

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 35, Number 5, May - June, 2018

RAILFUN TIMETABLE

Presentation: Golden Spike Challenge "It's All About the Paperwork"

Presented by John Doehring, Mike Tylick, MMR and Peter Watson, MMR
8 PM Friday, May 18, 2018, Cambridge School of Weston

We will have a clinic to help members complete their Golden Spike paperwork and provide suggestions for completing any open points on the list. If time permits, we will discuss "next steps" towards your MMR, and possibly have speakers who have attained APs in the various categories.

Saturday Morning RAILFUN, Worcester, MA Presentation: Voltmeters for Model Railroaders

Presented by James VanBokkelen
9:30 AM Saturday, May 19, 2018, Briarwood Senior Complex

This Spring's experimental RAILFUN will be held at 65 Briarwood Circle in Worcester, MA. Please come join us for something different. This is hosted by our friends at the Worcester Model Railroaders club and will be held at the Community Room in the Briarwood Senior Complex. Once you get to Briarwood Lane off of Mountain Street East / North East Cut-off, follow Briarwood Lane to the top of the hill where the Main Building will be on the right and the parking lot will be to your left.

Presentation: Information Sources for Modeling - Traditional and Non-Traditional

Presented by Malcolm Houck
8 PM Friday, June 15, 2018, Cambridge School of Weston

This will cover Prototype railroad sources, diagrams and plans; public domain information and new sources of the digital age. Some of the materials I use are:

- Locomotive Class Book diagrams
- Car diagram books
- M-O-W diagram books
- ICC Valuation plans and reports
- Sanborn Maps
- Hiking guides
- "Historic" USGS maps - on-line
- Equipment catalogs
- Simmons Boardman "Cyclopedias"
- Personal Archives

Welcome and Season Opener

By HUB Division Members
8 PM Friday, September 21, 2018, Cambridge School of Weston

To kick off a new year of RAILFUN events, and to welcome everyone back from our summer break, we are going to hold a show-and-tell night where you will have an opportunity to hear what members have done over the summer and what future plans members have. Come show your work with actual models, dioramas or photographs of your layout. Email Andy Reynolds at Railfun.coordinator@hubdiv.org.



A New Tool for Automatic Uncoupling

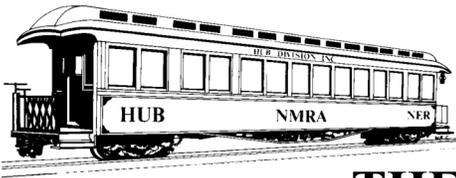
By Jeff Gerow

There are some spots on my layout where it is difficult to get an uncoupling "tool" into the coupler, whether the problem is distance or scenery. I am very reticent to mount permanent magnets, as I've seen what results from inadvertently parking a coupler near or especially over them, and sometimes just passing over.... So I have to admit that I was pretty excited to hear about **Rapido Trains Inc.'s RailCrew On-Off Remote Uncoupler (RU)**. It appeared to use permanent magnets that physically move into place to operate; which then move away for "off." One neat feature, when it is in the "on" position, a blue LED shines up from under the track in the center of the magnetic field; so you can easily position the couplers above it. As soon as I saw it for sale, I bought six (they come 1, 6, or 12 in a pack) – as I knew that if I were to install one and liked it, I would certainly want more – and buying more costs less per unit.

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THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. As I write this column, the April weather is approaching shirtsleeve temperatures, in sharp contrast with the three weeks I spent in toasty Thailand and the cold, damp conditions before and after my return for Spring TRAINING.

At Spring TRAINING, my show activity was demonstrating scratchbuilding a house from styrene. I started with a few photographs and the size of its lot on my layout. The house was demolished a few years ago, so I couldn't get its dimensions from tax records; I guessed based on common window and door sizes. With only that, I was pleased to get the front wall finished in between conversations with attendees about railroad history and modeling.

Later, at the Annual Meeting, Peter Higgins, David (Shack) Haralmbou and I were re-elected in a lively race for Board of Director seats. Six members received votes, and Barbara Hoblit received only two votes less than I did. My sincere thanks to Barbara and Mal Houck for stepping up as candidates. At the BoD meeting immediately after, I was re-appointed President. And then we sat down to the Banquet, followed by an interesting presentation on Positive Train Control.

