

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 31 Number 5, May - June 2015  
<http://www.hubdiv.org>

## RAILFUN TIMETABLE

### Presentation: Digital Photography

By Michael Tylick, MMR

8 PM Friday, May 15, 2015, Cambridge School of Weston

Although digital photography has radically changed the way we take pictures, many of the principles of photographic technique remain the same. Storage and retrieval of images is much more efficient and computer-aided photo processing has completely transformed the control possible in the darkroom. While enhancing photographs remains controversial and has created important ethical questions, photo manipulation is nonetheless a reality that should be explored by any serious photographer. Digital photography offers many other advantages over the now all - but - obsolete film camera.

Even though rules are meant to be broken, the first part of this presentation will be a PowerPoint show presenting problems and solutions for close-up photography. Selection of a suitable camera, software for model photography and classic techniques for photographic lighting and exposure will be discussed. Simple "Photoshop" techniques for enhancing images will round out this part of the clinic. A live demonstration of indoor photographic lighting will follow. Those who are interested may bring along their cameras and a model that may be shot using studio lighting. Although any camera will work, a camera with adjustable settings (such as an SLR) is preferred.

### Field Trip: Fine Scale Miniatures, Peabody MA

By George Sellios

9 AM and 10:30 AM Saturday, June 20, 2015, Peabody, MA

Please join us for this special opportunity to meet George Sellios and view his world famous Franklin & South Manchester Railroad. The HO Franklin & South Manchester Railroad is located in the main show room of Fine Scale Miniatures in downtown Peabody, Massachusetts. The era of this 23' X 42' railroad represents a time when steam power still reigned, but some first-generation diesels are starting to appear. This layout has been featured in Model Railroader and Model Railroad Hobbyist. If April's RAILFUN got you interested in craftsman kits, then you will definitely want to sign up for this field trip.

In order to attend this special RAILFUN, you will need to register in advance at the April or May RAILFUNs. Since George can only accommodate up to 30 guests at a time, we have arranged for two layout tours, 9:00 AM to 10:30 AM and 10:30 AM to Noon. Space will be limited to the first 60 registered HUB Division members.

### Presentation: Digital Command Control (DCC) 101 & 201

By David "Shack" Haralambou & Dick Johannes

8 PM Friday, September 18, 2015, Cambridge School of Weston

Come join us at our season-opener as two of the HUB Division's DCC experts will each discuss aspects of DCC and various applications of it on home layouts.

(Continued Page 5)

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

## Cape Cod Dinner Train Excursion

May 16, 2015

The 2015 HUB-sponsored dinner train excursion on the Cape Cod Central Railroad is almost here. The train will be departing Hyannis Station at 5:30 PM for a trip across the Cape and over the canal railroad bridge to Buzzards Bay. You will enjoy a five-course meal in climate-controlled comfort. The registration deadline is May 8th. Please see page 9 for additional information and registration form. You can also see the full flyer on the website at <http://www.hubdiv.org/schedule.htm>



The 2014 HUB Group boards the Dinner Train Photograph by Dick Towle

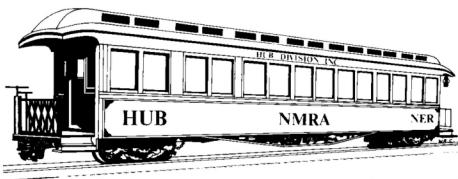
## HUB Summer Picnic

July 19, 2015

The Summer Picnic will be held at Waushakum Live Steamers in Holliston, MA, on Sunday, July 19 (rain or shine) from 11AM to 2PM. Visit [www.waushakumlivesteamers.org](http://www.waushakumlivesteamers.org) More information will be emailed, or look for further details on the HUB website and Facebook page.



Photograph by Peter Watson



## THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. Many of you know me as a HUB member and Module Group participant during the past 25 years. At this year's Annual Meeting in Taunton, I was re-elected to the Board of Directors and then chosen by the Board as the HUB's new President, taking over from Manny Escobar. I appreciate the responsibility and would like to thank the membership and the board for conferring it on me.

