

HUB Headlight

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

Hands-On-Clinic: Rolling Stock Tune-Up

Presented by Dick Ball, Mike Tylick, MMR and Peter Watson, MMR
8 PM Friday, January 19, 2018, Cambridge School of Weston

We will be meeting at our regularly scheduled time, Friday, January 19th, which falls one week before our HUB Modular Display in Amherst, Saturday January 27th to Sunday January 28th. In an effort to hop onboard and make the Big E event a trouble-free exhibition, Dick Ball is encouraging our members to bring their rolling stock in for what we hope will be an annual tune-up event. We will be on-hand to demonstrate the proper way to fix dragging coupler pins, re-gauge rolling stock, and top the cars off with a little weathering. There will be an ample supply of weights to properly weight your rolling stock to meet the NMRA standards. So, bring along your rolling stock, tool kits, standard gauges, new wheel sets and a portable post office scale if you have one. We will also explain when and why the modular group uses wheel resistors for our signaling system and will have them for sale at the meeting. An advance homework assignment is recommended by visiting: www.nmra.org/beginner/knuckle-couplers and www.nmra.org/car-weight.

Presentation: A Trip Down the Tracks with Dick Towle – 1955 to Present

Presented by Dick Towle
8 PM Friday, February 16, 2018, Cambridge School of Weston

Dick has presented countless clinics, not only for our group and throughout the region, but for firemen, police officers, bus drivers, and related on-the-rails personnel. During Dick's tenure with the railway, in his capacity as a safety inspector for the Federal and State government, he has kept an extensive log of the way things were, and is privy to the direction of the industry moving forward. Dick will present a program of digitalized slides and images he has taken, going all the way back to 1955. These images have been taken from around the country, but concentrating in New England. Included in the program will be an Amtrak produced DVD of wrecks and crossing collisions that, in most cases, could have been avoided. This is a reality check on not only what happens at our HUB train shows, but what happens all too often in the real railroad world. Let's all join in, as we celebrate this "Nostalgia Night" with our presenter as he takes us all on his journey along the rails.

Presentation: Bringing old brass engines back to life

Presented by Bill Dean
8 PM Friday, March 16, 2018, Cambridge School of Weston

Many thousands of HO brass steam locomotives from Japanese and early Korean builders were imported from the 1960s through the 1980s. They represent hundreds of prototypes, tend to have nice detail, and can still be found online or at larger train shops at reasonable prices. The problem is that they often have substandard mechanisms, including poorly tuned running gear, crude gearboxes, and/or open-frame motors. This clinic will explain how anyone with average modeling skills, a few specialized tools, and an organized approach can get such models off shelves and onto layouts, where they belong. Topics to be covered include deciding if a model is worth working on, re-motoring, re-gearing, and adjusting the running gear.

Solo Riding the Tour de Chooch

By John Doehring

I'm usually away over the Thanksgiving weekend, off on our annual pilgrimage to the in-laws in eastern Pennsylvania. So with just two exceptions, I've missed the Tour de Chooch layout tour every year (though I have visited many great club layouts in the PA and NJ area during this time). But as our children grow up, and as we get older ourselves, our desire to beat the holiday rush home has also grown, and this year we decided instead to sneak back late Friday night. Thus a little unexpectedly, I awoke in Pepperell on Saturday morning, and with an official pass from the boss, I determined to spend the day chasing layouts on the Tour.

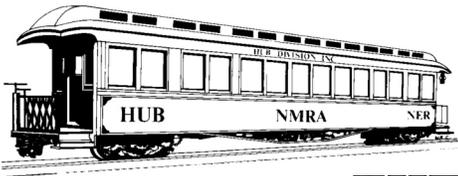
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John heading out to "Chase" layouts.

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THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. As I write, I'm looking at gray December skies with drizzle promised later. My fruit season is over, but I still have two kinds of apples in storage, and more dried.

