

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - [www.hubdiv.org](http://www.hubdiv.org)  
Volume 35, Number 2, November - December, 2018

---

## RAILFUN TIMETABLE

### Accurate and Precise Application of Decals to a Model Using Masking Tape Alignment Guides

By Geoffrey M. Graeber, MD

8 PM Friday, November 16, 2018, Cambridge School of Weston

Now that Dr. Graeber has retired from his medical practice, he plans on transferring his technical skills from the Operating Room to our engines and rolling stock. There are many decal options available for model railroaders. Whether you want to simply change a number, letter an entire car, or even design your own, decals are a great way to customize a model. The most common technique is the wet-transfer method that, more often than not, leaves a high-gloss surface around the decals. This clinic will demonstrate the dry-transfer method.

We will learn how guides are placed on the model and the decals are cut to fit precisely within the guides. The decals will be accurately placed once and will not need to be moved again, preventing any damage or tearing to the decal. This presentation will use the application of decals to a freight car. Geoffrey has done other clinics for many train groups and also plans to show more techniques on other types of models in subsequent clinics.

---

### Hands-On-Clinic: Rolling Stock Tune-Up

By Dick Ball, Mike Tylick, MMR and Peter Watson, MMR

8 PM Friday, January 18, 2019, Cambridge School of Weston

This annual tune-up event is just before the HUB Modular Display at the Springfield Show, Saturday January 26th and Sunday January 27th, so that we have a trouble-free exhibition. Dick, Mike and Peter 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. 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 they will be for sale at the meeting. An advance homework assignment is recommended by visiting: [www.nmra.org/beginner/knuckle-couplers](http://www.nmra.org/beginner/knuckle-couplers) and [www.nmra.org/car-weight](http://www.nmra.org/car-weight).

---

### Presentation: One STEAMy Week

By Doug Scott

8 PM Friday, February 15, 2019, Cambridge School of Weston

This multimedia PowerPoint program featuring STEAM LOCOMOTIVES on the Grand Canyon Railway in Arizona, and the Wiscasset, Waterville & Farmington Railway in Alna, Maine. The program will also highlight current Burlington Northern Santa Fe traffic along Route 66 between Belen, New Mexico, and Williams, Arizona, plus a quick visit to the South Rim of the Grand Canyon. Doug spent a week traveling in early February 2017 to participate in a Lerro Productions photo charter based in Williams, Arizona, and a Mass Bay RRE trip to Alna, Maine. There are even a few ALCO images.

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

---

### Kansas City NMRA

By Jeff Gerow

The NMRA National Convention was in Kansas City this year, almost half-way across the country and around 1500 miles each way. John Lutz agreed to join me this time, so the two of us set out early on Wednesday morning to beat the traffic and construction obstacles in and around Boston. Our first night was booked at the fabulous Radisson Lackawanna Station, adjacent to Steamtown National Park (Photo 1). Sadly, they were overbooked, but they thought two old guys could use a free night at the nearby Sheraton – and they even paid for breakfast! We ate in the wonderful Lackawanna Station former waiting room/restaurant with mosaics of Lackawanna scenes surrounding us (Photo 2). Our Steamtown visit included a short train ride around the yard and up to the hotel. We both enjoyed the many displays in the roundhouse, including the locomotives they were rebuilding.



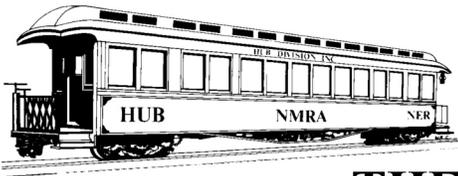
Photo 1: Radisson Lackawanna Station

*(Continued on Page 6)*

---

### Also Inside This Issue

- Page 2.....The President's Car
- Page 3.....Shanty Talk
- Page 4.....Holiday Party Info & Form
- Page 4.....Calendar of Events
- Page 5.....Mahwah Contest Results
- Page 9.....Expo Show Call for Volunteers
- Page 9.....50 Year Old Ambroid Car Built
- Page 10...Map to Cambridge School of Weston and HUB leadership
- Page 11...Order forms & Announcements



## THE PRESIDENT'S CAR

By James VanBokkelen

**H**ello, members of the HUB Division and readers outside our group. As I began this column, the turn of the seasons had brought rain instead of frost. I'm finishing it near the end of tropical Thailand's rainy season, but I expect a chilly welcome back to New England shortly.