In addition to myself, Peter Higgins was also re-elected to the board, and a member familiar to the modular group, David "Shack" Haralambou, has now moved over to the board of directors. I look forward to working with them and the rest of the board in the coming year. I would like thank Bill Roach for his years of service on the board and as Vice President in years past. I would like to thank Andy Reynolds for running and hope to see him run again next year.

As I write this, outside my window grass and trees are starting to grow and flower. But, we're (more than) done with snow and it's not time to mow or garden yet. It's warm enough to open my window for the spray booth, or paint with rattle

cans outside. There's lots of daylight for photography, and leaves haven't yet hidden the remnants of the era I model.

Spring and Fall are my peak modeling seasons, and I've been making progress on the HO-scale B&M Eastern Route layout in my attic. I've reached the stage where I have enough motive power and equipment, and I've even built most of the kit structures I can use. This puts a different perspective on my train show and hobby shop visits; it's now down to me instead of my wallet to take my vision of the railroad from 'operable' to 'mostly sceniced' or maybe even 'complete'.

I hope all of you are enjoying model railroading this Spring too; most of us are NMRA members at least partly because of model railroading's social side. In support of that the HUB has its Module Group and RAILFUN Night. We've also been teaching people about layout operations, but I've been thinking about taking it a step further:

Model railroading can be a complicated hobby. RAILFUN and the Module Group are good learning environments, but sometimes I meet model railroaders who have built a layout but aren't enjoying it as much as they'd hoped due to electrical or mechanical problems. How about a Layout Doctor that makes house calls? Let me know if you'd be interested in giving or receiving help in a program where volunteers could visit home layouts, toolbox in hand.

By the time you see this, it will be almost time for the HUB's May 16 Dinner Train on the Cape Cod Central. This was fun last time and, if you'd like

to get down to the Cape before the crowds, return the registration form in this Headlight issue to us ASAP.

Model railroading usually quiets down in June, as people pursue outdoor activities or vacation travel, but don't forget our Summer Picnic (we've also called it a Cookout some years) at the Waushakum Live Steamers on Sunday, July 19 in Holliston. The Waushakum group has a great time running their steam and 'diesel' locos and the site has plenty of places to get out in the sun or relax in the shade. Hope to see you there!

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### PAST PRESIDENT'S THANK YOU

By Manny Escobar



I would like to thank the board, officers and especially the members for their support over the years.

*"Keep on Chugging!"*

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### Mister 400



Jim Goldstrom became the new member, recruited at Greenberg, that brought the membership roster back up to 400 active members. The Modular Superintendent presented Jim with an Amherst 2015 - 25,500 Gal Tank Car. Photograph provided by Peter Higgins

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## HUB Division Calendar of Events (Subject to Change) 2015

May 9-10 (Sat-Sun)	HUB Modular Railroad display at the Bedford V.A. Hospital, Bedford, MA
May 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 16 (Sat)	Cape Cod Dinner Train Excursion, 5:30 PM, Hyannis Station, Hyannis, MA
Jun 20 (Sat)	HUB RAILFUN Meeting, Field Trip to Fine Scale Miniatures, Peabody, MA
Jul 15 (Wed)	Submissions deadline for the HUB Headlight Sept-Oct issue
Jul 19 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA
Aug 23-30 (Sun-Sun)	2015 NMRA National Convention, Portland, OR
Oct 22-25 (Thur-Sun)	2015 Joint MER and NER Convention, Mount Laurel, NJ [www.delawarevalleyturn.org]
Sept 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA



## Shanty Talk: A Moment in Time

by Rudy Slovacek

**I**t finally looked like the worst of winter was over as the sun moved higher in the sky and those snow piles started to grow smaller. Then I got the unsettling news that Don Howd, had passed away. I first met Don at a modeling contest in Worcester in which I decided to enter scratch-built stuff but had no clue of all the paperwork needed and categories one had to choose from. For Don, every question was a teaching moment and he taught me and a lot of others the ins and outs of modeling for contests and for AP points.

Our tastes sometimes coincided as he enjoyed the smaller New England Roads as opposed to the big Conrail, BNSF and UP lines. When I started entering some photos of my work with Rutland models, he liked one photo so much that he said it should have come in first rather than second. So I made a mounted copy that I gave to him, and he displayed it prominently as one descended the stairs to his basement railroad empire.

