

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 33, Number 4, March - April, 2017

RAILFUN TIMETABLE

Hands-On: Working With Styrene - Building Prototype Structures: Part 3 of Building a Diorama

Presented By Mike Tylick, MMR

8 PM Friday, March 17, 2017, Cambridge School of Weston

During Andy Reynolds' construction of the Milton Crossing freight house and the signal tower, Mike Tylick suggested that building structures would be easier and much faster by using styrene construction methods. In his PowerPoint presentation, Mike will show us the tips and tricks to quicker building of scratch-built prototype structures in wood and in brick. At the end, we will see firsthand that it may be impossible in some situations to tell the difference between wooden buildings made of wood and wooden buildings made of styrene.

We will all be able to test our skills with these basic techniques at the end of the session.

Hands-On: Scenery: Part 4 of Building a Diorama

Presented By Rudy Slovacek

8 PM Friday, April 21, 2017, Cambridge School of Weston

This clinic will have you filling the spaces between the rocks with a blend of sifted dirt and grass-type materials from Woodland Scenics. Small stream-beds will get lined with pebbles and twigs along with other detritus matter in preparation for water later. We will also demonstrate how to apply static grasses. If you have built or own a static grass machine, please bring it with you. Don't forget to bring your sifting equipment (a piece of screen to separate the dirt from small stones) and glue application materials for working on your dioramas. Elmer's white glue will do, along with paper cups and a paint brush. If you have a home layout this should get you motivated to cover your plywood; and if you are a module owner, you will want to "spruce up" your module before your next showing.

Hands-On: Foreground Trees with Leaves: Part 5 of Building a Diorama

Presented By Jeff Gerow

8 PM Friday, May 19, 2017, Cambridge School of Weston

With various shapes and colors of scale leaves now available, you can make foreground (read "REALLY good looking") trees with actual leaves. You'll see and touch the materials used and I'll demonstrate techniques for building these trees - using a sage branch and adding Scenic Express "Supertree" materials to build up the branch and twig structure. These are not "fast" trees, it does take a bit of time to make a really good looking tree - but when it's done, it can be placed right on the edge of your layout for close scrutiny. I've also found that these leaves on Supertree branches make great saplings and weeds - at the very least, a new texture for our layouts.

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

Considerations For Layout Design - Part 2

By Mike Tylick, MMR

Intro: Now that you've had time to mull over my "considerations," I hope some of them have helped you plan a more enjoyable and functional model railroad. But before we start planning out layouts in detail, there is still a lot more to think about. It is never wise to charge into something without forethought.

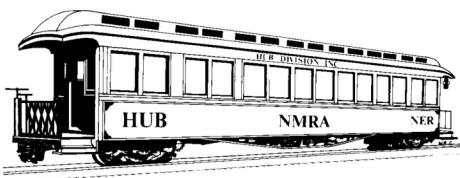
Scale and gauge: Choosing a scale and a gauge may be where tradeoffs become the most apparent. It is obvious a smaller scale will provide more room for track, trains and scenery, but a larger scale makes for easier model building and detailing, less maintenance, and more reliable operations. Narrow gauge, traction and old-time layouts will permit more railroading than mainline modeling in a given space, but these are acquired tastes. We all enjoy watching 6000-horsepower diesels pulling long container trains at 79 miles-per-hour, sleek coast-to-coast limited passenger trains, and massive articulated steam engines slogging long coal trains up mountain grades, but we can't do it all. My experience is that a satisfying layout in any scale and gauge can be built in just about any space if we accept limitations. Can't commit to a scale? Build equipment in several scales

(Continued on Page 4)



A Lionel O gauge layout Mike designed for What Detail! several years ago.

The HUB Calendar of appears on Page 12



THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. As I write, February seems to be giving us all the snow that didn't fall in December or January. Still, the days are already a lot longer than when I last wrote to you.

Since the last Headlight, the HUB Division has completed most of its Fall/Winter event calendar. The New England Model Train Expo, the Wenham Museum and our trip to the Big E were blessed with good weather, but we had to cancel our Holiday Party due to a severe snow storm. Luckily, we didn't suffer any financial loss and we've already scheduled the 2018 party for the same place in Norwood. And, by the time this is published, we'll know how things worked out for the Module Group with two simultaneous setups on February 25, in Lowell and Hanover.

Looking ahead, our next regular Module Group appearance will be at Wilmington, MA on the weekend of March 25.

Keith F Shoneman Award

By Dave Insley

The HUB Division and the NER lost a friend last May when Keith Shoneman passed away after a battle with cancer. Keith was a former NER Secretary and very active in the NMRA, but he was probably best known for his operating sessions on his beloved Pennsylvania and New England Railroad. While this was a fictional Class 1 railroad connecting the state of his youth with his adult home, it was run with prototypical fidelity. His railroad ran trains to easily recognizable locations which thrilled his guests at the countless

The snow should be long gone when the HUB has its Annual Meeting at the Spring Training show April 22, 2017 at the Wellesley Community Center. This year's event will focus on clinics and layouts, with only a few vendors.