As you've heard via [hub-list@guesswork.com](mailto:hub-list@guesswork.com) and via Constant Contact, the HUB has contracted with the Boston Museum of Science to create and display a layout exhibit that will open November 15. It's being built mostly at Dick Ball's house, but setup at the Museum will have probably started by the time you see this. I plan to volunteer some time staffing the exhibit and hope to see many members and potential new modelers there over the next two months.

I'm convinced this effort will be good for the HUB and the model railroading hobby, and the Museum's marketing is extensive enough that it's been noticed outside our territory – watch for a mention in NMRA President Pete Magoun's column. David (Shack) Haralambou, our Vice President, has played a key role in this; my hearty thanks to him, Dick Ball and everyone who's volunteered to help.

RAILFUN Coordinator Andy Reynolds is working on a special RAILFUN on or near Cape Cod. If any members would like to try out a RAILFUN in their area, let Pete Higgins or me know. We can talk about location, time and topic, but given that you'll read this in November, it will have to wait for NEMTE and the Museum of Science Exhibit takedown in the last weeks of January.

The Northeastern Region conducted its election on the Internet, somewhat late and with a surprise from the software: When

a write-in candidate received a vote, their name was added to the ballot shown to everyone who voted afterward. This was discussed at the NER Annual Meeting in Mahwah, and I understand it didn't affect the outcome of the election. So now Barbara Hoblit is the Eastern 'At Large Director' and, as President of the HUB, I'm our Director. I can designate someone to be Director (and earn the Association Official AP certificate); if anyone in the HUB wants to see the Region from the inside, get in touch.

Personally, my hobby time, since I last wrote, has been mostly the NMRA convention in Kansas City and the NER convention in Mahwah, NJ. It was a long round-trip to the Kansas River bottoms, but I mixed highway time with visits to a number of museums and railfanning sites. Big operations like the St. Louis Museum of Transportation and the Illinois Railway Museum were naturals, but the smaller ones had some interesting displays too. But several places I stopped at weren't open, reminding me how lucky HUB members are to be within a few hours' drive of seven-days-a-week rides and history at places like Seashore, Conway Scenic, Clarks's Trading Post, Maine Narrow Gauge, Wiscasset, Waterville & Farmington and the trolley and RR museums in Connecticut.

My KC convention was mostly Monday and Tuesday – Wednesday I helped judge the contest, and the rest of the week was the National Train Show. Gerry, Rudy and I brought modules, so setup and takedown took a while even with help from the Cleveland group. Then Gerry and I had to clean up the new HUB Yard. Pro tip: It's less work to clean ballast out of switch points, frogs and joiner track locations before glue is applied. But it was working by the time the show opened on Friday, and we had plenty of interest in our signal system.

At NER Mahwah, my clinics went well, as did those by other HUB members. I entered the styrene house model I started at Spring Training in the contest, but only earned 71 points: Its location on my layout doesn't merit an interior, but without one it was too simple. 'As completed' photos are at the end of my build thread:

[http://www.railroad-line.com/forum/topic.asp?TOPIC\\_ID=50499](http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=50499)

The house I started at Mahwah will need an interior, so maybe I'll try again in 2019.

If there's something on your mind about the HUB or its activities, email me at [president@hubdiv.org](mailto:president@hubdiv.org), call me at (603) 394-7832 or catch me at a HUB event.

Until next time, High Green!

## Science Museum Building Sessions



*Construction of the Science Museum Holiday Display Layout at Dick Ball's home:*

*Top: Painting of the layout tables was underway. Second: A break in the action, and Rick Murray works on a tree. Third: Dan Temple stops painting just long enough to wave. Bottom: Installation of "snow" on buildings was underway.*

*Top Three Photos by Liz Murray, Bottom by Barbara Hoblit*



## Shanty Talk: D&H Caboose 35852

By Rudy Slovacek

I finally completed a craftsman-type kit of a D&H caboose this summer and managed to take an award at the Mahwah convention this fall. I had patterned the model after caboose number 35852 as I found a reasonably nice picture on Page 38 of my copy of "Cabins, Crummies and Hacks Vol. 1, North and East" to support my modeling efforts. It is in the early wooden style with an end cupola, tall windows and no side bracing (See top caboose photo).