Every couple years, we made sure to put his layout at the top of our list to visit and operate as part of the B&M operators' Railrun event. I always felt comfortable there and looked forward to seeing what new scenery, building or equipment he had added. He was helpful with information as I embarked on my D&H Caboose projects and was a bit disappointed when I did not re-enter my Naperville Junction Caboose into the Palmer contest after the National Convention. But, I wanted to work on it a bit more so I could be sure to garner the required AP points. Besides, I knew if Don liked it, I could be happy whether or not I won a contest.

You see, Don was like a few people I know: Art Fahey, Mike Tylick, Jack Ellis

and George Sellios, modelers I really respected, who if they said they liked something I worked on, it meant the world to me. George saw my Schenectady module years ago at the Marlborough show and liked my incorporation of the brick underlayment sections to a paved road and especially the overhead viaduct above the city streets. And Art said he considered me one of them regarding the quality of my work and attention to details.

Though my diorama, Schenectady, did eventually win a first place, one of the judges remarked that the bridge over the street should have had supports. A good friend and structural engineer replied "The S value of your girders is sufficiently high enough that you really wouldn't need support for that span!" Go figure! But it raises an interesting point.

I'm sure if you asked ten different model railroading hobbyists what drives their modeling effort, you might get ten different answers. There are some who like to count rivets, those who model for accuracy and craftsmanship to win contests, some who want to get just enough recognition for their work to earn an MMR, some who love to get their creative spirit into overdrive, some who love to watch trains move through convincing scenery, and then there is me.

I love to model with enough fidelity and detail so that when one looks at my work, they actually believe they are looking at a real place represented in time. It is why I spend so much time next to the tracks taking photos, not just of trains, but of things, buildings, and scenes so that I may create something plausible. It does not have to be exact, because the eye and brain fill in the details they believe should be there.

After my first two layout efforts, consisting first of plywood and dyed sawdust with a Varney Ten wheel screw driver kit, and a second of plywood, plaster and a painted multilevel empire constructed while in junior high, I took a hiatus to explore the world of women and song (read girlfriends and a band). My next modeling effort began when I had some time to sit in front of the TV again while watching football games, and I had

taken some trips to Gordon Research Conferences in upstate Vermont and New Hampshire.

It was there that I observed embargoed strings of Rutland boxcars and recently rusted trackage. I had read about Allen McClelland's V&O, and I began designing and building equipment for my imaginary "Taconic Lumber Company" line set in Eastern New York and the western Berkshires. To make my planned operations understandable to the common man, I lifted names such as Austerlitz, Berlin, Chatham, and endeavored to construct a map where the towns were arranged in a logical alphabetical order along the backbone of the Taconic Mountain range. A kit-bashed 2-6-2 was built from a Mantua Prairie engine.

After building up several commercial wood kits, I used their dimensions to build my fleet of TLC rolling stock from scratch to include boxcars, flats, maintenance equipment, as well as a caboose and some 33 log cars. I never did build that into a layout itself, but it kept my interest alive for years. Or, at least long enough so that when I moved to Massachusetts and had a little space, I could build an N-gauge layout based on John Allen's first Gorre and Daphetide. I also built a display board with a simple piece of HO track, and that engine and a couple log cars were my first entry into an NER judged contest. It is where Don gave me my first pointers. Needless to say, I won no serious contest but was recognized as a new modeler. It seems like just yesterday.

But, I digress. It would have meant a lot to be able to show that caboose to Don, but at least I had the pleasure of knowing the man and enjoying his company. Therein lies the moral of my tale this month: Life is short and we never know when a change (any change) may wrench that which we have a fondness for from our grasp. How many times have you heard "I wish I had taken more pictures of steam while it was still around" or "I wish I heard more of Harvey Humphries stories about ALCOs," or "I miss that old timer." So grab your sketch pad and note book, a pencil and perhaps a camera or a phone and capture a moment in time. Before you know it, it may well be gone forever.

## Don Howd (1938-2015) MMR #364 2005 A Personal tribute by Gerald Abegg MMR #516

With the passing of Don Howd, the HUB Division has lost a long-time contributor. Don served on the HUB Board of Directors in 1986-1991 and again in 1993-1994. His major contribution in the hobby was his work as the long-time Achievement Program Chairman for the HUB Division.

