

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 41, Number 1, September - October, 2024

RAILFUN TIMETABLE

Considerations for Scenery Construction

By Mike Tylick, MMR

10 AM TO 12 PM Saturday, September 28, 2024

St. Ann's Parish Center, West Bridgewater

Over the years, I've worked with a number of methods to build scenery and scenic elements, including landforms and detailing. There are many ways to achieve the same ends, and I will describe my experiences with them. Some are even unusual. Although these ideas will work in almost any situation, most of the finished scenery is set in autumn in New England. This time and place may not often be modeled but is among the most visually compelling.

Using prototype photos, scenery design aspects will also be discussed, with an emphasis in trying to reconcile spaces which always seem to be too small.

A handout with additional comments is available at:
www.raildesignservices.com/clinics.

To Weather, or Not To Weather

By Sue Osberg of the Little Rhody Division

8 PM, Friday, October 18, 2024, Online

That is the question. Boxcars come from the factory all freshly painted, with shiny metal fixtures and clean, untouched coats of fresh paint. One can leave the model boxcar just as it comes out of the box. This look may last about five minutes in the real world before the boxcar is dusted with grime, dust, oil, and what have you. How to replicate this "weathered" look with easy to apply paints, chinks, and pens will be demonstrated in this clinic.

LCC

By Erich Whitney

10 AM TO 12 PM Saturday, November 8, 2024

Location to be Determined

Erich will be discussing the current state-of-the-art in Layout Command Control (LCC) and provide an update about the new LCC-based panels on the Hoosac and Upton yard modules. He will also discuss the future LCC updates to the modular signaling testbed.

Trains on Vacation

By Bill Barry

My boys have been interested in trains for quite some time, who would have thought it... Recently, my youngest, Colin, age 11, attended Manny Escobar's static grass applicator RAILFUN (both times) and ran a train on Rand Hoven's layout after we

(Continued on Page 8)



The Granite State SW1000 locomotive that pulled our train

My *Headlight* Ramblings

By Bruce Robinson

When I sat down at my laptop to write about a recent HUB event I attended, I saw the path I was on. That, in turn, led to my putting together this *Headlight* Ramblings piece.

I hand-laid all my track – All 350+ feet of it. Why did I do this? I guess there are at least two reasons.. The first was because I wanted to learn something new and achieve a personal goal. Then, the second reason kicked in: it was fun and I gained so much from completing that goal.

I saw Peter Watson's announcement for the get-together at Dick Ball's house to help with the Boston Museum of Science Holiday Train display project. I had not been involved on a project like this and was curious about how this all worked. So, I signed up and drove two hours to Holliston, MA. I wasn't the only one! There were about a dozen inspired HUB members already working when I arrived.

(Continued on Page 6)

Also Inside This Issue

Page 2.....The President's Car

FY 2024 Appointments

Trains ON TRACK

Page 3.....Shanty Talk,

Page 4.....RAILFUN Derry

Page 7.....HUB Summer Picnic

Page 9.....In Memoriam

Page 10...May RAILFUN; Get ready to Volunteer at the MOS!

Page 11...Lakeshores '24

Treasurer's FYE Report

Page 12...Erich's Electronics Notebook

Page 13...Calendar of Events

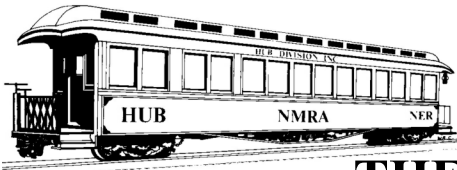
Fall Shows and Open Houses

Page 14...HUB Leadership

From the Module Superintendent

Page 15...Order Forms and Apparel

(Refer to Page 14 for information about RAILFUN updates and cancellations)



THE PRESIDENT'S CAR

By Manny Escobar

We are on course for a good start to our model railroading season. The HUB has planned a great schedule of events for the 2024-2025 year.

We had a fantastic turnout at our annual summer cookout at the Waushakum Live Steamers on Sunday, July 21, 2024. With good weather, it could not be better. Thanks to Peter Watson and Dick Ball for organizing this and to all that attended. Dick and I displayed the “Thomas the Tank Engine” layout again for the annual Amherst Railway Society “Kids ON TRACK” weekend held in Springfield Union Station.

Remember the NER Convention is coming up September 19 to 22, Thursday to Sunday, in Rochester, New York. You can find more about the "Lakeshores '24" convention in this issue.

On a sadder note, we had two of our long-time members pass away; Adrian Zeffert and Rick Murray. They will be missed. Our love and prayers go out to their families and loved ones.

As we start this year, I want to mention that in June the HUB Division board of directors has adopted the NMRA Code of Conduct, revised Division Policies and New Modular Group Operation Handbook. You all should have received an email from our Office Manager about this or you can download the documents from our website, www.hubdiv.org. Please become familiar with these new governing documents.

Remember, this organization is here to foster, educate and have fun with model railroading. It is not to project your personal political, religious and other values. This hobby has no room for our members to misbehave or argue. It is a fun hobby for kids, teens, and adults of all ages. Talking about older members, the younger members should listen to them. They know our organization’s history and policies, so if you have a question or an issue, please ask one of them. They could help you out before it becomes a major issue. As I noted, please become familiar with the Code of Conduct, Policies, By-Laws and our “NEW” modular group operating rules. Contact me if you want to discuss this matter further.