The Module Group's cold weather activities are at their peak: They closed out 2017 at the National Heritage Museum in Lexington Dec. 16-17. 2018 begins at the Greenberg show in Hanover on Jan. 6-7. Then we're at the Wenham Museum on Martin Luther King's Birthday weekend (Jan. 13-15). The Amherst Society's West Springfield show is Jan. 27-28.

Things slow down a bit in normally snowy February, with only Lowell Winterfest on the 24-25th. Then Greenberg returns to Wilmington on March 17-18. Our season winds down with appearances at our Spring TRAINing show in Bridgewater, MA April 14-15 and the Hooksett Lions on April 22.

I wish I didn't have to repeat this, but we've had a couple of complaints: We all need to mind our manners at shows, whether they're ours or another group's. If you wouldn't say it in church or court, you shouldn't say it in front of people you don't know well. Show visitors are our customers, our guests, people we want to promote the hobby to, so please don't startle, shock or offend them.

Quite a few of us attended the 2017 Northeastern Region 'Rails to the Gilded Age' convention in Middletown, RI, (across a pond from Newport). Several HUB members put on clinics and others helped organize parts of the convention. We had a number of successful contest entries, either placing or earning Merit Awards, as well as a couple of new Achievement Program Certificates. I should also thank the HUB members who volunteered for Rails to the Gilded Age – several took on very important roles and contributed a lot to their areas.

A much broader swath of the HUB helped at our own NEMTE show. There was a place for everyone who offered, and everyone did a good job. We were happy to see family attendance up, and quite a few Scouts working on Merit Badges. Young modelers built many of our 50th Anniversary cars, and Santa and our sales tables were popular too.

At the NER convention, President John Doehring challenged all the Divisions to get more members involved in the Achievement Program: He wants to see how many new Golden Spike Awards each Division can come up with. Most home layouts and many HUB Module owners will qualify, so if you can give us a boost, the 1-page form is explained here: www.nmra.org/golden-spike-award

HUB AP Chair Pete Watson, myself or other members active in the AP will be happy to help you start.

I've had a pretty "model railroading" Fall so far, completing my layout's Downtown Newburyport benchwork and hosting about 70 visitors for Tour de Chooch. I also earned a Merit Award for the Rowley Depot (from my module) after completing its interior partitions. So maybe my next AP certificate will be Structures. Or maybe I'll get one or more Car or Motive Power entries together in time for the 2018 NMRA National Convention in Kansas City (www.kc2018.org).

If there's something on your mind about the HUB or its activities, email me at president@hubdiv.org, call me at +1 603 394 7832 or catch me at a Hub event.

Until next time, High Green!

Achievement



Peter Watson presented David Trimble his AP certificate in electrical engineering at the New England Model Train Expo on Saturday, December 2. Dave lives in Centerville on Cape Cod and models the D&RGW and Rio Grande Southern in HO n3. Photo by Russ Norris

In Memory of Herb Insley

HUB Division Webmaster Dave Insley's father, Herb, passed away this year. Herb had a long career in the railroads before becoming an industrial arts teacher. This model was a Father's Day gift that Dave had on display at the NER Convention.



Photo by Bill Barry



Shanty Talk: A Chance Meeting

By Rudy Slovacek

Bill Barry reminded me that he needs the material for the Headlight and I was thinking, "what am I going to say this month?" Well it happened as Dan and I were unpacking donations for sale at the HUB Donations Table that a gentleman came up, and I knew instantly what I was going to write. I had unpacked several books, and was busy organizing and bundling train timetables according to the railroads. He said he was interested in the Shaughnessy book on the Rutland and we struck up a conversation. What appears below is the result of my notes on the subject written on an order slip for a train shop in Vienna (see figure) and he agreed I could relay his story. I apologize in advance if I got the facts mixed up in my haste.

