

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org  
Volume 37, Number 5, May - June, 2021

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## ONLINE RAILFUN TIMETABLE

*Editor: Due to the COVID-19 pandemic, the HUB is using the Zoom online meeting software. Meeting info will be sent out in advance of each RAILFUN via the Google email list and Constant Contact. Contact Online Activities Coordinator Erich Whitney, [onlinecoordinator@hubdiv.org](mailto:onlinecoordinator@hubdiv.org).*

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### Double-header: Building “Two Johns” Brewery and The “DCC Toolbox”

By John Sacerdote and Russ Berry

8PM Friday, May 21, 2021

**P**icture a spur with a loading dock that has room / spots for three boxcars or reefers. How do you remove a loaded car without disturbing the other cars that are in the middle of being loaded? It's easy! With transfer tables, of course. Our brewery is modeled after the Coors Plant in Golden, Colorado, and we'll show you how we did it.

Russ developed a “DCC Toolbox” to easily transport all the electronics he needs to test and program any brand of DCC decoder. Along with a laptop computer, he is able to use either JMRI or the ESU Lokprogrammer software to test, program, load sound files or update firmware in all brands of DCC decoders. Russ will explain all the features and decoder programming hardware contained in the DCC Toolbox and answer any questions you might have during this clinic presentation.

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### Railroad Resiliency – How BNSF and the industry has performed over the last 18 months and what is ahead

By Jim Tylick, BNSF Assistant VP Merchandise Service Design

8 PM Friday, June 18, 2021

**J**im Tylick (son of Mike Tylick) is assistant vice president, Merchandise Service Design, for BNSF Railway. In this role, Jim manages and directs the development of BNSF's Transportation Service Plan for the operation of daily merchandise and carload equipment distribution over one of the largest railroad networks in North America.

Jim most recently served as general director, Transportation, for the Powder River Division. Jim began his railroad career on passenger rail in the Northeast. He first joined BNSF in 2007 as a trainmaster in Lincoln, NE, and then soon took a similar role in Omaha, NE. He would later move into other Transportation management positions with increasing responsibility in Kansas City, MO. In 2015, Jim moved to San Bernardino, CA, where he served in superintendent roles prior to taking his most recent position in Denver, CO, with the Powder River Division.

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### HUB Module Group Signaling Project Update

By Erich Whitney

8 PM Friday, July 16, 2021

**T**his clinic will present an update on the HUB Modular Railroad Signaling Testbed project and provide members an opportunity to discuss model railroad signaling. There will be a brief demonstration, either live or pre-recorded video, followed by information about signaling a modular layout with time for discussion and Q&A.

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### Scratch-Building the Robertsdale Engine House - Part 1

By Russell Norris, MMR

**T**he East Broad Top Railroad runs south some 30 miles from its junction with the Pennsylvania Railroad in Mount Union, Huntingdon County, Pennsylvania, to Robertsdale and the coal mines on Broad Top Mountain. Robertsdale was a bustling little town in its heyday, with a large and well-stocked company store, a concrete block depot, another concrete block structure that once held the coal company offices and post office, and an impressive new office building across the street. Robertsdale also boasted a wye, an enclosed water tank, and an engine house. The engine house was the most enigmatic structure, having fallen into ruin in the early 1990's, about the same time the company store was razed.

I was hard put to find any photos of the engine house, which was a two-stall board-and-batten structure just south of the depot. At the EBT Fall Reunion in 2014, I walked what was left of the roadbed with Ric Case and Ron Pearson, who took me on a short tour of where the engine house once stood. There was virtually nothing left of the building except crumbling foundation. Later, I ran across some old photos from the 1990's that were all I could find of what the structure might have looked like.

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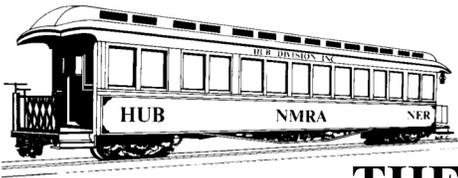
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## THE PRESIDENT'S CAR

By Past HUB Division President  
James VanBokkelen

**H**ello, members of the HUB Division and readers outside our group.

Given the number of COVID-19 cases in New England, in-person public events will be scarce until more people are vaccinated. I hope train shows and other model railroad events will resume by Fall. The HUB continues planning for our October Northeastern Region Convention in Westford, MA and our December New England Model Train Expo. The HUB Cookout is scheduled for Sunday, July 18 at Waushakum Live Steamers.

The HUB's RAILFUN continues on the Zoom online platform as a regular monthly event. We are researching options to live-stream RAILFUN sessions once they are again held in-person.

The Northeastern Region's second NERx online convention took place April 10-11, 2021. We presented 16-hours of clinics, layout tours, panel discussions and showcases of models and photos. Several HUB members played important roles, and we had help with the technical side from new NMRA President Gordy Robinson, Gert "Speed" Muller and others who have been doing technical work all over the world for the NMRA. My thanks to everyone involved.