The HUB Module Group's 2018 season ended at the Hooksett Lions show last Sunday, April 22. I went for the first time, and was impressed with the amount of railroading the Lions got into the school building. Before I helped with takedown, I was pleased to see our signal system fully functional in a loop-to-loop linear layout. Over the summer, many group members will continue to work on their own modules, and keep an eye out for announcements of work sessions on the

HUB's own modules, like the new Hoosic Yard.

This Spring's experimental RAILFUN will be at 65 Briarwood Circle in Worcester, MA, on the morning of May 19. We're going to try a Saturday daytime RAILFUN some distance from Weston to see the audience a different location and time draws. I'll be the presenter; we'll notify the HUB mailing list and via Constant Contact when our hosts choose my topic.

If any members would like to try out a RAILFUN in their area, let Pete Higgins or me know. We can talk about location, time and topic, but it would be best in the Fall, before we get too involved in NEMTE.

The Garden State and Hudson Valley Divisions have a good website (www.erialimited.org) for their "Erie Limited" convention in Mahwah, NJ, Sept. 13-16. They show layouts, tours and operating sessions, plus promote the attractions of the area well. I've been asked to put on a couple of clinics and I'll be registering early for a good choice of operating sessions and tours.

You're also going to be hearing about major changes in the Northeastern Region's governance. Their Board of Directors amended the bylaws to make all Division Superintendents (or their designees) automatic members. If anyone in the HUB would like to be my designee, I'll need to know later this year, when the general membership is asked to elect four NER Area Directors in an electronic ballot.

We've been looking at possible HUB Trips in Spring and Summer. I've talked to a lot of you who've never visited Seashore Trolley Museum in Kennebunk, ME, even though it's only 90 minutes from Boston. It will be a little longer via Downeaster and shuttle, but that adds a train ride and time with your HUB friends too.

Dick is also looking at a Dinner Train trip this summer, location and date to be determined. If you're interested in either, talk to me, Dick Towle or a Board member soon.

2018 Election Results

The following members were elected to 3-year terms on the HUB Division Board of Directors:

David "Shack" Haralambou

Peter Higgins

James VanBokkelen

I'm looking forward to being able to attend this year's Summer Cookout at Waushakum on July 15. I always enjoy seeing my friends and riding the Live Steam trains.

Several HUB members will be at the NMRA's National Convention in Kansas City Aug. 5-12 (www.kc2018.org). It's across the street from Union Station, with plenty of mainline action. There are good restaurants in the former LCL terminals reached by a bridge from the station, and lots of interesting model railroads to visit. Only two of us will be bringing modules, but I understand there will be a couple of clinicians that all of us know. I need to sign up soon for a good choice of operating sessions.

If there's something on your mind about the Hub or its activities, email me at president@hubdiv.org, call me at +1 (603) 394-7832 or catch me at a HUB event.

Until next time, High Green!

HUB Summer Picnic

July 15, 2018

The Summer Picnic will be held at Waushakum Live Steamers in Holliston, MA, on Sunday, July 15 (rain or shine) from 11AM to 2PM. Visit www.waushakumlivesteamers.org. More information will be emailed, or look for further details on the HUB website and Facebook page.



Photograph by Peter Watson



Shanty Talk: My Work Bench

By Rudy Slovacek

In my last column I mentioned I had managed to start up my hobby again by tuning up some Rutland equipment for Springfield. As you can see from the picture of my workbench space, it was quickly filled with several other new projects. In a twelve-by-fifteen-inch area (one doesn't need much more in HO,) you can count four separate projects. Although a bit cluttered, you'll note, my tools are pretty close at hand. First down front is the decaling of a flat car. Purchased at the Wilmington show, the deck has been distressed and weathered and the decals applied to a clear coated gray side surface. The application of Walther's decal setting solution is drying before I apply a final coat of Clear Coat to protect the decals.

