planning equivalent expenditures and revenues to last year. I hope we'll be able to report another year in the black next spring.

Rudy Slovacek has planned much of next year's Railfun events. I won't let the cat out of the bag but let me say Rudy has a great knack for finding what works and running with it. Expect another stellar year.

Peter Watson has been able to secure another big name as the keynote clinician for next year's Spring TRAINing: Andy Sperandeo. Andy was Editor of *Model Railroader* from 1994 through 2001. In 2001, he was named Executive Editor. He was also the founding editor of the annual *Great Model Railroads* series and the author of a number of books including *The Model Railroader's Guide to Freight Yards* and *The Model Railroader's Guide to Passenger Equipment & Operations*. I have all of the Great Model Railroads series and my copy of the *Freight Yards* is completely dog-eared from repeated use. This should be a super Spring Training again.

Lest we forget the Fall Show, Jerome McDonald and Gerry Covino both gave me good news. We are ahead of schedule in terms of both committed tables and layouts.

Well I hope you all enjoyed the summer and hopefully I'll see many of you at the 13th Annual HUB Picnic at Pete Watson's home on August 16 and the first RailFun on September 18.

Treasurer's Report

Gerald Covino, Treasurer

We ended our fiscal year with a positive cash flow. This marks the first time in years where the Division raised more than we spent. This is the result of several factors. First, we continued to successfully market the Hub Anniversary Train cars, an expense paid completely in FY 2008; second, the revenue exceeded expenses for our Spring Training event; and third, the Module Group collections, primarily from Honoraria was greater than it was in the previous year and exceeded this years budget plan. All this points to the continued success realized through the programs offered by the Division.

The "New England Model Train EXPO" our annual train show fund-raising event continues to grow. The income projections were almost achieved and we controlled expenses so that they were less than budgeted. The Board continues to be grateful for the support of members in staffing the event and reminds all members that this is a TWO-DAY show and that we need members to volunteer on both days. The show will continue to be held on the first weekend of December and we ask members to set aside time (one hour) on BOTH DAYS to help. There are many jobs on the day of the show that need volunteers, and we ask that you contact the Show Chairman, Mark Harlow, to notify him as to the times each day you can volunteer to help. Please remember, this show provides the revenue that allows the Division to provide programs for you each year.

The Module Group continues to exhibit on a regular basis and has become the cornerstone for attracting new members while providing entertainment to the public and raising awareness of the history of railroads. Our Railfun program continues to be a key educational offering that members and guests enjoy attending. Our Membership Chairman continues to have tremendous success attracting new members with the special promotion program introduced several years ago. And finally, the financial generosity of members as they remember the Division in the annual gift giving is greatly appreciated.

As we embark on our new fiscal year the Board hopes to see continued success with the Spring Training event. We have already secured a featured Guest Clinician. After this past year's success the Board approved a Guest Clinician for 2010. This event is

important because it serves the mandate of our organization as an "educational organization". In it we present clinics to teach participants ways to improve their modeling techniques. It also serves to promote the history of railroading by providing an opportunity for the public to see trains in action as they view operating railroads and to seek information from persons operating those layouts. Having a notable Guest Clinician worked well in 2009 and the Board believes it will continue to attract attendance to this event, thus inspiring more modelers and would-be modelers to participate.

Finally the Board continues to reach out to each of you to make or continue making an annual financial contribution to the Hub Division. The Hub Division is a registered 501(c)3 non-profit organization. This means your contributions to the Hub, as with other non-profit organizations, in most cases is tax deductible on your Federal income tax. You will see a form in this issue of the *Headlight* for your use to make your contribution. We ask you to add the Hub to your list of favorite charities to which you financially support. Your financial support as well as your volunteer support will continue to insure the continued success of the organization and the programs we offer to you and to new potential members. *Have a great modeling year.*

Financial Report Year Ended June 30, 2009

Revenue All Source	\$ 40,778.00
Expenses	<u>36,393.00</u>
Change in Cash Position	<u>\$ 4,385.00</u>

Year-End Account Balances

Checkbook	\$ 716.00
Unrestricted Savings Account	1,382.00
Restricted Life Accounts	10,859.00
Other Accounts	<u>873.00</u>

Total Year-end Funds Available	<u>\$ 13,830.00</u>
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Bedford Depot Park

By Art Ellis

On June 15, 2009, The Bedford Depot Park Project was officially declared finished and a formal dedication ceremony was held at 120 South Rd, Bedford (located at South Rd and Railroad Ave). Town and State officials spoke and a ribbon was cut. The restored Freight House and RDC (Rail Diesel Car) BM6211 are open for visiting on Saturdays and Sundays 10-6 and on Mondays during the Farmers Market from 2-6. There is no admission fee, but donations are requested and historical souvenirs and railroad items are on sale. You may see the Freight House, which was originally built as a narrow gauge Engine House, and may tour through the restored RDC, a Budd Car that operated on the line until the end of service.