Online Activities Coordinator Erich Whitney schedules our Zoom account, and if you would like to use this account for a HUB-related activity, please contact Erich to schedule it.

At the national level, the Santa Clara, CA, convention was canceled but the NMRA is working on a pay-to-view online replacement. St. Louis has been confirmed for 2022, and I'm looking forward

to seeing more of the city and its model railroad community.

The NMRA Achievement Program is working around the virus: Some programs can be earned at home and I'm starting to see some new Certificates come through. HUB members have been participating in op sessions remotely via clever technical setups working toward Chief Dispatcher, and the NMRA is doing remote evaluation for Civil and Electrical. But Cars, Motive Power, Structures and Prototype Modeling are tougher. Contact AP Chair Pete Watson if you have a model ready for evaluation. Many of us are building models or working on layouts in this unexpected free time during the pandemic, so keep the necessary paperwork on your To-Do list. I hope we'll see a lot of new AP certificates later this year.

Mill City 2021 is scheduled for October 8-11 2021 ( Columbus Day Weekend). As before, it's at the Westford Regency Hotel in Westford, MA. We are carrying over much of the 2020 arrangements, including schedule, layouts, and clinics. We'll keep a focus on model railroad operations. If you have a new presentation, or a nice layout for a tour or operating session, get in touch. We also need volunteers for the Convention site and activities, so consider getting involved as things come into focus.

Speaking of Volunteers, the HUB is looking for help in several areas. Talk to Manny Escobar or another Board Member or Officer to get involved!

Personally, since my last column, I've scratch-built my first HO car and started my second. My paperwork for the Structures AP certificate is 75% done, but I also need three good scratch-builds to earn the Cars AP certificate and become an MMR. Also, my wife, Nid (Kanthima), has put her architect's training to work on structures for my layout: two await airbrushing and foundations on the layout. I'll send occasional updates with links to my threads on Railroad-Line.com.

Middle Green or Medium Clear indicates a diverging route. See you!

## 2021 Election Results

The following members were elected to three-year terms on the HUB Division Board of Directors:

Peter Higgins

Manuel Escobar

Erich Whitney

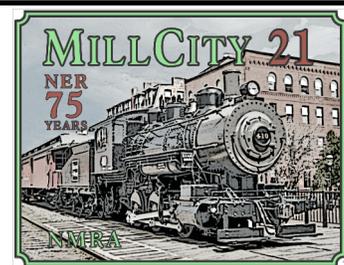
By New HUB Division President  
Manny Escobar

**W**ell as I mention on my election bio, "I am Back".

If you have not already heard, I have been elected to the board thanks to you, the membership. Also, I want to thank the Board members for electing me as your President. I have a lot on my slate for the coming year, especially thinking "outside the box." The past year has taken a toll on us and the organization. The current board has done a fantastic job in keeping us in touch and connected with each other.

Over the next few months, I will be reaching out to our present department heads and others who want to fill-in and volunteer for open positions. Also, please feel free to contact me anytime to discuss your ideas.

*"Keep on Chugging"*



The Mill City 21 NER Convention is being hosted by the HUB Division on October 8 - 11, 2021, in Westford, MA. Plans are moving into high gear. The hotel is taking reservations and online registration should be open by or soon after May 1, 2021. Visit [www.millcity21.org](http://www.millcity21.org) for all the details.

If you would like to volunteer to help at the convention, please send an email to [info@millcity21.org](mailto:info@millcity21.org) and a member of the committee will get back to you.



## Shanty Talk:

### A couple of Upstate industries

By Rudy Slovacek

As I mentioned in previous columns, I wanted to give my modeling an upstate feel without actually building all the industries themselves. So, if you bear with me, we'll park ourselves on a hill next to Spring Road overlooking a bridge over the southern entrance to Saratoga yard. The Saratoga Springwater plant is at the east end of the bridge with the square SARATOGA smoke-stack visible in the distance. I've got my 35mm camera set up on a tripod and I hope we can capture a couple nice shots of the vehicles we see. A 1932 Mack BM/BQ tractor (Alloy Forms) pulling a 1950s Low Boy Trailer (GHQ) with a '39 Ford aboard from Williams Brothers is first up in Fig. 1. I made the fold down ramps workable by drilling a number 70 bit hole through the hinges and threading it with 0.020" diameter brass wire. That way the trailer can be posed in either a transit or stationary unloading scene.

Just behind, in Fig. 2, is a 1933 Mack CJ Cab Over Engine (COE) city dump truck (by Lee Town) for delivering coal to the home heating market. It is labeled for McKain Coal Co., which had a siding in Ballston Lake and delivered coal to my parent's house during the early 1950s. The truck would back up next to our house and the driver would place a chute from the truck through the cellar window and empty bags of coal down the chute. If you look closely in the dump-bed you'll find a pile of folded bags, a shovel and spilled coal after a delivery.