Again, I am asking the membership to volunteer for the organization’s positions that are vacant. If you believe you would like to volunteer, please reach out to me and let’s talk. We have openings to be filled; RAILFUN coordinator, Public Relation Director, (BoD) Recording Secretary (is a good way to be part of the board and know how the BoD works), Assistant Treasurer (new position) and

Headlight Editor (Bill Barry would like to step down eventually, but he will train and shadow a new Assistant Editor to eventually take over as Editor).

Like I mentioned last Headlight, I'm extremely honored to serve as your President and member of the Board of Directors.

Please stay safe and healthy

“Keep ‘Em Rolling”

Fiscal Year 2024 Appointments

- Malcolm Houck - Vice President
- Gerry Covino - Treasurer
- Peter Higgins - Membership
- Bill Barry - Headlight Editor
- Bob Collins - Module Coordinator
- Dave Insley - Webmaster
- Peter Watson - Office Manager/Clerk
- John Russo - Expo Show Director
- Pending - Expo Show Manager
- Ken Belovarac - Librarian
- Dan Fretz - Donations Chairman
- David “Shack” Haralambou - MOS Director
- Boris Maznek - MOS Volunteer Coordinator
- Peter Watson - NMRA AP Chairman
- Erich Whitney - Online Activities Coordinator
- Vacant - BOD Recording Secretary
- Vacant - RAILFUN Coordinator
- Vacant - Assistant Headlight Editor
- Vacant - Assistant Treasurer
- Vacant - Public Relations Director

Kids ON-TRACK

The Amherst Railway Society held its third annual Kids ON-TRACK event (www.amherstrail.org/kids-on-track/) at Springfield Union Station on the weekend of August 3rd and 4th. This included displays in the station and special rides on CTrail.

The HUB Division displayed the Thomas the Tank Engine Division layout of the modular group.

The event was well attended and it was a great success.

Right: Dick Ball (left) oversees the “Thomas the Train” layout while Maggie the Railroad Clown (Nicole Portwood, right) walks in the concourse of Springfield Union Station





Shanty Talk:

By Rudy Slovacek

Fall 2024

As I begin writing this column for our new fall season, I'm reminded of the expression "same old same old". In my last column of the spring, I alluded to the need for checking the Rutland line for spring flood damage. Nimke's books are full of pictures documenting the devastation. I couldn't help but be reminded again of the potential for catastrophic flooding as the remnants of Debbie passed through upstate New York and Vermont this past week.

Even though a complete wash-out might not be evident, rain-softened embankments could cause a tumble under the heavy weight of a train. It was the section crew's responsibility for maintaining their assigned portion of track for safe use. While this inspection originally might involve walking the line, later it involved hand carts, then speeders and finally the high-rail equipped trucks we have today. Although flooding is not the only cause of a derailment, a broken rail, wheel or axle can cause a lot of damage. In that case, a wreck train might be needed to re-rail cars or lift a locomotive back onto the tracks.

My first encounter with a wreck was near my home on the Fitchburg line bridge crossing Glen Ridge Road. I must have been nine or ten when a freight crossing that B&M bridge took a tumble down onto the roadway. Evidently, a motorist escaped injury when he saw the accident unfold in front of him, as he was about to proceed north under the bridge. From what I recall it involved a hopper car, a trailer on flatcar and a tank car that fell to the pavement blocking the bridge opening. I rode my bicycle down to take pictures, and if I can find them will present them at another time.

I bring all this up because wreck trains are an interesting part of railroading. Especially when heavy wreck cranes are involved. My actual encounter with a large wreck crane was in Milford,



Photo 1: 120-Ton D&H Crane in Milford, NY.

New York, home of the Cooperstown & Charlotte Valley (CCV). There, a 120-Ton D&H crane resides on a siding (Photo 1). I came across this while attending a Bridge Line Historical Society fall dinner at Brooks Barbecue.

Such a wreck would normally involve a wreck crane, a boom car (flat to cradle the boom when traveling), a gondola containing ties, rail, wheelsets, a tool car and perhaps an old coach for sleeping the wreck crew). When I first started attending train shows, I purchased a couple of used metal Athearn 250-ton cranes, which I cleaned up and decaled for the D&H and the Rutland. They are now made of injection molded plastic. In fact, on our first trip to Den Bosch in the Netherlands, Jeff Turner picked up a European model complete with DCC control. She's a real beauty and every once in a while, he rolls it out to clean up a wreck on our Coastal Mountain Railroad (CMR). But I digress, the CCV, as it is known, is a former branch of the D&H that ran from Oneonta up to Cooperstown. The age (Photo 2) is punched in the bridge truss (1896) indicating when it was built. I took the opportunity to ride the train on a rainfan weekend when it was powered by several MLW S4 type switchers (Photo 3) from Milford to Cooperstown. I was lucky enough to win a cab ride.

That's all for now and I hope your layout stayed dry this summer.



Photo 2: CCV Bridge with the year built punched in the steel.