Don was a member of the Broken and Mangled Operators group and hosted regular operating sessions on his home layout "The Dividing Creek." He was part of the annual "Railrun" operations weekend held in late March every year for the past 27 years.

Don was an exceptional modeler, but it was his motivation of others to pursue their MMR that really shined through.

When Don presented me with the Chief Dispatcher and Volunteer Achievement certificates, Don said "well what's next?" I responded that I was probably going to complete the Electrical and Civil Engineering certificates, but that I didn't want to deal with the intricacies of judging at contests. He informed me that my work did not have to be entered in contests. It only had to be evaluated by approved judges in order to earn the merit awards required for some of the achievements certificates.

After Don and Keith Shoneman visited my layout to evaluate my work on the Electrical and Civil certificates and present Merit Awards for my hand-laid turnouts, diamond and crossovers, he encouraged me to continue by mailing

plans of car models that would achieve the merit awards needed for my Cars certificate. Due to Don's encouragement, I earned merit awards in Cars, Structures and Scenery and was awarded Master Model RR in 2013.

We have lost a great model railroader and contributor to the hobby.



Don Howd on left presents Gerald Abegg with his MMR at the February 21, 2014 Railfun  
Photograph by John Doebring

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## March 2015 RAILFUN



David "Shack" Haralambou shows off his Don Pierce Award after receiving it from President Manny Escobar at the March 2015 RAILFUN  
Photograph by Bill Barry



Above: Keith Shoneman started off the March 2015 RAILFUN with an excellent introduction to operations. Keith covered all aspects of operations, including going into detail about the use of car cards and waybills.

Right: Stan Ames (still on crutches from his accident ice skating with his grand kids) spoke about operations at his garden layout, including overall tips to being an operator on any layout.

Photographs by Bill Barry



**OPERATIONS!**

## From the Modular Superintendent's Desk

by Rick Murray



**C**urrently we are about two thirds through our season and thus far it has been very successful. We just participated in Spring TRAINing after a year off, because the HUB hosted the 2014 Regional Convention. Frank Sandstrum was up from Connecticut with his two modules of the Ames works that existed just down the road from Taunton. In addition we had Erich Whitney and his rather complex module.

Next on the agenda is the 20th Annual Model Railroad Show sponsored by the Hooksett Lions Club, held at the Cawley Middle School on Rt. 27 in Hooksett, NH. This has been a fun event in the past with the New Hampshire modules that we do not get the chance to see other than going over the border.

The final event of this fiscal year will be our debut event at the Veterans Administration Hospital in Bedford, MA. This event had been scheduled for February, but despite Global Warming, we experienced record snow fall in February. We had to postpone since getting our modules into the building was going to be very difficult.

This is an event that we have been asked to do by the Recreation Department at the hospital. They are very enthused to have us bring our modules to their facility. Most of these Veterans are confined to the Hospital and our show will definitely brighten their day.

This is a semi-private show as it is not announced to the public and only the veterans and their families will be attending. It is not a very big room and space is needed for the Vets in wheelchairs.

The new trailer is being prepared by the manufacturer as I write this column. It is certainly not too late to contribute to the "TRAILER FUND." The trailer is a necessity for us to continue our work of bringing the joys and pleasures of Model

Railroading to others. Our activities bring more and more members to the HUB Division. We just reached our 400th Member (see photo on Page 2) and more have joined in recent weeks.

Next fiscal year looks like it will be another fun- and event-filled year. We will start off with Norwood Days, then off to Pepperell Siding. Then we have a new event at the Wellesley Community Center in Wellesley at the intersection of Route 9 & 16. This is a first for them. They have two large-sized rooms. We will be in one and the LEGO Group will be in the other. Also it is expected that the construction will finally be completed in the mezzanine area at Children's Hospital, so after a two-year hiatus, we will be back with our model trains to entertain the children at the Hospital.

Then we will be doing some of our regular shows-NEMTE, Greenberg & Amherst.

As you might have heard we have new members, not only to the HUB, but also to the Module Group. Bill Harley moved from Maryland and has participated in some of our events. He is an experienced modeler and is bringing his three modules up north to participate with us (he also has an extensive roster of locomotives). Herb

Rosen is going to rewire his module that he did with his son for "Youth in Model Railroading" to fit into the HUB layout.