The second project, progressing rearward, shows a Sherman Tank being prepared for tie down. The eyelets have been epoxied in the tank front and rear sections and the ropes attached before securing it to the flatcar. The rear project shows a Green Mountain RS-1 obtained from our earlier editor of the Headlight, Lyle Sorenson. Lyle was interested in, and heavily modeled the Green Mountain when his family owned property in Rockingham, VT. He is now divesting his modeling efforts to free up space in his basement as his interests have changed.

I have unsoldered the old Dynatrol decoder and will replace it with one of the extra Lenz decoders I acquired from Debbie Ames. The wooden boxes, which I've completed from scratch to

the right, will be added to the flatcar after the tank is tied down. The use of a D&H flatcar tells a story since the Alco plant on the D&H main line was responsible for building no less than four variations of US tank types during World War II. But I will cover that as another separate topic in a later column, as well as how I became interested in a WWII military train.

As the war approached in 1940, ALCO was a major locomotive builder of mostly steam. However, they had also started a program of commercially manufacturing diesel locomotives. The very first was a joint project with GE and Ingersoll-Rand. ALCO's later products, based on an in-line, six-cylinder McIntosh and Seymour Diesel engine, were the S-1 switcher at 660 HP and the S-2 turbocharged version at 1000 HP. They also had orders from Rock Island and NH for the DL109 which, like EMD, employed two 1000 HP engines in a sleek car-body designed for passenger service.

The 1000 HP RS1 was just coming on line to provide dual freight hauling and switching capacity and some six-axle versions were actually built during the War for the Iranian railway. The War Production Board focused ALCO's efforts on their diesel switching locomotives and the military tank production as well as building some needed steam

locomotives to support the heavy manufacturing war effort. They were restricted from putting any major effort into the development of a higher horsepower mainline freight locomotive such as EMD's successful FT series. This delay was to plague them in the post-war dieselization era and they were never able to successfully compete with EMD, although they did make some very innovative and powerful locomotives up until the end of production in 1968. Their original 539T from the M&S plant in Dunkirk, NY was a brute. The late Harvey Humphrey, a former Alco employee and HUB member once told of the plant receiving an old Switcher in for rebuild and up-dating, which still ran with absolutely no oil in the crankcase!

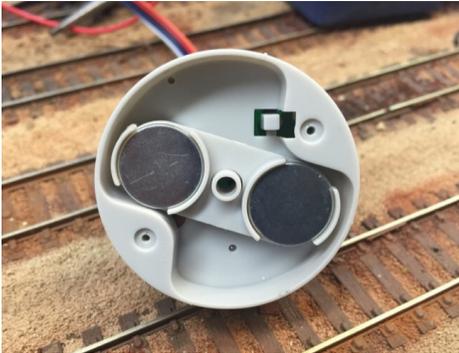
In opening this column, the point I started to make is that sometimes when glue or paint is drying we can be utilizing that time for other project tasks. Having recently lost Doc Johannes, last year and two of my close cousins this past month, I am acutely aware of our limitations on this planet. Time is not an infinite commodity and I would like to still accomplish things in the hobby. My advice today is to stop putting off those projects on your railroad or rail-fanning and get out and enjoy the hobby. I plan to attend the Maritime Federation of Model Railroaders convention in Nova Scotia and the National in Kansas City. Maybe I'll see you there.



A New Tool for Automatic Uncoupling

(Continued from Page 1)

I spent over a year wondering if I had the nerve to drive a 1 3/4" hole saw up under my pretty, working track – could I stop drilling in time or would I be repairing track and scenery? Well, I *was* also a bit busy with other stuff (like rebuilding the inside of my house).



