

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 27 Number 4, Mar. - Apr. 2011
<http://www.hubdiv.org>

RAILFUN TIMETABLE

The Road to the Future: History of the Flexi-Van Container System, 1958-1973

By Mike Clements
8 PM Friday, March 18, 2011
Cambridge School of Weston

In the 1950's, railroads were losing business to trucks at a rapid pace. The industry sought to counter this trend with piggyback service and several variations of the concept were put into use. One of these was the Flexi-Van container. Developed by the New York Central, it was one of the tools they used to turn themselves into a modern carrier. While successful, the technology never gained widespread use and faded away after the PC merger. This talk will shed some light on this chapter in the intermodal revolution. Topics covered include equipment, operations, facilities and how to model them.

Mike is a HUB Division member, NYC fan, and modeler.

Our Spring TRAINING Holiday Inn Marlborough, MA April 2, 2011

The HUB Division will be holding its Annual Spring TRAINING show at the Holiday Inn in Marlborough, MA on April 2, 2011. The show will include dealers, modules and clinics.

Our clinic program this year is featuring Bruce Chubb, nationally known author and inventor of

The Many Uses of Basswood in Model Railroading

**By Michael Samo
And Wayne Gebhardt**
Northeastern Scale Lumber
8 PM Friday, April 15, 2011
Cambridge School of Weston

Mike and Wayne will present a clinic on "The many uses of Basswood in model railroading" to the members and guests attending. They will speak on cutting, gluing, staining and painting basswood. There will be handouts and samples and a small "make and take" project. Join us as we welcome one of our own local and well known suppliers to the hobby industry.

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

Computer/Model Railroad Interface (C/MRI). Bruce will be presenting a range of clinics all day long.

In addition to the talks presented by Bruce Chubb, the clinics program includes presentations by several area modelers. A complete list of clinics and the schedule can be found on pages 7-9 and on the HUB web site.

In addition to the clinics, we will have a dealer show and modular layout displays.

After the show, HUB Division will hold its Annual Meeting and elections. Bios of the candidates appear on page 6. Members who cannot attend the meeting may

Electronics Hands-On Project By Shack

8 PM, Friday, May 20, 2011
By Request Communications, Inc.
Broadcast Technology Center
398 Cedar Hill Road
Marlborough, MA 01752

Note the different location!

Shack will lead us in the assembly and soldering skills needed to make one of Larry Madson's DC power supplies. If you signed up for a power supply as part of the Railfun Project, you'll be able to pick it up at the meeting. Those ordering extras may also pay and get theirs from our Treasurer, who will have kits available.

This Railfun will be held at Shack's business because they have soldering stations available. Directions will be posted on our website.

review "Methods of Voting" on page 5 for an alternative way to cast your ballot. The meeting will be followed by a happy hour and banquet. The banquet menu includes your choice of London Broil, Baked Stuffed Chicken, or Baked Haddock. Reservations are required. **See page 11 for the banquet reservation form.**

The speaker after the banquet will be Matt Herman who has recently taken over as the North American Distributor of Lok Sound. Matt will talk to us about what the future holds for Lok Sound.

Continued on page 9

President's Car

By Dick Johannes

November through January are busy months in our HUB Division annual cycle. We had our annual Fall Show, the New England Model Train Expo, our annual Holiday Banquet, and the Amherst Railway Society's Railroad Hobby Show in Springfield. In addition, the Modular Group displayed at Children's Hospital, the Greenberg Show, the Wenham Museum and the annual two-day display at the National Heritage Museum in Lexington.

Our fall show was a whopping success. Many people deserve credit, including **Jerry McDonald**, **Mark Harlow**, **Gerry Covino**, **Manny Escobar**, **Ron Noret**, **John Cipar** and **Tim Garner**. Our decision to lengthen the fall show to two-days has proved to be highly successful. This year we completely filled the hall and had to turn away last-minute requests for table space. The Board of Directors agonized over a proposal by our Public Relations Director, Tim Garner. In a period of national economic austerity, Tim recommended that we use a professional PR firm to help us to plan and execute a media advertising program to promote attendance. We believed we had saturated the model railroading community and felt that the word has gotten out that the show is now held at a fixed time of year in the fixed location. The PR targeted families and others who are not model railroaders but who would likely attend the show. It was expensive. Well, I earn my salt in the world of statistics and am wary of sample sizes of one, but I think it worked. We increased our attendance

dramatically with a total attendance of 4,614 and 256 paid tables. The White Elephant table did land office business again this year. Kudos to all involved and thanks to every one of you who helped by volunteering in the many roles needed to bring this event off.

