

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 27 Number 1, Sept.-Oct. 2010
<http://www.hubdiv.org>

RAILFUN TIMETABLE

OUR SEASON OPENER AND WELCOME

By HUB Members

8 PM, Friday, September 24, 2010
Cambridge School of Weston

CSX SWITCHING PUZZLES

By James Lincoln

8 PM, Friday, October 15, 2010
Cambridge School of Weston

OPERATING ALIVE STEAM LOCOMOTIVE

By Stan Ames

8 PM, Friday, November 19, 2010
Cambridge School of Weston

This year we open the season with a Clang. Remember it has been moved to the 24th by the HUB Board. We'll be hearing from several different members demonstrating some helpful tips in a non-pressured atmosphere. It'll be a sharing of information through short demonstrations by modelers for modelers. It also gives members a great opportunity to learn about the interests and skills of others in the group.

On tap we'll have Rich Pitter: Wood building tips; Art Ellis: Kit bashed Budd cars; Rick Murray: Wooden decks for flatcars; Ron Noret: Inexpensive rusting solution; Gerry Covino: Quick wheel resistance conversions for DCC signaling; Erich Whitney: Mini-tutorial on JMRI's Decoder Pro and, if time permits, Keith Shoneman: Rubber rocks.

As a conductor for CSX, James does not need to make up time-saver switching puzzles. He encounters such challenges on a routine daily basis in his work for one of the area's major freight haulers.

From time to time we like to have individuals who actually work for the railroad visit and speak to us about their job. It not only puts us in touch with the human element but helps us gain a perspective on the how and why for the physical elements we model.

So come join us as we welcome a real railroad man who will tell us what it is like to work for CSX.

We'll provide the coffee klatch room as a place to swap stories and railroading tales. So come and join us for an enjoyable fall evening when we gather to begin a new season of model railroading.

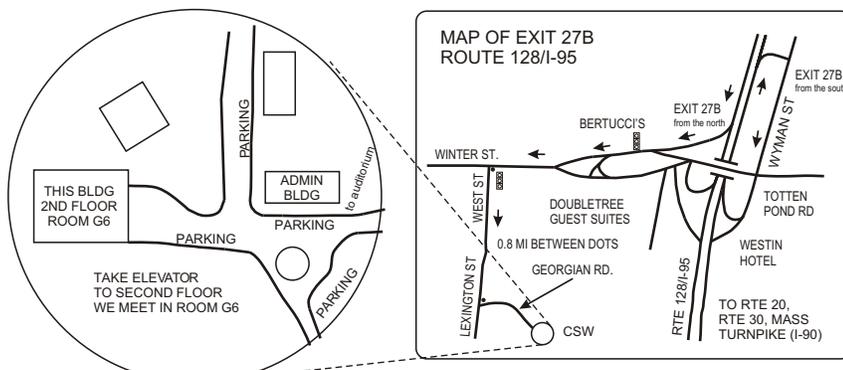
Some of us model in N, HO, O or one of the other popular scales, but a select few members actually operate or work the prototype. Even fewer still are familiar with the operation of a live steam prototype locomotive. Stan Ames is such a person and he will offer a presentation on just what is involved and what it is like to operate a steam engine. This talk could not come at a better time than National Model Railroad Month because our hobby actually began in the steam era when modelers often needed a small machine shop to construct their engines and rolling stock.

Modeling the steam era fell out of favor with the advent of flashy diesels but it has recently been revived with excellent models having great detail, sound, and smoke! Something about those flashing side rods, the hissing and chugging sounds, just seems to say the Iron Horse is alive!

You'll want to be sure you get there early to find a seat because this talk will be very popular with young and old alike.

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!**

MAP TO RAILFUN MEETINGS



Shanty Talk

By Rudy Slovacek

July is over and with it the oppressively hot and humid days and nights. Even the Railroad suffered in our multiple 90° plus heat waves in the Boston area. Aside from an occasional “hot car” without working air conditioning, there were “sun kinks” where heat expanded and kinked the welded mainline out to Worcester, causing some slow orders and delays in the MBTA commuter rail system. Even my basement, which is normally a cool oasis for working on trains, was warm and sticky. I managed to make progress on tuning up some of my equipment. Judging from the Module Coordinator's schedule, there'll be a lots of operation time this year, so it's best to get maintenance done during these summer months. You can bet they're working on the rotary snowplows in Colorado as I write.

