

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 41, Number 3, January - February, 2025

RAILFUN TIMETABLE

Track Planning and What Does That Train Do?

By Bruce Robinson

12 PM to 2 PM, Saturday, January 18, 2025

Marlborough Public Library, 35 W. Main Street, Marlborough, MA

12:00-12:15 Welcome and announcements

12:15-1:00 **Track Planning** You have been thinking about building the dream layout but, where do you start? Now is the time to do some planning. Understanding the purpose of tracks and how they all fit together makes that dream layout come to life. This presentation will talk about main lines, passing sidings, yards, engine facilities, caboose tracks, industry sidings and how they all work together.

1:00-1:15 Break

1:15-2:00 **What Does That Train Do?** All the track planning and building is done and it is time to run those trains of your dreams. You, the builder, know exactly how the trains should be running, but what about the new visitor to the layout? How do you get your thoughts put into understandable instructions? Creating a few clearly written instructions will do the trick. Train instruction slips, engine cards and waybills will come together to make up, run and break down the trains, all in simple and understandable form.

Update on the Flying Yankee Project

By James VanBokkelen

8 PM, Friday, February 21, 2025, Online

The Boston & Maine's pioneering 1935 stainless steel streamliner was preserved as a display in 1957. Active restoration began in 1997 under the ownership of the State of NH. Progress was intermittent and ground was lost during spells of inactivity. Last July the Flying Yankee Association (FYA) took ownership of the train and moved it from Lincoln, NH, over the Kancamagus Pass to Conway, NH. There, the car bodies were placed on their trucks on active track. James will present the history of the train, the FYA's plans and fundraising progress, and approaches to modeling the train.

Renumber Freight Cars

By Tim Towle

10 AM, Saturday, March 15, 2025

St. Ann's Parish Center, West Bridgewater, MA

Tim has given presentations on weathering rolling stock in the past. This time, he turns his attention to demonstrating the process of renumbering a locomotive and freight car from start to finish.

Topics will include:

- Removing the old pad printed numbers.
 - Sourcing new decals from various online vendors.
 - Preparing the model for decals.
 - Applying decals to a locomotive.
 - Finishing touches to return the locomotive to a factory finish.
 - Applying patching decals to a freight car.
 - Considerations for later weathering.
- These techniques will be performed on multiple brands of locomotives.

Chapter 1: My Railroad Saga Begins

By Brenna Keefe

I am finally building my railroad! Almost a year ago, my husband and I bought our house up in Brentwood, New Hampshire. The negotiations went like this, I would get the basement, and Patrick would get the garage. And no, I would not argue for a spot in the garage during the winter. Now, we bought a fixer-upper with good bones. So, the railroad has been on hold while we replaced the kitchen (which desperately needed it) and then during the summer we focused on outside work. Mind you, we also got a puppy and got married during this time, so we've been busy. Now, looking forward to the winter, we are starting to focus on what to do inside. Which means, my train room!!!!



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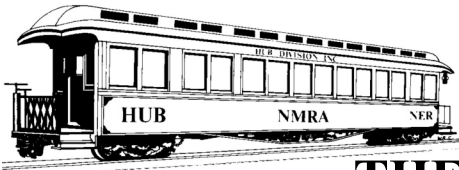
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THE PRESIDENT'S CAR

By Manny Escobar

Happy New Year! We are now in that part of the year that always feels most intense. The holiday season is filled with friends, family and railroading events. It starts with the NMRA designating November as Model Railroad Month, then comes our Annual New England Model Train Expo event, and finally we're getting ready for Amherst Hobby show in January. It's not surprising that many events occur around this time of year. I hope everyone had a safe and wonderful holiday.

The New England Model Train Expo was a success and I want to say thanks to all of the volunteers. Without you it would not have gone so smoothly. Special thanks to our new Business Manager, **Ray Barry**, great job.

In the next edition of the *Headlight*, our members will have the opportunity to look over the biographies of the candidates running for the HUB Board of Directors. The annual meeting will be held later in the spring with confirmation of the exact date coming out in the March edition. If you are interested in running for a position on the board, please contact one of the board members or myself.