Restoring the MacLean HO Model Railroad Layout as a museum display began August 4 with the move of the bench-work into the Freight House. The layout, which has been in storage for several years, will then be restored to operation as a display. Several HUB members have volunteered to join in this project. Others who think they may be interested in working on this project should contact Art Ellis at aellis3@verizon.net. If you would just like a guided tour, contact Art.



Shanty Talk

By Rudy Slovacek

I just stepped out of the sun to catch a sip of cool water in the shack. It seems just yesterday the weatherman was telling us this was one of the coolest springs on record with the least amount of sunny days. The beginning of July and the Hartford Convention also started with some downpours and thunder boomers but turned into some nice warm summer-like weather. We hope it will help us to stock up on sunshine vitamin D and dry up mosquito-breeding puddles.

I had a great time at the Convention. The HUB was well represented in attendees, clinicians, and our largest module setup yet, along with Division 4. We even garnered a few awards, as shown in the figures. I will relate some of my experiences at the convention. As you all know, Jack Alexander and Bill Parker were close friends and often attended conventions together. Bill's passing left Jack without a roommate and I quickly responded to Jack's offer on the HUB e-mail listing. We filled Jack's car to the



Clark Falls by Jeff Gerow is a colorful fall scene where you can almost smell the campfire to cook the brook trout that the fisherman has on his line under the bridge. It took an honorable mention in the module contest category.

brim with my module, clinic supplies, his circus train and items for the silent auction, not to mention a few items of clothing, and set off early Tuesday morning. In that hour and a half ride, as well as on the return ride home, I got to know more of Jack's wealth of experiences inside and outside the hobby. Like a couple of schoolboy chums, we sometimes talked late into the night.

We each shared sodas supplied by Jack and roasted peanuts supplied by myself. While Jack went on layout tours, attended clinics and met old and new friends, I gave clinics, entered a model contest and attend clinics myself. In the evenings we dined either alone, together, or with a larger group of friends. It depended on our schedules and states of exhaustion, which sometimes accompanied our multiple activities. One thing you can be sure of, we shared a very wonderful time together.

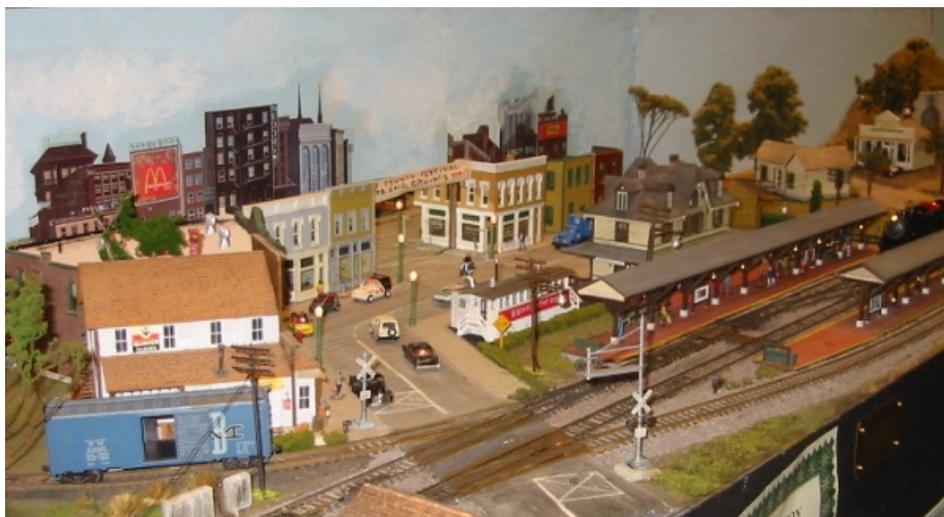
Many of you know about my enthusiasm for "hands on" clinics as a learning tool, but my National clinic, although informal, wasn't really hands on. Although I did manage to enlist the help of volunteers on several occasions, I focused instead on covering a lot of ground (no pun intended, it was a tree clinic). I went over four different methods for making trees inexpensively and quickly. When it was over, attendees exchanged email addresses so that Westerners could ship sagebrush back East to