Last weekend I visited the forerunner of the railroads in Washington County, New York. The Champlain Canal with Lock Number 1 is part of Governor Clinton's New York Canal system begun in 1817. There I met Lock Tender, Bob, who in addition to operating the facility was responsible for its maintenance, including lawn mowing and painting the equipment. Before the locks, there was series of Forts at what were called “carrying places.” These waterfalls or rough patches along the upper Hudson River meant that fur trappers, farmers and early manufacturers had to tie up their canoes and boats then carry their goods overland to the next navigable section before they could again resume traveling by water route. Such carrying places were bottlenecks prone to attacks and a series of Forts were erected in the

1730's through 1750's to protect commerce and travel in the wild beginnings of our nation.

It is little wonder then that the British, led by Gentlemen Johnny Burgoyne, chose to move an army of 9,000 men down Lake Champlain and through Washington County toward the Port of Albany in an attempt to cut the Colonies in two. The Battle of Saratoga, in which the British troops were stopped in a series of fighting engagements on Sept. 19 and Oct. 7, 1777, was a turning point in the war. It demonstrated to the French and Spanish that England could be defeated in a major military conflict. After this, they supported the Colonies and further ignited a more global conflict by declaring war on England. This vital north-south route was thus preserved by the Colonies. A canal was later built to improve transportation, and in 1852 the Rutland and Washington Railroad was built so transportation could be maintained year round.

The financial tycoon Jay Gould made a start here by acquiring a controlling interest in the failing Rutland and Washington after the panic of 1857, which he later sold at considerable profit. The Troy, Salem and Rutland, incorporated in 1865, was subsequently merged with the Rensselaer and Saratoga and finally leased by the Delaware and Hudson in 1870. A lot of railroad history has flowed over the dams (ed. note: ha ha!) in this area, but the Battenkill Railroad, which interchanges freight with the D&H/CP at Eagle Bridge, still survives as a short line running ALCO's.

Washington County is just over the border from MA and VT and is well known for the agricultural output of its fertile valleys along the upper Hudson and its many streams and tributaries. With its quaint



towns like Granville, Salem, and Cambridge, not to mention Fort Edward, Schuylerville and Greenwich, it is steeped in history.

As I traveled through the cornfields along Route 22, I remembered the old farmer's expression “You got to make hay while the sun shines.” These words were never truer for you and me because, while we often bury our heads in work or even in modeling, there still is no substitute for traveling to a favorite location and observing the physical features of a railroad, its people and the people they serve. Stormy days could be around any corner in this business and the Battenkill or your own favorite railroad might just become a footnote in history.

The time to go out and explore is now, before the snow flies. Become a participant in life's wonderful journey through time and history.



The President's Car

By Dick Johannes

I equate the start of each modeling year with the first *Headlight* being published and the first Railfun event. The fall picnic at Peter Watson's home is usually on this list as well, but he has a once-in-a-lifetime cruise to Alaska that preempted it for this year. Some traditions should not be tampered with, so we cancelled the picnic rather than seek an alternate site.

I'll use this column to fill the membership in on why I went to the NMRA National Convention and what I saw and learned. To set the stage, this convention was named the 75th Anniversary Convention. It was held in Milwaukee, which is also home to Kalmbach Publishing and Walther's. At the convention, two things were unveiled. First, there is a brand new NMRA logo. It replaces the steam locomotive driver logo with a twenty-first century stylized freight truck wheel logo. See the figure on page 2. Second, *Scale Rails* has been renamed *NMRA Magazine* to tie the magazine to the organization. Those of you who have received issues beyond July 2010 already know this.