Once again, I would like to mention that we are still looking for a facility where we can work on modules and store them and other HUB related items. If you know of a possible location, please pass it along to the board.

One last thing I want to mention is that the Museum of Science has been a great success and this year's expanded exhibit has been received very well. We are still in need of volunteers for the remainder of the time that the exhibit will be open. Contact **Boris Maznek** to volunteer. Fantastic job to those who have volunteered to help set-up and man the exhibit.

Well that's all for now, "**Keep 'Em Rolling**" into 2025

New Members

The HUB Division welcomes the following new members:

- Glenn Rucker, Raynham
- Marni Canterbury, Wayland
- Luke Canterbury, Wayland

Tour de Chooch at 30

By Bruce Robinson

It has been 30 years since the first Tour de Chooch was held. It was November 27, 1994 and there were eight layouts open from 9-6. It didn't take long before the Tour grew as more layouts came on and more people joined in. A few short years later the Tour grew to a two-day event with the area and the number of layouts expanding each year.

While looking back at HUB *Headlights* from 20 years ago I came upon this article written by then HUB President Dick Johannes and published in the January-February 2009 issue:

Thanksgiving marks the start of the holiday season and Tour de Chooch occurs on Thanksgiving weekend. Though it is neither a HUB Division nor NMRA event, it is organized by devoted NMRA members and proponents, including Bruce Robinson who is the current President of our neighboring sister Seacoast Division. This year was my second year on the Tour using a GPS device for navigation. I'd forego a sound decoder for a GPS for this

single weekend in a heartbeat as is makes the Tour a cakewalk. They must be getting pretty cheap as I'm now hearing ads for GPS devices for animal collars (anyone who has ever owned a retriever will love them). Ken Belovarac and I have been partners on the Tour for four years now. We had seen most of the layouts before, so we decided to hit fewer but stay a bit longer to catch details we may have missed earlier. One of the layouts we went back to was Sam Novello's New England and North Coast. Sam grew up on the north shore and the knowledge of the fishing industry makes his water scenes stellar.

There have been a lot of changes made over the last 15 years. The Tour (www.tourdechooch.org) has grown to encompass two states (Massachusetts and New Hampshire) and included 30 layouts for the 2024 Tour. Attendance has continued to grow in recent years under the

guidance of Rand Hoven and shows no sign of slowing down.

This year's 30th Tour was marked by the producers at WMUR TV, based in Manchester, NH, airing a 10-minute spot on their popular show New Hampshire Chronicle. Three hours of video shot on three layouts was edited down to 10 minutes and aired Wednesday, November 27, just ahead of Thanksgiving. Response to the TV spot was very positive with attendance numbers up by around 30%. The TV spot will be aired again next year in the same time frame. You can watch the video at:

www.youtube.com/watch?v=RdC_UcPiBpk

The 2024 Tour is over but will return November 28 - 30, 2025. The use of GPS systems is pretty universal today so, hopefully, no sound decoder installation is in jeopardy.





Shanty Talk

By Rudy Slovacek

Winter 2024

Earlier this fall, I showed you a few pictures from my visit to the Cooperstown and Charlotte Valley (CCV) several years ago. Before I forget, here are a couple more pictures that didn't make it into the earlier *Headlight*.

In Photo 1 is an example of a cement container of the type the D&H carried in gondola cars. I believe these were more extensively used before covered hopper cars were used.

Photo 2 shows one of the Jordan Spreaders used for a variety of tasks such as grading drainage ditches, spreading ballast, and of-course plowing snow from the right-of-way. The D&H had several of these pieces of equipment in addition to this one that ended up in Milton, NY.

Photo 3 is a fuel oil tanker used to transport diesel fuel for the new facilities converted to servicing diesels instead of steam engines.