My first encounter with this type of D&H caboose came on Page 76 of a Freight Cars Journal Monograph reprinted from a book originally published by the D&H and entitled "Passenger, Freight and Work Equipment on the Delaware and Hudson" dated June 5, 1927. The ISSN number 0884-027X was a booklet printed in 1989 by the Society of Freight Car Historians and taken from an internal D&H publication for the managers. With a steel center sill, the eight-wheel caboose was introduced on the D&H in 1913 to replace the four-wheel bobbers as mandated by the New York State Hearn Caboose Law passed early that year.

Some four-wheel bobbers were evidently lengthened and the trucks added by the D&H shops. I wanted an appropriate Hack, Crummy or Caboose to bring up the rear of my D&H freight train. I was especially interested in the earlier wooden equipment that would have been around to carry the U.S. through WWII with my "War Train" as discussed in the last *Headlight*. In those times, the caboose was assigned to a specific crew and they took great pride in maintaining their home-away-from-home when out on the road for any length of time. It provided space where the conductor and rear-end

brakeman could ride and look after their train. In addition to the sleeping and cooking amenities, it usually had a rear end air dump so the crew could bring the train to a stop in an emergency.

As the D&H coal trains got longer and heavier, the railroad acquired 13 H-class 0-8-8-0 compound mallets in 1910 through 1912 to act as pushers. These were used to help large trains get out of the coal-rich Wyoming valley in Carbon-dale, Pennsylvania. With as many as two engines in front and two pushers behind, these wooden cabooses, even with added bracing, were relegated to travel behind the pushers to avoid being crushed between those massive articulated engines and a heavy train. Pushers were needed to get over Mt. Ararat to the north and also later over Richmondville Hill on the Albany and Susquehanna Division between Binghamton and Albany. Some of these wooden cabooses were further bolstered by heavy steel "I" beams to comply with new Pennsylvania regulations and dubbed "Pusher Cabooses" by the shop forces. The wooden cabooses appeared to last longer on the Northern division between Saratoga and Rouses Point as the grades along Lake Champlain were less demanding and pushers not used as frequently.

Beginning in 1959, the wooden cabooses on the south end were rapidly replaced with steel wide-vision cabooses (see middle caboose photo) in the series 35710 to 35719. In 1968, the D&H also acquired a number of the International bay-window cabooses (see bottom photo) in the series 35720 to 35727. This does not count the additional wide-vision units and bay-window units transferred from the Reading and Erie-Lackawanna respectively upon the creation of Conrail. In the eighties, cabooses were dropped from most trains completely as the crews became smaller and FRED (flashing rear end devices) came into general use, but they were sometimes retained for backing and switching moves.

I miss the caboose and its crew these days. I can remember fondly waiting beside the tracks and getting a wave from the engineer on the head end and a wave from the rear-end crew on the caboose. In the early eighties, when I lived in Painted Post, New

York, I took both of my sons down to the local Conrail Yard. While watching the activity, a crewman came up and asked us if we'd like to see the caboose. In unison we exclaimed "Yes!" and climbed aboard. The individual explained the equipment and use of the caboose to us. He also noted that they wouldn't be around much longer because they were being phased out. Then he gave each of my sons a small plastic bottle of drinking water from the cooler. My sons treasured those bottles of "caboose water." But wait, the story doesn't end there. The crewman then asked if we'd like to ride in the engine. Well, you never saw a grown man and two little boys leave the caboose and scramble up the side of that blue GP38-2 so fast. Once settled inside, he took us for a short ride up and down the track, and we thanked him profusely before saying goodbye.

Yes, my boys and I may not have lived through that magnificent era of steam engines and cabooses, but we did get to experience the joys of meeting a railroader who loved his work and enjoyed giving us a treat. Christmas had come early that year in Painted Post. Happy Holidays and seasons best to all of you.



Wooden Caboose 35852



Wide Vision Caboose 35710 Caboose



Bay Window Caboose 35726

**HUB Holiday Party**

Saturday, January 5, 2019

Happy Hour from 6:00 PM to  
7:00 PM (cash bar)  
Dinner at 7:00 PM  
Yankee Swap at 8:00 PM  
(or shortly thereafter)

The Common Market Restaurants  
97 Willard Street  
Quincy, MA 02169  
(617) 773-9532  
www.commonmarketrestaurants.com

Price: \$39 per person.  
Reservations only, no walk-ins.  
Dress appropriately (no denims).  
No reservations after January 3.

Bring a gift worth at least \$15 to  
participate in the Yankee Swap.  
Railroad hobby-related gift pre-  
ferred.