The inside of a Remote Uncoupler

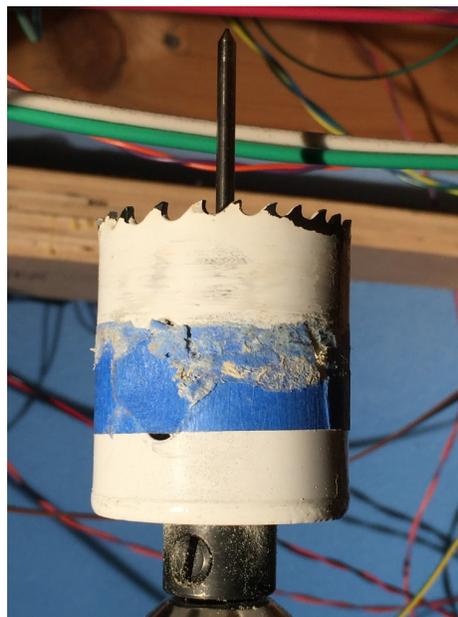
In the meantime, I, of course, took one apart. The **Remote Uncoupler (RU)** is a 1 3/4" diameter cylinder 7/8" high that is intended to be mounted under the track, preferably right up against the ties. Inside there are two very strong magnets on an axle with a solenoid to attract/repel one of the magnets. A pulse of 12 Volts to the solenoid will either pull the magnets across the tracks (uncouple mode) or push it in line with the tracks ("off"). This is well designed; as it means that you can turn "on" the uncoupler and leave it "on" with no power being applied, and then turn it "off" with just another push. While it's "on," a blue LED lights up from the center of the **RU**, illuminating the couplers you want to uncouple.

Rapido also includes the parts you need for a control panel. They provide a small, embossed metal panel with holes to mount another blue LED (with a resistor) as well as a momentary toggle switch – virtually everything except the wire (five conductors). My **RU's** have a 5-pin socket for connection, including a short jumper cable with the appropriate five-pin plug attached to a quick-release, compression connector. Newer versions omit the socket and mount the compression connector directly on the **RU**. This

quick release compression connector has five slots that you push open with a small screwdriver to grab the wires. You will need a 12 VDC power supply, but it doesn't use power except for the LED's when it's "on" - and then just a short pulse for changing states.

And yes, it is possible to drill upwards with a 1 3/4" hole saw and not destroy everything. The first step with an established layout is to determine not only where you want to uncouple but also where you have a chance of appropriate underneath access. I have a track from staging that passes underneath some of the very tracks where I'd like to be able to uncouple; and I'm not willing to move that track, so no **RC's** there. I was able to find good spots for all six, clear access with only 3/4" plywood sub-roadbed and no wires, switch machines or other hidden track in the way.

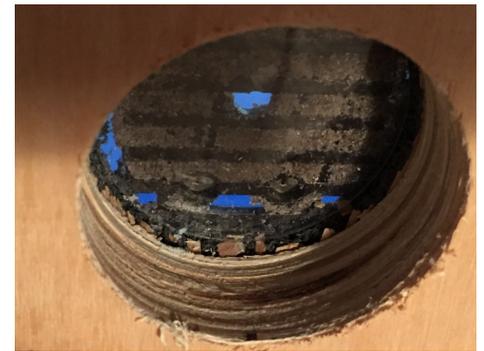
Once I determined the general area from the bottom, I finalized the actual position from the top by drilling a 1/8" hole in the center of the track at the intended uncoupling spot. **Rapido** supplies a special guide that replaces the twist drill at the center of a 1 3/4" hole saw (purchased separately). This smooth rod passes up through the 1/8" hole from below, and guides the hole saw. They recommend cutting the roadbed before using the hole saw, especially if it's foam roadbed (like my Woodland Scenics roadbed) – which can grab and twist in the hole saw. I cut with a #11 X-Acto,



1 3/4" hole saw with special guide in place

through the foam at the edge of the ties where the hole would end; and, happily, had no trouble with the foam wrapping itself around the hole saw.

I wrapped the hole saw with masking tape at the 3/4" depth level so I would know just before I finished drilling up through the baseboard – needing to stop before it ate track. I slowed down as I approached the tape and wasn't pushing at all when I broke through. There was still a little damage – some ties separated from the flex-track and one section of track with an adjacent turnout lifted and hung on the turnout's throw wire (of course, that track hadn't been ballasted) – but nothing really horrible and everything was easily repaired. One of the holes was perfect – with all the roadbed (foam) gone with the plywood, and almost all the ballast and ties intact.



The view of the underside after drilling

As soon as I had drilled the six holes, I mounted the **RUs** temporarily with toothpicks to ensure that they wouldn't fall. I marked each **RU** with a Sharpie to note the track center – there is raised plastic on the housing for this, but that's not easy to see under the track. The center line really wants to be on the track center line. The newer version includes a black line from the factory.