The Module Group decided not to attend this year's NMRA convention in Orlando FL. I'm looking forward to seeing pictures and reading a report on the convention, but I won't be attending myself.

A longer-term question for the Module Group: Do we want to travel to the 2018 NMRA National Convention in Kansas City? Our Cleveland-area friends are working on making the 13-hour trip with their layout, but we'd have to drive 10 hours to join up with them. We'll keep you informed as this develops.

I finished the hardest part of my layout signaling project in January: the last two interlockings are operational. I still have two signals to scratch build, but they aren't critical to operation. Meanwhile, I've been working on urban structures and scenery, and submitting my paperwork for the NMRA's "Chief Dispatcher" AP certificate.

In early February, I was so happy about the state of the existing layout that I started the next phase – building the peninsula that will model the downtown area of Newburyport, MA and the two spurs built to serve it directly during the

operating sessions he hosted to welcome operators, ranging from first-timers to folks with national acclaim.

It was this dedication to prototypical operations that led the HUB Division to create an award in Keith's honor. The Keith Shoneman Award will be presented by the HUB Division at the NER Regional Convention each year to an active member of the NER who has done an exemplary job in promoting prototypical operations.

If you know of someone that has worked to promote operations in the NER then we would like to hear from you. You can submit your nominations to info@hubdiv.org. Please include the

Eastern RR/Boston & Maine railroad wars of the 1850s. So far it's just two L girders, as I decided not to clutter up the space with benchwork until after an op session.

Speaking of layouts, most of us would like to have one, but lack of space and time get in the way. The Module Group is a good alternative to having a layout of your own and, in fact, that's why I became a member in 1989. I could keep the Rowley and Rowley River modules in my attic, move one to a heated space to paint or pour rivers or stand them on end when I needed them out of the way.

The Module Group is open to all HUB members. Participants who don't have modules can help with setup and take-down, and bring equipment to run. Others have built modules, in some cases from the kits we offer. If you want to try your skills at working on a module before you have one of your own, talk to the Module Coordinator. A number of HUB modules are showing their age and you could help with careful cleaning, track tuneups, fixing details or rehabilitating buildings.

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

Until next time, High Green!

nominee's name, address and contact details along with a few paragraphs explaining why you believe that individual should be honored at the Newport Convention.





Shanty Talk Déjà Vu

By Rudy Slovacek

My columns are, for the most part, extemporaneous. That is, I don't know what I'm going to write about until I start writing; it is more often the case that after I've rambled a bit, the concept appears in the tattered threads of a conversation. This one is no different. It began while I was sitting at home watching the snow come down in a third storm in less than a week. And so.....

"Into the valley of death rode the 600," or something to that effect, goes the line in "The Charge of the Light Brigade." Two years ago it felt exactly like that as I battled over a 110 inches of snow, sometimes over 24 inches at a time. Well this February seemed to be shaping up that way again and I began to recall that feeling. My first picture shows my attempt to tackle 2 feet of snow with my 40-year-old Honda snow blower in the winter of 2015. It was a lot like "The Charge of the Light Brigade." I lost a pin on one side of the first stage auger and thought I was a goner, stuck in something like two feet of snow. However, as the second picture shows, I was able to count on my 55+ year-old Gravely Tractor. This old war horse of a cast iron crankcase and only 5 hp with a simple carburetor pulled through in a clutch. It reminds me of an old Alco story Harvey Humphrey told, but that's for another time.

Well on Thursday, February 9, I got clobbered with 14 inches of snow and another 3 inches on Saturday. I just

finished clearing down to the pavement on Sunday morning when, they called for another big storm. At about noon the snow started falling fast and furious and it was conceivable I wouldn't make it out of the driveway at 4:45 to catch my 5:10 train if it continued snowing through the night. At that moment I knew what my column would be about.

While snow removal can be a big thing here in New England, we railroaders and modelers tend to think of wedge plows, rotaries, and those short curved steel plows under the couplers on the front of locomotives. But in a city with a fair-sized commuter population, it takes a lot of other equipment to keep

those walkways and platforms clear of snow, and I don't mean snow shovels. In fact, I've seen later model Gravelys with a rotating brush out front to sweep the powdery stuff away. And because there aren't many places to shovel snow around the city, sometimes snow blowing equipment comes in handy.

Now have you ever seen a piece of small snow clearing equipment modeled? In the

November -December column we covered flanger signs. Having a stash of flanger signs on the ground and a piece or two of the small snow equipment is enough to suggest that winter may be coming soon. Personally, I model the late summer- early fall when Jack Frost paints a few branches on the Maples. Some of these details outside a maintenance shed could be just the ticket to suggest that the seasons really do change in my modeled world. In other words I'm just capturing a slice of time in an ever changing world.