Speaking of shows, the Amherst Railway Society's Railroad Hobby Show at the Big E in Springfield was held in January. Attendance was a bit down on Saturday but higher than usual on Sunday, making the overall attendance close to what's been seen in the past. However, I must say the show is so large that it is almost overwhelming. I found it hard to hit all my selected vendors and favorite layouts and then look for new vendors or new layouts. The HUB modular layout ran very well with **Shack** and **James van Bokkelen** in charge. There were several new trains operating, which added to the fun. In addition, **Peter Watson's** perseverance paid off as he got the Lenz system talking to the Java Model Railroad Interface (JMRI). There's a tool in JMRI called WiThrottle, and with it a smart phone doubles as a throttle. At least three of us operated our trains wirelessly using this technology. The use of WiFi technology means no cross-talk between systems, a problem that happened elsewhere in the hall on Saturday. However, simpler forms of collision still occur. Late on Sunday, Shack was operating when I took my train out. Both of us had locomotives numbered 206. Shack was shocked and dismayed to see his train stop and then move in reverse without so much as a single button push on his throttle. The problem was quickly rectified with a power swap on my train. No matter how

good you are at doing something, you can always find ways to get better. **Dan Fretz** came up with a fantastic one at this show. He made laminated "cheat sheets" that showed how to do common tasks with the Lenz Throttles. I'm pretty tech savvy but I always forget how to MU units. I successfully MU'd and de-MU'd my trains all by myself. (I had an expert looking over my shoulder the first time.)

One of the best parts of the Springfield show for me was helping in the NER booth where I met our new NER President, George "Scooter" Youst. Scooter is a great guy with a barrelful of new and innovative ideas. Some of these are already playing out. One, he asked the Divisions to pool together and match a gift to the NMRA for the Diamond Club project to digitize the visual aspects of the Kalmbach library. The Divisions responded and together matched the \$750 gift from the NER, meaning that the region was able to provide over \$1,500 to the effort. A second idea of Scooter's was to convene a "Supers" meeting bringing together all the Superintendents of the Divisions within the NER. That's a lot of people as there are 13 divisions within the NER. Bruce Robinson, President of the Seacoast Division, graciously hosted the first of these at his home in Sanborn, NH on January 16. It was a treat to put faces on names and division heads that I had heard of but had never before met. Many ideas came out of this first meeting and I expect we'll be hearing more about Scooter's initiatives as time passes.

Now we're zeroing in on our Spring TRAINING Show in early April. Dr. Bruce Chubb will be our featured clinician, and having seen

his clinics at the NRMA National in Milwaukee, we're in for a treat. Bruce will be doing five clinics himself. The other clinics put together by Peter Watson for this show also look enticing with a mixture of modeling and hi-tech themes.

I'm getting ready for my RailFun presentation in June. By then everyone will have had the chance to see Bruce Chubb's clinics and be well versed with the concepts and ideas surrounding signaling systems. As it turned out, I did an emergency

fill-in presentation of my signaling clinic from last year's Spring Training at one of the Railfun events this fall. It's a nice primer for the upcoming June Railfun. Last spring, I tried to avoid how-to's and focus on what's needed in signaling. In June, I will do a demonstration that takes a track segment from a DCC region to a signaled interlocked DCC region in about 90 minutes. That clinic will use the same JMRI software that supported the virtual throttles on our modular layout at Springfield.

Next issue, I plan to describe the work-in-progress of my home layout. It will also be my last installment of the President's Car as I'll be stepping down from the role of HUB President at the spring show but will continue serving on the Board of Directors. I'm glad **Rich Pitter** encouraged me to get this column running again and I've really enjoyed writing them. This one is number sixteen. I hope you have enjoyed reading them.

Until next time, keep 'em rollin'.



Treasurer's Report

Gerald Covino, Treasurer

Stated herein is our financial position as of December 31, 2010, the mid-point in our fiscal year July 1, 2010 through June 30, 2011. The New England Model Train EXPO, our fall fund raising event, managed this year to break all previous records in terms of attendance by the general public and the number of dealer tables sold. The result of this record success is a revenue surplus which is significantly higher than was budgeted. This is an impressive

accomplishment especially at a time in the economy where people have been curtailing spending. As Treasurer and a member of the Board of Directors, I wish to express a sincere thank you and offer my sincere appreciation to all our members who volunteered their time helping with the show's success.