The Remote Uncoupler test fit in place

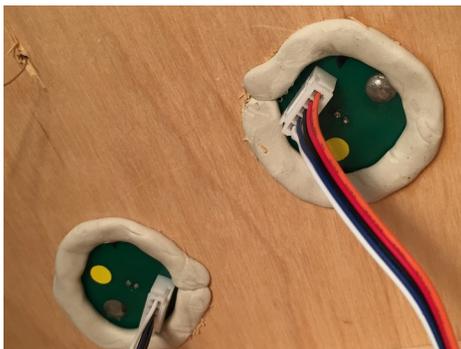
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A New Tool for Automatic Uncoupling

(Continued from Page 4)

To test each **RU**, I made a temporary wiring harness using one of the supplied jumpers. Strangely, their wiring diagram didn't specify which 12 Volt connection was which – but LED's only work one way, so it's pretty easy to tell when you've got it right. Every **RU** uncoupled or allowed unaffected passage appropriately – including both legs of a turnout where I had mounted it in the center of the diverging routes! The photo looking up into the empty hole for an **RU** is under that switch so you can see where it's mounted between the rails.

Now tested, it was time to permanently install. **Rapido** supplies a clear plastic disk to go on top of the **Remote Uncoupler** to protect it from ballast and water. I pushed each **RU**, with the clear disk on top, up into contact with the ties above, trying not to go too far. When in place, I used putty adhesive (most often used for holding pictures on the wall) that I rolled into a long snake and then pressed it around the bottom edge of the hole.



Looking up at the fully installed **RU**'s

When the **RU**'s were securely attached, I prepared to make them disappear from above. First I cut short pieces of 1/8" styrene tube and coated one end with **Woodland Scenics Scenic Accents® Glue**. This glue is very sticky but easily removable. When the glue dried clear, I placed one tube on the center of each **RU** where the LED will shine up through the ballast. This tube keeps that passage open through the ballasting. Then I added ballast and spread it over the **RU** area, making sure to not leave



RU with 1/8" styrene tube glued in place



After ballast installation



The completed installation

[Editor: for those looking at this photo in color, note bluish hue of the LED is visible]

any loose stones on the rails or ties. Diluted matte medium was added drop by drop until the ballast was white with liquid, and the next day I had hard, permanent ballast over invisible uncouplers.

I considered making a separate control panel for the toggle switches, but decided to use **Rapido**'s very nice little panels mounted right into my fascia. I located the panels in a similar physical layout to the **Remote Uncouplers** they control, so hopefully others can easily see which panel controls which **RU**. Of course, the LED's indicate which is which when they're "on."



Holes cut in fascia for toggle switches



The completed toggle switches

I cut a square hole slightly smaller than the **Rapido** panel in the carpet that covers my fascia. I drilled holes through the Masonite within that square opening to clear the rear of the switch and the LED. I first drilled a smaller hole to clear the LED and then the larger hole that clears the switch body. I connected all the parts using the **RU** wiring diagram and five conductors of ribbon cable. The panel screws into the fascia from the front with supplied screws (they even supply extra!) and the panel's edges cover the ragged edge of the carpet for a neat final appearance.

The Remote Uncouplers are now permanently part of my layout and virtually invisible – except when I want to uncouple. Now I'll be able to cut off engines arriving at the passenger station and switch industries without lifting a skewer.

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.

Please email editor@hubdiv.org.

25 and 50 Year Membership Pins

By Peter Higgins



If your name appears on these lists; CONGRATULATIONS! To the surprise of many at the HUB Division's annual meeting and the April RAILFUN, there was something new, the awarding of a Membership Pin, for those members with 25 or more years and another for 50-plus years. HUB Clerk, Pete Watson, compiled the list of qualifiers, and we were the ones surprised at how many there were, over sixty, 25-year-plus recipients, and twenty-one, 50-year members. Combined that's over 2,500 years of HUB Division Membership. That's over two centuries.