One advantage of attending an NMRA convention at a distance (Milwaukee is about 1,100 miles from Boston), is that you get to see modular railroads that feature different geography and railroads. There were a higher percentage of N-scale layouts displayed. Some were outstanding. The Eau Claire N-Trak group set at 50 inches was great for visualization and the scenery was superb. I actually thought the best HO scale modular display was from the Free-Mo group. There were several modules from Massachusetts in the layout and the few B&M

steamers added a nice contrast to modern diesels. One thing that caught my eye on the Free-Mo module and a few others was Great Lakes shipping models. Combined rail-marine modeling has been catching on, witness Scott Jewell's presentation of his "Docks and Rocks" layout at our April RailFun Meeting. However, in the Midwest it was a thrill to see those giant Great Lakes ore boats and ferries coupled with model railroads. There was a marvelous diorama with both the SS Badger, a ferry that ran from Manitowoc, WI to Ludington, MI, and the fated Edmund Fitzgerald. The SS Badger had all three decks modeled and there was a cross section of one of the holds on the Edmund Fitzgerald.

I was happy to see Athearn announce that they will soon introduce a sound equipped Genesis GP-9. Atlas has had a GP-7 out for some time and Proto 2000 has had GP-9's from time to time but Athearn is planning to keep the new GP-9's and GP-7's continuously on the market with authentic railroad-specific details. I hope to see some very nice B&M bluebirds in the not too distant future. The prototype superstructures with specific details looked great. Some of the GP-9's are slated to come out in early 2011. On a personal note, I was even happier to learn that Atlas has put a release of their GP39-2 in Guilford livery on the priority list.

However, this year I went to the NMRA Convention mostly to learn more about the proposed S-9-5 and S-9-5-1 standards relating to NMRAnet. These are being developed to standardize a communications bus devoted to controlling multiple devices on a layout, including turnout motors, lighting and, what interested me,

signals. The proposed standards can be found on the NMRA website and a well written introduction was published in the June issue of *Scale Rails*. My interest was motivated by our interest in adding signals to the HUB modular layout. I learned that this is an area that is still in flux and there are some critical design issues to be worked out to get this all the way to an NMRA standard. There was an all-day demo of NMRAnet on Thursday. In addition to this, there were 13 separate clinics on signaling, and I got to them all. I saw Jeff Gerow, who also went to the NMRAnet demo, and Mike Tylick at the convention. Mike commented that my fully planned itinerary looked like I had used my patient scheduling system to produce it!

Several of the signaling clinics were outstanding, but I thought that the combined Panel on Signal Planning, the sessions by Bruce Chubb, the session by Mike Burgett and the sessions by Rodney Black where the most edifying. Rodney identified some of the key issues surrounding the NMRAnet proposals, and there are several of them. One key issue is where to place the intelligence (the computer). Choices on where to connect a computer include (1) to the DCC command station, (2) to the throttle bus, or (3) on a wholly new bus dedicated to signaling and turnout control. This is a huge decision and has implications for modelers and vendors alike. Most but not all presenters said that signaling requires a computer. That computer might not be necessary during operations but it is certainly necessary during the construction and setup.

In the prototype, the Vital Logic resides in the circuit boxes out in the periphery, and while signals could

be modeled this way, you still need some way to program those relays, and a computer is probably the best way to go. These design decisions are critical to how the information location and occupancy information is input and how aspects are output.

I already mentioned the Panel on Signal Planning, and thankfully it was one of the first clinics on the subject as it set the tone for all that followed. Here is the list of participants:

1. Dr Gerry Albers: Owner of Signals by Spreadsheet, Life NMRA member;
2. Dick Bronson: Owner of RR-CIRKITS, Life NMRA member;
3. Mike Burgett: Owner of Control Train Components, Signal Supervisor for CN;
4. Dr. Bruce Chubb: Creator of the Computer Model Railroad Interface (C/MRI), MMR;
5. David Metal: Life Member and repeated National NMRA Clinic presenter on building signals;
6. Seth Neumann: VP, Layout Design Special Interest Group;

Stephen Priest, MMR: Editor, *NMRA Magazine*;

8. Andy Sperandio, Executive Editor, *Model Railroader*.

Each panelist provided three top points they considered key to planning and executing signaling on a model railroad. Taking editorial license, I condensed these responses into groups. The top results are shown below.