Next in line, in Fig. 3, we see a 1948 Mack LJ tractor (Don Mills) pulling a 32-foot Aerovan trailer (from Mini Metals). In this case it is decorated for Saratoga Vichy Water and carrying a load of product from the plant. This scene is reminiscent of that depicted on the Saratoga Spring Water website for the '40s-'50s era. Decals were made from Testors white decal sheet.

In Fig. 4, a 1949 White COE (Mini Metals) advertising home heating fuel can be seen. When my parents converted from coal to oil, Ashdown Oil Co., located at the corner of Ashdown Road and Schaubert Hill Road next to my uncle's apple orchard farm, made the deliveries.

The next two 1952 Ford Stake body trucks (also Mini Metals), in Fig. 5, indicate they belong to Knight Orchards out in Charlton and Lakeridge Farm Dairy. The later is located in the town of Ballston Lake on Route 50 overlooking the lake between Burnt Hills and Ballston Spa. When I was in Kindergarten they supplied our milk in reuseable bottles with a paper cap. Knight was a competitive farm with my uncle's supplying apples to the region and vying for pickers during the harvest season.

The 1952 International Refrigerated Box truck (Mini Metals), in Fig. 6, could be seen delivering ice cream and dairy products to one of the many Stewarts Stores in the upstate New York region. Some of you may have seen that truck on my Ballston module outside a Stewarts warehouse in the Curtis industrial park. The signage was constructed from a paper copy of a napkin from Stewarts, coated with Testors Clear Coat then cut and pasted onto the truck.

Finally bringing up the rear, in Fig. 7, is a 1957 Chevrolet Garbage truck (also Mini Metals) belonging to the Hicks family on Schaubert Hill Road and who, for many years, collected the trash from cans that my father set out front of our home one day each week. The advertising was made from decals and placed over the lettering that came with the truck.

One of my uncles owned a garage and auto parts establishment at the foot of Schaubert Hill Road and the intersection with Route 146A in Ballston Lake. Once I've located the correct period name, I'll be placing it on a nice tow truck that I made years ago. I distinctly remember my uncle having to come up to the farm to tow the tractor out of the muck in one of the orchards during a wet apple picking season. A number of years back, I used a 1952 Chevy cab from Greg's Garage epoxy castings to make a farm truck similar to the one my uncle used to take his apples and produce to

(Continued on Page 4)



Fig. 1: A 1932 Mack BM/BQ tractor pulling a 1950s Low Boy Trailer with a '39 Ford aboard



Fig. 2: 1933 Mack CJ Cab Over Engine (COE) city dump truck



Fig. 3: 1948 Mack LJ tractor pulling a 32-foot Aerovan trailer



Fig. 4 1949 White COE advertising home heating fuel



Fig. 5 1952 Ford Stake body trucks for Knight Orchards and Lakeridge Farm Dairy



Fig. 6 1952 International Refrigerated Box truck



Fig. 7 1957 Chevrolet Garbage truck

# Action on the NEC at Trenton, New Jersey

By John Cipar

I had a few hours on November 5, 2015 to watch trains on the Northeast Corridor at Trenton, New Jersey. This sequence of photos shows five trains arriving within a 17-minute period around midday.

First, Amtrak AEM-7 #942 pulls in with a north-bound Regional train.



A south-bound SEPTA commuter train arrives on the local track on the other side of the Corridor. Note the complex catenary structures and the PRR position light signals.



A south-bound Acela speeds by on the express track. These trains are difficult to photograph since they move so fast and make little sound before they are upon you.



Next, a New Jersey Transit north-bound local behind engine 4632 arrives on the local track across the platform from the Amtrak train.



The final photo in the sequence is a southbound Amtrak Regional train, following the Acela, pulled by then-new ACS-64 #636 motor.



## Shanty Talk

*(Continued from Page 3)*

market. The cab was bright yellow and the wooden stake body a standard green. However, my uncle never put any advertising on his vehicles. Perhaps I'll use it if I model a farm.

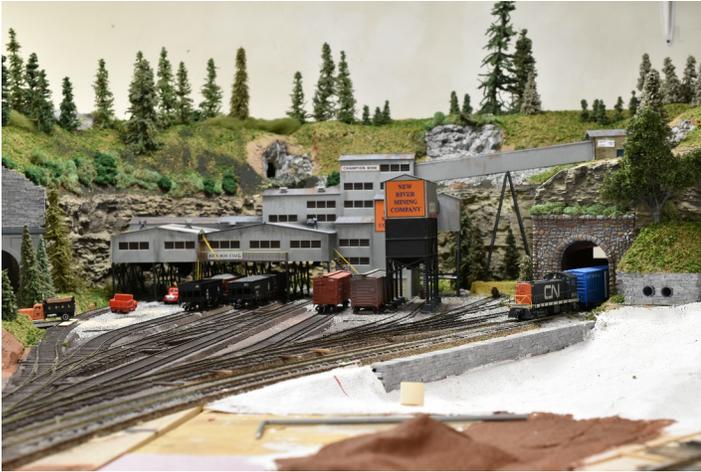
A great source for reminders and advertising of a period may be found in the sponsor listings in local Year-books. Well, I hope this gives you an idea how one might capture a given period and place without actually building all the structures and industries found in that locality. Take care and I hope to see you this fall when we've all been vaccinated.