I mention this because the constant snow removal duties often leave me exhausted,

and severely cut into my model railroading activities. But wait, there is a silver lining. In between snow removal duties I am catching up by reading my two modeling magazines and the "Bridge Line Historical Society" publication that I get monthly. I'm also writing this column for Bill Barry, our Headlight editor, and will maybe have it done in time. Probably even more important is that I just got a modeling idea here and the creative juices are flowing again. No, I'm not suffering cabin fever, I'm heading down to my basement to start modeling again. Until next time easy with the snow removal chores and take some time to relax with your hobby when nature says it's best to stay at home during a storm.



Operating Session for HUB Members

By John Lutz

The Nashua Valley Railroad Association is hosting another operating session for HUB members. The session will be on their double-deck club layout "New England Rail" in Shirley, MA. The railroad has two primary scened decks plus two more staging levels, and operates using NCE wired and wireless throttles. The session will be on Saturday, April 8, 2017 from 9AM to 1PM.

Participation will be limited to HUB members, so please sign up by emailing John Lutz at jrlcorp@verizon.net.

Ops' til You Drop

By Bill Brown, MMR

The Central NY Division's 4th Annual Operations Weekend entitled: "Ops 'til You Drop", centered in Syracuse, NY will be held on April 1st and 2nd, 2017. Railroad enthusiasts from all over the Northeastern USA and Southeastern Canada are invited to participate. No operations experience is necessary. The cost is just \$10. All of the info and a registration form can be found at www.cnymra.org. Hope to see you there.

Considerations for Layout Design - Part 2

(Continued from Page 1)

to see what suits you – the ones you don't use will always make nice gifts down the road. Operate on, and help with the construction of many layouts in different scales before you decide what you would like to try. Take as long as you need to make these decisions, since the choices made at the beginning are with you throughout the life of the layout.

Would you be happier with an outdoor railroad or perhaps a tinplate layout? Both can be quite realistic and rewarding. Outdoor layouts provide lots of space for large scales but require considerable construction and maintenance commitments. Toy tinplate trains bring many of us back to our childhood love of trains. Many toy train layouts are complete fantasies, but others are quite realistic. Using toy trains makes it easier to become free of the shackles of the prototype.

Shortened O-gauge equipment and tight curves allow for more railroading in our space. Scale O-gauge equipment is available, but it is quite expensive and takes up more space. And there is always the third rail. We know full-sized railroads do not have one, but an additional rail can greatly simplify our electrical systems. Operating a quiet N scale locomotive with an iPhone touch screen is not nearly as satisfying as pulling back a large red lever to highball a powerful and noisy Lionel Santa Fe ABBA lash-up. Most of us started out with toy trains and they can still give most of us a nice warm, fuzzy feeling when we see them. Or maybe the fantasy of railroading in the 26th century or in the land of the Klingons or Hobbits is for you – anything goes and it can be fun. You'd best plan on scratchbuilding everything, but what a conversation piece.

Aisles and access: The great outdoors is spacious, but we are trying to jam all of it into our small layout rooms. We may not be able to avoid low basement ceilings, but cramped aisles do little to convey the

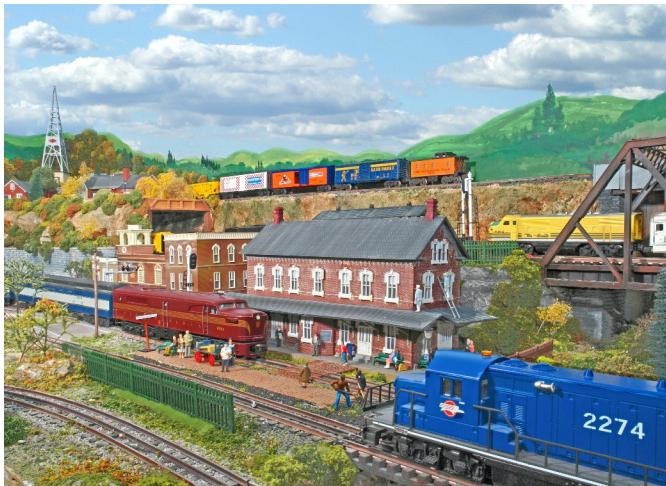
spaciousness of outdoors and make moving about the layout a chore, especially when we are constantly knocking things over and breaking them with our elbows; antique shops and china shops are built this way on purpose, but do we really want that claustrophobic feeling?

When walk-around throttles first became popular, a spate of track plans appeared that featured complex rabbit warren floor plans with narrow 24" aisles. It's true that most of us can negotiate these aisles but movement is difficult at best. It's no fun to squeeze by each other when our trains meet. Consider the width of household doors and hallways – they are that wide for good reason. If you build a layout you WILL get visitors – operators will thank you for the extra elbow room and casual guests may enjoy the experience enough to want to do build one themselves. You may be fortunate enough to be slim for now, but it may not last. And no matter what your age and agility, regularly ducking under or removing track sections for access can become quite tiresome after

from our childhood and toy train days. I have seen people walk across these tables and squat down over finished scenery, or crawl under low tables to re-rail cars or repair balky turnouts. Better to plan ahead and make all areas easy to reach and clean. The more modern shelf-type layout can offer many advantages for ease of access.