Score Key Point

- 5 Research the prototype
- 5 Signal placement
- 4 Plan signals as you plan track
- 4 Model signals prototypically
- 4 Consider how signals influence operations
- 3 Software and technology is making signaling easier
- 2 Other points

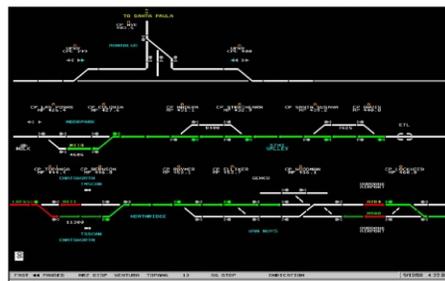
Note that there were several recurring themes. In addition, I found it interesting that technology issues did not top the list. Bruce Chubb's three clinics ran from 7 PM until 11 PM on Thursday evening. He's been at this far longer than most of us and his knowledge is remarkable. He just finished a 392 page book, *The C/MRI Applications Handbook: Volume - Signaling Systems*. This book can be ordered from the C/MRI website (<http://www.jlcenterprises.net/Index.htm>) and I picked up a copy at the show (autographed, no less). I highly recommend this to anyone interested in signaling. It has detailed descriptions of the prototype practices, including important distinctions such as the differences between speed and route signaling. Most Eastern routes use speed signaling whereas most of the Western roads use route signaling. This has great importance regarding the number and kind of aspects that can be displayed.

This overview of the signaling clinics would not be complete without mention Mike Burgett's clinic, "The Basics of CTC." Mike is a signal supervisor for the Canadian National Railroad and has 20 years of prototype experience to support his modeling interests. In my clinic at Spring TRAINing, I referenced his fine article on signal placement found in the October 2007 issue of *Model Railroader*. He models the C&O railroad and his company, Custom Train Components, supplies parts for prototype US&S CTC machines. His company also builds complete custom CTC machines. He brought one of these to use in the clinic to demonstrate the Dispatcher's actions to run a segment of a railroad. The demonstration was



simply fantastic. He has a DVD, available on his website, that covers most of what was covered in his clinic. Additionally, a well written free description of CTC can be found at www.CTCparts.com. I include a photograph of Mike's CTC machine on his layout. Mike went the full nine yards with his layout, modeling the floor, walls and chair of the CTC machine.

To conclude, let me present some ideas from Rodney Black's presentations. There is a large number of modelers who strive to model all varieties of railroads somewhere from the late 1940's through the late 1950's. However, there is also a contingent of contemporary modelers. Rodney produced a tool named CATS (Computer Automated Train System) that grew out of working with a friend to add signaling to his N-Scale Crandic layout. The prototype Crandic is 100 years old, yet it is a modern railroad. It has headquarters in Iowa City, Iowa (www.crandic.com). Rodney built CATS atop the open source Java Model Railroad Interface or JMRI. so CATS and JMRI are both free



downloads from the internet (<http://jmri.sourceforge.net/>). Modern systems have long since replaced physical CTC machine with computer screens and CATS is modeled after the Digicon system as

the prototype inspiration. Rodney showed a prototype screen shot.

Headlight Editor Rich Pitter will publish articles about our railroads this season. I am using CATS and hope to contribute a

detailed example of its use at some point during the current modeling year.

Until then Keep'em Rollin'.