For my latest visit to the "Rochester & Genesee Valley RR Museum" during the September "Lakeshores 24 NER Convention," I did not have my camera with me. But, those of you who did visit the



Photo 1: Cement container.

museum with a camera probably got some pretty good pictures of unusual equipment. There was a Lehigh Valley RS3 rebuilt with an EMD prime mover, a Livonia Avon and Lakeville Alco RS1 and a Fairbanks Morse Switcher in working condition. However, they don't fire it up often because it throws so much oil. Unlike the submarine crews who kept the opposed piston diesels well lubricated, the railroad maintenance was somewhat lacking so the upper bank of pistons saw a lot more wear. There were, of course, the GE 44 toners and cabooses from Penn Central and the Erie.

It is well worth the visit if you're in the vicinity.

Finally, I'd like to make a quick comment on our EXPO show in the beginning of December. When I came to take my place at the Donations Table earlier in the morning, I found every handicapped space in front of the building full. I had to park in the upper lot and hobble with my cane quite a distance. Fortunately, a gentleman saw me struggling and got his car to offer me a ride the rest of the way. This was before the shuttle bus started running. I encountered several women offering to hold the door as I entered and exited the building, and as I left on Sunday afternoon a women



Photo 2: Jordan Spreader.



Photo 3: D&H Fuel Tank.

offered to carry my bag to my car saying she knew how difficult walking could be even with a cane. The upshot of my weekend was my faith in humanity was restored.

With that, I leave you with a wish for a happy and safe Holiday Season and a Happy New Year.

2024-2025 Museum of Science Exhibit



Rod Feak adjusts an engine during the MOS exhibit's grand opening party. More photos of the 2024-2025 exhibit are can be found on pages 6 and 7. Photo provided by the Museum of Science © Ashley McCabe

Chapter 1: My Railroad Saga Begins

(Continued from Page 1)



Patrick and Brenna in front of their home.

The room itself needs a little work including new drywall on all four walls (we have to get rid of the 70's wood particle board finish), new flooring, and some good old-fashioned cleaning. Once that is done, I can begin the construction of the benchwork.



The layout room as viewed from the doorway into the room.

So, I have begun planning the railroad. The purpose of this railroad will be to get my MMR. It doesn't need to be big or elaborate (I'm saving that for my dad's railroad). Mine will only need to be operated by one or two people at most. I am also making it fictional. It will have aspects of the Boston and Maine and the Maine Central as these are the two railroads I have the most experience with.

I've been planning this railroad for a while, even before we bought the house in all honesty. I've been reading articles and books on layout design and studying model railroads I'm familiar with Bruce Robinson's Valley Junction Railroad in particular.

When I started to really begin planning my railroad, I tried to outline my goals:

- 1) Work towards my Master Model Railroader Certificate – I need the layout to achieve my structures, civil, electrical, and scenery
- 2) Operation – because of the size I began to think about 1 to 2 operators
- 3) Railroad – Boston & Maine and Maine Central

Once I had these goals, I began sketching. This is my natural way of getting ideas out of my brain and onto paper. They weren't

to scale, none of the switching or operations would ever work, but I got basic paths out. Kind of like what we call in the architecture world a bubble diagram. This is a kind of space planning where we take rooms and organize them by required adjacencies, desired paths, etc. For my layout, I basically laid out where I thought my yard was going to go, a town/station, and various industries. I then sketched a main line connecting them with basic switches and run-arounds. This thought process got me to the basic form of my layout.

From there, I began working through various operations. What sort of industries do I want to operate? What sort of trains do I want to run? What are some basic operations to run? I didn't have concrete answers to these questions. I knew I wanted this to be a switching layout, so probably not much in the way of passenger trains. Plus, with only one to two operators there really wouldn't be a use for a passenger train. I decided to not run against a fast clock. This would most likely be too strict for such a small layout. I also decided no dispatcher (I know, a shocker considering how much I love to dispatch), but I felt that a dispatcher wouldn't be necessary on a branch line-based railroad. The yard master will basically be the dispatcher, issuing trains. So, through this whole thought process, no passenger trains.