Photo 3: CCV MLW S4 switchers

RAILFUN Derry, June 15, 2024

By Bruce Robinson

The last RAILFUN gathering for 2023-2024 season is behind us. So, how did we get here? Last year the HUB Board of Directors (BoD) took a look at the whole RAILFUN program to see how it was fitting into the wider HUB program of member benefits and some shortcomings became very apparent. As the world was moving out of the restrictions of the Covid era, the RAILFUN program was going the other way. Attendance was falling off and complaints were being received regarding timing and location of the event. In addition to this, business arrangements became problematic as well. It was due an overhaul.

The HUB BoD explored several approaches and decided to implement a new way of doing things. First, the RAILFUN program would move around the Division's area bringing the event closer to more members. Then a hybrid program would be tried using NMRA resources of Zoom presentations alternating with live gatherings. Peter Watson took the lead to pull these ideas together. The result was that more members started to attend the events and more presenters came forward to lead the discussions. RAILFUN attendance doubled and the program was on its way.



The attendees look on during Bruce Robinson's presentation about construction of Jim Falls's Stratton Valley RR & Transportation Company. All Photos by Bill Barry

Then, at a BoD meeting in the early spring, Peter Watson mentioned that all the RAILFUN dates were committed with location and topics except the June date. Pause, yup, the silence was deafening. "How about doing a joint event with Seacoast Division?" Less than a micro-second later the idea was accepted, voted on, signed, sealed and delivered! Thank you, members of the HUB Division BoD, for your faith in my abilities to do this task. A few quick e-mails and a short discussion at an op session and we had a program and a meeting place. "Houston, we are good to go!" Tom Oxnard, MMR and John McHugh, both from Seacoast Division, jumped in with a program and layout tour plan and the concept was sealed. We would do two layout description PowerPoint presentations and then have those two



John McHugh speaks about the scenery he's been installing on his Ossipee Valley Railroad as he works toward the Scenery AP Certificate.

layouts open to visit after lunch. Add in an announcement segment at the beginning and a Model Showcase at the end and the two-hour program was ready to go. Three more area layouts soon joined the day's event making it five layouts to visit after lunch. The Marion Gerrish Community Center in Derry, NH, made a perfect assembly place close to Route 93 and only fifteen minutes north of the Massachusetts border.

How did this RAILFUN go? FANTASTIC! The results are in and the judges have rendered their decision: Attendance was 27, 14 HUB members, nine Seacoast members and one non-NMRA member that asked to join the NMRA after the meeting! There was so much noise from clapping that we were disturbing the other goings-on at the Center, and a call to stop clapping and toss money instead was issued. (grins) There were NMRA members from five states (Massachusetts, New Hampshire, Rhode Island, Maine and Vermont).

The Model Showcase had Tom Oxnard, MMR showing two structure models, B&M Baked Bean factory and a downtown Exeter, NH storefront building. Both have been accepted for upcoming publication. Then we had our own HUB Headlight editor, Bill Barry, who was joined by Chris Carfaro, the Northeastern Region Coupler editor to cover the doings in Derry, NH. And, the seven modelers that met at the Ober Easy Diner for lunch had a great time, too!



Tom Oxnard, MMR, shows off his B&M Beans Factory model, including how he made the sign on the roof.

(Continued on Page 5)

RAILFUN Derry, June 15, 2024

(Continued from Page 4)

What will be next? Maybe in June the HUB Division could do a joint RAILFUN with Little Rhody Division, or perhaps with Nutmeg Division. All it takes is a few contacts and a couple of people to pull a plan together. Hint, hint: The position of RAILFUN Coordinator is open and is in need of a volunteer to step into the void. That could be YOU! Contact any member of the BoD to show interest in “putting something back” into the Division. If you do..... you’ll like it.



A view of the the middle deck of John McHugh's Ossipee Valley Railroad.



Douglas Barry (Bill Barry's son and the youngest attendee at the June RAILFUN) smiles as he takes in Tom Oxnard's beautiful Boston & Maine Railroad New Hampshire Division layout.



A sawmill scene in the center of Jim Fall's Stratton Valley RR & Transportation Company layout. The road in the distance extends the length of the layout and lets Jim display examples from his 1:87 vehicle collection.



Is it real or a model? Tom Oxnard, MMR has an awesome layout and to appreciate it fully, you should check it out in person if you have the chance.



The Motorola Mine #14 in Wardsboro, VT, on Jim Fall's layout generates a unique commodity to be transported on the railroad, "Chips"...



Left: You'll need a display wall if you're an MMR. This is Tom Oxnard, MMR's certificate display in his layout room.

Right: Polly's dinner has good crowd in for breakfast. Just one example of the buildings on Tom Oxnard's layout with a fully detailed interior.



My Headlight Ramblings

(Continued from Page 1)



All the totes and boxes unloaded from the trailer sorted by scale.
Photo by Bruce Robinson

With the able leadership of David “Shack” Haralambou (the MoS Director) people were heading in multiple directions to work on multiple tasks. This group looked like a charged-up ant colony!

There were the usual greetings and walking around to see where I would fit into this effort. I finally teamed up with Jeff Gerow to help organize the all-important tool chest used to support the maintenance needs of the display when it is running at the museum. Meanwhile, others were painting sheets of plywood white, hauling out a zillion totes full of “stuff” from the trailer used to store the display, cleaning G-scale track and organizing the tons of equipment and supplies that make up this effort.