On behalf of the Board of Directors, I wish to thank our members who continue making a conscious decision to support financially, the Hub Division, Inc., a 501(3) organization, as one of their favorite charities. Member's

generosity to our organization, both with their time and money, continues to be impressive.

**HUB Division, Inc.
Mid-Year Account Balances
December 31, 2010**

Checkbook	\$ 3,081.65
General Savings Account	8,345.77
Reserve-Life Savings Accounts	20,918.45
Program Checking Account	706.78
PayPal Account	645.69
USPS Permit Account	<u>3.47</u>
Total Funds Available	\$ 33,701.81
Value of Club Car Inventory	<u>2,918.90</u>
Total Value of Cash and Assets	<u>\$ 36,620.71</u>

**Support Your
Next HUB Division Editor
By Rich Pitter**

The next issue will be my last as Editor of the *Headlight*. I will then retire to Oregon. I've spent 10 years as Chief Dispatcher of Information, but rarely running trains. The success of the HUB Division is due to many people contributing in many ways, and likewise, the success of the *Headlight* is due to the many people contributing photos and articles of all types.

My files of articles for publication is exhausted. Your new Editor will be most grateful for your articles on all aspects of the hobby, including 1:1 scale. Before I started, the *Headlight* was a 4-page flimsy newsletter with a calendar and a few business items. Contributions by members made the difference since then.

Thank you.



*Photos pages 3 and 4:
Jerry McDonald shows patients of Children's Hospital how to use the HUB modular layout's walk-around control to run their trains during the Children's Hospital show in Boston last year. Photos by John Lutz.*

The HUB Division elections will be held on April 2, 2011 at the Holiday Inn in Marlborough, 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 Mar-Apr 2011 issue of the Headlight may be copied or cut out and mailed to the Registrar. The HUB member must write his Name and Membership Number on the outside of the envelope to certify the ballot enclosed. The ballot shall be mailed to:

Bill Goldthwait, Registrar
30 Baker Ave.
Lexington, MA 02421-6204

Mail ballots must be received by the Registrar no later than March 30, 2011. The Registrar 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 the Registrar. 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 their correct e-mail address. Only one Official e-mail address is allowed per member. Note that your e-mail address may not yet be entered as your Official e-mail address. Before you send your ballot to the Registrar, you should confirm your Official e-mail address by sending e-mail to the Hub Office Manager at: **OfficeManager@hubdiv.org**

A valid e-mail Ballot shall contain the HUB member's Name and Membership Number in the Email Subject Line. All votes shall be placed in the body of the E-mail as follows:

A. BOD Vacancies: 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.

B. E-mail the ballot to:
elections@hubdiv.org

E-mail ballots must be received by the Registrar no later than March 30, 2011. The Registrar 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 their vote at the election.

A. The Letter of Proxy **MUST** contain the **HUB member's name, Membership Number, and 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.

2011 HUB DIVISION BALLOT

(see instructions above)

Board of Directors (3-year terms). Vote for up to three candidates:

- ___ **Gerry Covino**
- ___ **John Lutz**
- ___ **Bill Barry**
- ___ **Dan Fretz**
- ___ **write in:** _____
- ___ **write in:** _____
- ___ **write in:** _____

BOD CANDIDATES**John Lutz****Dan Fretz**

Gerry Covino

I have completed three terms as a member of your Board of Directors and continue to serve as Treasurer of our Division. As a member of your Board I continue to work to improve our organization. One of my largest accomplishments continues to be the success of the NE Model Train EXPO, our two-day annual fundraising event. This December's event recorded its highest public attendance and the largest number of quality dealers selling modeling goods. I've actively supported the Division's programs providing learning materials to members and the public, maintaining our mission of education. As a member of the BOD, I have worked tirelessly to insure the financial stability of our organization ensuring that our financial resources have been used wisely while building reserves to guarantee the Division's ability to support new education programs in the future. I enjoy modeling and operating trains, actively participating in our Modular Train group and supporting the module group by participating in workshops that improve our program offerings to the public. I ask for your vote for another term so that I can continue to actively work on your behalf to make further improvements and seek new ideas to enhance your modeling experience.