You have probably seen another new member, Mihran Tenekedzhyn's, eastern European passenger train. It's only six cars, BUT he built it with the new technology of 3D printing. Yes, and it runs!!

I keep mentioning the National Conventions in 2016 and 2017 that are accessible by train. Indianapolis and Orlando (via the Amtrak Auto Train). If you have any thoughts of attending reservations must be made well in advance. This year's National Convention in Portland Oregon was sold out for rooms by January 15. The NMRA is scrambling to get more rooms, but these will not be close to the convention site

## Update

At the SpringTRAINing show, it was announced that, per a vote of the module group members, Dick Ball had won election to be the new Module Coordinator. Dick would like to thank everyone for voting for him and said that he will do his best.

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## RAILFUN TIMETABLE

(Continued from Page 1)

### Presentation: Digital Command Control (DCC) 101 & 201

101: For the first half, "Shack" will review the various components that comprise a DCC system for small layouts to large layouts. DCC has advanced beyond controlling sound-equipped locomotives. There are now DCC modules for controlling switch motors, semaphore signals and crossing gates, sound-equipped freight cars, turntables, etc. Your operational desires, creativity and budget all dictate how far you automate your layout using DCC. For those with a small layout, you can add a starter DCC system for about \$200 to control DCC-equipped locomotives. You will also learn about how to operate a DCC throttle and practice controlling a locomotive on the Modular Group's test track.

201: For the second half, Dick Johannes will discuss how you can extend the functionality of DCC by using the free Java Module Railroad Interface (JMRI) suite of software programs. This free OpenSource software is available for PCs, Apple and Unix computers. DecoderPro is used to configure your locomotive DCC decoders and to keep a roster of your locomotives. Layout Automation is used to automate your layout by controlling signals and throwing turnouts. PanelPro is used for operating US&S style based CTC control panels that reflect the real-time status of your layout and control it like a prototypical dispatcher. The CATS extension to JMRI can be used if you prefer a modern CRT-based CTC panel. JMRI has long supported DCC systems from Lenz, NCE, and Digitrax and now supports MRC as well.

## South Shore Lumber Company - Part 3

by Michael Tylick, MMR

In the January-February issue, we finished building the shed and adding lumber loads. Now it is time to start building a larger structure to which the shed is attached.



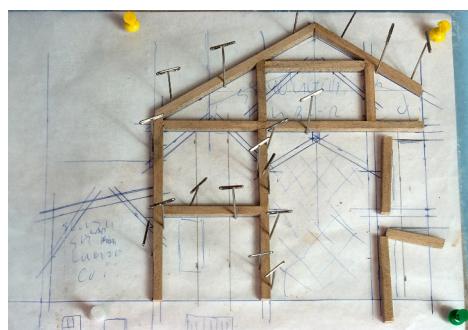
1. The prototype lumber yard was converted from an enclosed coal trestle, so the main structure should be barn-like. Traditional post-and-beam construction is suited to such structures – similar designs are still used for modern steel sheds. Since there are fewer and larger parts, post and beam will be much easier to build than a balloon-frame stud system. The main beams were glued together over a template. For a contest model, one might consider mortise and tenon joints with the flooring laid after assembly. But, this model is complicated enough as it is, and will not be seen by judges. The flooring will strengthen and reinforce the piece. The appearance is enhanced by having staggered joints in the floor and this will show up in the larger scales. Avoid the temptation to run single boards across the entire length of the floor - real lumber is rarely found in lengths over twelve feet. And since we will later need to use board-by-board construction anyway, please don't get sloppy and used scribed siding - the two do not work well together.



2. (Bottom left) The first floor will never be seen from the bottom so there is no need for underside detail. The small blocks reinforce the flooring joints that do not fall over the main beams.