After lunch (supplied by HUB Division!) Shack had everyone gather around as he gave the group an update on the status and future of the Holiday Train display. We were told that the Museum was very pleased with the HUB Division’s work. The coming 2024 display will be moving to a new and larger space and a new five-year contract was being finalized. More work projects were undertaken and the group started to unwind just



Bill Grunwald and others after all the foam and lauan plywood layout pieces had been removed from the trailer and sorted by size and shape.
Photo by Bill Barry



Karen Walrath, James VanBokkelen, Ray Barry, and Carl Gifford add a second coat of paint to the plywood that will be used to create more layout supports.
Photo by Bill Barry

as the afternoon rain showers arrived. Soon it was time to pack up the trailer and head out for that two-hour ride home.

So, how does hand-laying track and working on the MoS project relate? They are both part of my path moving through my hobby of model railroading. What benefit came from this? In the first case the Valley Junction Railroad runs very well and has brought much enjoyment to a lot of fellow modelers. Some of those modelers have contributed in so many ways to the success of the railroad. In the case of meeting up with other HUB members working on an important project, my path brought me to meet HUB people I had not met before including two new members having recently joined the NMRA. I gained an insight into how the display is built and how important it is to have volunteers step up to make this project result in a very successful conclusion.



MOS Director David “Shack” Haralambou was on hand to coordinate the work session and tell us about this year’s exhibit plans.
Photo by Bruce Robinson

Going back to my first paragraph then: it was fun and I gained so much from completing a goal. When the time comes to volunteer to be a host at the display at the Boston Museum of Science starting in November I will again follow my path through my hobby endeavors. It will be fun!



The back of the reloaded trailer with a small amount of room to spare.
Photo by Bill Barry

HUB Summer Picnic

July 21, 2024

The Summer Picnic was held and the weather cooperated this year with a beautiful sunny day. A good time was had by all. The Waushakum Live Steamers in Holliston, MA had a number of trains running including some steam engines.



Photo captions - clockwise from top left:

Mal Houck, MMR, and others chat after completing the picnic lunch.

Brenna (Whitney) Keefe (with her husband Patrick) smiles as she gets ready to leave for trip behind a steam engine.

Hilda and Gerry McDonald wait in line for a train ride.

The whole Whitney family was in attendance, Erich, Patrick and Brenna Keefe and Holly.

Colin and Douglas Barry (Bill Barry's boys) smile as they leave for a train ride.

Jeff Gerow, Erich Whiney, Holly Whitney and Susan Gerow head out for a train ride.

All photos by Bill Barry

Trains on Vacation

(Continued from Page 1)

had to cancel the session when the library was closed. In June, Colin, was attending a scout Camporee but his older brother, Doug, age 17, didn't want to camp. Doug had heard me talking about the June RAILFUN in New Hampshire, and so he and I went to that together. He was interested in the presentations, especially John McHugh's, and he really enjoyed the layout tours. We made it to Tom Oxnard's "Boston & Maine Railroad New Hampshire Division," John McHugh's "Ossipee Valley Railroad" and Jim Falls' "Stratton Valley RR & Transportation Company." You can see some photos of these layouts on page 5. Soon after getting home Doug started putting together the T-Track module kit we got him for Christmas and he's planning out the scenery. Up until that point, he had only opened the plastic wrap and put it aside. The RAILFUN trip got him thinking about more than just video games for a change.

When it came time to plan a vacation, we asked the boys to make a list of activities that interested them. Doug came back with a list that included the Cog Railway and the Granite State Railway (former Hobo Railway). We ended up starting with a day at Santa's village, where both boys rode the new roller coaster more than a dozen times each. I suppose we could count that as a train ride, but we did get one ride on the actual Santa's Village train.

We stayed in Lincoln next and got looking around. We spotted the soon-to-be-relocated Flying Yankee still sitting on blocks before it was moved to North Conway weeks later. We took a trip on the Granite State, which was a relaxing and casual ride south from Lincoln into Woodstock. We had opted out of going across to the Conway Scenic due to time and cost, but in hindsight, we probably should have since it's their 50th Anniversary year. Based on Doug's enthusiasm, I think a Notch trip is going to happen in the very near future.

On Friday we awoke to beautiful, clear weather, for the first time on our trip. This resulted in spectacular views riding up on the Cog. We took one of the biodiesel-powered trips, but we arrived



Colin and Doug are all smiles as our journey up the mountain begins.



One of the diesels pushes a car onto the upper switch. These sliding switches are very impressive and would be quite a thing to model.



The biodiesel engines run very smoothly and it's really impressive that these were designed and built right in their shops at the bottom of the mountain.



When we arrived at the Cog's base station, in the distance we could see the smoke from the steam engine as it was just cresting a ridge and the diesels were visible coming up behind.

in time to see the steam engine heading up the mountain and we had a great view of the steam engine heading down the mountain right after we got to the top. Even with the clear weather, it was still very windy (not a surprise) on top of the mountain, and some clouds did roll over us while we were up there. One the way down we got a good look at the distant mountains in Vermont and Canada thanks to the clear skies.