The project actually began five years ago when then, HUB President, Manny Escobar, looked for a way to recognize members for their commitment to longevity. Manny and the Board decided on the pin, albeit it wasn't an easy task to find a vendor that could produce them with our Trade Mark Logo and at a price we could afford. When we finally found a source, it was current HUB President, James VanBokkelen, that gave his presidential edict to get it done and it became a reality.

The Membership Pins will be available at the May and June RAILFUN Meetings or you can contact Peter Higgins at Membership.chairman@hubdiv.org or Pete Watson at Officemanager@hubdiv.org to make arrangements.

Your pins are in good company, Universal Plating, produces the MLB's CY Young Award as well as other notable MLB hardware. Will next year be your year?

50-Year Member Pin Recipients

<u>First</u>	<u>Last</u>	<u>Home Town</u>	<u>Join Date</u>
John	Bawden	Cambridge	1/1/1967
Cameron	Bickel	Pembroke	1/1/1968
John	Bock	Orange	1/1/1968
George	Dalrymple	Lincoln	1/1/1961
James	Eagan	Quincy	1/1/1949
Arthur	Ellis	Bedford	1/1/1953
Francis	Foster	E. Bridgewater	1/1/1960
Ronald	Fraser	Westborough	1/1/1959
Paul	Frazier	Rockport	1/1/1965
Robert	Herrick	Weymouth	1/1/1954
Francis	La Prise	Bellingham	1/1/1960
Robert	Lynch	Georgetown	1/1/1967
Andrew	Miller	Framingham	1/1/1964
Henry	O'Connor	Sterling	1/1/1957
Charles	Reynolds	Pepperell	1/1/1951
David	Richardson	Shrewsbury	8/1/1960
Paul	Sabbey	Walpole	1/1/1965
H.J.	Shepherd	Needham	1/1/1962
Richard	Towle	Foxboro	1/1/1962
Peter	Watson	E. Bridgewater	1/1/1968
Douglas	Young	Lakeville	1/1/1960



25-Year Member Pin Recipients

<u>First</u>	<u>Last</u>	<u>Home Town</u>	<u>Join Date</u>
William	Adams	Hanson	1/1/1973
Deborah	Ames	Chelmsford	1/1/1984
Stanley	Ames	Chelmsford	1/1/1984
J.	Barger	Hudson	1/1/1973
Charles	Belanger	Holden	1/1/1975
Kenneth	Belovarac	Quincy	3/5/1990
John	Blandino	Paxton	8/5/1991
R. Roderick	Brown	Framingham	1/1/1970
Christopher	Byrnes	Acton	1/1/1970
Jay	Cashook	Westwood	1/1/1983
Randolph	Childs	Centerville	10/28/1987
Wayne	Craigue	Everett	1/1/1974
William	Deen	Bedford	1/1/1978
James	Densmore	Rutland	1/1/1979
David	Drislane	Lynnfield	1/1/1979
James	Egan	Hanson	1/1/1979
Robert	Farrenkopf	S. Weymouth	1/1/1973
James	Ferris	Walpole	1/7/1991
Richard	Finn	Woburn	1/1/1977
Samuel	Foster	Beverly	1/1/1970
Wayne	Gebhardt	Lawrence	1/1/1979
John	Geisel	Amesbury	4/8/1993
Jeff	Gerow	Winthrop	8/11/1993
Paul	Gilligan	Wilmington	1/1/1977
Richard	Godfrey	Holden	1/1/1974
Mike	Goldberg	Chelmsford	1/1/1972
William	Goldthwait	Lexington	4/7/1990
Maurice	Green	Weymouth	1/1/1979
William	Grunwald	Lowell	1/1/1971
Glen	Hartzler	Reading	10/1/1991
David	Hearn	Wellesley	1/2/1977
Kenneth	Hoffman	Chestnut Hill	10/22/1992
Allan	Houghton	Marshfield	5/27/1986