For industries, I wanted some sort of milk operation, a beer industry, and either logging or coal. My family and I have an affinity for milk operations. We have been collecting milk cars for years, to the point that my dad and I were able to split our collection in three: one set for my railroad, one set for his future railroad, and one set for me to run on the HUB Modular group's layout. As for the beer, we have several beer cars and I built the Campbell's Kit Bert's Brewery during COVID. It's a really neat building and I want to use it. Finally, for coal and logging, I've gone back and forth. I think I've settled on logging. I wanted an industry that has some sort of origin in the mountains. With these things in mind, we're going to go on a mild detour, but I promise this will make sense.

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Chapter 1: My Railroad Saga Begins

(Continued from Page 4)

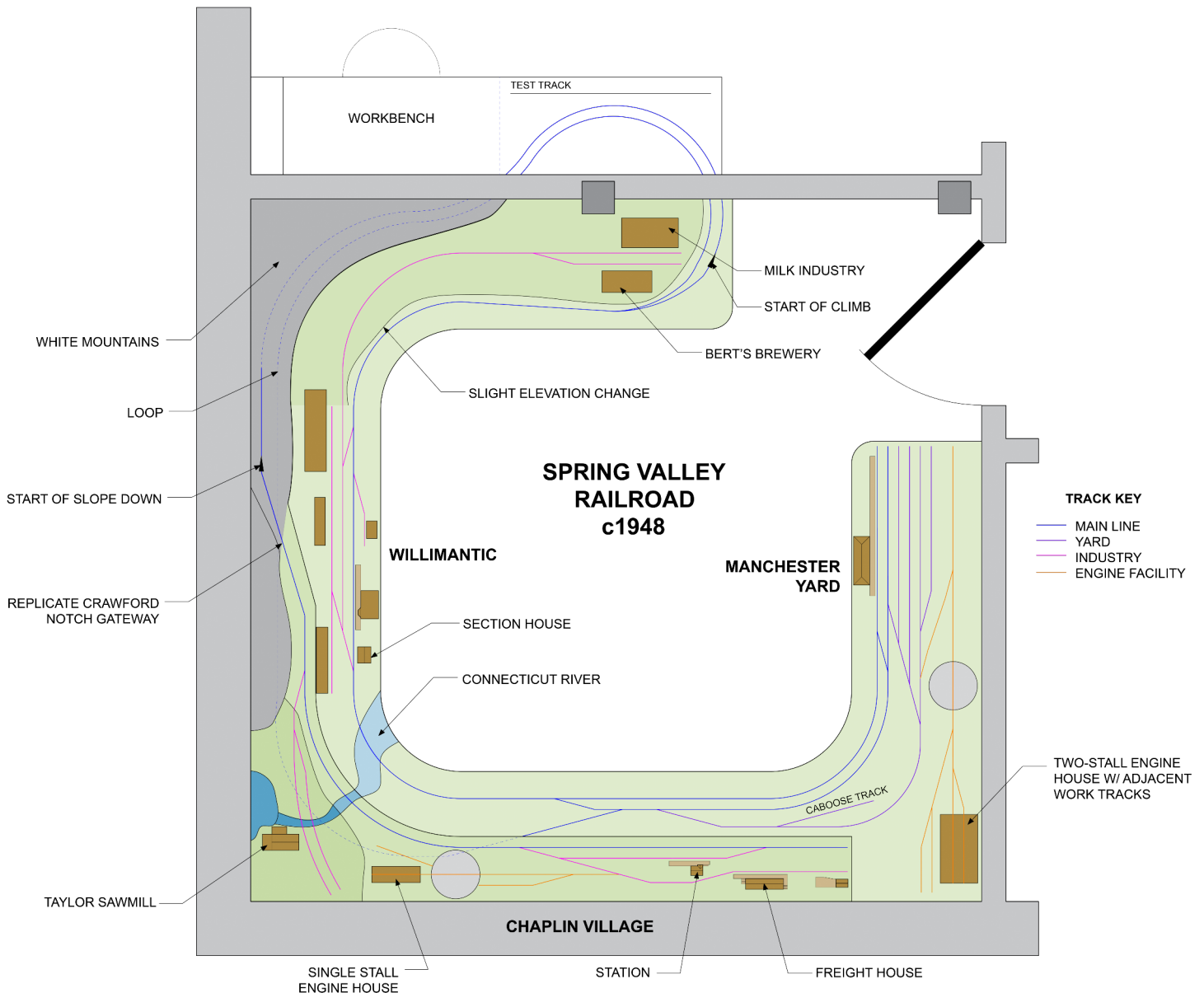
My dad and I took a trip down to the Connecticut Eastern Railroad Museum in Willimantic, CT, in June of 2023 for Little Rhody's Summer Picnic. We had a BLAST. Talk about a group that knows how to throw a party. Sorry guys, Waushakum is blast, too. Don't worry, they haven't convinced us to go to the dark side. Anyway, we walked around the museum and I was fascinated by the equipment and structures they had on property. We returned later that summer where I took the time to measure and photograph the Section House, Station, and Freight House with the goal of these