Newton Junction by Dick Johannes provides a touch of Jack Frost with Guilford pumpkin orange to a New England farm scene. He took an honorable mention in the module contest category.

participants who would in turn supply some of the common steeples and meadowsweet indigenous to our locale. I also discovered a number of bits of helpful information supplied by the audience. I'll share them with HUB Division members at Railfuns in the future. I got quite a lot out of that activity myself so I was taken aback when many of my clinic attendees would come up later in the convention to share a complement or two on the great time they had in my clinic. You should be noticing a common theme from Hn09, but if not I'll relate one more item.

During the train show on Saturday, I left the layout to see some of the wonderful new products manufacturers are bringing to market. At that time, a partially loaded coal train on the branch came to a halt in Schenectady and was waiting for clearance through the diamond. The following train operator discovered, to his chagrin, a lack of available control outlets and



Crossingville by Ken Belovarac gives a nice structurally accurate rendition of a small commuter station located at the edge of town. Can't you just hear the crossing bell as the train approaches? He too picked up an honorable mention in the module contest.

his locomotive plowed into the rear of the coal train. The empty hoppers were scrunched up accordion style between the platforms and the layout crew gave a collective gasp. Then there was a mad scramble for cameras as this most prototypical wreck just had to be documented.

Miraculously there were no injuries to bystanders on the platforms and, except for the mortification of the offending engineer, who had chosen one of the more detailed locations to have this event, there was no damage to life, limb or property. I only know this because I was shown the photographic evidence when I returned to the layout. Had I been there I probably would have punched the red Stop button and to avoid the crash. As it was, the incident provided us with much needed comic relief and has even stimulated talk of an interdivisional "Beef Jerky" award. It was definitely a highlight shared by all those HUB and Division 4 members who were present at the show.

By now the theme of "sharing" should be coming up on all your radar screens. While this is a hobby which models the railroad industry, it is about sharing that knowledge, the activities and fun with other people. With that in mind I invite you all to join us again for the fall season of Railfun in September. Right now I've got a lawn to mow and a number of freight cars waiting on the RIP track. See you soon.



PHOTO BY STEPHEN M. PRIEST

Delaware & Hudson 4049 by Rudy Slovacek, an early superdetailed RS-3, won First Place in the Diesels and Others category of motive power at Hn09, and also won the coveted U.S. Kato Award.

B&M Milk Car 1851

By Jack Kelley

This model had its beginnings when a member of the Yahoo Milk Train Group wrote about using an Accurail car as the basis for a milk car conversion. At the time, Accurail had recently released a Minuteman scheme version of B&M Reefer #13146 (Cat. 4836). These cars were loosely modeled after the B&M's 13000 series Refrigerator cars. Sometime around 1937, the B&M converted twenty of these cars to Milk car (Nos. 1850 to 1869).

The B&M tore off and covered up the roof hatches, tore out the interior ice bunkers, added a steam line, and renumbered the cars. For us modelers, the good news is that we don't have to worry about the interior ice bunkers.

The bad news is that we have to make some modifications to the Accurail model to better represent an MDT type car, which is what these cars were. Judging from the few photos I have seen, we can make most of the changes by using strip styrene for the sides, end sills, and underbody. The following details what we have to do to the Accurail car:

First, we have to file the ribs off of the roof. Be careful not to shave off the center ridges where the roofwalk sits. Next, fill in and sand smooth the holes where the ice hatches were. At this point, we have to decide what type of roof walk to use: either with or without end walks. Photographs that I have seen are inconclusive as to whether these cars had end walks, but I suspect that both types were used. I chose a roof walk without end walks. I added Tichy Roof Corner grabs (No. 3028) directly to the roof.

The next step is to modify the sides and ends. Remove the paint with Accu paint thinner (AP 100) and a paper towel. It comes off easily. Next, add Evergreen strip styrene. I used Ambroid Pro-weld to apply the styrene as follows:

1) For the sides, use Evergreen .020 x .080 styrene along the top of the roof line. For the ends, use .010 x .080 at the top along the roof line.