His name was Dick Talbot and his father, Leo Talbot, worked for the B&M railroad from 1933 to 1971 on the east end. Dick recalled walking inspections the length of the Hoosick tunnel between Zoar and North Adams sometime between 1946-1947. It took about four hours each way and was electrified then, so that smoke did not suffocate the crews. In the tunnel below the vent shaft there was a speeder for emergency use. On one trip, he met a soldier all banged up in the tunnel who had apparently fallen off the train. They got him to Zoar to get patched up then called the government to pick him up so he would not go AWOL from his unit. As a high school kid from 1948 to 1952, Dick worked the mail trains during the Christmas rush in Bellows falls. His job was to transfer mail sacks on the 11 PM to 7 AM shift between Rutland and B&M trains. The high school coach was there to keep the boys awake so they did not fall asleep between trains.

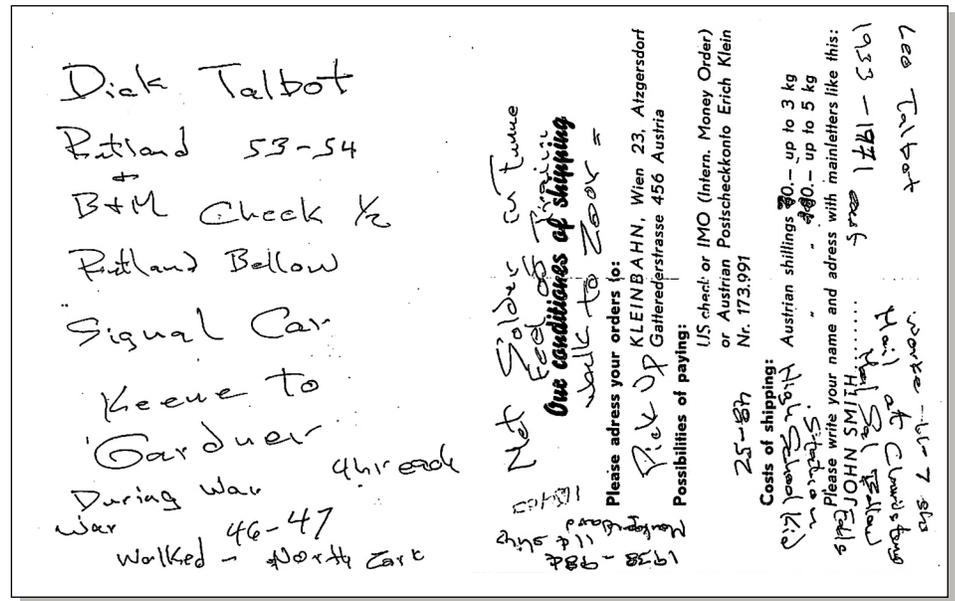
Dick worked for both the Rutland and B&M for a short time between 1953 and 1954. There was a depression then so rather than lay people off, the railroad worked more men half-time so they could feed their families. We're long past those paternalistic times when owners sometimes went the extra mile to help their employees, especially during the holiday season. It wasn't just about making money to please the stock-holders. In many families, it was the line of work grandfathers, fathers and sons went into. It was a service-oriented profession that served not only business but the people. The workers loved their jobs. Much of the leadership came up through the ranks. It's not like today where you have a former airline executive running Amtrak's Northeast corridor.

Dick eventually became a teacher and admitted it was this profession that made him a talker and wonderful story teller. Now that he is retired, he helps his wife run an antique shop. He had one final story for me when he found out my purpose for reselling the items at our

donation table. As a kid in 1938, his father purchased a windup Marx (or was it Bing?) for 98 cents with 11 cents for the shipping from Montgomery Wards. One day a rather wealthy looking woman in a fur coat came into the shop and wanted a train to run around a Christmas tree, but not just any train. She wanted one that did not run on electricity since she was afraid of sparks setting the tree on fire. Thus, Dick sold his cherished old toy train for \$100! I sold Dave the Rutland book for a couple dollars and his story.

In this season of joy, I helped Dan and the other volunteers sell almost \$4,000 of donated train items to help support our educational and charitable activities. To me, it is not about the money but about putting smiles on people's faces. I hope that you, too, find the joy of this holiday season.