## Whitman-Southern Coal Tipple Part 2

By Mike Dolan

Last issue I described the construction of the Tipple. Since then, I have spent time constructing and filling in the scenery area where the tipple is placed.

The Track plan around the tipple has trackage for loaded and unloaded hoppers. There is also a reversing loop that begins at the lead to the yard and exits on the opposite side. (The inner tunnel portals).



The Main Line runs under the mountain and exits on the near side to head to the opposite end of the layout. I laid all the tracks for the Main Line before proceeding to install the four tunnel portals. This allowed me to verify the operation of the loop and ensure I didn't have any wiring problems.

I used 1/8" Masonite to form the top of the mountain area. Once that was established I could then mount a portal for the mine. The mine track and the cars (when finished) will be On30 scale and appear at the upper chute to be dumped. I have not powered that track because it is only approximately 3-ft. long and leads into the mine shaft.



The balance of the mountain form was constructed with cardboard strips and covered with Plaster cloth. When dry the cloth was painted an Earth color to make sure the white didn't show through. Mod Podge was used to adhere the primary layer of scenic material and subsequent layers were applied with a 50/50 mix sprayed to hold everything down.

## Wiscasset, Waterville and Farmington Number 9 Ready for Departure

By Bruce Robinson

Below is a photo of WW&F #9 that I took last October. Number 9 was getting ready to depart Sheepscoot Station with a trainload of passengers heading to a pumpkin-picking event and campfire program at Sealyon Farm on a very chilly afternoon.



Trees were made and placed to cover the mountain. Some trees were made with the Jeff Gerow method and others were prefabricate pines of varying heights.

As I proceed further with the scene there will be a water feature (necessary) in front of the wall and other detail elements to round out the area. There is another main building that I constructed from remaining parts that will sit by the lake and serve as a pump house.

Thanks for watching.



### 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](mailto:editor@hubdiv.org).

## Scratch Building the Robertsdale Engine House - Part 1

(Continued from Page 1)

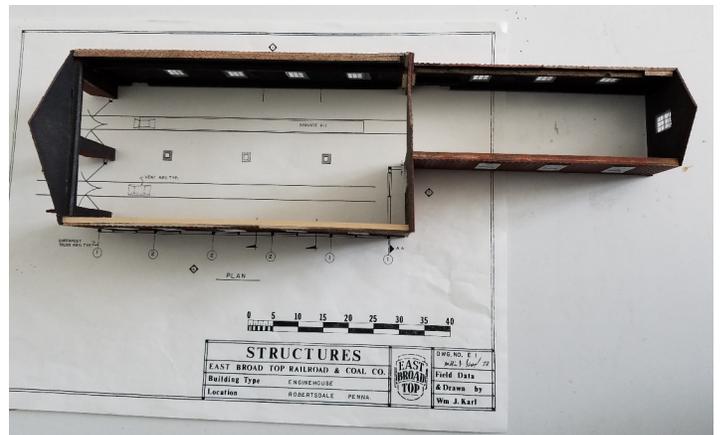
Here is a picture taken in 1992 of the front foundation looking out at the approach track.



The set of seven drawings by Karl was a godsend. They were extremely well detailed, and included the interior floor plan, the site plan and roof plan, front and rear elevations, side elevations, main door, interior and vent stack detail. And best of all, they were drawn in HO scale! This vastly simplified construction of the model. After cutting out and assembling the walls, I then set my model directly on the plan.



The best photos I found of the actual structure were low resolution and very grainy. Here is a shot of the front and side of the building. It's hard to make out much detail.



And here is a shot looking up at the front of the building.



I had reserved a special place for the engine house on my HO scale EBT, but the information I had to go on was pretty sparse. Then I discovered that the Friends of the EBT Company Store had a complete set of drawings of the engine house based on field data taken in 1973 by William J. Karl, when the building was still standing. I ordered the complete set of seven drawings in HO scale. What a find! The drawings showed all sides of the structure, plus the interior, roof trusses, the works!