Bill Barry

I have served one term on the HUB Board of Directors. It has been a pleasure serving you in this capacity, and I hope that my input and actions have helped with the operations of the division. I have been involved with various activities

I am honored that HUB members have suggested that I run again for a seat on the HUB Division Board of Directors. I have only been active in the HUB Division for two and a half years by participating with the Module Group and serving as Membership Chairman for a little over a year.

I belong to the NMRA's Operations SIG and Layout Design SIG and attended the Hartford National 2009 convention, Tracks and Tides in St. John, NB, Canada and the 2010 NER convention in Burlington, VT.

I am retired from the construction industry, having worked for contractors in Rhode Island, New Jersey, Michigan and here in Massachusetts. I had my own business for 14 years. I am a graduate civil engineer and have an MBA degree.

I have been in the NMRA since February 1993 and read *Model Railroader*, *Scale Rails* and *Railroad Model Craftsman* since. I have two Alco RS3's and all but one of the NMRA's Heritage Cars and all Living Legend cars except the *Allegeny Midland*. Unfortunately, they are all still in boxes.

As a member of the BOD, I can contribute management and organizational skills that will enable the HUB Division to recruit and retain more members.

within the division during this time including proof-reading the Headlight, serving on the budget committee, helping on the Spring Training organizing committee, and finally co-chairing the white elephant table at the Fall show.

I have enjoyed being involved in the business of running one of the

I have been honored to be a HUB Board member for the past 3 years, and have appreciated the opportunity to serve the organization in that capacity. It has been interesting to see the work required to successfully run an organization of this size. In addition to serving as a Board member, I have been the HUB Webmaster for the past 4 years, and have been an active member of the HUB Modular Group since joining the HUB at the 2006 Model Train EXPO.

I always strive to support and promote this remarkable hobby, whether by making improvements to our website to make information easier to find, talking with the public at our Modular Group events, or working with other BOD members on new initiatives. One that I am particularly proud of is the HUB School Library Outreach program that I created and currently manage. Under this program, the HUB underwrites subscriptions to Model Railroader for randomly-selected middle school libraries, thereby introducing students and teachers alike to the hobby and encouraging them to join us.

I would like to continue serving on your Board of Directors. I ask for your vote and thank you for your consideration.

greatest divisions in the country. I would very much like to continue to serve you on the board of directors to help keep this dynamic and very active division moving forward into the future.

Thank you in advance for considering me for re-election to the board.

Spring TRAINing Clinics, April 2, Marlborough

The Voyage of the Modern Boxcar Fleet: 1970-2010

By Dick Johannes

This clinic focuses on the modern railroad boxcar fleet but many of the ideas and techniques can be generalized to other periods. In particular, the value of emulating a prototypic distribution of boxcar owners will be discussed. Specialized decals such as door details, wheel dots and consolidated lube plates add nice prototypic touches to even some of the best factory painted cars. The heart of this clinic will be the litany of the so-called per diem boxcar. These cars sprung 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 produced copies of many of these cars. However, over time the "per diem" rates fell and the small short lines began to sell these cars to other railroads. Modeling these pre-owned cars is both fun and uses simple techniques. Get some sheets of solid color decal film called "trim decals" by MicroScale, alphabet sets and a few graffiti sets and you're in business.

JMRI for Everyone

By Erich Whitney

JMRI turns decoder programming from an exercise in complete frustration into a quick, easy, and fun exercise. Why waste time fiddling with bits and bytes when you can click a mouse and tune your locomotive like a pro in minutes. This clinic will take you through the

basics of what you need to use your computer and FREE JMRI software to take control over your layout. I'll also introduce you to WiThrottle that turns your smart phone into a wireless throttle. I'll also introduce the Bachrus MTC - DCC speedometer that can be used with JMRI for locomotive speed matching. Please don't be intimidated if this sounds complex. I want to assure you it's easier than it sounds and well worth the effort to give it a try. The clinic will include a demonstration using a computer and a DCC locomotive on a test stand. I'll use the SPROG-II DCC USB which is an inexpensive computer interface for your test track that can be used to augment your layout by providing a convenient DCC controller for locomotive testing and setup. And I'll tell you some tricks to getting things to work when things go wrong. You'll be able to make a backup copy of all your decoder settings should you have to replace one due to a failure. I'll also discuss the options you have for using a computer with your layout so you can pick the option that makes the most sense for you. You might even already have what you need and don't know it! JMRI runs on Windows, Mac, and Linux so no matter what your preference, there's an option for you!