**HUB Holiday Party Registration Form**

Name: \_\_\_\_\_

In case of inclement weather, please provide your email and/or phone number where we will be best able to reach you.

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Number Attending: \_\_\_\_\_ x \$39.00 = \_\_\_\_\_

Please make check payable to: The HUB Division, Inc.

Mail to:  
The HUB Division, Inc.  
P.O. Box 672  
Hollis, NH 03049-0672

*To purchase using your credit card,  
email [Treasurer@hubdiv.org](mailto:Treasurer@hubdiv.org) and  
an invoice will be sent to you.*

Appetizers:

Hot and Cold Hors D'oeuvres

Pasta Marinara

Rice of the Day

Seasonal Vegetables

Tossed Salad or Caesar Salad

Roll and Butter

Coffee, Tea and Dessert

Buffet Menu:

Baked Stuffed Haddock

Chicken Marsala

Please Note: The *ad hoc* HUB Holiday Party Planning Committee is always looking for venues in new and different locations – please contact Michael Tylick, MMR ([michael@raildesignservices.com](mailto:michael@raildesignservices.com)) if you have any suggestions for future parties.

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

- Nov 3 (Sat) HUB Modular Railroad display at the Wellesley Community Center, Wellesley, MA  
Nov 16 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA  
Nov 17-18 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA  
Nov 17 (Sat) Submissions deadline for the HUB Headlight Jan-Feb issue  
Dec 1-2 (Sat-Sun) The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA

**2019**

- Jan 5 (Sat) HUB Holiday Party at the Common Market, Quincy, MA  
Jan 18 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA  
Jan 19-21 (Sat-Mon) HUB Modular Railroad display at the Wenham Museum, Wenham, MA  
Jan 26-27 (Sat-Sun) HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA  
Feb 1 (Fri) Submissions deadline for the HUB Headlight Mar-Apr issue  
Feb 15 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA  
Feb 16-17 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Swansea, MA  
Mar 15 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA  
March 16 (Sat) The HUB-sponsored Spring TRAINing show at Worcester State University, Worcester, MA  
March 16 (Sat) The HUB Division Annual Meeting and Election - following Spring TRAINing

# NER Convention Mahwah, NJ

## HUB Member Malcolm Houck Dominates Results



Malcolm Houck's Photo of NYO&W Bullmoose won Best in Show in the Photo Contest.



Malcolm Houck's Photo of NYO&W Double Cab #245 won the Popular Vote Model Color-Print Category and won Third Place in the Photo Contest.



Malcolm Houck's NYO&W Parlor Car won First Place in the Passenger Car Scratch-Built category. Another of his cars earned Second Place. Photo by Scooter Youst



Malcolm Houck's NYO&W Double Cab #159 won First Place in the Steam Locomotive Scratch-Built category and was also the Peoples' Choice Motive Power entry. Another of his engines earned Second Place. Photo by Scooter Youst



Right: Malcolm Houck's Photo of NYO&W Class Y-2 #453 won First Place in the Model Color-Print Category of the Photo Contest.



Rudy Slovacek's D&H Caboose #35852 won First Place in the Caboose Kit Built category.



Malcolm Houck's NYO&W Double Cab #52 won First Place in the Steam Locomotive Kit-Built category.

Photo by Scooter Youst



Right: Mike Dolan's O'Lary's Garage won Third Place in the Structure Kit-Built category.

Photos by Scooter Youst

# Kansas City NMRA

(Continued from Page 1)



Photo 2: Inside the Former Lackawanna Station Waiting Room

The next day we were passing through Altoona, so we visited Horseshoe Curve. After a tour of rural Pennsylvania, we rode the PRR funicular (Photo 3) up the hill to the tracks. A true rail fan paradise, they had the train radio on speakers so you knew when trains were approaching and from where. It was fun to see the multiple headend and pushing units getting their very long trains up the grade (Photo 4).



Photo 3: PRR Funicular at Horseshoe Curve



Photo 4: First Train Through Horseshoe Curve

Friday, we visited the Old Man's Cave (Photo 5) on a trail in Hocking Hills State Park in Ohio. Southeastern Ohio has a lot in common with West Virginia geologically, including remaining unglaciated with more visible river erosion. Hocking Hills is a great place to wander down a river that has carved rock into many interesting formations.