I decided to model the engine house using scribed board-and-batten basswood siding – which I happened to have a lot of in my stash of modeling supplies. The drawings specified that the roof was made of wood shake shingles, so for the sake of realism I purchased several sheets of laser cut cedar shake shingles from Bollinger Edgerly Scale Trains (B.E.S.T.). By Christmas 2020, I was ready to start work. During the week between Christmas and New Year's I cut all the sides and punched out holes for the windows and doors. I ordered several sets of Tichy 6/6 frame windows 36" wide by 64" high, item TTG8024, which were just about the exact size of the engine house windows. After cutting out the sides, I spray-painted the exterior with red primer from the local Home Depot. I installed the windows, and began to assemble the building, which measured out to about 100-feet long including the rear extension.

Since the engine house was built before the EBT bought its fleet of modern 2-8-2 locomotives, tolerances between engines and doors were extremely tight. Being able to set the building on the floor plan helped assure proper clearances.

I decided for the sake of structural integrity that I would set the sills on a concrete foundation – in this case a 1/8 inch sheet of styrene painted a weathered gray. Using the plans for a guide, I carefully marked out the stalls and cut out the spaces for the tracks. I tested the fit on a flat surface to make sure the tolerances were correct, then glued the walls to the foundation with ACC cement.



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## Scratch Building the Robertsdale Engine House - Part 1

(Continued from Page 6)

The plans indicated that the roof of the main building was supported by a series of six trusses. I followed the plans and constructed four of the trusses and placed them where the plans indicated they were located. The front and rear trusses were cemented to the walls for additional strength and continued to the peak of both ends.



At this point I was able to place the structure on the layout where it would go when finished. The laser cut shake shingle roof panels from B.E.S.T. would rest on the trusses leaving enough space above for wiring the lights and for a roof beam to run from one end of the building to the other.

With the roof trusses in place, I constructed the roof panels using laser cut sheets of variable width shake shingles from B.E.S.T. The sheets come in 4x12 and 6x12 sizes, which meant I had to cut and paste sections together to shingle the 60-foot-long engine house and the 40-foot-long extension and shop. I made one side of the roof 1/16-inch less from eave to peak, and butted the shorter panel to the panel facing the aisle, eliminating the need for a roof cap. I really liked the appearance of the shakes, and began to think about what color to make them.



I had painted the sides with a red primer from Home Depot, and liked the look. So I tested a spray can of roof primer from Home Depot – the color was designed for flashing and roof pipes in an aged brown. But when I sprayed a scrap of leftover roofing, the spray paint came out too thick and dark. So I tried various weathering mixes from Hunterline, including brown, gray and driftwood. I liked them all, but decided to go with a light gray that resembled the weathered color of shake shingles one sees here on Cape Cod. The label said the dye was mixed with alcohol, so I felt safe brushing it on the wood shingles. I brushed it on both sides just in case, to prevent any warping.

At first it looked great, but then I noticed that the wood was starting to warp anyway. I quickly laid the panels flat on a sheet of glass with lead weights. But then I noticed that the warp was more severe along the eaves than the peaks, giving each longitudinal roof section a fan shape. The eaves were expanding lengthwise more than the peak! I attributed the difference to the laser cuts that made the bottom of the roof thinner than the top. I quickly checked the bottle of weathering mix and found that the mix was 70% rubbing alcohol! It pays to read the label. The mixture was 30% water! I thought the shingles – which were not cheap – were ruined. I left the roof panels on my workbench and went to bed.

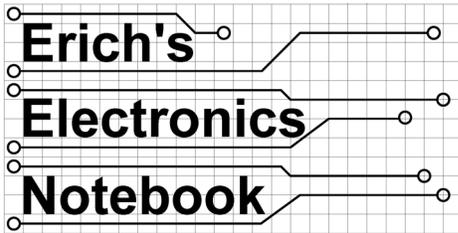
To my amazement, when I lifted the weights off the next day, the warp had largely disappeared! As the water content evaporated, the wood returned to its original shape. There is still a subtle warp, so that the bottom of the roof sags slightly in the middle – a nice touch, as it turns out, making the roof look a bit aged and sagging slightly like a wood passenger car. The light gray stain turned out rather nice.



This is the view seen by visitors, since the left side of the building faces the aisle and there is no really good view of the opposite side.



With the engine house more or less complete, the final touches include adding lights, super detailing the interior and scenery. Look for my explanation of these items in the next issue of the *Headlight*.



By Erich Whitney and Jeff Gerow

## Turnout Control with Signal LCC - Part 2

This article is a follow-on to “Turnout Control” from *HUB Headlight*, Volume 37, Number 3, Jan-Feb 2021. Jeff Gerow and Dave Insley have been leading the way with delving into Layout Command Control (LCC). Their work inspired me to take a closer look at LCC. Jeff and Dave used the *RR-CirKits Tower LCC 16-line input/output node* combined with the *RR-CirKits SMD-8 8-channel stall motor driver* board to control turnouts. In Jeff’s NMRax video, he introduced the *RR-CirKits Tortoise Quik-Link* board that plugs onto the edge connector of the Tortoise and controls that turnout. The Quik-Link connects to the LCC system via the RR-CirKits standard 10-pin ribbon cable so up to eight Tortoises can be linked onto one I/O jack. I decided to use a Tortoise Quik-Link with the *RR-CirKits Signal LCC 16-LED Drivers plus 8-line input/output node* to set up a single LCC node that integrates turnout control functions with signal control.