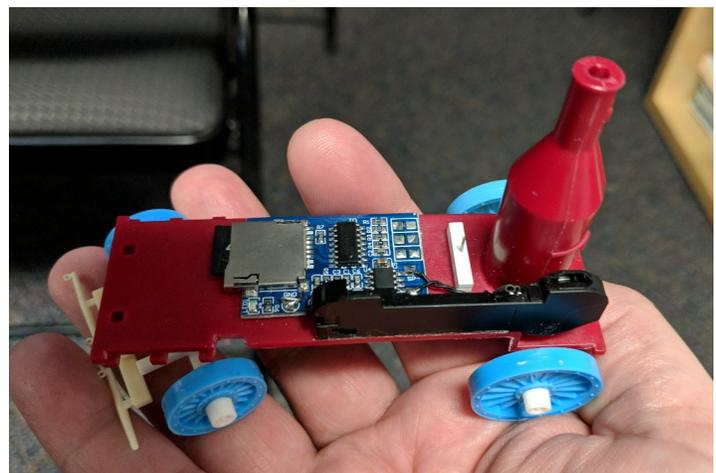
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25-Year Member Pin Recipients

(Continued from Page 6)

<u>First</u>	<u>Last</u>	<u>Home Town</u>	<u>Join Date</u>
Ralph	Johnson	Newbury	8/1/1990
Robert	Johnson	Groton	1/1/1982
Richard	King	Norwood	1/1/1976
Wendell	Knically	Bedford	11/21/1993
Stephen	Knowles	Boxford	3/16/1992
Edwin	Kroeker	Hudson	1/1/1972
David	Libby	Concord	1/1/1973
Gregory	Livingstone	Wayland	8/20/1991
F.	Lowell	Falmouth	1/1/1984
John	Lutz	S. Hamilton	2/21/1993
David	MacPherson	E. Bridgewater	1/1/1973
Bill	Mamer	Shrewsbury	3/13/1990
George	Muller	Eastham	1/1/1975
Bengt	Muten	Vlg Nagog Wds	1/1/1970
Eugene	Pizzetta	Revere	1/1/1973
David	Pritchard	Oak Bluffs	1/1/1972
Kenneth	Rice	Chelmsford	9/28/1992
John	Russo	Norwood	6/7/1991
David	Ruthardt	Upton	6/9/1993
Samuel	Sayward	Danvers	11/8/1991
Kenneth	Shores	Franklin	10/19/1990
Rufus	Simmons	Lowell	11/26/1990
Arthur	Skarin	Needham	3/16/1989
David	Skinner	Hingham	9/6/1990
Allan	Taylor	Weymouth	5/7/1991
John	Tisdale	Peabody	1/1/1971
David	Trimble	Centerville	1/1/1973
George	Ux	Pepperell	11/30/1978
L. Richard	Wenzel	Concord	1/1/1981

Cellphone Speakers for DCC Sound



Top: Kaylee Zheng explains the use of cellphone speakers for DCC sound during her clinic presentation at the Spring TRAINing show.

Bottom: The inside of Kaylee's model of a steam powered calliope uses a simple sound card to power an iPhone 4 speaker - the black housing. The music is stored on a micro SD card.

Photographs by Bill Barry

New England Model Train Expo - Reminder to Volunteer

By Bill Harley

The NEMTE is HUB Division's annual window to the General Public as well as the model railroad community about our organization and all that it offers – starting with great friendships and the fellowship with other model railroaders. The revenue that the HUB generates from the NEMTE is what supports the Modular Layout assets that the Club owns and provides each time we display the model railroad that we have

created. The Modular setup provides not only a venue for us to run trains but, more importantly, to reach out to the general public with the great hobby that we all embrace. There is also the educational aspect of what we provide each time the layout is set up and displayed that is hard to quantify, but we certainly see the interest and positive impact that it has on those who stop by to see the display and talk with members about the various aspects of the hobby.

As such it is necessary for each of us to volunteer some time at the NEMTE to make the show a success. The NEMTE provides the primary source of fiscal

support for the modular display. Members who bring modules to the show as part of the display are considered volunteers and many of these folks also volunteer for time slots at the various activities that make this a successful show each year. Members who come to the show to just run trains are not considered volunteers and are required to pay admission to the show.

By volunteering you will have a badge ready at the door and will have fun with your fellow HUB members while making the NEMTE the great event that it has the reputation of being.

Cheers Bill

Spring TRAINing 2018

Achievements



Malcolm Houck (right) receives his Model Railroad "Author" AP Certificate from Peter Watson, MMR.