structures being used towards my Structures MMR requirement. I have all the information I need. I now just need the time to start working on them. Also, I was also searching for interesting structures. One building that has always interested me is the Taylor Sawmill located in my hometown, Derry, NH. This building has nothing to do with railroading, but it is an old-fashioned water powered sawmill. These four structures will make up the bulk of my Structures requirements as well as providing requirements for my layout. With that said, this is how I landed on logging.

Through all of this, I have gone through several rounds of iterations and discussions with my dad and Bruce Robinson. For the past several months, I've been

bringing a copy of my draft track plan to Bruce's monthly operating sessions and we would have discussions during down-times or at the end of the operating session. Some of the most influential comments Bruce has made are, "Less is more" and "Think about how far a brakeman would have to walk." Additionally, Bruce had me think about how a simple thing like what engines I plan to use will change operations. For example, I had to add a second turntable because I plan to use steam as my road engines.

Now, the next thing for me to do is finish my train room. Patrick and I plan to start soon, hopefully during the week we both are taking off over Christmas. The journey begins!



The Spring Valley Railroad plan

2024-2025 Museum of Science Exhibit - The Biggest and Best One Yet!



A panoramic photo of the O-Scale portion of the display including a large town, with a siding, engine house, water tank and more.



Part of the G-Scale display including a station, trolley line and ski lift beyond.



A "slight" derailment on the G-Scale during testing.



The HO-Scale Museum building and trolleys was its own display.



The G-Scale trolley with a new Museum of Science paint scheme.

All photos by Jeff Gerow - also watch his awesome video: www.youtube.com/watch?v=OqqHYgWmZd4&pp=ygUKamVmZiBnZXJvdw%3D%3D

2024-2025 Museum of Science Exhibit - Volunteers Make it Happen!



It takes many volunteers from the HUB Division to put on an exhibit of this size every year. These are just a few of the folks that helped out this year during the setup of the exhibit at the museum. From left to right, Top Row: Jim Woodward, Dana Andrus, Carl Gifford, Middle Row: Bill Grunwald, David "Shack" Haralambou (The MOS Director), Bottom Row: John Russo and Borris Maznek (MOS Coordinator). These, along with the many other volunteers not shown here including Dick Ball, Chris Byrnes, Gerry Covino, Rod Feak, Jeff Gerow and Peter Watson all made this years much larger exhibit possible.

All photos by Jeff Gerow.

HUB op session on the Valley Junction RR

By Bruce Robinson

It all begins with an invitation. You see, the VJRR runs with a crew size of eight. All positions need to be filled in order for the railroad to run as it was designed to run. Positions of train crews (four of them), yard masters (two of them), a branch line crew and a dispatcher need bodies. The invitations are sent out with a big red **RSVP** at the bottom of the page. Over the years op session hosts have developed an “ethic” when setting up their op sessions. The RSVP being part of that ethic. What it does is reserve a spot for a crew member so as each response comes in a slot is filled. If the invitation is ignored and no RSVP is sent, the host is still holding the spot open and is thus not able to move on to another modeler who might want to come to the session. Answering the invitation with a “no” is just as important as answering with a “yes”.