2) For the sides and ends, add two rows of strapping by using .020 x .040 styrene to give the car an MDT flavor. Refer to the side photo for placement. I added some Archer decal rivets to the strapping. They are awesome! I have the variety pack, which has large, medium, and small rivets. For this project, I used

the large rivets.

3) For the sides, cut out four trapezoid-shaped pieces of .010 x .188 styrene using and apply upside down over the bolsters.

4) Finally, on the ends, cobble up some bumpers above the couplers using 0.060 styrene rod and .010 x .080 strip. See the side and end photos.

On to the underframe. Lots of work here! The Accurail underbody is all wrong. I removed all ten of the crossbearers, leaving only the bolsters. Then I cut out twelve new crossbearers and applied them equidistant between the bolsters. I detailed the car with an AB brake system (Tichy 3013).

On to painting. I mix my own colors using Floquil. My basic mix is 50% Caboose Red and 50% Tuscan. To this, I added a small amount of Caboose Red passenger cars or Tuscan for head end equipment.

I used Microscale 4241 for the decals and Tichy 3051 leafspring trucks.

Resources:

Page 31 Northern New England Color Guide to Freight and Passenger Equipment. This is a reefer shot (not modified to a milk car).

Page 48 Passenger Cars of New England Volume 1 (another unmodified car).

B&MRRHS Calendar (2006) (Unmodified, unpainted, good detail).

Page 22 B&M Bulletin Winter 77-78. Milk car.

Page 15 B&M Bulletin Spring 78. Milk car.





Parts:

Accurail 4800 Series Reefer

Evergreen 104 (.010 X .080 Strip)

Evergreen 108 (.010 X .188 Strip)

Evergreen 122 (.020 X .040 Strip)

Evergreen 124 (.020 X .080 Strip)

Evergreen 221 .060 Rod

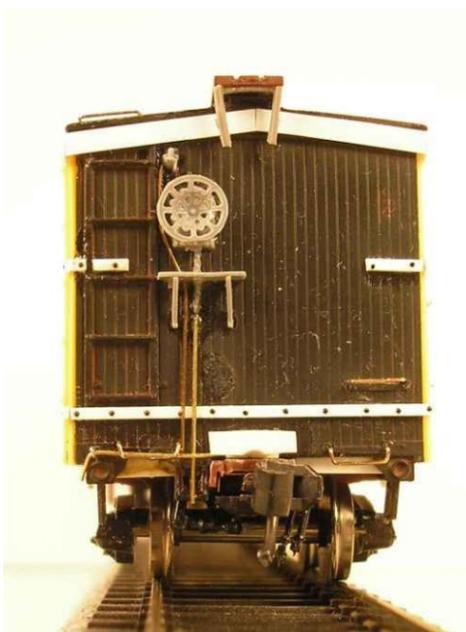
Archer 88001 Rivets

Tichy 3013 AB Brake System

Tichy 3015 18" Drop Grabs

Tichy 3021 18" Straight Grabs

Tichy 3028 Roof Corner Grabs



Welcome to the HUB Division

By Rich Pitter

The HUB Division is a great organization for model railroaders in all scales and gauges. Many modelers start but do not finish projects because they lack the knowledge of a few things. Perhaps they are afraid of ruining a paint job or decals on a model locomotive they have superdetailed. Whatever the reason, there are active members of the HUB Division who can help out.

This isn't so because we have some world-class modelers who know everything; rather, we have a group of experienced modelers with knowledge of many things. Many advanced modelers are also alert to opportunities to learn new techniques. I have given Railfun clinics where Master Model Railroaders actively participated, although they enjoyed the social aspect of painting trestle bridges just as much as the project itself. At Railfun meetings, you can meet modelers who can answer questions you have about the hobby.

Participate in Hub Division's Module Group to meet members, too. It is also an excellent way to engage in model railroading, even with limited space or a limited budget for trains.

It begins with construction of a four-foot long module that connects to modules built by others. For that to happen, the module needs to meet standards that permit those connections, including track placement, module height, track wiring and electrical connections. The construction may seem difficult, but Mark Harlow sells kits to Hub Division members, complete with hardware, wiring, and assembly instructions.

A module builder may start by laying two or three parallel tracks. That leaves the back half of the module, plus a fringe in front, for scenery. Although many of our modules portray New England scenes, the HUB Division accepts modules of any era or location. Multiple-module units, consisting of two or more modules which need to be connected together because their intermediate connecting tracks are not to the module standard, can be built and are quite spectacular.