(Continued on Page 9)

Trains on Vacation

(Continued from Page 8)

After our trip, we ended up eating at Fabyan's Station Restaurant, where we couldn't pass up taking some photos of the #10 engine Col. Teague at the end of the parking lot.



A steam engine heads down the mountain shortly after we arrived.



Colin and Doug on top of the National Park Service building on Mt. Washington. The low clouds in the distance were rolling toward us.



Colin and Doug pose in front of the Col. Teague engine located at the end of the Fabyan's Restaurant parking lot.

In Memoriam Richard "Rick" H. Murray

Rick Murray passed away at home on June 24, 2024. Rick was born in Boston and got his law degree from Suffolk University. He worked for the IRS from 1971 until retiring in 2012. Rick enjoyed playing ice hockey and scuba diving. The Murrays moved to Gloucester in 1980. Rick was a Scoutmaster for Gloucester Troop 56. He was involved with the HUB Division for a number of years, including serving as Module Coordination from 2014 to 2015. Rick and his wife, Liz, traveled to many train shows and conventions including the 2014 NMRA National Convention in Cleveland.



Rick and Dick Ball under the HUB sign at the 2016 Springfield Show. Photo by Andy Reynolds

In Memoriam Adrian M. Zeffert

As reported by Ted Shoemaker, long time member Adrian Zeffert passed away on June 21 at the Jewish Home Hospice in Worcester from the effects of an earlier stroke. Adrian was originally from England, and had attended the New Jersey Institute of Technology to study Electrical Engineering. He worked for many years as a Systems Engineer. Adrian lived alone in his home in Worcester. Although he was unable to do much traveling in his last years, he was quite regular in attending RAILFUN when it was online, and model railroading was never far from his mind.



RAILFUN, May 11, 2024 Chelmsford Public Library



Attendees look on as Manny Escobar reviews construction of the static grass applicator.
Photo by Bruce Robinson



Manny Escobar demonstrates the static grass applicator.
Photo by Bruce Robinson

Northbound Bobcat



The northbound bobcat had just crossed over the track at Rockingham Junction, Newmarket, NH, after the southbound Downeaster had passed. Sometimes a little time trackside can yield some very rewarding encounters!
Photo by Bruce Robinson

Get ready to Volunteer at the MOS!

By Boris Maznek and Bruce Robinson

For the seventh consecutive year, the HUB Division is going back to the Boston Museum of Science (MOS) to build and staff the Holiday Train Exhibit. Last year, over 100,000 visitors viewed it in person, and countless others saw it on WCVB television advertisements.

Last year's Holiday Train Exhibit had four layouts to entertain visitors: an HO Scale Boston city scene; HO Scale Green Line trolleys running over the Charles River in front of the Museum; a Lionel layout with two levels of loops; and a G Scale mountain scene featuring a trolley car. All the layouts depicted the winter season with lots of snow. Children as well as adults loved it!

And, so did the folks at the Museum, who have extended our contract for three more years and are moving the exhibit to a new larger area. The new space will allow the multi-decked Lionel layout, the G Scale layout, and the HO Scale Boston layout to be enlarged. For the first time in six years the G Scale layout will be expanded to include a continuous run loop with staging behind the scene to accommodate more trains to be seen running through the visible area.



To continue making this a success, we will need your help to set up the layouts and keep the trains running during the time the exhibit is open to the public from mid-November to mid-January. Volunteers are needed for: Set-Up starting in October; as docents (hosts) November to January; and for Tear-Down in January. As in previous years, all HUB team members will be considered Volunteer Employees by the museum, which allows the HUB team to park for free, visit all the museum's exhibits at no cost, and receive discounts for food purchases in the cafeteria.

This collaboration between the Boston Museum of Science and the HUB Division not only puts the Division "on display" but generates revenue that is used for other HUB activities.

Later this month the team will be sending out more details and information on how to sign up.

Here are the dates:

- Exhibit Delivery & Pre-install: October 14 & 15
- Exhibit Set Up: October 21 - November 8

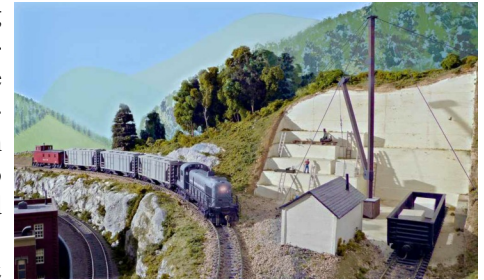


**NER Convention, Lakeshores '24
Rochester, NY**

Thursday, Sept. 19 to Sunday, Sept. 22
By Bill Barry

The next NER convention is fast approaching. The last day to register online is September 7, 2024. The convention committee has been hard at work putting together an excellent convention program. The convention website has plenty of details about the convention, including all the activities that are planned; a large slate of clinics, plenty of layouts on tour, the contest room, operations at the hotel, etc.

The prototype outing will be a rail excursion on a Genesee Valley Transportation train from SUNY Brockport to the Medina Railroad Museum and back. The Rochester & Genesee Valley RR Museum will be open exclusively to NMRA members on Friday afternoon and NCE will be hosting an open house at their headquarters on Friday morning.