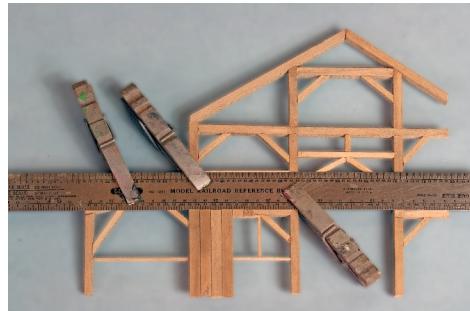
3. The near cutaway floor will be seen from below, so floor joists are installed here. The easiest way to taper the front appeared to be carefully cutting the excess flooring along a straightedge. The joists will then be cut to length with a sprue cutter. A few may fly off, but this is a good way to double check the strength of my glue joints.



4. Although they probably did not use waxed paper, T-pins, and templates, we are following the lead of prototype barn builders by building the walls flat on the ground. Mortise and tenon joints for a contest model, but butt joints and white glue works just fine for me.



5. The finished end wall with diagonal bracing and window framing.



6. Our O-scale walls are light and will not require a small army to raise them, so we can simplify construction by installing the siding before raising. The siding boards are quickly cut on a NWSL Chopper and are glued along a straightedge. As a bonus, the siding will stabilize and strengthen the wall.



7. The shorter siding pieces are glued only on one end for now, so a clamped temporary fence keeps them in proper alignment.



8. The completed wall as seen from the inside. If we did not need such a complete interior, we could have built the wall with scribed siding. Even the thinnest siding available would have proven too thick when laminated back to back. Styrene would have worked and probably would have made for a neater and stronger model. But then there would have been so much white plastic to texture and humor into the appearance of unpainted wood.

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## South Shore Lumber Company - Part 3

*(Continued from Page 6)*



9. The short end wall does not have an extension. The prototype barn had only one floor, but mine required two to be tall enough to cover the end of our previously built lumber shed.



10. It's also easier to paint and letter the walls while they are flat. Computers make short work of the signs – a laser printer makes for nice, crisp and waterproof copy. I had considered printing on decal film, but I had run out of white decal paper. Being impatient in this case, I decided paper with the back sanded thin would work just as well – it's certainly easier to paint and weather. Careful observers will notice that the large triangle sign will be partly covered by the lumber shed. Bad planning on my part, but the sign was already in place by the time I discovered this. One could always argue that the shed was built later – I would have to say fairly recently since the exposed sign looks no older than the protected one. I'm lucky I didn't weather the shed very much.



11. The short wall will not be seen from land, but the signs are good advertisements for the many wooden boats cruising the North River.



12. My clothespin clamps are inexpensive and versatile. I disassembled a few and cut one leg shorter to use for my "raising."



13. It's easy to pick up a miniature floor, so the floor was held in place with my special clamps while the glue dried.



14. (Bottom center) I was certain that the wall would not be square with the floor, so after the glue had dried, I gently cracked the joint between the floor and wall and held a square against it. Thinned white glue was brushed into the joint to invisibly reassemble it. Perhaps not strong enough to withstand the wrath of Hercules, but certainly strong enough to keep my small structure together.



15. The next truss is glued to the wall using the crossbeams as spacers. Things never go exactly as planned, so I worked my way from the bottom up. Spacers first positioned the verticals to the floor – no mortises or tenons here. When dry, I worked my way up floor-by-floor, gluing the spacer beams and forcing everything into place with miniature clamps from Lowes. The successive trusses and the other end wall were attached one-by-one in the same way.

Well, the walls are up and barn raising party is underway; we're enjoying our food and drink and music. Let's enjoy the moment, but soon we will have to get to work and build the rest. The walls and roof still need enclosing and finishing work always seems to go more slowly. I hope I can get this done in time for the next installment!

## HUB Division AP Chair

by Gerald Abegg MMR#516

**A**lthough I have met many of the HUB members through my involvement with the module group, I take this opportunity to reintroduce myself in a new role. As your new Achievement Program Chair I am here to provide information, encouragement and evaluation of your work. Two years ago, I completed the requirements for the Master Model Railroader and became MMR #516. Up to that point, it had been a number of years since anyone in the HUB had earned their MMR, and I see my role as one of encouraging members to study the requirements and get to work. Perhaps a brief story about how I did it will encourage some of you to move forward.