Calendar of Events (Subject to Change)

2010

Sept 9-12 (Thu-Sun)	2010 NER Convention, Burlington, VT.
Sept 19 (Sun)	HUB Modular RR Display, Norwood Days Festival, 76 Day St., Norwood, MA
Sept 24 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Oct 1 (Fri)	Deadline for submissions to <i>Headlight</i> for Nov-Dec issue
Oct 9-11 (Sat-Mon)	HUB Modular RR Display, Cranberry Days Festival, Edaville Railroad, Rt. 58, Carver, MA
Oct 15 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Nov 19 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Nov 20-21 (Sat-Sun)	HUB Modular RR Display, Greenberg Show, Shriner's Auditorium, Wilmington, MA
Nov 27-28 (Sat-Sun)	Annual <i>Tour de Chooch</i> tour of home layouts
Dec 1 (Wed)	Deadline for submissions to <i>Headlight</i> for Jan-Feb issue
Dec 4-5 (Sat-Sun)	New England Model Train Expo, Best Western Royal Plaza Trade Center, Marlborough, MA
Dec 11-12 (Sat-Sun)	HUB Modular RR Display, National Heritage Museum, 33 Marrett Rd., Lexington, MA

2011

Jan 8 (Sat)	HUB Holiday Party, 6:30 PM, Common Market Restaurant, Quincy, MA
Jan 21 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Jan 21 (Tues)	Deadline for submissions to <i>Headlight</i> for Mar-Apr issue
Jan 29-30 (Sat-Sun)	HUB Modular RR Display, Amherst Railway Society's Big Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 18 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
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
Apr 15 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
May 20 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Jun 17 (Fri)	RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA



HUB modular RR layout at NER Convention at St. Johns, NB, Canada, May 2010. Photo by David Libby.

The Pennsylvania and New England

By Keith Shoneman

The PNE is a two-tier, freelance HO railroad set in 1983 and based on the consolidation of numerous fallen flag railroads of the late 1970's. The design, construction, operation and evolution of the PNE have focused on four major objectives:

Establish a railroad which is well integrated into the national railroad network

Use common, simple construction techniques and integrate new technologies to improve appearance and operation of the railroad

Build a reliable, smooth running model railroad to support the hosting of operating crews on a routine basis and to participate in this expanding segment of model railroading

Provide a platform for learning and testing new skills.

Railroad Objectives

The PNE features contemporary railroad operations set in 1983. The railroad features a mainline from Philadelphia, PA and Hagerstown, MD to Bangor, ME. The railroad

was formed by merging portions of numerous railroads purchased in the late 1970's after the bankruptcy of the Penn Central. Two entrepreneurs from the eastern Pennsylvania area formed the Pennsylvania and New England Railroad in late 1978. They purchased portions of the Western Maryland, Pennsylvania, Reading, Lehigh and Hudson River, the Poughkeepsie Bridge line of the New Haven (original Connecticut and New England), Delaware and Hudson, Boston and Maine, and the Maine Central. This railroad developed as a strong competitor to Conrail in the mid-Atlantic and New England areas. By 1983, it is a streamlined, well-run Class I railroad owning greater than 50% of the local market share.

It is a two-tier layout with the Connecticut Division on the lower level and the Massachusetts Division on the upper level. The two divisions are connected by a single track, elongated helix with one long passing siding. The layout features several large industrial areas, two main yards, two branch lines and a full-service ski resort with tram. It has a 480-ft mainline with 8 passing sidings occupying 1200 square feet of space. The scenery is 50% complete.

The railroad is designed for

contemporary operations and features numerous divisional freights, unit trains, and a cadre of locals serving the industrial areas. An interesting assortment of extras may be run during operating sessions, including RailFan specials, slurry and gravel trains, and a museum train. Motive power is primarily second-generation 4- and 6-axle diesels running in 2- and 3-unit lash-ups. Motive power is leased from Pennsylvania and Reading Leasing Company in Bethlehem, Pa, and retains original paint schemes of the fallen flags that have been licensed by the PNE.

Construction

Design began in the early 1980's using then-available resources on layout design for operations. Building began in 1987. In 2002, the PNE began operations with essentially no changes from the original design except for the throat of one division point yard. The design planning allowed the operational plans to be developed fairly rapidly once the rails were laid. However, as everyone involved in layout design for operations knows, you never have enough staging. On the positive side, crew quarters and workshop areas were large enough for additional staging to be built into



The engine terminal at Merrimack.



A local servicing Lowell.



Nashoba Milling, a compressed model of a milling company in Ayer, MA

these spaces while maintaining a good level of comfort for crews.