The Danby, Ludlow & Springfield "Marble Train" nears the quarry in Danby on MMR Ned Spiller's freelance HO-scale layout in Hammondsport, NY. The DL&S depicts railroading in 1954 Vermont and will be open for op sessions and tours.

It would be great if we could have a good showing of HUB members attending the convention in this newly expanded part of the NER. So check out the website and get signed up. <https://conventions.nermra.org/home/home-2024/>

**Treasurer's Report
Fiscal Year Ended:
June 30, 2024**

By Gerry Covino

The HUB Division closed another year with a strong financial ledger. The Division continues to improve its financial status, while expanding programs for members and the public at-large.

The Museum of Science "All Aboard Trains" exhibit during the holiday season continued its success with the dedicated hard work and time commitment of our volunteers. The Museum is making a change this year, providing a larger display area, enabling more features for viewers and an expanded exhibits. The Museum has extended the HUB contract an additional three years. Boris Maznek is doing a tremendous job coordinating volunteers and maintaining a strong line of communications between the Division and the Museum. This season, Boris will need all the help possible to meet the obligations of the Division under the terms of the extended contract. In addition, with the larger exhibit, the Division will need more help to build the new layouts. Please remember to mark your calendars and help us maintain the strong relationship we have with the Museum.

Watch for Boris' Signup Genius email and his article in this edition of the *Headlight* for the upcoming season.

The New England Model Train EXPO (NEMTE), under the Direction of John Russo and the extensive volunteer hours provided by our members, was again profitable for the Division. Please remember this event does require the full support of membership to be successful. John will be using Signup Genius for the convenience of volunteers to schedule their time at the event. Be on the lookout for John's email this fall.

Looking forward to this New Year, we hope to maintain the strong financial support that enables us to increase our programs. Dan Fretz continues securing items for the donation table, which we offer at the NEMTE. We hope dealers and the modeling public will join us for our annual fundraiser, the NEMTE, and we hope you will volunteer to fill all the time slots needed to meet the shows operational commitment.

Finally, the Board urges each of you to make, or continue making, an annual financial contribution to the HUB Division and consider leaving part of your railroad collection to the HUB. The HUB Division is a registered 501(c)3 non-profit organi-

zation that can accept donations that might be tax deductible. You will find a form in this issue of the *Headlight* that can be used to make your contribution.

You also can contribute financially to the Division when you make personal purchases over the Internet using PayPal. Designate a small contribution to the HUB Division at the time of checkout. In your PayPal account, you need to designate the HUB Division as your organization of choice.

Your financial support as well as your volunteer assistance will continue to ensure the ongoing success of the organization and the programs offered to you and to all members. The Board greatly appreciates your continued generosity.

We hope this year will be a very enjoyable and successful modeling year.

Account Balances Year-Ended June 30, 2024	
Checkbook	\$ 1,952.16
Reserve-Life Savings Accounts	17,787.42
CD Accounts	64,697.09
Program Checking Account	311.84
PayPal Account	1,296.07
USPS Permit Account	<u>2.26</u>
Total Funds Available	\$ 86,046.84

Erich's Electronics Notebook

By Erich Whitney

Understanding LCC, Part 1

Starting with this issue, I am going to try something a little different with this column. We will still explore model railroading electronics projects; however, we are going to do so with more content designed to provide background information related to the underlying technology. I have made this plea many times before with almost zero response, but I will stubbornly attempt to make my case again; please send me questions that you have about these topics so that I can better address your challenges in this column.

Last season saw a tremendous amount of activity in the HUB Modular Railroad Group with the redesign of the Hoosac and Upton yard control panels. We used Layout Command Control (LCC) to implement these panels in part, to provide a platform to help our members use and learn LCC as part of the Modular Railroad Group's normal operation. Before we dive into the details of how these panels work, it makes sense to back up a step and spend some time understanding LCC technology. I have had many conversations with members about LCC and one of the most common themes was a lack of resources to learn LCC without a degree in engineering. This is a criticism that I have made several times to anyone in the LCC community who would listen. If you look back at the introduction of DCC, one of the key events that helped make DCC successful was the introduction of this book published in 1998, "Digital Command Control - the comprehensive guide to DCC" by Stan Ames, Rutger Friberg, and Ed Loizeaux. Unfortunately, there is no such book, "Layout Command Control - the comprehensive guide to LCC". If this book existed, I believe it would have gone a long way to accelerating LCC adoption.

The most significant challenges I face with attempting to explain LCC is that my background in engineering can make it difficult to translate technical details in a way that effectively conveys the most pertinent information without getting mired in buzzwords and geek-speak. This is the challenge that I have taken on, but how well this works will greatly depend on questions and feedback from you. Remember, the only dumb question is the one you didn't ask.

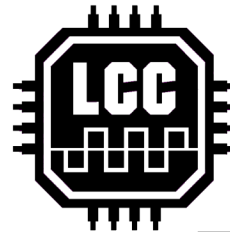
With that out of the way, let's get started. The first question one might ask is, "Why LCC?"