Elements of Waterfront Scenery

By Ace Cutter

Harbors, boats and their associated structures have similar elements to railroads, both are basically in the same business, commerce and transportation of goods and services. Each have deadlines and critical schedules due to the movement of perishable

commodities and structures that are unique to their specific business. Harbors are mostly timeless, the era you model can extend from the 40's-the 80's with little change in the materials of the structures, boats and the functions they provide.

We will dissect a fairly typical harbor and what goods and services each business provides and what may have determined the unique shape, size and location of the structure.

We will look at how street trackage can extend the railroad into the harbor on a granite pier and the types of traffic that it generates, things like a traveling crane for unloading barges and ships; diesel fuel/oil dealer; food warehouse; ships chandlery (boat building/repair); fish processing plant; cold storage; wholesale/retail lobster outlet; dinghy and boat repair; wooden and stone piers and their pilings (we will do a hands-on demo of the pilings).

We will also look at the outer reaches of the harbor and how to model a rugged New England coastline complete with obligatory lighthouse and whale.

If you're a New Englander and model the coastal area then you should check out this clinic. Perhaps you too might find a place to portray a slice of a harbor that further defines the location you are modeling.

Continued next page

Installing a DCC Decoder in Your Locomotive: A Participation Clinic

By Gary Paulino and the TrainTek Crew

Pre-Registration Required
(See page 10 for Pre-Reg. form)

This is a hands on participation clinic during which you will install a DCC decoder in a locomotive. You will supply your own locomotive and decoder for this clinic. If you wish, Gary can supply you with a decoder for your locomotive. You can contact him by e-mail at gary@traintekllc.com by phone at (888) 339-8724. He can assist you in selecting the correct decoder for your loco.

Due to the nature of this clinic and time limitations, this clinic will be limited to non sound decoders. Because of space limitations, it will require pre-registration and will be limited to 18 people on a first come first served basis. **See page 11 for the registration form.**

Along the Right of Way: Modeling Modern Telecommunications Infrastructure

By Shack (Dave Haralambou)

In this clinic we will present a sampling of both real and modeled scenes of TV, radio, and telecom facilities. Covers Telephone poles, cell towers, satellite dishes, TV Towers, Antennas and all the things that we take for granted in the real world but rarely model accurately on our layouts.

Making It Fit - Switch Machine Installation Tips

By Peter Watson

Installing switch machines on a layout can be a relatively straight forward task as long as there is plenty of space. When the benchwork just happens to be right where the switch machine needs to go, installation can become a real challenge. This clinic will examine basic installation of switch machines. Then we'll take a look at some ways to get them into those impossible places.

Sunset Valley Oregon System and Grand Rails 2012

By Bruce Chubb, MMR

The SVOS occupies 2600 sq. ft. with 4 decks. Its dominate role is maximizing prototypical fidelity and operations. Based upon specific prototypes, over 1000 structures are being constructed along with 150 feet of bridges and trestles. It's a monumental project with over 1400 feet of main/branch line trackage modeling 10 prototype railroads in the Pacific Northwest. Dr. Chubb explains how the teamwork of 38 associates is pulling together to have the system ready for the 2012 NMRA National Convention in Grand Rapids where it will be on tour all day every day throughout the convention. Bruce explains how the SVOS is setting up to host a 12-hour pre-convention operating session in addition to being on tour for 76 hours, i.e. the 38 tours at 2-hours per tour.

Interfacing a Computer to Your Model Railroad

By Bruce Chubb, MMR

Bruce, the inventor of the Computer/Model Railroad Interface (C/MRI) explains how easy it is to interface a computer to your model railroad. Focus is on the Super Mini-Node that greatly improves I/O distribution and significantly reduces system cost. Up to 128 nodes can be distributed all around your layout making wiring a snap. Simply connect any device directly to the nearest node. Only wiring between nodes is a single 4-wire cable. Applications focus on reducing layout wiring, signaling systems, staging track control, and interfacing to DCC. The result can greatly increase your railroad's prototypical realism and hobby enjoyment.