Some members incorporate their modules into their home layouts and a few build their layouts almost entirely of modules that are also used in HUB Division shows. For the avid module-only enthusiast, end loops and corner sections can be built to specifications so that those, too, can be used on the Hub Division's modular layout at shows.

One benefit to participants comes from operations. You build four feet of mainline and put it into a modular layout built by others, and you can run your trains on a mainline of perhaps two scale miles in length. The HUB Division has two yards that are used at shows, too.

Part of the HUB Division's thrill in modular railroading is that our group, our modular layout, is recognized as one of the finest in the world. We go to run trains at national NMRA conventions. We get invited to top-notch model railroad shows overseas. For some of us who don't have a spare basement or bedroom for a layout, this is immense. You can compete for show recognition by building a no more than a small four-foot long module!

Returning to the earlier topic of learning new modeling techniques, a notable benefit of participating in the HUB Division's Modular Group

is the opportunity to learn model railroading tips from world-class modelers (and the thrill of being asked by them how you did something).. If your module has something intriguing, people will ask you how you did it. If you see a boxcar with out-of-this-world realistic hand grabs, just ask around and you'll be directed to the modeler, who will likely be happy to help you to do the same.

But what if your module isn't quite finished by show time? Except for a few prestigious events, when the group is competing for top recognition, you can bring the partially finished module (once the track is operational, of course) to the show. But, then again, even modelers with complete modules find ways to tweak them with new mini-scenes or upgrades over time. Once you start building your module, you never need to say it is finished.

Worcester Model Railroaders Open House

Sunday, Sept. 20, 2009

10:00 a.m. to 3:00 p.m.

137 Schofield Ave.

Dudley, MA

Digitrax DCC

43- by 51-foot club layout

Admission/donation: \$2

Under 12 free

Info: Peter J. Smith

Pjsmithross@aol.com

The Providence & Worcester Railfan Club & Museum, Inc.

2009 Model Railroad Show

Sunday, Sept. 30, 2009

10:00 a.m. to 3:00 p.m.

--- New Location ---

Overlook Hotel Reception Room

88 Masonic Home Rd (Rte. 31)

Charlton, MA 01507

Admission: \$4 (under 12 free)

Food by Overlook Catering

Operating Layouts

Hub Division Calendar

Upcoming Events (See below for Module Group)

Subject to Change; Check www.hubdiv.org for updates

2009

Fri	Sept. 18	Railfun, 8 PM, Cambridge School of Weston
Weds	Oct. 1	Deadline for submissions to Nov.-Dec. <i>Headlight</i>
Fri	Oct. 16	Railfun, 8 PM, Cambridge School of Weston
Fri	Nov. 20	Railfun, 8 PM, Cambridge School of Weston
Tue	Dec. 1	Deadline for submissions to Jan.-Feb. <i>Headlight</i>
Sa/Su	Dec. 5-6	HUB Fall Show: New England Train Expo The Best Western Royal Plaza Trade Center, Marlborough

2010

Sat	Jan. 2	HUB Holiday Party
Fri	Jan. 15	Railfun, 8 PM, Cambridge School of Weston
Mon	Feb. 1	Deadline for submissions to Mar.-Apr. <i>Headlight</i>
Fri	Feb. 19	Railfun, 8 PM, Cambridge School of Weston
Sat	Mar 13	HUB Spring TRAINing Event, Holiday Inn, Peabody
Fri	Mar. 19	Railfun, 8 PM, Cambridge School of Weston
Thu	Apr. 1	Deadline for submissions to May-June <i>Headlight</i>
Fri	Apr. 16	Railfun, 8 PM, Cambridge School of Westo
	May 20-23	NER Convention, St. Johns, NB, Canada
Fri	May 21	Railfun, 8 PM, Cambridge School of Weston
Fri	June 18	Railfun, 8 PM, Cambridge School of Weston

Module Group Shows

Our participation at some shows is tentative and requires more volunteers and modules.

All HUB Division members may participate.