My answer to this question is based on my observations and conversations at NMRA national and regional conventions. Model railroaders spend a lot of time and money building their layouts and solving problems. One of the biggest decisions a model railroader can make is what system to choose to control their layout. Train control functions and layout control functions work together to realize the operating scheme that the modeler wants. DCC is a well-established standard and there are many products available to choose from. DCC is fantastic for controlling trains, but it does have some technical limitations with things like signaling and other layout automation tasks. Modelers usually augment their layouts using additional systems such as Bruce Chubb's C/MRI. C/MRI has worked well for many years; however, it does have some architectural limitations that make it difficult to implement using new technology. As technology evolves, it presents opportunities to add new capabilities to our model railroads. LCC was created to provide a layout control system that could take advantage of newer technology.

The most fundamental difference between C/MRI and LCC is that while C/MRI requires a central computer to operate the system, LCC is designed to not require a central computer. LCC is essentially a distributed network of "smart" components that are designed to perform their tasks and communicate with the rest of the network as required. You have the option of adding a computer, but it is not required

to function. Unfortunately, the flexibility of LCC comes with its share of complexity and I think this is where modelers run into difficulty with it. LCC presents a paradigm shift from the familiar centralized, computer-controlled layout system to a distributed network of independent, intelligent computers, all working together. It is difficult for me, personally, to internalize how difficult this paradigm shift is because I see it as a natural progression and, from my perspective, the advantages outweigh the challenges. I can appreciate, however, that not everyone sees it this way. This is my challenge, but by the same token this is not a spectator sport. I strongly encourage anyone interested in LCC to join online forums and use resources available on the Internet for sure, but fortunately you're a member of the NMRA which means you have even more resources at your disposal. I can't stress this enough - get involved, make friends, and share the fun of model railroading.

In the next issue, we'll provide more LCC information. Also, I am planning on giving an LCC presentation at the November RAILFUN meeting, so keep an eye out for that announcement. Meanwhile, get your questions in and I will do my best to address them.



Old Colony Model Railroad Club



24th Annual Model Train Show
Sunday, September 15, 2024
Taunton Inn, Taunton, MA
(Former Taunton Holiday Inn)

TIME: 10:00 AM - 3:30 PM

PLACE: Myles Standish Blvd., Route 495 Exit 25 (Old Exit 9)

ADMISSION: \$5 per person, children under 12 free when accompanied by an adult. Scouts in uniform free

All scales, operating layouts, concessions & free parking

More Information: visit:
www.oldcolonyrailroadclub.com

HUB Division Calendar of Events (Subject to Change)

2024

Sep 19-22 (Thu-Sun)	2024 NER Convention, Lakeshore '24, Rochester, NY https://conventions.nernmra.org/home/home-2024/
Sep 28 (Sat)	HUB RAILFUN Meeting, 10 AM, St. Ann's Parish Center, West Bridgewater
Oct 1 (Tue)	Submissions deadline for the HUB Headlight Nov-Dec issue
Oct 4-5 (Sat-Sun)	HUB Modular Railroad display at the Nashua Valley Model Railroad Association's RailFair 2024, Boxboro, MA
Oct 14-15 (Mon-Tue)	MOS Exhibit Delivery & Pre-install, Museum of Science, Boston, MA
Oct 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Online
Oct 21 (Mon) Nov 8 (Fri)	MOS Exhibit Set-Up, Museum of Science, Boston, MA
Nov 8 (Sat)	HUB RAILFUN Meeting, 10 AM, Location to be determined
Nov 16-17 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Nov 24 (Sun)	Submissions deadline for the HUB <i>Headlight</i> Jan-Feb issue
Dec 7-8 (Sat-Sun)	The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA

2025

Jan 11 (Sat)	HUB Holiday Party at the Common Market, Quincy, MA
Jan 18 (Sat)	HUB RAILFUN Meeting
Jan 18-20 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 25-26 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Jan 25 (Sat)	Submissions deadline for the HUB <i>Headlight</i> Mar-Apr issue
Feb 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Online
Mar 22 (Sat)	HUB RAILFUN Meeting, 10 AM, Location to be determined
Mar 22-23 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Tue)	Submissions deadline for the HUB <i>Headlight</i> May-Jun issue
Apr 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Online
Apr 18 (Fri)	The HUB Division Annual Meeting prior to RAILFUN
May 17 (Sat)	HUB RAILFUN Meeting, 10 AM, Location to be determined
Jun 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Online
Jul 20 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA
Jul 14-19 (Mon-Sat)	2025 NMRA National Convention, Station No. VI, Novi, MI, nmra2025.com
Fall	2025 NER Convention, Concord, NH, hosted by the Seacoast Division of the NMRA

Fall Shows and Open Houses

August 31-September 1, 2024 (Sat-Sun): Seashore Trolley Museum 85th Anniversary Celebration, Kennebunkport, ME.
www.trolleymuseum.org

September 14, 2024 (Sat): The North Shore Model Railroad Club's Flea Market, Wakefield, MA, www.nsmrc.org

September 15, 2024 (Sun): The Old Colony Model Railroad Club's Annual Train Show, Taunton Inn, Taunton, MA.
www.oldcolonyrailroadclub.com

September 28, 2024 (Sat): Southern New England Model Railroad Club Open House, Gardner, MA, www.snemrr.org