One final note, I also used this scrap of paper to copy some figures to later calculate my gas mileage. Can you find my scribble?



Third Annual Railfan's Night

5:30 PM, April 1, 2018, The Steaming Tender, Palmer, MA

By Dick Towle

The Steaming Tender in Palmer will host the third annual Railfan's Night on April 10th with a 1960's and beyond slide show by myself during dinner, followed by movies from Paul Beck, of New England roads or other northeastern roads. Admission is by buying the buffet dinner that

was \$29.00 last year. This is not a profit maker for anyone, just a fun night that usually gets underway around 5:30 with slides and dinner at 6:00. We wrap up around 8:00. Further details and registration will be through the Steaming Tender's website found at: www.steamingtender.com

**HUB Division
Spring TRAINing
Saturday April 14, 2018
St. Thomas Aquinas
Parish Center
103 Center Street
Bridgewater, MA 02324**

By Peter Watson

This year, the HUB Division will once again be holding its Annual Spring TRAINing show. This year we will be going to Bridgewater and the St. Thomas Aquinas Parish Center. The Parish Center is located just off of Rt. 104 in Bridgewater and is really easy to get to, so mark your calendars for Saturday, April 14, 2018.

As usual, we will have a full schedule of clinics presented by some of the area's top modelers. Clinicians will include Malcolm Houck, Ace Cutter, Barbara Hoblit, Ken May 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 Cody Grivno, MMR, Associate Editor of Model Railroader Magazine. We are still working on what he will be presenting for a clinic but keep your eye on the website; it will be posted as soon as we have the info.

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

Dennis Drumheller will be our speaker after the banquet. He is a Road Foreman of Engines for Keolis Commuter Services (operator of the MBTA Commuter Rail) and he will be speaking about Positive Train Control. This is a new train control system required by the FRA and is currently being installed by railroads across the country.

This will be an entertaining and informative day so mark Saturday, April 14, 2018 on your calendar. We'll look forward to seeing you there and keep checking the web site for updates.



**HUB Division Calendar of Events (Subject to Change)
2018**

Jan 6-7 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Hanover, MA
Jan 6 (Sat)	HUB Holiday Party at the Olde Colonial Cafe, 171 Nahatan St., Norwood, MA
Jan 13-15 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 19 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 27-28 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 1 (Thu)	Submissions deadline for the HUB Headlight Mar-Apr issue
Feb 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Feb 24-25 (Sat-Sun)	HUB Modular Railroad display at the Lowell Winterfest, Lowell, MA
Mar 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 17-18 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Sun)	Submissions deadline for the HUB Headlight May-Jun issue
April 14 (Sat)	The HUB-sponsored Spring TRAINing show at St. Thomas Aquinas Parish Center, Bridgewater, MA
April 14 (Sat)	The HUB Division Annual Meeting and Election - following SpringTRAINing
Apr 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Apr 22 (Sun)	HUB Modular Railroad display at the Lions Club 20th Annual Model Train Show, Hooksett Cawley Middle School, 89 Whitehall Rd., Hooksett, NH

Layout Tours & Open Houses

February 25, 2018 (Sun): The Worcester Model Railroaders, Inc show and sale at the Auburn Elks, 754 Southbridge St, (Route12), Auburn, MA, 10:00 am until 3:30 pm. See their website for more information.

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



**Seacoast Division
Activities**

Derry Model Railroad Fun Night

January 12, 2018

Topic "Build a Laser-cut Handcar Shed"

February 9, 2018

Topic "Battery powered locomotives"

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

Visit www.seacoastnmra.org for more info.

New Members

The HUB Division welcomes the following new members

- Alan Cath, Sudbury
- Everett Erwin, Waltham
- Kate Jurow, Somerville
- George Michods, Andover
- Mel Sockol, Natick
- David Waible, Sudbury

Solo Riding the Tour de Chooch

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I'm fortunate to have visited (and operated on) several of the Tour de Chooch railroads, and this year I thought something different might be in order, so I ventured not east, but west from Pepperell – to Fitchburg, Sterling, and Gardner, MA – and then to Swanzey, NH. This western route would take me to four new (to me) layouts, including three first timers on the Tour. Strangely, all of these stops would be for uncommon scales – one S-scale, one O-scale three rail, and two O-scale two rail. As an N-scaler, I've long appreciated that I can see (and learn from) good modeling in any scale.