I began my quest by earning the *Association Volunteer and Chief Dispatcher* certificates. These were easy because all I had to do was document what I had already been doing in the HUB and then develop a little extra paperwork. After finishing these, I went on to document the work I was doing to build my home layout. It turned out that I had already met all the electrical requirements with the layout. All I had to do was prepare circuit diagrams, describe the power blocks on the main bus and identify the variety of electrical circuits and features I used to power the yard, sidings, turnouts and signals. That gave me the *Model Railroad Engineer-Electrical* certificate.

I had sufficient trackage finished for the *Model Railroad Engineer - Civil* certificate, including hand-laid turnouts and a crossover. All I needed to do was design and build one more hand-laid item. Since I needed a 22-degree crossing in my yard extension, I decided to build one. Building the crossing using the frogs from the #6 turnout jig was relatively easy, but an electrically live frog presented a real problem. I had to insert gaps to isolate the frogs but maintain the integrity of the structure. If the gaps were not properly located there would be a short, or the frog would have no power.

So, I isolated the frog and then powered it

using a DPDT switch to align the polarity of the frog with either track. I added a green/red LED to indicate which path of the frog was powered (green powered/ red off). That completed my Engineer-Civil certificate.

At that point I was prepared to stop work on the Achievements because I didn't wish to get involved in building contest models, but Don Howd convinced me to continue by pointing out that I needed to build models to be evaluated by approved judges, but that I did not need to enter contests. Furthermore, he said I could enter models at the regional contests if I wished, and ask that they be judged for merit award points as a way to earn the required number of merit awards. With the plans for a wooden track repair car he sent me, I entered my first scratch-built car at the Syracuse NER convention and won a second place in the Non-Revenue Category, a Merit Award and a \$50 check for the best new modeler. That was it! I was hooked and went home and built seven more cars in the next two months and completed the *Master Builder-Cars* certificate. I subsequently went on to earn the Structures and Scenery certificates using many of the things I had already done or planned on my home layout.

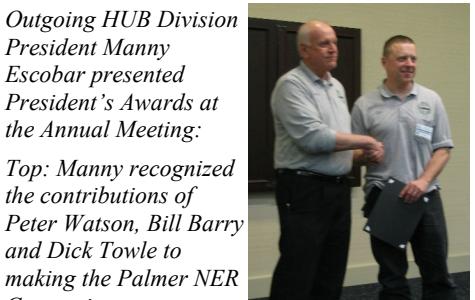
The message I would like to deliver with this story is that the task is not difficult but it is challenging. Along the way you will learn many new tricks and techniques and will surprise yourself on how easy some difficult things can be with a little study and effort. I see my role as your new AP chair as a coach and as a supporter. Begin by taking a look at the NMRA website. Open the tab for "Education" on the main page and you will find the "Achievement Program." When you click on that, you will find a complete list of the categories, requirements, etc. Other than the requirements for each award, I found "The Masters" Articles to be the most helpful for beginners. It explains what to do and what not to do. Study these and begin your work.

You will note that all of the categories require documentation, but only a few require judging. An item can be judged several times until it receives the merit

rating. I had a signal tower that failed to qualify on the first judging for structures, but using the judges notes, I was able to "redo" the building and earn a merit award on the second judging.

The most efficient way to reach me for advice is via email at HUB.AP.Chair@hubdiv.org. If you wish to speak by phone, send me an email asking me to call at a given time, and I will do that. I usually attend most RAILFUN events but this year my cancer chemotherapy has prevented me from driving at night. Since the cancer is nearly gone and chemotherapy is nearly over I don't expect a problem beginning in May.

## President's Awards



*Outgoing HUB Division President Manny Escobar presented President's Awards at the Annual Meeting:*

*Top: Manny recognized the contributions of Peter Watson, Bill Barry and Dick Towle to making the Palmer NER Convention a success.*

*Middle: Manny recognized the work of the Modular Signaling Committee, David "Shack" Haralambou (Barbara Hoblit accepted on his behalf), Dick Johannes, and Gerry Covino.*

*Bottom: Dan Fretz was recognized for his work on the HUB website.*

*Photographs by Bill Barry (with an assist from James VanBokkelen)*

# Elegant Dinner Train Excursion

Saturday, May 16, 2015

Departing Hyannis Station at 5:30 PM



**For Reservations and Information Contact:**

Manuel Escobar  
781.718.5693 cell  
hubboard1@hubdiv.org e-mail

Fares: \$69.00 / person  
Fare includes five-course gourmet meals, and three hour ride.