Everyone has their own idea of a perfect layout height and there are tradeoffs here as well. The higher the table, the closer we get to eye level and the more realistic our model scenes and perspective tricks will look. The lower the table, the wider it can be (more track!) with easier maintenance but a less realistic appearance. Double-deck layouts offer the possibility of doubling the layout space in a given area, but don't forget you are also doubling the aisle traffic, construction difficulty, time, expense, and maintenance. Gravity makes it difficult to work on the upper levels without damaging the lower, which are then harder to work on after the upper levels are in place. The owner of a successful double decker once told me,

"You gain twice the space, but it is all downhill from there."



Tinplate can be fun too. From an O-gauge Lionel railroad built for a client in Warwick, RI by What Detail, Inc.

a very short time. Removable track is just another complication and often a maintenance headache.

An entire section of Murphy's Law dictates that the most difficult-to-reach parts of a model railroad will require the most maintenance. Since these areas were inaccessible in the first place, we likely spent the least amount of time and care working there. Thus the law will become self-fulfilling. The vast expanse of a large solid train table is a compelling image

Available space: Unlike the real world with its enormous acreage, our hobby spaces are quite finite. The largest model railroads in the world could barely duplicate the actual length of many short lines. If you were to build a model railroad with an actual mile of HO scale mainline, you would only be able to accurately duplicate the track between Boston's South Station and a point about four miles west of the steaming Tender Restaurant in Palmer – 87 miles. No matter how big, our rooms will always leave us wanting more. Remember that there may be other important demands on the space. Closets, utility systems, posts, doors, windows and walls will always be there and absolutely must be accounted for. Other family members may want some of the space for their hobbies, and their wishes must be granted if there will be peace.

Time spent preparing a railroad room before the layout is started is time well spent. Seemingly unimportant things like

(Continued on Page 5)

Considerations for Layout Design - Part 2

(Continued from Page 4)

finished ceilings, walls and floors make the space more pleasant to be in, and add to the value of your home. Heating, ventilation and air conditioning do not seem to matter until you do not have them. No one wants to be uncomfortable in what is supposed to be a place to have fun. Remember, less is more and bigger is not always better.

Don't neglect space for a decent workshop with enough light to see what you are doing. Removing models from the kitchen table at mealtime was not fun even when we were children building plastic model airplanes and automobiles. Remember construction projects can create dust and noxious fumes – make sure you have a way to remove them and keep them away from the layout and the rest of the house. Your family will be happier to let you spend more time in a pleasant work and hobby environment and you will get considerably more done.



This is the benchwork for a Lionel Christmas display layout in a client's home, the first commission for What Detail, Inc.

Scenery: Full-sized railroads are largely defined by the characteristics of their scenery. Always consider the scenery in your design. Scenery and structures are an integral part of your layout. Be sure to account for scenic details and effects while you are planning the track – the scenes will never look right if you leave them as an afterthought. Always leave about twice the space for scenery and structures as you think you will need. The real world is big

and we are always trying to jam a lot into a small space. If you become dismayed at the loss of all the track you might have been able to fit in, consider the percentage of the real world that is actually occupied by railroad track. Remember, visitors will really judge your layout on how it looks.

Nuts and Bolts: Now that we have reviewed the many considerations and compromises necessary to building a model railroad, remember that selecting a prototype (if any) to model, the era and locale, the track and electrical standards are all important parts of layout design. A good foundation should provide a much better idea of where we are going as we incorporate these "details" into our final planning, and we will be less likely to include impracticalities. Know that every successful undertaking has to live in its environment – it should require much careful thought and many compromises to make it the way we want. Be especially careful to keep it simple (stupid).

Write it all down: Many of our best ideas come to us at random times. Since we are doing something else at the time they are all too easy to forget. Writing things down is a good mental exercise and you will soon find yourself thinking more clearly about what you are doing. If a good idea comes to you, write it down then and there so the good thoughts are not lost. It may be difficult to carry a log book or journal everywhere, but today most of us are inseparable from our cell phones – either jot down a quick note or send yourself a text. Or even make a quick recording of your ideas.

Conclusion: *Always listen to your heart and always do what you want. You will certainly make mistakes but you will always learn more from your mistakes than your successes. No matter how much we can anticipate pitfalls, nothing we make is ever foolproof or perfect. But we can certainly make things better by giving our plans some forethought.*

New Members

The HUB Division welcomes the following new members:

- Peter Barrington, Westwood
- Meike Citroen, Brookline
- Michael Damaral, Saugus
- Tresavon McClary, Bridgewater
- Austin Sa (Student), Charlestown
- Paul Stansel, Fitchberg
- Richard Staton, Whitman

Member Recognized

At the Amherst Railway Society Train Show in Springfield, MA on January 28, 2017, Malcolm Houck won the "Best in Show" award for his HO Scale "Sylvan Junction" diorama. The diorama featured a bridge that crossed the New York State Barge Canal at Fish Creek used jointly by the Lehigh Valley and O&W Railroads.