My first stop would be in Fitchburg, and Tommy Robichaud's cool S-scale CGLR pike. This layout is built in a dedicated room over the garage, and includes both continuous running and an innovative operating scheme. This is a very nice railroad, with a mix of great modeling and a tongue-in-cheek, whimsical, free-lanced look. The layout harkens back to the fifties – car culture, carnivals, and Moxie. It's clear that Tommy takes his



Couple of photos from Tommy Robichaud's cool S-scale CGLR pike

railroading seriously, but without sacrificing the fun along the way. Perfect.

On to the second stop, and another unique pike, the Hopkinsville Jct. Railroad, Rich and Judy Hopkins, proprietors. This layout is a very large, three rail O-scale Lionel display - complete with a myriad of lights, animation, and lots and lots of trains. Rich calls the layout a "traditional Christmas garden display," and it certainly bolstered my holiday spirits. Rich also shared with me a few stories of the cars he has displayed around the room. Particularly intriguing was a collection of box cars advertising the major cigarette brands! (Can you imagine that today, kids playing with the trains while promoting smoking?!!)



Overall view of Hopkinsville Jct. Railroad



Closer in view of the Hopkinsville Jct. Railroad

Ok, third stop - Gardner, MA - and home of the Southern New England Model RR Club, a large O Scale 2-rail club layout. I'd seen the open house flyers for this railroad before, and have long desired to

visit. On this Saturday club members were busy with operations while welcoming visitors. This layout is expansive, and a work-in-progress. One clear highlight I experienced: sound. Locomotive sound decoders have been a game changer for our hobby, but I'd never heard (or payed attention to) sound in O scale. A long freight drag, powered by heavy steam, held my attention at multiple viewing points. In fact, I could actually feel the locomotive chugging around this layout, and that was impressive.



I could feel this locomotive chugging around the Southern New England Model RR Club layout

My fourth and final stop this day was in Swanzey, NH – home of Herm Botzow's Buckeye Railroad. Another large (full basement) 2-rail O-scale pike, the Buckeye is likewise built for operations and is completely scenicked. This layout is beautiful, a must see!



One of the scenes on Herm Botzow's Buckeye Railroad

With the Buckeye, Herm has recreated his version of the NYC's Pittsburgh and Lake Erie line, from his home state of Ohio. Herm is also an MMR, and when I acknowledged his plaque, he shared that achieving the MMR was one of the best things he'd ever done in model railroading because it challenged him to learn so many new things. As an aside,

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Solo Riding the Tour de Chooch

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at the top of Herm's driveway, one can glance down the street for a fabulous view of Mt. Monadnock. Now that's living!



Photos on this page showing some additional scenes from Herm Botzow's Buckeye Railroad

All done, I still had a ways to go to get back home (about an hour and a half to Pepperell, and maybe two hours for those inside Rt. 128) – but what a great day! For me this was a healthy dose of



trains, solitude, relaxation, and four great layouts to railfan (and learn from). That sure beat the alternative – a long drive back from Pennsylvania. Gotta love the Tour de Chooch.

Note: The Tour de Chooch is held each year over the Thanksgiving holiday weekend, and includes many model



railroads in the eastern Massachusetts and southern and central New Hampshire areas. Although not an official NMRA event, Tour de Chooch organizers have long included many dedicated NMRA leaders. Find out more at [www.tourdechooch.org].

Also, within the New England area there are two additional organized, annual layout tours, including the Self-Guided Model Railroad Layout Tour, covering Rhode Island, southern Massachusetts, and eastern Connecticut, and held each year in April [www.layouttour.com]; and the Maine Model Railroad Tour, held in September [www.mainemodelrrtour.com].