The original construction techniques included L-girder construction, cardboard spline and hydrocal scenery, Shinohara (Walters) nickel silver rail and switches, twin coil switch machines, and other techniques common in the late 1980's. As new techniques and materials were developed, they were tested and many were integrated into the later phases of construction, including tortoise machines, rubber rocks, and solid state electronics.

An area that remained a challenge was layout lighting. Although, a significant level of overhead lighting was initially provided, the lower level was not well lit. As we began to operate and the crews filled the aisles, the lighting was found to be insufficient. During the past five years, as scenery building has accelerated, research of articles and visits to numerous layouts coupled with the improvement in under counter lighting have provided an acceptable solution. However, if I were to

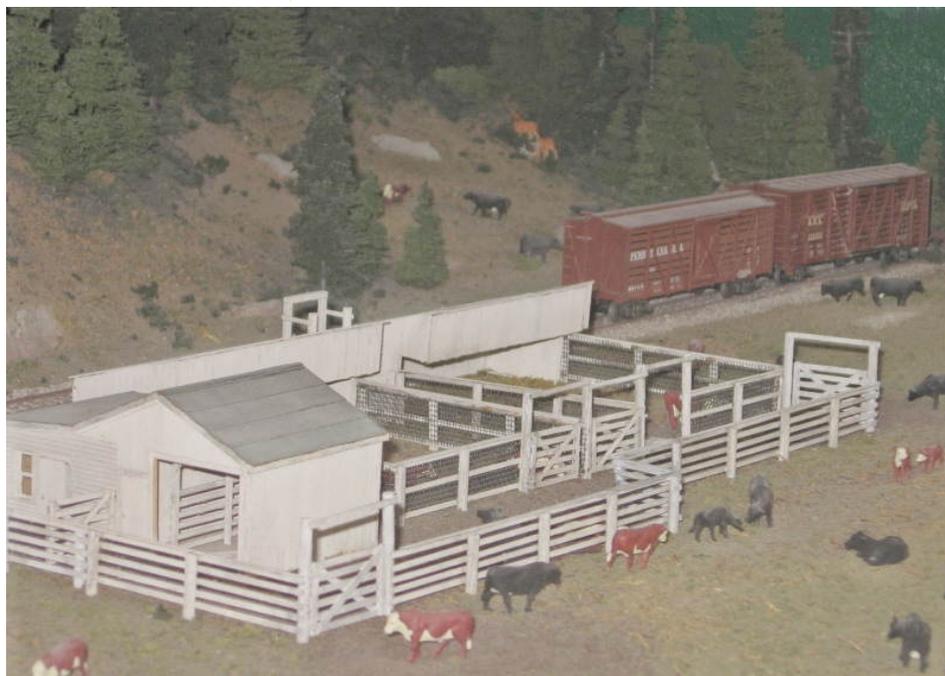
design a new layout, this aspect of the design would be addressed earlier and in more detail than it had been originally.

In addition, the focus during construction was to start operations as soon as possible; therefore, I avoided scenery work. The benefit of this is that I had significant time to test all the trackwork, which set a

firm base for the reliability I was seeking. I did scenic a few areas to a good level of detail, but since this was not my early forte, over 50% remained raw benchwork. Where I did do some work, I left a lot of white plaster exposed which called attention to unfinished areas.

On a new layout, the scenery would be brought to a base level over essentially 100% of the railroad before serious operating sessions would be started. This would include covering essentially all of the benchwork with a layer of undulating terrain with a base color and elimination of all white colored objects. This would be done with the understanding that many areas may be significantly modified as industries and operating schemes develop. This does not mean that operating sessions would not be initiated, however, it should be remembered that maximizing the enjoyment of operations comes from running your train through the miniature world that we create as sparse as the scenery may be.