### Configuring the Signal LCC

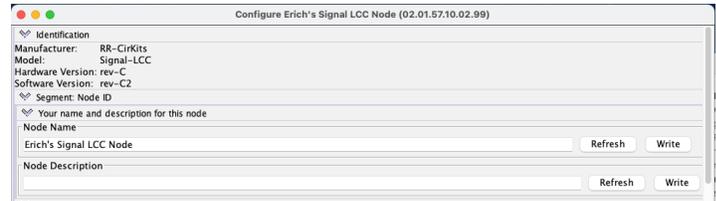
These are the steps we used to configure the Signal LCC node to work with the Quik-Link in order to control the Tortoise. Note that in this configuration, only one single I/O line from the Signal LCC node is needed to control the turnout either from LCC or from the Touch Trigger and that the LED in the Touch Trigger automatically follows the turnout position without taking up an extra I/O line.

As Jeff and Dave have shown, configuring LCC nodes is done using JMRI. Prior to configuring the Signal LCC, we started PanelPro and created a configuration for LCC, added the RR-CirKits LCC Buffer USB (don’t worry about setting the port – JMRI will figure it out). We then configured the JMRI Defaults (under Preferences) to make LCC the throttle by clicking on the tiny dot under “Throttle” and next to “LCC”.

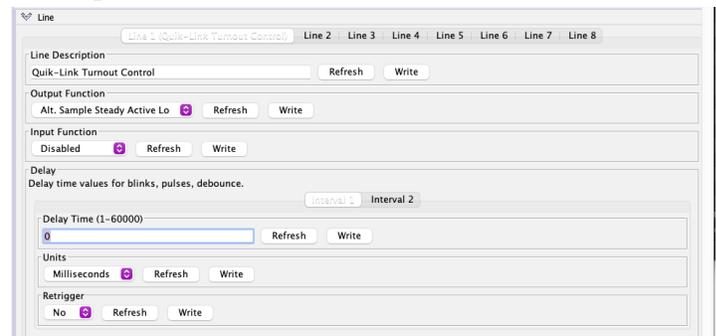
1. Open PanelPro
2. Configure LCC network – this will require you to restart PanelPro
3. From the main window, go up to the tool bar and select LCC -> Configure Nodes
4. Select the Signal LCC node from the OpenLCB Network, expand drop-down
5. Select “Open Configuration Dialog”

6. Set the Node Name:

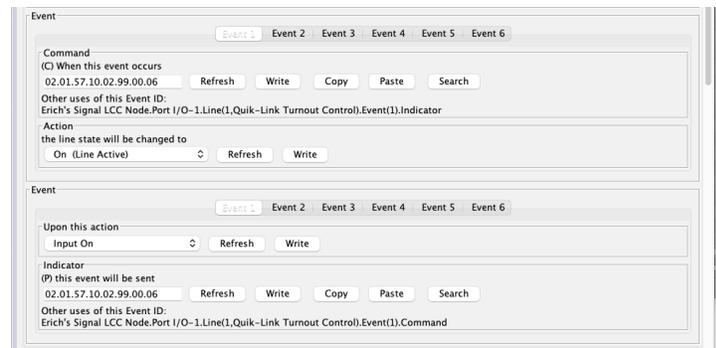
Use this to give the node a useful name. You can also add more informational text in the “Node Description” box.



7. Configure the Line (Define Line 1 as an Output Function):  
Since we want this line to drive a Tortoise, we’ll want it to send out a constant level, either “on” or “off,” which would be interpreted by the Quik-Link to send current with appropriate polarity to the Tortoise for “normal” or “thrown.” We’re going to say that when it’s active it’s thrown; and use a Low or ground as active – a high or plus voltage would therefore be inactive or normal. But since we want to use a touch toggle to act as a trigger, we also need to have the node check for that. Here’s where we take advantage of the tremendous speed of a computer – especially compared to real time. The Quik-Link sets an output polarity for the Tortoise but every so often it allows the node to “listen” to the Touch Toggle input line for an instant – any touch by your finger is astonishing long in computer time so it has no trouble “hearing” even the shortest touch. So, we set the output function to “Alt. Sample Steady Active Lo” to alternately sample the input while providing a steady output to the Quik-Link.



8. Configure the Event 1 Commands (Line Active, Input On):  
Whenever the event defined by this long number (EventID) ending in “06” occurs – the turnout will throw.  
Below shows the definition of the active state.