Golden Spike Challenge

By Andy Reynolds

John Doehring, NER regional President, and Pete Watson, Achievement Program Chairman, relayed at our November RAILFUN a challenge to HUB members to compete with other divisions in an effort to get 10% of our members to obtain the Golden Spike Award by the September 2018 NER Convention. This was originally presented by John at the Newport NER convention. As the NMRA points out, "The Golden Spike is the easiest, and for many people, the first AP award that they earn. It is designed to demonstrate familiarity with different areas of the hobby, rather than expertise in a particular area. You may find that you have met most, or all of them already"

John and Pete pointed out that if you have a module, you may already have completed the requirements and not even know it! You will have to display six units of rolling stock with a gentle touch of making it look better than it just

came out of a box, have eight square feet of a layout (a module or home layout), five buildings, and three types of track-age properly ballasted. I have read on the NMRA Achievement Program Facebook page that we should not read too much into the guidelines, or "overthink" this award. Generally, for the Golden Spike all you need are updated Ready to Run (RTR) kits.

The January 19 RAILFUN meeting will be a chance to dirty up (weather) some of your rolling stock, as well as add weights, remove any plastic wheels, add better couplers, and add loads to your existing fleet. While a store-bought RTR will work, you may want to try to build a rolling stock kit in the meantime, and bring it to the meeting for some finishing touches. You may own some that have been collecting dust on a shelf, or you may want to buy one or two from a local hobby shop, online at eBay, or a hobby shop website. Some suggestions for kits are Accurail, Athern, Bowser, Funaro & Camerlengo, Tichy, Proto 2000, Roundhouse and Walthers – to

name a few. But don't get intimidated as even a super-detailed, off-the-shelf Kadec car can qualify if, for instance, you want to weather it and add a load or add some graffiti decals.

We are also planning another Golden Spike event this May where we will hopefully be signing off on your Golden Spike Award! In the meantime, keep busy and get excited!

For more specific information and application, go to www.nmra.org/golden-spike-award



John Doehring and Peter Watson explain the Golden Spike Challenge at the November RAILFUN

Photo by Andy Reynolds

Rails to the Gilded Age NER Convention

By Bill Barry

The 2017 NER Convention was held in Middletown, Rhode Island from November 9th to 12th. The convention site was in a new facility, the Atlantic Resort Newport that only opened in the last year. Though a bit expensive, the hotel rooms had nice amenities and interesting décor, such as



Unique sliding doors.
Photo by Bill Barry

sliding glass doors on the bathrooms and quite a bit of task lighting. I split a room with John Lutz as we have done in years past. When you're at a convention without the rest of the family, sharing a room really helps keep the costs down.

I managed to fit in a number of operating sessions, with two on Thursday and one on Sunday (with the Sunday ops. session being a first for me). These sessions were quite interesting. The first was in Plymouth, at Wally Brady's "Plymouth CN Sub". I ran a number of through trains on this large HO-scale layout.



A scene on Wally Brady's "Plymouth CN Sub."
Photo by Bill Barry

The evening session was at Bill Robertson's "New England & Western" in Attleboro. This layout is set further back in time and I enjoyed local switching with steam engines on various parts of the layout, and one passenger train run.

Though I had to be back in Attleboro for the evening, I had driven down to the hotel on Thursday afternoon to check-in

and pick up my registration packet. Thankfully, on my way to the car, I stumbled upon another operator for the evening, John Henry Low from New York, whom I had operated with at prior conventions. It turned out he was riding to the evening session with a friend from New Jersey, so I tagged along. This meant more than half the crew for Bill's layout traveled together and we got to discuss various things on the way to and from – much better than going there alone.



Upper: A geared loco is ready to haul some coal down from the mine.

Lower: Passengers waiting for the next train on Bill Robertson's layout.