Photo 5: Waterfall at Old Man's Cave

Saturday, as we entered Indiana, there were signs about the National Road. At the state line information center, we learned that the current US Route 40 was the first major improved highway built by the federal government. It was constructed between 1811 and 1837 from Cumberland, Maryland to the then capitol of Illinois, Vandalia. The Financial Panic of 1837 ended funding and, thus, construction. While on the trail, we visited a Madonna of the Trail monument (Photo 6). The monument was commissioned by the Daughters of the American Revolution as a tribute to the spirit of pioneer women. Dedicated in 1928, the monument consists of twelve statues in each of the 12 states on the (final) route of the National Road.



Photo 6: Madonna of the Trail Monument

When you're driving through the Midwest, you look for almost anything different from soy and corn. Well, we detoured to Casey, IL – the home of seven of the Guinness World Record Largest Things (Photo 7). We enjoyed lunch with a brother of a friend who guided us to the world's largest mailbox, the world's largest wind chimes, and five more gigantic things.



Photo 7: World's Largest Rocking Chair

We traveled on to stay in Vandalia, the west end of the original National Road. We were too late to visit the museum, but did see another Madonna of the Trail.

We checked in to the convention hotel in Kansas City with enough time to register and visit a bit with some old "National Convention friends." We concluded our day's travels on The Kansas Belle Dinner Train, a nice 22-mile round trip through the wilds of Kansas (See Photo in Sept.-Oct., 2018 Headlight). By this I mean a river valley does create some interesting scenery among the flat fields. The dinner was excellent, a good start to our Kansas City experience.

For me, Monday started off with a bang as I presented my "Interiors Without Edges" clinic at 9:30 to a full room. I was nervous, but had help from my friends in the room from the HUB, NER and Ohio. Clinics are a wonderful part of each convention, and the National draws the best from each region. Erich Whitney gave four quite well-received clinics, including an update of "Doc" Dick Johannes' clinic on the HUB's signaling system. I got to hear Rodney Black, who wrote the CATS signaling software that the HUB uses, give three clinics on signaling. He took us through layout wiring, to detection, to incorporating JMRI and CATS to make it go. It was great to hear from the person responsible! Thanks to a Bruce DeYoung clinic, I now own a roll of 3M 465. It's just the adhesive with no tape: don't tell me you can't think of some uses for that!

Kansas City has a lot of trains – and the convention took advantage of that, providing many train-watching tour options. Monday afternoon, John and I got to experience lots of live action on the Missouri side of the river. Tuesday, we visited the Kansas side at Argentine Yard, a working hump yard; as well as BNSF's huge intermodal facility. Since it rained at Argentine Yard, we weren't able to get out and see the hump yard operator work-



Photo 8: Santa Fe Junction

(Continued on Page 7)

# Kansas City NMRA

*(Continued from Page 6)*

ing. We were able to park and watch and listen to the retarders working. One of the stops was "Santa Fe Junction" (Photo 8) where tracks are at four different elevations, including a flyover. A couple of times we were close enough to the passing trains that you could easily feel the vibrations as each engine and car truck passed.

Another fun part of conventions is that the Operations Special Interest Group (OPSig) arranges operating sessions on local layouts to visit before, during and after the convention. I signed us up in advance for a couple of OP sessions. We visited Jim Eudaly's awesome O-gauge Hinton Division of the C&O on Tuesday evening (Photo 9). Jim has built a beautiful, large, layout with fall scenery, and he controls the lighting -- we started operating at "midnight" in the dark! (Photo 10) Fortunately, there was enough blue light to be able to see our train orders, and as the day progressed, we had a beautiful sunrise. What incredible fun operating huge, heavy, well-detailed trains (in my case, with lit passenger cars) through beautiful scenery.



Photo 9: C&O Power on Jim Eudaly's Layout

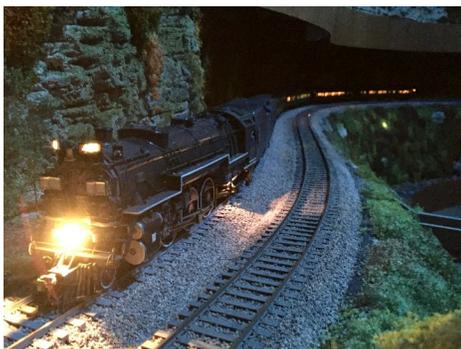


Photo 10: My Night Train

Wednesday, I was able to operate on Doug Taylor's HO<sub>n3</sub> "East Broad Top," which interchanges with his HO scale Pennsylvania RR layout (Photos 11 and 12 and Sept.-Oct., 2018 Headlight). While setting up, Doug ran a train down Horseshoe Curve – just like we had seen at 1:1 scale on the way. A good time was had by all.