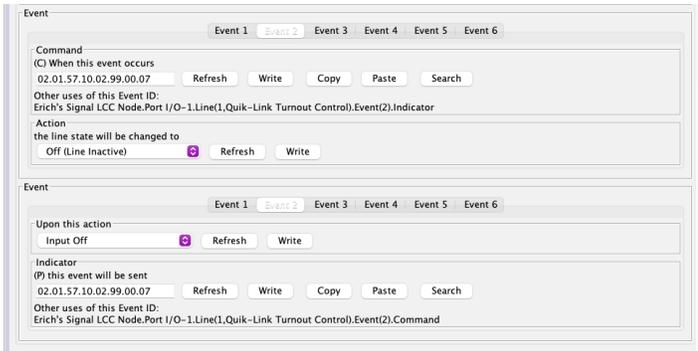


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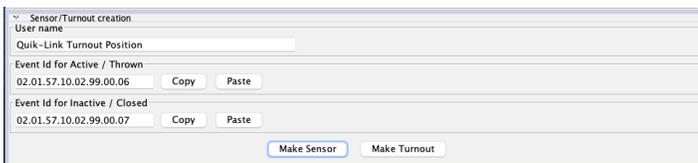
# Erich's Electronic Notebook

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- Configure the Event 2 Commands (Line Inactive, Input Off):  
Whenever this event, defined by the EventID here ending in "07" occurs, the turnout will reset to "normal"  
Below shows the definition of the inactive state.



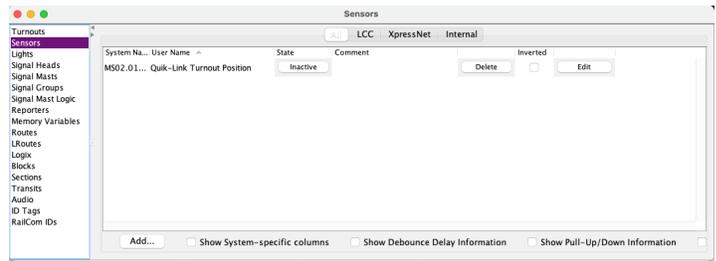
- Create the JMRI sensor table entry for the turnout position:  
Fill out the "User name" and Event Id" fields, then click the "Make Sensor" button before moving on to the next action. Be careful to only click these buttons once or you might get unwanted entries in the corresponding JMRI tables. To get the Event Id for the Active/Thrown state, push the "Copy" button for the Event Id from Event 1 above. The Event Id ends in ".06" for this example. To get the Event Id for the Inactive/Closed state, push the "Copy" button for the Event Id from Event 2 above. The Even Id ends in ".07" for this example.



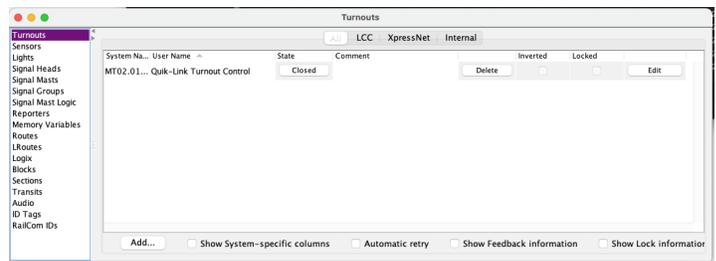
- Create the JMRI turnout table entry for the turnout control:  
Fill out the "User name" and Event Id" fields, then click the "Make Turnout" button before moving on to the next action. Be careful to only click these buttons once or you might get unwanted entries in the corresponding JMRI tables. To get the Event Id for the Active/Thrown state, push the "Copy" button for the Event Id from Event 1 above. The Event Id ends in ".06" for this example. To get the Event Id for the Inactive/Closed state, push the "Copy" button for the Event Id from Event 2 above. The Even Id ends in ".07" for this example.



- Check the JMRI Sensors tables:  
You do this by clicking on the "Panel Pro" main window, then select "Tools->Tables->Sensors" from the menu bar at the top of your screen.



- Check the Turnouts table:  
You do this by clicking on the "Panel Pro" main window, then select "Tools->Tables->Turnouts" from the menu bar at the top of your screen.



- Click "Save changes" at the bottom of the dialog

Once you have configured the nodes in your system, you can disconnect your computer and the nodes will function without further computer interaction. Of course, you can also leave your computer on the network as a node which will give you more options for controlling and monitoring your layout.

With this configuration, the Tortoise will change its position each time you touch the Touch Trigger. Now that we have the turnout working, the next step is to figure out the signals – but that's a topic for another column.

We do understand that this probably seems complicated, however, we'd like to point out that it's really a trade-off between hardware and software setup. Note that once we assembled our test setup, we never had to touch a wire, a jumper, or do anything to the configuration physically – all of the setup, testing, and debugging was done via the JMRI application configuration pages. Once you have completed the setup and have things working, you can create a backup file (it's the "Backup..." button at the bottom of the configuration page). This makes it very easy to save changes and get back to a known working state without the need to go back and start all over. Speaking of starting all over – it's good practice to store the unprogrammed node parameters before you start programming – perform a full reset if necessary.