The Saturday, December 21, op session began with HUB members arriving for lunch at the Ober Easy diner at noon, then heading up the road for 15 minutes to arrive at the home of the VJRR. After more chatting (that is what modelers’ gatherings do!) crew assignments were done and the crews “got to work.” This session had John Doehring, Jeff Gerow and Matt Castle filling the train crew assignments (on the VJRR these positions are called Extra Board slots), Peter Watson as Yard Master at Essex Yard and Ken Belovarac working the Portsmouth yard. With a short crew the railroad can’t run on its normal schedule / fast clock format so trains were assigned by the next available crew. After a three-hour session, Train 1 (premier passenger job), 110 (milk train), BOME (Overhead freight), NHSGX (unit sand), BMT (transfer job) and POFR (local freight) completed their runs. At the end of the session Matt, Ken and Peter had three operating hours recorded on their AP Chief Dispatcher forms. It doesn’t get any better than that!

HUB operating sessions are open to all HUB members. If you would like to join a session, please send an e-mail to Hubboard1@hubdiv.org and an invitation will be returned to you. The next session will be February 22, 2025.

The 2025 issue of the **HUB High Green** op-til-you-drop weekend will be May 3 and 4, so to get some practice in, join the crew on the VJRR in February!



Photo 2- Jeff Gerow working train NHSGX.



Photo 3- Jeff, Matt and Ken “working on the railroad.”



Photo 4- John Doehring handling BOME.



Photo 1- Yard master Peter Watson at Essex Yard.



Photo 5- Yard master Ken Belovarac at Portsmouth yard.

Erich's Electronics Notebook

By Erich Whitney

Understanding LCC, Part 3

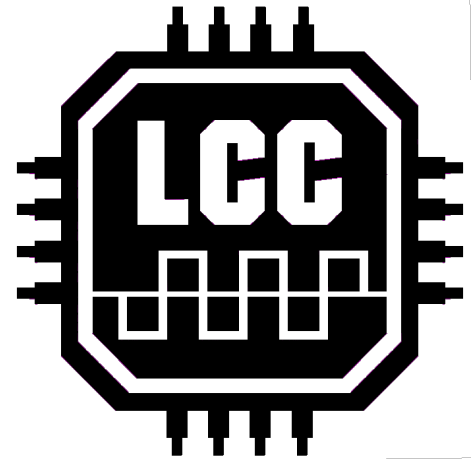
As I announced at the RAILFUN in Chelmsford on November 16th, I am sunsetting this column. I will submit articles when I am able, however, keeping up with the regular column schedule has become too much of a challenge for me to continue. The feedback we received at the November RAILFUN was excellent. My takeaway from our conversations can best be characterized by noting that there is significant interest in LCC, however, the lack of clear introductory documentation and a very awkward user interface makes adopting LCC challenging at best and unacceptable at worst. Following this meeting, I posted the feedback to the LCC forum on groups.io pointing out to the LCC developers that they really need to consider providing a better collection of training materials and reconsider the user interface implementations to make LCC easier to use. While I have no illusions that my comments will cause any direct change, I do encourage anyone to become active in the LCC community and contribute to the conversations needed to affect positive changes. Model railroading is not a spectator sport! The way I look at it, learning LCC technology is no different than any of the other skills model railroaders face when building a model railroad. The wonderful thing about this multi-faceted hobby is meeting people you can share your challenges with and learn from each other.

There was a lot of interest at the RAILFUN meeting in a beginner's LCC book to help modelers understand and use this technology on their layouts. While I would love to write such a book, I don't have the time nor the interest in doing so. That said, I'm going to try to explain some of the key concepts about LCC and we can see if that helps get some of you to take your first steps with it. My biggest challenge here is my background as an electric

cal engineer. To me, LCC is a technology that is based on concepts that I am very comfortable and familiar with. Please don't think that means it's easy for me – it's just more familiar. As many of you have pointed out, a lot of the information about LCC seems to come with an inherent bias towards those with that kind of familiarity. I'm going to give this my best shot.