Photos by Bill Barry

On Thursday, Friday and Saturday, the Little Rhody Division held a train show in the hotel's ballroom for attendees. It was open to the public on Saturday. This was also the location of the silent auction and on-site operating sessions held on the Amherst Model Railroad Club's modular layout.



One of the modular displays at the train show.
Photo by Bob Peters

On Friday morning, I enjoyed a hands-on tree-making clinic given by Bill Brown, MMR. I'm not sure the hotel was prepared for the amount of spray glue, spray paint and hairspray we used in their conference room, but a good time was had by all.

In the afternoon, I went on a prototype trip. This was Newport & Old Colony Railroad, which was originally the Old Colony Railroad line from Boston that was eventually part of the New Haven.



Rudy and Pat Slovacek enjoy the ride on the Newport & Old Colony Railroad.

Photo by Bill Barry

The line extends through the Naval Station in Newport down to the Newport docks. Unfortunately, the tourist railroad isn't really operating regularly anymore due to the lack of access to downtown Newport, though a dinner train and pedal-powered tours were operating last summer. The issue is with the naval base being harder to get through since 9/11 and the subsequent downsizing of the naval administration. This resulted in long waits for the railroad gate to be opened, basically curtailing railroad operations through the base and down to Newport. We also learned that the bridge from the island was



The equipment for our ride on the N&OCRR. The parlor car (center) was warmer than the coach (right), so half the group took turns in each.
Photo by Bill Barry

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Rails to the Gilded Age NER Convention

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removed years ago due to deterioration, so the railroad now has to bring in any rail equipment by truck or ship, complicating operations and maintenance on the line. We did have a good time and enjoyed the views of Narragansett Bay and history provided by the conductors. It was quite cold and windy along the bay, but the guys kept the coal stoves of our passenger cars well stoked.



Upper: The Conductor explaining the history of the Newport & Old Colony Railroad.

Lower: A view of the Mt. Hope Bridge from the parlor car.

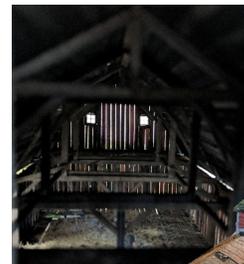
Photos by Bill Barry

Since I manage the NER Photo Contest, I accepted submissions on Friday night, though I did manage to take in some clinics, such as Jeff Gerow's session on interior lighting, that I had missed when he presented it for a RAILFUN session.

On Saturday, there were some tours offered, one of the Newport Mansions, and the other of the Seaview Transportation Company. I wasn't able to attend

either of these, as I needed to stay at the hotel for the contest judging.

For the Photo Contest, I was glad to see some new entrants, including our very own Andy Reynolds. Two of Andy's model photos merited awards; he received an Honorable Mention for his "Tidewater Wharf Building" and a Third Place for his "Landscape View - Boat Repair Shop." I hope to see Andy's photos in future contests, as he certainly has an advantage in the model subject matter available to him because of his excellent and prolific modeling. You can find more about the NER Photo Contest in my article in the January-March 2018 *NER Coupler*.



Andy Reynolds' Wisconsin Dairy Barn.

Upper Photos by Andy Reynolds

Lower Photos by Bill Barry

Andy Reynolds' Photo Contest Entries:

Upper: "Tidewater Wharf Building"

Lower: "Landscape View - Boat Repair Shop"

The NER Model Contest had a number of entries, and Andy Reynolds did great with his "Wisconsin Dairy Barn." As you may recall from a RAILFUN two years ago, he wasn't too happy with his first time entry into the Model Contest. Well, he brought his A-game this year.

He received the second highest point count in the contest with 111 points out of a total possible 125 points for the barn, way more than the 87 1/2 points that he needed for an AP merit award.

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Rails to the Gilded Age NER Convention

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Rudy Slovacek's Taconic Lumber Co. cars, clockwise from upper left, Work Car, Tank Car, Log Car and Cabooses.