Contact Jeff Gerow at

ModularRRsuperintendent@hubdiv.org for more information

2009

Sat	Sept 19	Norwood Day
Sat	Oct 4	Pepperill Siding Show
Sa-Mo	Oct 9-11	Edaville Cranberry Show
	Oct (TBD)	Children's Hospital
Sa-Su	Nov 21-22	Wilmington Greenberg Show
Sa-Su	Dec 5-6	HUB Fall Show: New England Train Expo Marlborough
Sa-Su	Dec 12-13	National Heritage Museum, Lexington

2010

Sa-Su	Jan 30-31	Amherst Railway Society Show, West Springfield
	Mar (TBD)	Mystic Valley Show
Sa	Mar 13	HUB Spring Event: Spring TRAINing, Peabody
Sa-Su	Mar 27-28	Wilmington Greenberg Show
	May 20-23	NER Convention, St. Johns, NB, Canada

Bill Parker

William S. (Bill) Parker, 75 years old, of Brockton, MA passed away on May 3, 2009 after a brief illness. He retired about eight years ago from the Massachusetts Division of Capital Planning and was a registered Professional Engineer. He is survived by his wife Moira, four children and 13 grandchildren. Bill will be fondly remembered for his habit of wearing a big Stetson hat, a bolo tie and a big smile on his face. For over 40 years, Bill was a dedicated member of the NMRA, the Hub Division and the Northeastern Region, which he served as President and National Trustee for 4 terms. He loved steam engines and ran many of them on his basement layout, honoring the Boston and Albany RR. His living room wall display featured numerous pristine brass examples as well. Bill enjoyed conventions and attended over 25 national and 75 regional conventions, plus all of the Hub meets since he joined. He was General Chairman of the Hub-sponsored Boston "Minuteman '86" National Convention.

Bill was devoted to his family. In addition to model railroading, he was an avid photographer. He was a member of the Greater Brockton Camera Club and Hockomock Digital Photographers. Vermont was a favorite destination of his for capturing fall foliage on film. His easy going manner will be greatly missed.

The *Headlight* is accepting paid ads from model train stores, individuals who provide services to modelers, and others who support Hub Division activities. Contact Manny Escobar at HubBoard1@hubdiv.org for info.

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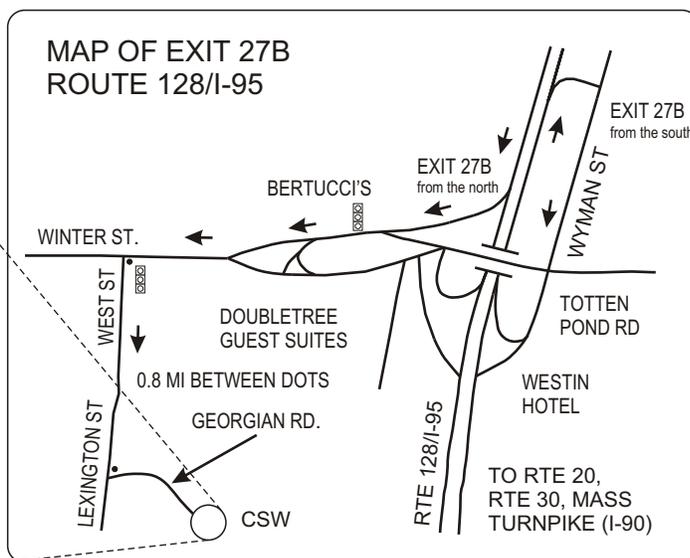
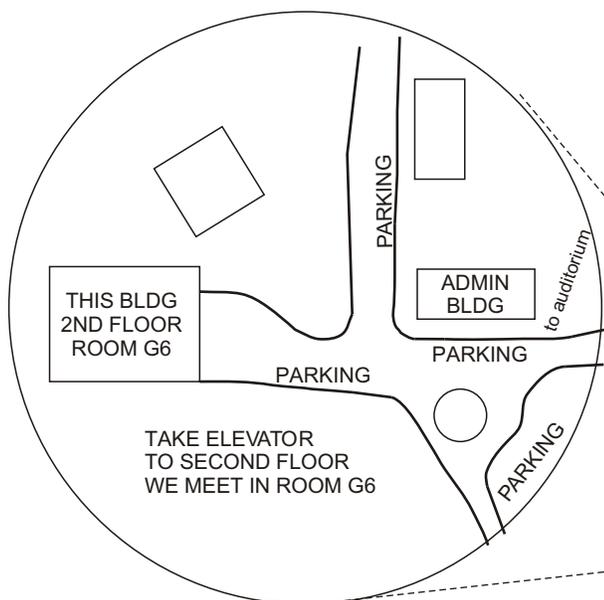
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