LCC is built on a relatively simple concept based on the idea that every LCC device is connected to every other LCC device with a network. Any time something of interest happens on any of the LCC devices, it sends out a message. These messages are not sent TO anyone. They simply announce themselves to everyone "listening" on the network. Any device on the network can "listen" for a particular message and then decide if it needs to act based on whatever it is programmed to do with that information. It's important to note that every single event on an LCC network is given a guaranteed unique identifier so that there can be no ambiguity. I am not going to fall into the trap of providing an explanation of LCC identifiers – there's plenty of people out there who would love to talk your ear off about those. Let's walk through an example of what I'm talking about. Let's say you have a block detector connected to an LCC module. You instruct the LCC module to monitor the block detector's output and each time it changes "unoccupied" to "occupied" or "occupied" to "unoccupied," send out a message that indicates which of those two events just happened. To do this, you need to examine your block detector and determine what it does each time one of these events happens. Does its output turn on when the block is occupied and off when the block is unoccupied, or vice-versa? What pin on the LCC module are you going to wire the block detector to? Do you have one block detector or possibly several that you want to connect to the same LCC module?

Armed with this information, you can decide how you want to physically connect your block detectors. LCC modules will have some sort of user interface that gives you a way to program its behavior. Many of you have complained that JMRI is currently being used for this user interface and that it's not



particularly easy to use nor are there clear and concise examples of how to use it. Unfortunately, for the time being, it's what we have. Maybe someone out there with the skills and motivation would be willing to contribute to the JMRI project and come up with such a tool. I have some ideas if you're interested.

Once you have devices generating LCC events on the network, then you look at how to use these events to make interesting things happen. Maybe you would like a signal to change aspects when a particular block is occupied. The way this works with LCC is you first need to connect your signal to an LCC module. You'll need some kind of LED or lamp driver connected to pins on the LCC module, then you'll have to program the module to drive those pins in such a way that they can create the signal aspects you want to display. Next, you'll use the block occupancy events that you created above and use them to tell which aspect to display.

In the LCC world, anything that generates an event is called a "Producer" and anything that uses an event to take an action is called a "Consumer." You might find this shocking, but this is called a "Producer-Consumer" programming model. The challenge you face as a modeler is to look at your layout and identify the Producers and Consumers that you need to accomplish the layout tasks that you want to occur. I suspect the thing that gives most people interested in LCC some pause is the programming. For better or for worse, the steps to program LCC modules are completely up to the module vendor to determine because the LCC standard

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Erich's Electronic Notebook

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doesn't specify a user interface. I'm not saying it should, I'm just pointing out that there is not one way to program LCC modules. Speaking of which, I've been vague about using the term "LCC module." What I mean by this is a device that connects to the LCC network and provides some kind of function. Again, there isn't a standard for these – it is up to the device manufacturer to decide on their LCC products and provide the functions they believe their customers need. I am most familiar with the LCC modules from RR-CirKits because they were an early adopter of LCC, and they have a comprehensive selection of LCC module types that can be used to address a good number of common model railroad functions. Another term I've thrown around here is "LCC Network." The current wired LCC network uses RJ45 Ethernet cables and jacks. However, LCC uses the CANbus protocol that is a very common network from the automotive industry dating back to the 1970's. It's important to note that LCC is not restricted to using only CANbus. There are wireless LCC networks over WiFi and the LCC protocol can be used over other media as well. Yes, this is one of those technical details, but I think it's important to know that for future

growth and expansion of LCC, the standard has the flexibility to adopt newer technologies but the standard doesn't have to be re-written or more importantly, the earlier versions of products don't become automatically obsolete. There's one more very important subtlety about LCC that addresses potential interoperability problems. With LCC, every event identifier is guaranteed to be unique no matter where in the world it is. The standard addresses this point very clearly.

Let's take a step back and review. LCC is a network of devices that are combination of guaranteed unique producers and consumers. Layout automation tasks are performed by one or more LCC modules connected to the layout. This is a completely distributed system, which means that it does not require a central computer to function. Programming LCC modules is probably the most challenging activity to modelers who want to adopt LCC on their layout. If you look back at previous layout control systems, there are quite a few similarities. In fact, existing block detectors, signals, turnout motors, switches, lights, and many other devices can be adapted to LCC.