Spring TRAINing Call for Volunteers

The HUB's Spring TRAINing show is on Saturday, April 22nd in Wellesley, MA. This show is our smaller one-day show that includes clinics and is followed by the annual meeting and a banquet. See Page 8 for more info.

We need volunteers to make the event run smoothly, so please volunteer for a shift to help the division and, while there, take in some great clinics. If you volunteer, your admission is waived. Please contact Bill Barry at editor@hubdiv.org and volunteer today.

The Railroad in Ipswich

Wednesday Evening Lecture

March 15, 7:30 PM in the Appleton Room of the Ipswich Museum's Heard House 54 South Main Street, Ipswich, MA

Cost: Ipswich Museum Members: Free
Non-Member: \$10

Darius Gaskins will present a perspective on the last several decades of the Railroad industry. He was president of the Burlington Northern Railroad, Chairman of the Interstate Commerce Commission, a West Point graduate, who earned his PhD at the University of Michigan in Economics. He is now a private consultant.

Candidates for The HUB Division Board of Directors

(Refer to Page 7 for the ballot)

Mike Tylick, MMR

Never one to commit to a single large project, Michael Tylick has instead built a number of smaller layouts in many scales over the years. He has been a long-time contributor to publications including Model Railroader, Railroad Model Craftsman, NMRA Bulletin, and Model Railroad Hobbyist. Mike has also delivered numerous clinics and presentations on model and prototype railroad subjects at several NMRA National Conventions. As Master Model Railroader #523, Mike has participated as a contest judge in many NMRA regional and national model and photography contests. He has also served on a national and several regional convention committees.

Mike mostly spends his hobby time as a custom builder of railroad structures and rolling stock as part his RailDesign Services, a business focusing on the design and visual aspects of model railroading. He has previously built prototypes for several hobby manufacturers and has worked with several custom layout builders. Mike is a founding member of the Chester & Becket F scale traveling layout and is building an On30 railroad loosely based on Boston's Old Colony Lines.

Mike believes his wide range of experience would make him a valuable asset to the HUB Division Board.

Dan Fretz

As I complete my current term as a member of the HUB Board of Directors, I would once again like to thank you, the HUB members, for enabling me to serve the organization in this capacity. I have truly enjoyed contributing to the successful operation of the Division. I have served on the Budget Committee for the past four years, and completed a ten-year run as the HUB Webmaster at the end of our last fiscal year. At that time, I transitioned to the role of Donations Chairman, responsible for collecting donated model railroading equipment and running the Donations table at our Marlborough show.

I have also been active in the Modular Group for many years. You will often see me out in front of the modules while running my train, where I can talk with interested visitors, answer questions and maybe even put a throttle into the hands of an excited child (or, in one case, his mother!).

As a member of your Board, I will continue working toward the ongoing success of our Division, as well as supporting and promoting this amazing hobby at every opportunity.

I thank you for your consideration, and ask for your vote.

Bill Harley

Hi, I am Bill Harley and am presenting myself as a candidate for the HUB Division Board of Directors. I have been a member of the HUB Division and Module group since moving to the Boston area in 2014. My interest in trains, like many, goes back to childhood with Lionel trains and an HO Mantua starter set in the third grade.

My Background:

- A member of the NMRA with some breaks from the 1970's.
- Formerly an officer of the Four County Society of Model Engineers (FCSME) modular club in Mount Airy MD.
- Prototypical modeling interest covers several railroads.

Before retirement I spent 28-years as a Marine and subsequently 20-years as a program manager.

If you are in a quandary as for whom to vote, think diversity – If elected I will bring an experience from outside New England that may provide the potential for an even better HUB Division in the coming years.

John Doebring

I'm crazy about trains, and have been all along (I suppose you are too). For most of my time I was an armchair railroader - all alone. And then a few years ago I joined the NMRA and the local NTRAK club (yes, N-Scale), and I began to volunteer at the membership and admissions table at HUB shows. (One year I even stood in for Santa Claus, when the real guy turned up sick). In 2011, I became the editor of The Coupler (regional newsletter), in 2014 I joined the BOD of both the HUB and the Northeastern Region, and in 2016, I became NER President, when Scooter Youst unexpectedly stepped down.

For the longest time I had no idea that model railroading was a social hobby. But of course it's much more than reading magazines, buying kits, and dreaming about that layout masterpiece I'll build someday. Participating in NMRA activities has helped me to learn a great deal, improve my skills, and make many new friends. And as many others have learned, the volunteer often receives the biggest payoff. If you believe in the NMRA and the HUB like I do, I'd appreciate your vote.

The HUB Division elections will be held on April 22, 2017 at the Wellesley Community Center in Wellesley, MA, immediately following Spring TRAINing, and before the banquet.

METHODS OF VOTING

Eligible voters are not always able to make it to the Annual Meeting. In lieu of voting in person at the Annual Meeting, a HUB member may cast one ballot using one of the three (3) following methods:

1. MAIL:

Ballots found in the March-April 2017 issue of the Headlight (below) may be copied or cut out and mailed to the Clerk. The HUB member **MUST write their Name and Membership Number on the outside of the envelope** to certify the ballot enclosed. The ballot must be mailed to:

HUB Division Elections
65 Branch Road
East Bridgewater, MA 02333-1601

Mail ballots must be received by the Clerk no later than April 19, 2017. The Clerk will verify the ballot and record the member as having voted.