Photo 11: Doug Taylor's Downtown



Photo 12: Doug Taylor's Steel Mill

Wednesday's tour was to the coal-powered Iatan Power plant (Photo 13). As the bus was arriving, one of at least two daily coal trains was being unloaded. We weren't in time to watch, but our guides from the company took a video of the unloading from inside and showed it during their introductory presentation. After, we got to visit the area and see the device that pulls and holds the string of cars in place for rotation (Photo 14). It was fortunate that we had just seen it working in the video.



Photo 13: Iatan Power Plan



Photo 14: Claw That Holds the Line of Cars while one is Rotated

Wednesday also included a visit to the Kansas City Union Station (Photos 15 and 16), which was connected to the hotel with a covered, elevated walkway. A truly beautiful, recently restored station from 1914, it is again the Amtrak station for the city and very much more.



Photo 15: Kansas City Union Station



Photo 16: Inside of KC Union Station

It was the headquarters for the Fred Harvey Company. The station had displays of some of the company china (Photo 17), Harvey history, and original (restored) Harvey lighted signs.



Photo 17: Fred Harvey China

*(Continued on Page 8)*

## Kansas City NMRA

(Continued from Page 7)

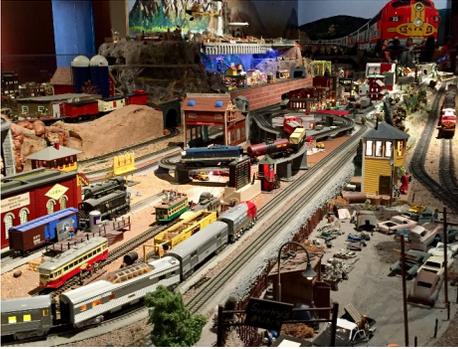


Photo 18: Model Train Display in Station

If you follow a passageway around one side of the station, you reach a model train exhibit in a huge space (Photo 18). Several scales are represented, with some whimsy – including a Lego Train area. The exhibit includes information about scales and modeling, and some very friendly volunteers gave us a behind-the-scenes tour. Further down the passageway is a pedestrian bridge over seven tracks. When we arrived, the local train enthusiast (don't all bridges over railroads have a local train enthusiast?) pointed out the green signal and we waited for the train (Photo 19 and Sept.-Oct., Headlight).



Photo 19: Action Behind the Station

Thursday was my day for clinics, especially the Rodney Black series on signaling. I also got to talk to some of the people behind LCC and had a few questions answered by the "big guys." Each year, it is interesting to see where new technologies are leading; this year I saw pre-production boards for LCC that were about 1/8th the size of existing products. The Train Control Systems Command Station is closer to actually being a product – able to bridge between LCC and DCC and use other manufacturer's throttles. I'm very excited about LCC as I'm installing a system on Jerry McDonald's layout.

Friday is the start of the associated National Train Show; always a good show with local and national brand vendors, as well as manufacturers showing off their new products. After a few hours of shopping, John and I were ready to head for home.

Model railroading provides lots of opportunities to visit and learn with fellow enthusiasts. On the way back from the Indianapolis National a few years back, I operated on Gerry Alber's awesome layout near Cincinnati. John Listermann was there to help out a newbie. John painted a lot of Gerry's backdrops and helped with his scenery. John was also a fantastic operating conductor; he knew where everything was and could help me find what I should do. We've kept in touch and I arranged to visit him on our way back through Cincinnati.

Our awesome tour of beautiful Cincinnati layouts on Saturday night included stops at the homes of John Listermann (Photo 20), Don Doctor (Photo 21) and Rick Crumrein. You'll notice some similarities in backdrop paintings; John's graphic artist background shows! Rick's open windows (Photo 22) have convinced me that I have to do that for my similar mill – well, when I get to that...



Photo 20: John Listermann's B&O Power



Photo 21: Don Doctor's Layout with John Listermann's Backdrop Painting



Photo 22: Rick Crumrein Opened His Windows

Sunday, we headed to the Cuyahoga Valley Scenic Railway (Photo 23) just outside Cleveland. Before hopping on the train, we visited a lock from the Ohio & Erie Canal that is located near the station (Photo 24). Some of the huge stone blocks on the sides of the lock still had the mason's signatures on them, mostly Roman numerals; apparently they were paid by the piece. The Cuyahoga River is part of the Ohio & Erie Canal system and the towpath is still there for walking and biking. It is a beautiful valley for a train ride.