October 5-6, 2024 (Sat-Sun): Nashua Valley Model Railroad Association's RailFair 2024, Boxboro, MA, www.nvrra.com

October 26-27, 2024 (Sat-Sun): The South Shore Model Railway Club's annual Fall Model Railroad Show & Open House, Hingham, MA, www.ssmrc.org

November 16-17, 2024 (Sat-Sun): Bay State Model Railroad Museum Open House, Roslindale, MA, www.bsmrm.org

November 29-December 1, 2024 (Fri-Sun): Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA,
www.tourdechooch.org

December 2024 TBD (Sat): The Providence Northern Model Railroad Club Open House, Warwick, RI, (Club is also open most Saturdays 12-4.),
www.providencenorthern.com

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

HUB Headlight

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Editor Bill Barry - Editor@hubdiv.org

Chief Grammarian - Jay Stradal

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Office Manager

Pete Watson, MMR - Officemanager@hubdiv.org
65 Branch Road, East Bridgewater, MA 02333-1601

Online Activities Coordinator

Erich Whitney - onlinecoordinator@hubdiv.org

Other HUB Division Leadership

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Secretary *Vacant* - Secretary@hubdiv.org

RAILFUN Coordinator

Vacant - Railfun.coordinator@hubdiv.org

Module Coordinator

Bob Collins - ModCoordinator@hubdiv.org

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John Russo - NEMTE.Director@hubdiv.org

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Pending - NEMTE@hubdiv.org

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From the Modular Superintendent's Desk

By Bob Collins



The HUB Division of the NMRA comprises all of Eastern Massachusetts, east of Monroe in the North and Sturbridge in the South, including Cape Code and the islands. That is a lot of territory and a lot of people. The good news is that there are train shows that the module group supports all across the region. With fall's arrival, the module group is back in the full swing of things. Keep an eye on your email for updates and sign-up opportunities to be a part of this enthusiastic and knowledgeable group.

Let's look at the benefits of being an active member of the module group. Want to know more about something in regards to model railroading? Someone in the module group is knowledgeable about it. We have members who are not only model railroaders but professional railroaders. We have members who are experts in electronics, scenery design, model building, etc. There is no shortage of experience and our members are always willing to help those with less experience know more about the hobby. Our first big show of the year is always in Boxboro for the Nashua Valley Model Railroad show, which this year will take place at the Boxboro Regency Hotel on October 5th and 6th.

Second, for the first time, the HUB Division is selling some beautifully decorated, well-loved modules that were donated by members and their families after their passing. These modules include:

- All three pieces of the Boston yard. The cost would be \$400 for the set. This yard would be best suited for a modeler with some hobby experience.
- We also have Tim Garner's "Cutoff" module with the beautiful scenery job for \$350.
- Newton Junction, another fantastic module would be \$375.
- Adrian Ice, a two-module scene, is \$400.

Please consider re-homing one of these legacy modules and bringing them to a show for the world to see.

Well, that's all for now HUB Division, "okay to go. Next stop Boxboro."

Submissions Requested

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.

RAILFUN Updates or Cancellations

RAILFUN Updates or cancellations will be posted on the division website (www.hubdiv.org) and issued via the HUB email list and via Constant Contact.

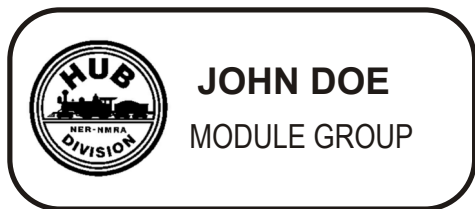


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The HUB Division, Inc.
P.O. Box 672
Hollis, NH 03049-0672

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



HUB Division Name Tags

Badge with magnetic holders and first line of printing is \$16.75, plus \$3.00 S&H. Each additional line is another \$2.00. You may have up to three lines on your name tag.

Cost: \$21.50 (1 line) \$23.50 (2 lines) \$25.50 (3 lines)

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2nd Line																						
3rd Line																						

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 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.

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HUB Division Module Kits

The HUB Division offers to its members a complete packaged module kit for \$232.50 discounted to \$225.00 for payment by cash or check. The kit has everything you need, including all pre-cut lumber, hardware, a complete wiring harness for the DCC and inter-module connections, a panel-jack and wire, and even the roadbed and track! A module is the perfect solution if you do not have the space for a full-size layout or just want to experiment or learn new techniques without committing the time and money to a larger setup. Please contact Bob Collins at modulekits@hubdiv.org with additional questions and to order the module kits.

HUB Division-Branded Merchandise Online

To order HUB Logo-branded merchandise, the HUB Division is partnering with Queensboro to bring you a personalized shopping experience. Within the HUB store you will find shirts, hats, outerwear and accessories in an array of sizes (men's, women's and youth) that you can purchase directly online and have sent directly to you.



In order to access the merchandise for ordering, please visit the website at:

<https://nmrahubdivision.qbstores.com>

Create a login with your personal details and start shopping.

Each week, Queensboro will send a promotional email to all registered HUB Online store users with special pricing on selected sale items. Sale periods normally run for about three days.

Shipping rates to the contiguous US are always a flat \$7.95

Please email the PRDirector@hubdiv.org email address with any questions or concerns and someone will get back to you.