I am frequently asked if it's worth replacing an existing layout control system with LCC. I believe that's a question I cannot answer because it's complicated. I am also asked why use LCC. Again, the

answer is complicated. If you're just starting out and you want to incorporate layout automation, I would suggest learning LCC and start small. If you have a layout built and it's functioning the way you like it, switching to LCC only makes sense if you want to do something you can't do now. I do like where the LCC market is going. The merging of LCC and DCC in the same command station makes a lot of sense to me. From the operator's perspective, there shouldn't really be any distinction between the two.

LCC is still in its early stages even though it has been out for a while. I believe there's a lot of opportunity to make LCC easier to use. I've been working with LCC on the HUB yard modules for over a year and I'm working on the modular signaling system. Modules do present challenges. However, LCC provides the modularity and flexibility needed to make modular signaling work, so I believe LCC is the appropriate technology for this application. I will continue to provide support to the HUB for the module group. If you have interest in helping with this effort, or if you have questions, please reach out.

Younger Members - Getting it Done



David Mambro moves his wired throttle while operating on the HUB modular layout at the Greenberg show in November.
Photo by Josephine Mambro



Luke Guerra and David Mambro stand behind the Thomas division layout at the HUB's Expo show in December.
Photo by Josephine Mambro

HUB Headlight

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Headlight Printer

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From the Modular Superintendent's Desk

By Bob Collins



At our very own New England Model Train Expo, one of our youngest members asked me, "Why do you let kids run trains and other groups don't?" The question caught me off guard, because I thought every group would want a healthy contingent of young modelers to ensure the hobby was self-sustaining. It begs the question, "Why are we here?"

Many of the members I have spoken to find participating as a part of the modular group to be both fun and rewarding. Like an old-time missionary, a lot of our members see this visible display of model railroading prowess as a way to expose the general public to high-quality modeling and operations. I feel bad when I have to remind those operating at a show to spend more time monitoring their train than chatting with the public as we have equipment that gets damaged when accidents happen. In a perfect world, they could do both, since a huge part of our mission as a division of the National Model Railroad Association is to promote the hobby.

I love that we have so many young members who help with set-up and take-down, operate trains and even educate the public about the hobby. We have many seasoned vets who also serve in these capacities. Often they have one more job as they are the ones who help teach our younger members the rules of the road. So next time you join us at a show, please make sure to take note of all the hard-working members of the group. As has been said in previous columns, the modular group is the front-facing group for the division. In a world of instant gratification, these modelers represent all of our HUB Division members as shining examples of the slow, patient, detailed work that goes into well-designed and effective model railroading.

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.

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

Please see the [September-October 2024 Headlight](#) for all order forms and module kit information along with information about the online HUB Branded Merchandise store.

RAILFUN Updates or Cancellations

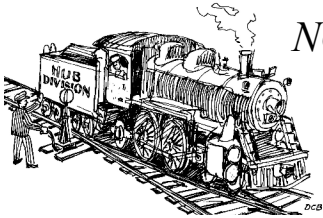
RAILFUN Updates or cancellations will be posted on the division website (www.hubdiv.org) and issued via the HUB email list and via Constant Contact.

HUB Division Calendar of Events (Subject to Change)

2025

Jan 18 (Sat)	HUB RAILFUN Meeting, 10 AM, Marlborough Public Library, Marlborough, MA
Jan 18-20 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 20 (Mon)	Museum of Science exhibit closes
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 15 (Sat)	HUB RAILFUN Meeting, 10 AM, St. Ann's Parish Center, West Bridgewater, MA
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 Headlight May-Jun issue
Apr 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Online
Apr 18 (Fri)	The HUB Division Annual Meeting prior to RAILFUN
May 3-4 (Sat-Sun)	HUB High Green operations weekend
May 17 (Sat)	HUB RAILFUN Meeting, 10 AM, Location to be determined

RAILFUN.....



NO MOTIONS.....

NO SECONDS.....

NO BUSINESS.....

NO YAWNS.....

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