2. E-MAIL:

A ballot may be cast by sending an e-mail to elections@hubdiv.org. The e-mail must be sent from the HUB member's Official e-mail address that is on file with the HUB Office Manager. It is the responsibility of each HUB member to ensure the HUB Office Manager has his/her correct e-mail address. Only one official e-mail address is allowed per member. You may confirm your official e-mail address by sending an e-mail to the HUB Office Manager at: **OfficeManager @hubdiv.org**

2. E-MAIL (continued):

A valid e-mail Ballot **MUST contain** the HUB member's **Name and Membership Number in the E-mail Subject Line**. All votes must be placed in the body of the E-mail. Place ONLY the names of the Candidates for whom the member is casting votes. The three names can be the candidate names included on the ballot or write-in candidates. Write-in candidates must be members in Good Standing of the NMRA HUB Division.

E-mail ballots must be received by the Clerk no later than April 19, 2017. The Clerk will verify the ballot and record the member as having voted.

3. PROXY:

Any HUB member eligible to vote in the election may **designate in writing** that another eligible HUB member may cast his/her vote at the Election.

A. The Letter of Proxy **MUST contain** the HUB member's **Name, Membership Number, and handwritten Signature**. The Letter of Proxy must also declare the **name of the HUB member acting as proxy**.

B. The HUB member acting as proxy will present the Letter of Proxy at the Annual Meeting to obtain the eligible member's ballot for voting purposes.

2017 HUB DIVISION BALLOT

(see instructions above)

Board of Directors (3-year terms)

Vote for up to three candidates:

____ **Mike Tylick**

____ **Dan Fretz**

____ **Bill Harley**

____ **John Doebring**

____ **write in:** _____

____ **write in:** _____

____ **write in:** _____

See Page 6 for candidate statements

Treasurer's Report

By Gerry Covino

Stated below is our financial position as of December 31, 2016, the mid-point in our financial fiscal year July 1, 2016 through June 30, 2017. We had another financially successful New England Model Train EXPO (NEMTE) thanks to your many volunteer hours managing the event. The NEMTE continues to be the primary source of revenue funding programs offered by the Division.

Our donations table at the NEMTE provided another boost to our bottom line with the large number of train items donated from members, their families and friends of the Division. Thanks to the efforts of Dan Fretz, Dave Insley, Rudy Slovacek and the many other volunteers who assisted, they were able to collect additional train items, price them and then sell the items throughout the operating hours of the show.

Mid-Year Account Balances

| | |
|--|--------------|
| Checkbook | \$ 2,066.00 |
| General Savings Account | 3,137.00 |
| Reserve-Life & Restricted Savings Accounts | 50,742.00 |
| Program Checking Account | 879.00 |
| PayPal Account | 2,369.00 |
| USPS Permit Account | 2.00 |
| Total Funds Available | \$ 59,195.00 |
| Value of Club Car Inventory | 1,768.00 |
| Total Value of Cash and Assets | \$ 60,963.00 |

HUB Division Spring TRAINing

Wellesley Community Center
Wellesley, MA 02481
Saturday, April 22, 2017

This year the HUB Division will once again be holding its Annual Spring TRAINing show. The Wellesley Community Center has offered a very attractive package for us that will allow us to put on the show at a reduced rate. Due to other commitments the facility has, we will be returning to a Saturday show this year. The Wellesley Community Center is located just off of Route 9 in Wellesley and is really easy to get to, so mark your calendars for Saturday, April 22, 2017.

As usual, the show will include dealers, modules and clinics.

We will have a full schedule of clinics presented by some of the area's top modelers. Clinicians will include James Van Bokkelen, Mike Tylic, Jeff Gerow, Dick Johannes, Ace Cutter, and others. The program is still a work in progress but will be completed soon. Look for more info on the HUB website.

Our featured clinician this year is Steven Priest, MMR, Editor of Railroad Model

SPRING TRAINing Banquet Reservation Form

Wellesley Community Center, Wellesley

April 22, 2017

Name: _____

Phone: _____

Email: _____

Number of People: _____

Make check for \$29.00 per person payable to the HUB Division, Inc.

Boneless Stuffed Breast of Chicken with Supreme Sauce

Includes Fresh Fruit Plate, Fresh Vegetable Medley, Mashed Potatoes, Rolls & Butter, Triple Chocolate Bundt Cake, and Coffee or Tea.

Return this form with payment to the address below before April 17, 2016.

HUB Div. Spring TRAINing
65 Branch Road
E. Bridgewater, MA 02333

Craftsman. He will be presenting a clinic titled "4 Years on the St. Louis Division." This is a clinic about his layout and he will discuss construction and ideas.