Signaling Your Model Railroad Part 1

Fundamental Concepts Prototype and Model

By Bruce Chubb, MMR

Bruce expands upon the Signaling Made Easier series published in MR, and the newly released multi-volume Railroader's Application Handbook to cover prototypical signaling and how to adapt it to our models. The differences between ABS, APB and CTC signaling are discussed along with their impact on how railroads operate. A clear understanding is established regarding the difference between block and interlocking signals, speed versus route signaling and the corresponding aspects and indications used by different railroads and how they can be adapted to our models. Correct signal placement, total compatibility with DCC and how to easily drive different signal types

are addressed. Bruce explains how to use the new Super Mini-Node card coupled with the power of the computer to joyfully reduce layout wiring and significantly reduce system cost while maximizing system flexibility and prototype fidelity.

Signaling Your Model Railroad Part 2

ABS, APB and Grade Crossing Warning Systems

By Bruce Chubb, MMR

Expanding upon the content of the Railroader's Application Handbook, Bruce provides detailed coverage of optimized block occupancy detection and its application to establish Automatic Block Signaling (ABS) including its programming. Then, Bruce explains how the prototype utilizes "Traffic Sticks" to determine directional movement across block boundaries. Such capability plays a key role in setting up Absolute Permissive Block (APB) signaling thereby providing protection for bi-directional operation on the same track. The importance of "traffic sticks" in setting up grade crossing warning systems is discussed along with its utilization with a new Prototypical Grade Crossing Control (PGCC) card. Software examples are included for ABS, APB and for driving the PGCC.

Signaling to Your Model Railroad Part 3 Centralized Traffic Control Systems

By Bruce Chubb, MMR

Bruce explains CTC operations and how it can smooth traffic flow on your railroad. As illustrated, constructing a dispatcher's CTC panel and interfacing it to your railroad is much easier than most modelers realize. Differences between US&S and GRS machines are explained and how their different components are interfaced. Programming techniques are introduced making it easy to "cut-paste-and-change-numbers" to set up a highly accurate C/MRI-based CTC system for any model railroad. Utilizing a standardized set of callable subroutines makes the programming easy while maximizing prototype fidelity. Additionally, entrance-exit interlocking is discussed along with using computer graphics to emulate modern dispatching operations.

Spring TRAINing, from page 1

Circle April 2, 2011 on your calendar. We'll look forward to seeing you there. Check our website, <http://www.hubdiv.org>, for updates.



**HAVE 50 MODEL RAILROADING CLINICS
RIGHT IN YOUR LIVING ROOM.**

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. Each is available for NMRA members to borrow for the cost of processing and postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing. Or call the Library at 423-894-8144.



We make it even more fun.
www.nmra.org

Then, get that popcorn ready.

Calendar of Events (Subject to Change)

2011

Mar 18 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Mar 26 (Sat)	Deadline for submissions to <i>Headlight</i> for May-June issue
Mar 26-27 (Sat-Sun)	HUB Modular RR Display, Greenberg Show, Shriner's Auditorium, Wilmington, MA
Apr 2 (Sat)	Spring TRAINing, Holiday Inn, Marlborough, MA. Includes HUB Modular RR Display.
Apr 15 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
May 20 (Fri)	RAILFUN Meeting, 8:00 PM, Location change: By Request Communications, Inc., Broadcast Technology Center, 398 Cedar Hill Road, Marlborough, MA
Jun 17 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA

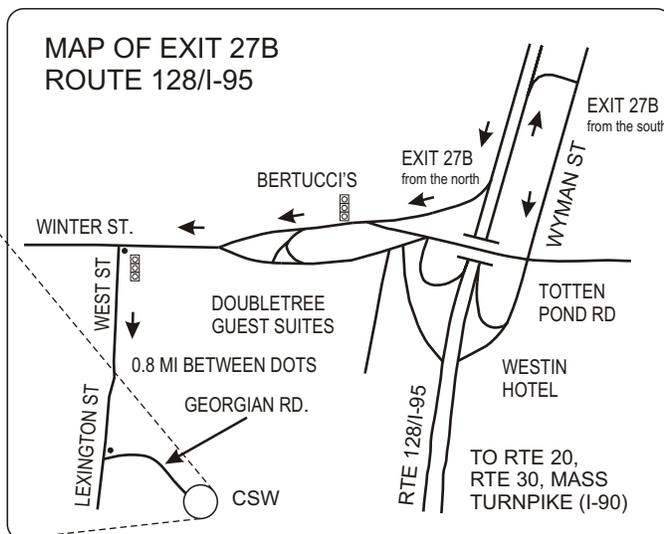
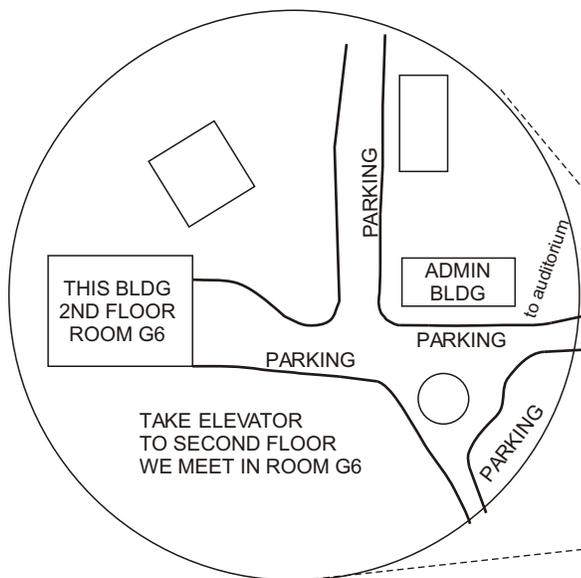
HUB Headlight

Volume 27, Number 4, March - April, 2011

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.

<p>President Dick Johannes president@hubdiv.org</p> <p>Vice President Manny Escobar vp@hubdiv.org</p> <p>Webmaster Dan Fretz Webmaster@hubdiv.org</p>	<p>HUB Division Board of Directors</p> <p>NMRA NER Representative Bill Barry HUBboard6@hubdiv.org</p> <p>Bill Roach HUBboard2@hubdiv.org</p> <p>Ron Noret HUBboard3@hubdiv.org</p>	<p>Office Manager Pete Watson Officemanager@hubdiv.org 65 Branch Road East Bridgewater, MA 02333-1601</p> <p>Treasurer Gerry Covino Treasurer@hubdiv.org</p> <p>Lenny Pinaud HUBboard4@hubdiv.org</p>
<p>Secretary Ken Belovarac Secretary@hubdiv.org</p> <p>Railfun Coordinator Rudy Slovacek railfun.coordinator@hubdiv.org</p> <p>New England Model Train Expo Show Director Dick Johannes NEMTEDIR@hubdiv.org</p>	<p>Other HUB Division Leadership</p> <p>Editor Rich Pitter Editor@hubdiv.org</p> <p>Membership Chairman John Lutz Membership.chairman@hubdiv.org</p> <p>Librarian Gerald Abegg Librarian@hubdiv.org</p>	<p>New England Model Train Expo Show Business Manager Mark Harlow NEMTE@hubdiv.org</p> <p>Director-Public Relations Tim Garner prdirector@hubdiv.org</p> <p>Module Coordinator Jeff Gerow ModuleCoordinator@hubdiv.org</p>
<p>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.)</p>		<p>Headlight Printers Versatile Printing Services, LLC Burlington, MA</p>

MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

The Hub Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

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 _____

To make a donation using your credit card, visit our website at www.hubdiv.org.

Please make your check payable to "The Hub Division, Inc."

Send your payment to the address above

Registration for Installing DCC in My Loco Clinic

(One per person attending)

Return this form by March 26, 2011

Name: _____ Phone: _____

E-mail: _____

Send to: Peter Watson
65 Branch Rd.
East Bridgewater, MA 02333

Participants should also bring some basic tools, including small screw drivers, hobby knife, needle nose pliers, and wire cutters/strippers. TrainTek will supply soldering stations.

SPRING TRAINING Banquet Reservation Form

Name: _____

Phone: _____

Email: _____

Number of People: _____

Indicate number of meals:

_____ London Broil w/Au Jus

_____ Baked Stuffed Chicken w/Sage Stuffing & Supreme Sauce

_____ Baked Stuffed Haddock w/Lemon Herb Crumbs

Each comes with Fruit cup, appropriate accompaniments, rolls & butter, desert, and coffee or tea

Make check for \$24.00 per person payable to HUB Division, Inc.

Return this form to the address below before March 26, 2011

HUB Div. Spring TRAINING

65 Branch Rd.

E. Bridgewater, MA 02333