Reliability



Boxford breeders

Operating a model railroad as similar to the prototype as possible, and allowing the crews of 10-14 to gain the maximum enjoyment, requires a smooth running, nearly flawless railroad. One of the most important aspects of this reliability is standardization. By requiring rolling stock to meet NMRA standards, using only Kadee couplers and metal wheels, numerous variables which adversely impact operations are eliminated. For example, although Kadee scale couplers are designed to be compatible with their standard, No 5, the decision to remain with the No 5 design has maintained the current high level of reliability.

Electrical distribution and track work is very important. Although track and switches from several manufacturers are compatible, using only Shinohara (Walthers) code 83 eliminated issues of tie thickness differences, alloy differences, and other small dimensional issues. Once you have a reliable combination of components that work for you, stay with them and learn how to continue to evolve reliability. If something comes along that is an upgrade, by all means use it, but then continue to evolve that new component to match the reliability of your existing systems.

On the PNE, rail joiners are not relied upon to be conductors. Every length of track, as small as 4 inches in length, has a feeder from the bus. Prior to the introduction of Shinohara DCC friendly switches, all frogs were powered and redundant contacts were used to ensure power to all sections of a switch. The most discouraging thing that can happen during operations is to lose power due to poor electrical circuitry.

The final element to achieving a smoothly running railroad is to test, test, test, and test again. Run the



Mohawk Mountain Ski Area

railroad, have other people run it, and if something doesn't work, don't catalog it, fix it. Cataloging of issues and planning to return later leaves one open to procrastination. The result of these efforts has been a smooth running railroad that has given the PNE crew and guests many hours of pleasure--which is what this hobby is all about.

Learning

All of us have things we like most to do. The PNE was designed to provide me the opportunity to run trains with a purpose and to enjoy operating like a prototype railroad. My strength and focus were not scenery or buildings; therefore, scenery and building structures lagged behind the building and operating of the layout.

One of the things I found that helped me to focus and learn about all aspects of the hobby was by participating in the NMRA achievement program. By participating as a judge, attending the local and regional conventions, visiting and operating other layouts,

and attending the wealth of clinics, I learned new techniques that have focused me on finishing the scenery. In addition, the people you meet in the hobby really do enhance the model railroading experience.

Keith Shoneman is a long time HUB member and is currently the NER Division Secretary. Keith has earned four achievement certificates: Civil, Electrical, Association Official, and Chief Dispatcher. He is working on his Scenery and Volunteer achievement certificates. He invites HUB members to visit the PNE to learn and share. Keith can be reached by e-mail at kshoneman@verizon.net.

Where have all the HUB cars gone? Send your photos with captions of the HUB Anniversary cars, 1958 and/or 2008, in operation on your layout to editor@hubdiv.org. We will track their journeys in forthcoming issues. You may include descriptions of your scene and detailing or weathering that you have added to these cars.

Treasurer's Report

By Gerald Covino, Treasurer

This is the second year in a row the division ended its fiscal year with a positive cash flow. The primary contributing factor is the generosity of our members and friends of the HUB Division. Through the Division's efforts to make it known that we are a charitable organization there have been numerous small donations received, and then there was the untimely loss of a long-term member, Bill Parker, whose family generously donated many items from his collection which have been sold, netting more than \$4,000.00. Thank you to the Parker family. Again this year through the efforts of Manny Escobar and Pete Watson, the Spring Training event had revenue which again exceeded expenses; and finally, the Module Group collections from Honorariums were again greater than the year previous. All this points to the continued success realized through the programs and outreach by the division's members.

The New England Model Train EXPO, our annual fund-raising event, continues to grow. The income this year exceeded budget projections while expenses continued to be controlled. The Board is grateful for the support our members provide in staffing the event and wishes to remind members that this is a TWO-DAY show and its success requires the support of each of you on both days. The show is held on the first weekend of December and you are asked to set aside time (one hour) on



Frank Sandstrum hands controls to a young engineer at the Edaville Cranberry Festival, October 2009. Photo by John Lutz

EACH DAY to help. On the day of the show, there are many jobs that require staffing, and you are asked to contact the Show Chairman, Mark Harlow, to register the times each day you can volunteer your help. Please remember, this show provides the revenue that funds the Division's programs.