Photos by Scooter Youst

Rudy Slovacek also did quite well with a series of scratch-built Taconic Lumber Co. work train cars that he had built years ago and refreshed for the contest. This included a Second Place for his Work Car, a First Place for his Water Car, a First Place for his Cabooses and a First Place for his Log Car. James VanBokkelen, also entered the contest and earned an AP merit award. Further coverage of the Model Contest can be found in the *NER Coupler*.

Saturday ended with a banquet including a presentation by next year's convention committee. The 2018 convention, "The Erie Limited" is being co-hosted by the



Bruce Robinson receives the 2017 Keith Shoneman award from Dave Insley.

Photo by Bob Peters



Rudy Slovacek receives one of the many awards for his Taconic Lumber Co. cars.

Photo by Bill Barry



Andy Reynolds receives his HUB award check from President VanBokkelen for his Wisconsin Dairy Barn.

Photo by Bill Barry

Garden State Division and the Hudson Valley Division. It will be held at the Doubletree Hotel in Mahwah, NJ on Sept 13-16, 2018. It looks like they have a good slate of rail and non-rail activities planned, so check the website www.erialimited.org and the *NER Coupler* for more info. The evening ended with a substitute presentation by Bob Peters due to a scheduling issue with the original speaker.

In a move pioneered by the HUB Division, the contest and AP awards were issued during an Awards Breakfast on Sunday morning. For his promotion of model railroad operations, Bruce Robinson of the Seacoast Division, was awarded the 2017 Keith Shoneman Award, a new HUB Division sponsored award created by Dave Insley in memory of Keith Shoneman. Tom



Tom Oxnard, MMR of the Seacoast Division receives the Baldwin Trophy Award for his model of the Charles River Draw Bridge.

Photo by Bill Barry

Oxnard, MMR of the Seacoast Division took home the First Place Baldwin Trophy Award for his model of the Charles River Draw Bridge. Justin Maguire from the Little Rhody Division was the Region's newest MMR. It was also pointed out during the breakfast, that the populous HUB Division was only third in the number of AP certificates issued in the last year.



The current NER MMR's including the HUB's Peter Watson (left) and Mike Tylick (center).

Photo by Bob Peters

On my way home on Sunday, I operated at Neil Schofield's "CP Rail Lyndonville Sub" Neil is an excellent modeler and I understand the Orleans, VT, portion of the railroad that I switched will be featured in a national publication.

Hopefully, you were able to attend the convention. But if not, I hope you will consider doing so next year. I would also love to see more participation from the HUB in the NER photo and model contests and the NMRA Achievement Program. Attending a regional convention is well worth your time and one of the benefits of being an NMRA member. Even if you haven't operated before, I would also highly recommend trying out operations at a convention.

HUB Headlight

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Directions to RAILFUN Meetings

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

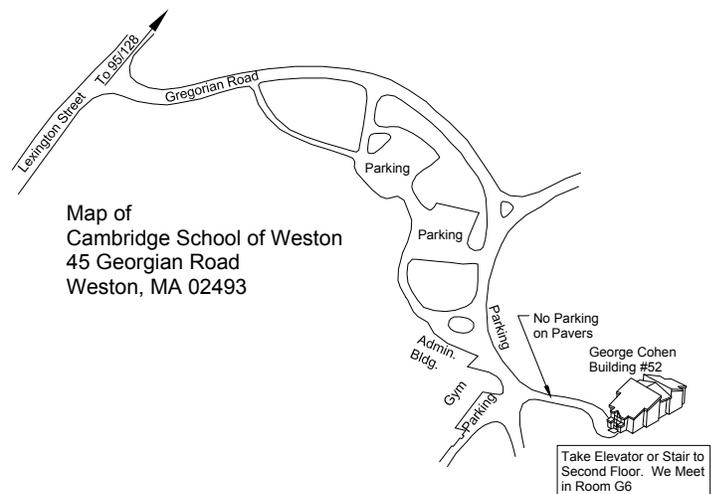
From Route 128 / Interstate 95:

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

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

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

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



RAILFUN Weather / School Closure Note:

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