Photo 23: Cuyahoga Valley Scenic Railway



Photo 24: Erie Canal Lock

We spent Monday chasing and being caught by thunderstorms. The last stop was Geneva, at the tip of Seneca Lake, one of the Finger Lakes, has a railroad, Finger Lakes Railroad – but it was quiet on this Monday.

(Continued on Page 9)

## Kansas City NMRA

*(Continued from Page 8)*

The rain slowed down enough for us to take a walk on a pier out into the lake and enjoy some local wildlife (Photo 25). We arrived home on Tuesday, beating the rush hour again. Next year is Salt Lake City – I'm considering the train, but there is some interesting country to tour between here and there...



Photo 25: Rain on the Finger Lakes

## New England Model Train Expo – Reminder to Volunteer

By Bill Harley

The NEMTE is HUB Division's annual window to the general public and the model railroad community about our organization and all that it offers – starting with great friendships and fellowship with other model railroaders. The revenue that the HUB generates from the NEMTE is what supports the Modular Layout assets that the Club owns and provides each time we display the model railroad that we have created. The Modular setup provides not only a venue for us to run trains but, also, more importantly, an opportunity to reach out to the general public with the great hobby that we all embrace. There is also the educational aspect of what we provide each time the layout is set up and displayed that is hard to quantify, but we certainly see the interest and positive impact that it has on those who stop by to see the display and talk with members about the various aspects of the hobby.

As such it is necessary for each of us to volunteer some time at the NEMTE to make the show a success. Members who bring modules to the show as part of the display are considered volunteers and many of these folks also volunteer for time slots at the various activities that make this a successful show each year. Members who come to the show to just run trains are not considered volunteers and are required to pay admission to the show.

By volunteering you will have a badge ready at the door and will have fun with your fellow HUB members while maintaining the reputation of the NEMTE as being a great event.

Cheers, Bill

## New Members

The HUB Division welcomes the following new members

- Willard Jasset - Billerica
- Elijah Wilhelm - Southbridge
- Ken Gikas - Webster

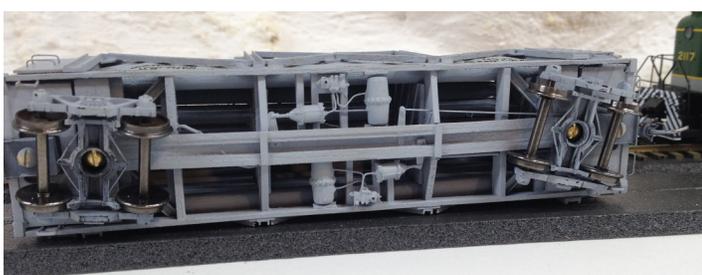


**Support  
Your  
Division!**

## Ambroid 1 of 5000 Helium Tank Car – a 50-Year-Old Wooden Kit

By Bill Harley

The under-body shot shows off the dual braking system on this car. Details such as grab irons and wire rods were updated with scale fixtures. Certain wooden parts were replaced with styrene to provide more scale representations.



## HUB Headlight

Volume 35, Number 2  
November - December, 2018

**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

Russ Norris - HUBboard9@hubdiv.org

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

Mike Tylick - HUBboard8@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** Mike Dolan - Secretary@hubdiv.org

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

**Webmaster** Dave Insley - Webmaster@hubdiv.org

**Librarian** Ken Belovarac - Librarian@hubdiv.org

**Model Train Expo Show Director**

Bill Harley - NEMTE.Director@hubdiv.org

**Model Train Expo Business Manager**

Mark Harlow - NEMTE@hubdiv.org

**Public Relations Director** Barbara Hoblit -  
PRDirector@hubdiv.org

**NMRA North Eastern Region - Eastern At Large Director**

Barbara Hoblit - MA.NERdirector@hubdiv.org

**NMRA Achievement Program Chairman**

Peter Watson, MMR - HUB.AP.Chair@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.