The Module Group continues to exhibit on a regular basis and has become the cornerstone for attracting new members while providing entertainment to the public and raise awareness about the history of railroads. Our Railfun program continues to be a key educational offering that members and guests enjoy attending. Membership continues to have tremendous success attracting new members with the use of the NMRA Rail Pass Program coupled with the Division's special promotion program introduced several years ago. And finally the financial generosity of members as they remember the Division in the annual gift giving is greatly appreciated.

As we embark on our new fiscal year, the Board hopes to see continued success with the Spring Training event. The Board again approved seeking another star from the modeling world to share their knowledge and modeling experience. This event is important since it serves the mandate of our organization as an educational organization. At Spring Training, we present clinics that help modelers to improve their skills and techniques. It promotes the history of railroading by providing an opportunity for the public to see trains in action as they view operating railroads and by seeking information from persons behind those layouts.

Finally the Board continues to encourage each of you to make or continue making an annual financial contribution to the HUB Division, and to consider leaving part of your railroad collection to the HUB as was the case this past year with the Parker Family. The HUB Division is a registered 501(c)3 non-profit organization. This means your contributions are, in most cases, tax deductible on your federal income tax. You will see a form in this issue of the *Headlight* for your use to make your contribution. We ask you to add the HUB to your list of favorite charities which you financially support. Your financial and volunteer support will continue to ensure the ongoing success of the organization and the programs we offer to you and to new members. *Have a great modeling year.*

Financial Report Year Ended June 30, 2010

Revenue All Sources	\$ 44,486.00
Expenses	<u>37,331.00</u>

Change in Cash Position \$ 7,155.00

Year-end Account Balances

Checkbook	\$ 2,268.21
Unrestricted Savings Account	6,972.88
Restricted Life Accounts	10,899.44
Other Accounts	<u>845.14</u>

Total Year-end Funds Available \$ 20,985.67



HUB members Bill Barry and Ken Belovarac working at the Membership Table during the Amherst Model Railway Society Show in West Springfield, 2010. Photo by Peter Watson.

The Providence & Worcester Railfan Club and Museum, Inc.

2010 Annual Model Railroad Show

Sunday, September 12, 2010, 10 - 3

The Overlook Hotel and Reception Room

88 Masonic Home Rd (Rt 31), Charlton

\$4.00 per adult, 12 and under free

Contact: Ed DeLuca 860-923-2265

ejdeluca@snet.net, www.pwrfc.net

Food and beverages available

Worcester Model Railroaders

Open House

Sunday, September 12, 2010, 10 to 3

137 Schofield Ave. (Rt. 12), Dudley, MA

Admission/donation \$2, under 12 free

Info: Peter J. Smith, (508) 987-0313

www.wmrr.org, pjsmithross@aol.com

Worcester Model Railroaders, Inc. is one of the oldest model railroad clubs on the east coast. Our 40'x 50' HO scale operating layout depicts the Boston & Albany line from Boston to Springfield with a branch line into Rhode Island and Connecticut. Visitors will be able to observe club members operating steam and diesel trains and operate a train themselves.



Serious train operations on the HUB layout at the Greenberg Show, March 2010. Photo by David Libby.



Train fans young and old enjoyed the HUB Modular RR Layout at the NER Convention, St. Johns, New Brunswick in May 2010. Photo by David Libby.



HUB members set up layout at the Greenberg Show, March 2010 Photo by David Libby.

June 2010 Railfun was hands-on soldering, led by Shack, who teaches soldering to communication people. Among guests at Railfun were Svetin Marinor from Bulgaria (top photo, on left) and Brianna, who proudly exclaimed, "I did it, I really did it!" after soldering wires together all by herself. Shack employed railroad humor (who would have known that the size of a conductor really mattered for anything?) and explained the use of such tools as solder suckers and strippers. Photos and story by Diana Walsh.



Shack's soldering clinic provided opportunities for modelers to learn soldering skills. Top: Svetin Marinor of Bulgaria and Bill Roach. Middle: Jerry McDonald and Gerald Abegg. Bottom: Brianna.

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