A list of clinics and descriptions will be posted to the website as they become available. (<http://www.hubdiv.org/springshow/index.htm>)

After the show, there will be the Annual Meeting of the HUB Division, Inc. followed by a sit-down dinner. The

menu will be Boneless Stuffed Breast of Chicken with Supreme Sauce. The meal includes Fresh Fruit Plate, Fresh Vegetable Medley, Mashed Potatoes, Rolls & Butter, Triple Chocolate Bundt Cake, and Coffee or Tea. The price this year is only \$29.00.

We look forward to seeing you at the show, so please mark April 22, 2017 on your calendar, and keep checking the website for updates.

Spring TRAINing Clinics List

Modeling New England Passenger Trains

By: James Van Bokkelen

James will talk about modeling passenger trains and equipment from New England focusing on the B&M, Maine Central and the New Haven. The clinic will discuss past and more recent information resources that are available. He will also discuss cars that are available from manufacturers both current and past.

Modeling "Certified Pre-owned Boxcars"

By: Dick Johannes

This clinic is focused on modeling the modern railroad boxcar fleet, but many of the ideas and techniques can be generalized to other periods. There is a market for "certified pre-owned" boxcars just like automobiles. The materials for modeling these are pretty simple and easy to find. Specialized decals such as door details, wheel dots and consolidated lube plates are core along with solid-colored decal "trim" sheets. Many cars can be modeled starting with some of the best factory painted RTR cars. This clinic will touch

on the history of the per-diem boxcar that was the home base for many of these cars. They came into being in the fall of 1970 in response to a national boxcar shortage. Many lines such as the Raritan River, East Highland & Camden, the Pickens Lines, among others, had very colorful paint schemes. The model railroad manufacturers followed suit and Athearn, MDC, Accurail, LBF and Branchline all produce or produced copies of many of these cars. However, over time the "per diem" rates fell and the small short lines began to sell off these cars to other railroads. Modeling these pre-owned cars is both fun and relatively easy using quite simple techniques. Working from photographs helps immensely.



(Continued on Page 9)

Spring TRAINing Clinics List *(Continued from Page 8)*

Imitate? Or Innovate? - Building Your Dream Model Railroad

By: Ace Cutter

Ace is a well known local modeler whose Atlantic Coast & Eastern was one of the railroads featured in the 2006 edition of Great Model Railroads. Ace will be presenting an interactive clinic in which everyone is encouraged to participate. Some ideas to be discussed are;

- Have you thought for years about building your own layout? Very likely!
- Have You ever just imagined what it might look like? Most likely!
- Have you just thought a while and decided that's too much or too hard? Very Likely!
- Are you up to the challenges building a model railroad offer? Don't know!

- Would you enjoy the satisfaction gained from building your own Model Railroad? Absolutely!
- Would you build a dream RR from a published plan or choose to engage your creative side ? Maybe?

There are many choices to be made, but it's your Railroad, your choice, your decisions, and time is fleeting!

Perhaps this clinic will energize and empower you to build your dream layout, or give you reasons not to. Come, enjoy and discuss the many pros and cons of this decision with others.

are many prototype cars that are just not available commercially. Someone pursuing the Master Builder-Cars AP certificate must scratch-build four cars in order to qualify. In many ways, building railroad car models is similar to building structure models – the models are smaller and simpler, but there is a great deal more detail that must be included and they DO have to operate.

This discussion will show you the methods I used to build two very different cars from completely different materials. One is a straightforward rendition of a prototype, the other is completely freelanced. A construction article describing one of the cars was featured in Model Railroad Hobbyist for February, 2016.

Two Cars

By: Mike Tylick, MMR

The availability of high-quality ready-to-run rolling stock has mostly eliminated the market for "craftsman kit" freight cars, but building models from scratch will always be a worthwhile hobby. In scales other than HO, there

Please refer to the HUB website (www.hubdiv.org/springshow/index.htm) for updates and the clinic schedule as they become available.

HUB Division Apparel Order Form

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

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

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

Sweatshirt - Sport Grey color with HUB Division Logo

| | | | |
|---------------------------|-------------|-----------------|-----------------|
| 7.8oz Weight \$20.00 each | Size: _____ | Quantity: _____ | Amount \$ _____ |
| 9.3oz Weight \$25.00 each | Size: _____ | Quantity: _____ | Amount \$ _____ |
| Name on Shirt | _____ | | |

T-Shirts - Sport Grey color with HUB Division Logo - \$18.00 each

| | | | |
|-----------------------------|-------------|-----------------|-----------------|
| Circle ONE Name on Shirt | Size: _____ | Quantity: _____ | Amount \$ _____ |
| | Pocket | No Pocket | _____ |
| | _____ | | |

Long Sleeve Button Down Shirt - Dark Grey color with HUB Division Logo

| | | | |
|-----------------------------|-------------|-----------------|---|
| Small to XL \$35.00 each | Size: _____ | Quantity: _____ | Amount \$ _____ |
| 2XL to 5XL \$40.00 each | Size: _____ | Quantity: _____ | Amount \$ _____ |
| Circle ONE Name on Shirt | Men's | Pocket | No Pocket Women's (No Pocket Only) |
| | _____ | | |

— (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 electronic invoice will be sent to you.