❖ Reservations required by  
May 8, 2015

❖ Full Bar Service  
❖ Appropriate attire

Please reserve \_\_\_\_\_ spaces on the Dinner Train Excursion.

\$69.00 per person (Price includes tax & gratuity for meal, but not beverages)

Enclosed is amount of \$ \_\_\_\_\_ for the following: **Choice of Entrée:**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail\*

Beef

Chicken

Fish

Vegetarian

Make checks to HUB Division, Inc. and mail to Manuel Escobar, P.O. Box 302, Norwood, MA 02062-0302

**Reservations and payment must be made no later than May 8, 2015.**

\*E-mail to be used for directions, updating menu and confirmation only!

## The HUB Division welcomes the following new members

- Joe Brown, Stoughton
- Jim Goldston, Needham
- Steve Muise, Haverhill
- John Canadas, Billerica
- Ethan Haslett, Medford
- Sarah Porter, Walpole
- Ralph Capalbo, Shrewsbury
- James Kirby, Walpole
- Nick Torini, Charlton
- Joseph Couture, Ipswich
- Paul Lascari, Framingham
- Bruce Wolfeld, Needham

## Order Form - HUB Division Apparel

### Short Sleeve Shirt and Sweatshirt Available Sizes S M L XL 2XL 3XL

**Short Sleeve Shirts** - Ash color Shirt with HUB Division Logo - **\$30.00 each**

Size: \_\_\_\_\_ Quantity: \_\_\_\_\_ Amount \$ \_\_\_\_\_

**Circle ONE** With Pocket Without Pocket

**Name on Shirt** \_\_\_\_\_

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

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

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

**Name on Shirt** \_\_\_\_\_

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

Size: \_\_\_\_\_ Quantity: \_\_\_\_\_ Amount \$ \_\_\_\_\_

**Circle ONE** With Pocket Without Pocket

**Name on Shirt** \_\_\_\_\_

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

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

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

**Name on Shirt** \_\_\_\_\_

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

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

Your name: \_\_\_\_\_

Phone or email: \_\_\_\_\_

**Mail to:**

**Gerald Covino, Treasurer**

**The HUB Division, Inc.**

**P.O. Box 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 invoice will be sent to you.*

# **HUB Headlight**

## Volume 31, Number 5, May - June, 2015

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Railfun.coordinator@hubdiv.org

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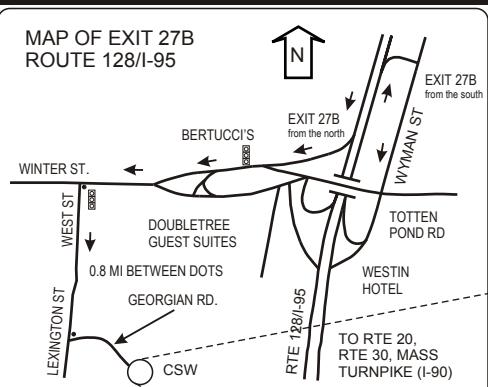
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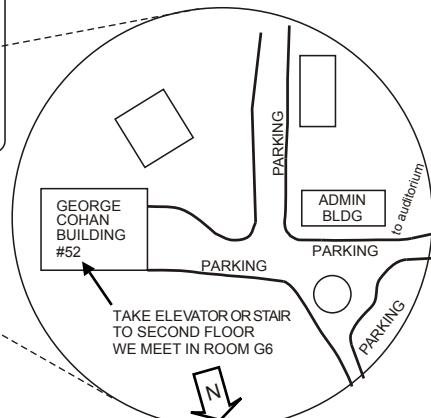
**Headlight Printers**  
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**Membership:** National Model Railroad Association members residing within the boundaries of The HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk,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



## **MAP TO RAILFUN MEETINGS**

MAP TO CAMBRIDGE SCHOOL OF WESTON



### **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](http://www.hubdiv.org) and we plan to post notices on **Facebook** and **Twitter**.



### **Seacoast Division Model Railroading Night**

- May 8th
- June 12th

Meetings are Friday night at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH. See <http://www.seacoastnmra.org> for info.