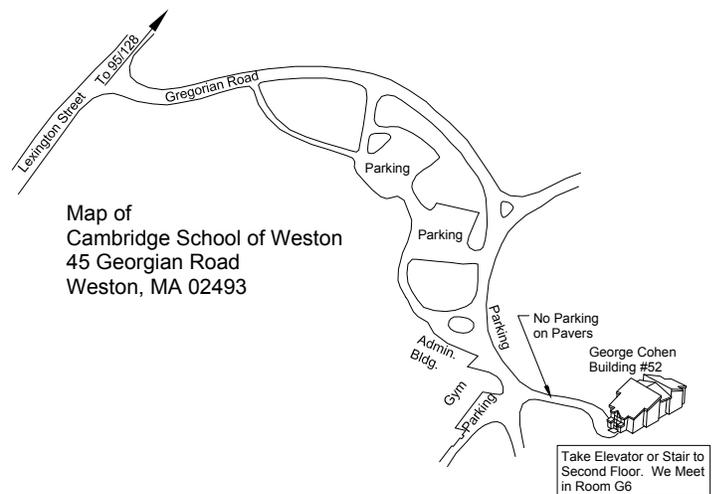
From Route 128 / Interstate 95:

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

### Submissions Wanted

The *Headlight* is always accepting photos and articles relating to model and prototype railroading. Articles about model building or home layouts would be much appreciated. Earn credit towards your Author AP certificate. Please email editor@hubdiv.org.

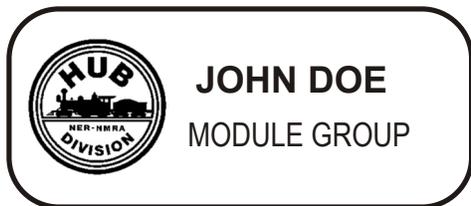


# HUB Division Nametag, *Headlight* Subscription and Donation Forms

Make checks payable to: "The HUB Division, Inc."

Mail to: **Gerald Covino, Treasurer**  
**The HUB Division, Inc.**  
**P.O. Box 672**  
**Hollis, NH 03049-0672**

*To pay using your credit card, email Treasurer@hubdiv.org and an electronic invoice will be sent to you.*



## HUB Division Name Tags

Badge with magnetic holders and first line of printing is \$12.30, plus \$3.00 S&H. Each additional line is another \$2.00. You may have up to three lines on your name tag.

Cost:    \$16.30 (1 line)    \$18.30 (2 lines)    \$20.30 (3 lines)

First Line																				
2nd Line																				
3rd Line																				

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## HUB Division *Headlight* Subscription Form

I enclose \$7.00 for a subscription to the HUB Headlight for 2018-19

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## Make a Donation to the HUB Division, Inc.

*It Takes All of Us Working Together!*

\$25.00     \$50.00     \$100.00     Other \$ \_\_\_\_\_

   YES, I am happy to support The HUB Division, Inc. to foster railroading through displays, modeling and educational opportunities to members and the public at large. I show support with the enclosed gift.

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## HUB Division Module Kits

The HUB Division offers to its members a complete packaged module kit for \$155. The kit has everything you need, including all pre-cut lumber, hardware, a complete wiring harness for the DCC and inter-module connections, a panel-jack and wire, and even the roadbed and track! A module is the perfect solution if you do not have the space for a full-size layout or just want to experiment or learn new techniques without committing the time and money to a larger setup. Please contact Mark Harlow at [modulekits@hubdiv.org](mailto:modulekits@hubdiv.org) with additional questions and to order the module kits.

## Other Upcoming Events

### Seacoast Division Activities

**Derry Model Railroad Fun Night**  
 November 9, 2018  
 Topic "Pot Luck Night!"

December 14, 2018  
 Topic "TBD"

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

Visit [www.seacoastnmra.org](http://www.seacoastnmra.org) for more info.

## Winter Shows & Open Houses

November 23-25, 2018 (Fri-Sun): Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA, [www.tourdechooch.org](http://www.tourdechooch.org)

December 1-2, 2018 (Sat-Sun): Bay State Model Railroad Museum Holiday Open House, Roslindale, MA, [www.bsmrm.org](http://www.bsmrm.org)

December 8, 2018 (Sat): The Providence Northern Model Railroad Club Open House, Warwick, RI, [www.providencenorthern.com](http://www.providencenorthern.com). (Club is also open most Saturdays 12-4.)

February 24, 2019 (Sun): The Worcester Model Railroaders, Inc show and sale at the Auburn Elks, 754 Southbridge St., (Route 12), Auburn, MA, 10:00 am until 3:30 pm. Their club quarters will also be open. See their website at [www.wmrr.org](http://www.wmrr.org) 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](mailto:editor@hubdiv.org)