I plan on making YouTube videos of the process we used to configure the Signal LCC node demonstrated in this column. This will be part of a set of videos on signaling that is currently planned for the July RailFun clinic.

## HUB Summer Picnic

July 18, 2021

The Summer Picnic is tentatively scheduled to take place at Waushakum Live Steamers in Holliston, MA, on Sunday, July 18 (rain or shine) from 11AM to 2PM. Visit [www.waushakumlivesteamers.org](http://www.waushakumlivesteamers.org) More information will be emailed, or look for further details on the HUB website and Facebook page.



## HUB Division Calendar of Events (Subject to Change)

2021

- |                    |   |
|--------------------|---|
| May 21 (Fri)       | HUB RAILFUN Zoom Meeting, 8 PM  |
| Jun 18 (Fri)       | HUB RAILFUN Zoom Meeting, 8 PM  |
| Jul 4-11 (Sun-Sun) | Virtual - Rails By the Bay NMRA Convention, Santa Clara, CA, <a href="http://www.nmra2021.com">www.nmra2021.com</a> |
| Jul 15 (Thu)       | Submissions deadline for the HUB <i>Headlight</i> Sep-Oct issue   |
| Jul 16 (Fri)       | HUB RAILFUN Zoom Meeting, 8 PM  |
| Jul 18 (Sun)       | HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA   |
| Sep 17 (Fri)       | HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA (Subject to school approval)                      |
| Oct 8-11 (Fri-Mon) | HUB-Sponsored NER Convention, Mill City 21, Westford, MA <a href="http://www.millcity21.org">www.millcity21.org</a> |

## Achievement



Dave Insley shows off his Model Railroad Engineer - Electrical AP Certificate.

Photograph by Peter Watson

## RAILFUN:

(Continued from Page 1)

### Presentation: Fall Kick-Off Mini Clinics

By HUB Membership

8 PM Friday, Sept. 17, 2021, Cambridge School of Weston

Subject to approval by the school, we intend to hold our first in-person RAILFUN since February 2020. Members will be asked to give short (10 to 15 minute) presentations about what hobby related activities they've been up to during the pandemic. More information will be provided in the September-October *Headlight*. Any questions, contact Andy Reynolds: [Railfun.coordinator@hubdiv.org](mailto:Railfun.coordinator@hubdiv.org).

## MOS Layout Tear Down



John Russo packs materials removed from the Museum of Science Layout during the tear down process in late February.

Photograph by Jeff Gerow



## New Members

The HUB Division welcomes the following new members

- Michael Musen, Auburndale, MA
- Richard Carlson, Sandwich, MA

**HUB Headlight**

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**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

**NERX Convention Car in MillCity 21 Contests**

By Michael Tylick, MMR



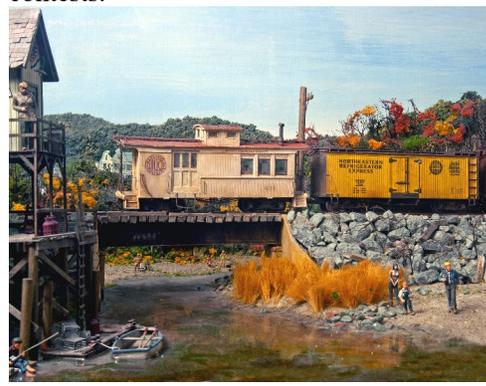
It's official! Our NERX virtual convention car will have special award categories at the MillCity 21 NER Convention. The MillCity 21 Model Contest and Photography Contest Chairs have agreed to sponsor a one-time special contest category for the popular NERX virtual convention car introduced at our Internet NERx convention last December.

An award will be given to the NERX car receiving the highest total point total. Since the model will be judged by the same criteria as any other freight car entry, any model receiving 87.5 points or more will be eligible for use towards the AP Program. Because there is no prototype for these models, any model incorporating our NERX artwork is eligible. However, it is strongly advised that the builder include photographs of similar prototype cars to prove that such a car could have existed in real life.

An award will also be given to the photograph judged to be the "best" that includes our NERX artwork. Photographs will be judged by the same criteria as entries in other categories, but our NERX artwork must be seen in the image. Creativity is encouraged.

A live in-person convention is being planned for October 8-11 in Westford, Massachusetts. Please visit our website at [www.millcity21.org](http://www.millcity21.org) for additional information about both the convention and the contests.

*Right is a photo from Mike's Marshfield and Old Colony Railroad that provides an example of what could be used as a photo contest entry that includes an NERX car.*

**HUB Division Nametag, Headlight Subscription and Donation Forms, Module Kit and Branded Merchandise Store Information**

Please see the March-April 2021 Headlight for all order forms and module kit information along with information about the online HUB Branded Merchandise store.