HUB Headlight

Volume 33, Number 4
March - April, 2017

HUB Headlight, published by The HUB Division Inc., Northeastern Region, National Model Railroad Association, is issued in January, March, May, September and November. Contributions may be sent by email to the Editor or by mail to the Office Manager.

Editor Bill Barry - Editor@hubdiv.org

Chief Grammarian - Jay Stradal

HUB Division Board of Directors

President James VanBokkelen - President@hubdiv.org
(603) 394-7832

Vice President David "Shack" Haralambou - VP@hubdiv.org
John Doehring - HUBboard6@hubdiv.org

Donations Chairman Dan Fretz - Donations@hubdiv.org

Membership Chairman Peter Higgins -
Membership.chairman@hubdiv.org

Webmaster Dave Insley - Webmaster@hubdiv.org
Russ Norris - HUBboard9@hubdiv.org

RAILFUN Coordinator Andy Reynolds -
Railfun.coordinator@hubdiv.org

Office Manager Pete Watson - Officemanager@hubdiv.org
65 Branch Road, East Bridgewater, MA 02333-1601

Other HUB Division Leadership

Treasurer Gerry Covino - Treasurer@hubdiv.org

Secretary Barbara Hoblit - Secretary@hubdiv.org

Module Coordinator Dick Ball - ModCoordinator@hubdiv.org
(508) 429-1467 (leave message)

Librarian Ken Belovarac - Librarian@hubdiv.org

Model Train Expo Show Director
Dick Johannes - NEMTE.Director@hubdiv.org

Model Train Expo Business Manager
Mark Harlow - NEMTE@hubdiv.org

Public Relations Director Position Open -
PRDirector@hubdiv.org

NMRA North Eastern Region Representative
Barbara Hoblit - MA.NERdirector@hubdiv.org

NMRA Achievement Program Chairman
Peter Watson, MMR - HUB.AP.Cham@hubdiv.org

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

Headlight Printers
Versatile Printing Services, LLC, Burlington, MA

Directions to RAILFUN Meetings

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

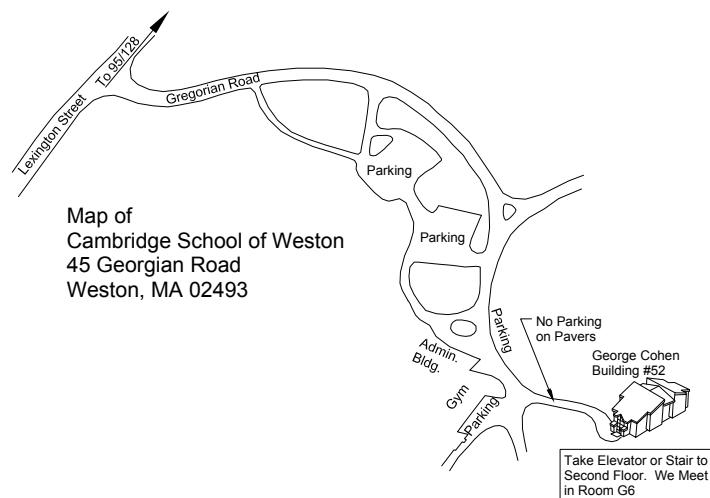
From Route 128 / Interstate 95:

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

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

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

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



RAILFUN Weather / School Closure Note:

If the school is closed, we will NOT have RAILFUN that evening. School closings are broadcast over the radio at **WRKO 680AM** and **WBZ 1030AM**, and on **TV Channels 4, 5 and 7**. The Cambridge School of Weston recording is at **781-642-8600**. Check the radio or TV stations early on the morning of RAILFUN! You can also check www.hubdiv.org and we plan to post notices on **Facebook** and **Twitter**.

HUB Division Calendar of Events (Subject to Change)

2017

| | |
|------------------------|--|
| Mar 17 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Mar 25-26 (Sat-Sun) | HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA |
| Apr 1 (Sat) | Submissions deadline for the HUB Headlight May-Jun issue |
| Apr 8 (Sat) | HUB Operating Session, 9 AM, Nashua Valley Railroad Association, Shirley, MA |
| Apr 21 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Apr 22 (Sat) | The HUB-sponsored Spring TRAINing show |
| Apr 22 (Sat) | The HUB Division Annual Meeting and Election - following Spring TRAINing |
| May 7 (Sun) | HUB Modular Railroad display at the 2017 NYCSHS Convention, The Best Western Royal Plaza Hotel, Marlborough, MA |
| May 19 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Jun 16 (Fri) | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA |
| Jul 30-Aug 6 (Sun-Sun) | 2017 NMRA National Convention, Orlando, FL |
| Jul TBD (Sun) | HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA |
| Nov 9-12 (Thu-Sun) | NER Convention - Rails to the Gilded Age, Newport, RI (www.newport2017.org) |

RAILFUN.....

NO MOTIONS.....



NO SECONDS.....

NO BUSINESS.....

NO YAWNS.....