James VanBokkelen receive his Golden Spike Award.



Ken Belovarac receives his Golden Spike Award.

All photographs by Bill Barry

Volunteers



Mark Harlow and Ernie Johansen man the Admissions Table.



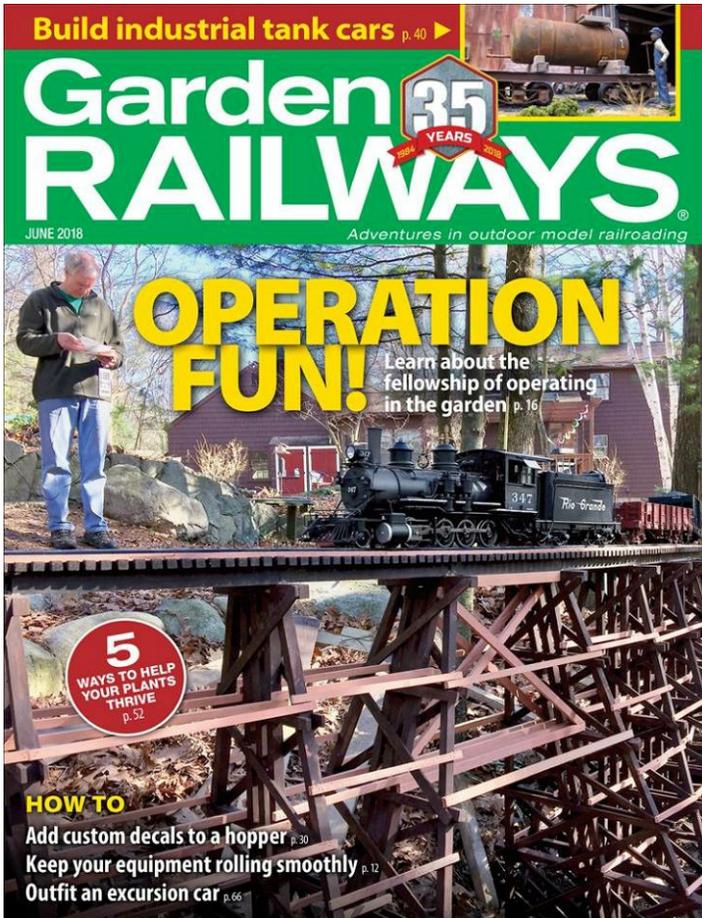
Bruce Wofeld and Paul Dexter answer questions at the Membership Table.



The HUB's Annual Meeting after the show.

SJR&P Garden Railways June Cover Layout

By Stan and Debbie Ames



The HUB's own Dave Insley operates on Stan and Debbie's SJR&P Railway on the Cover of the June 2018 Garden Railways. Photograph by Bruce Stockdale

On April 3rd 1988 we began construction of the "Some Justifiable Recreation and Procrastination" Railway or SJR&P for short (also known as the Sarah, Jane, Jonathan, Richard and Parents railroad). It has now been 30 years and a lot of rock and earth moving later to create a Railway we can all enjoy.

In January, we had a great article, and made the cover of the Narrow Gauge Downunder magazine.

Now we have made the cover of the June issue of Garden Railways with an article about operations. Dave Insley along with the Tuolumne River Bridge and Rio Grande engine 347 grace the cover in a photo by Bruce Stockdale. Inside there is a short article on operations with a much larger on-line segment available. Visit <http://grw.trains.com/issues/2018/june-2018>, and click on the various links below "Greening your railway" heading near the bottom of the page to access the articles.

Thanks for all who contributed to this project.

Stan & Deb Ames, SJR&P Operations

[Editor: As of the Headlight publication, the June Garden Railways issue was on sale and the online article was open to all, but it may be changed to subscribers only at a later date.]



Stan, Sarah and Jonathan at the start of their garden Railway adventure. Photograph by Debbie Ames



Seacoast Division Activities Derry Model Railroad Fun Night

May 11, 2018

Topic "Control Panels with Touch Toggles"

June 8, 2018

Topic "Layout Building in N-Scale"

Meetings are Friday nights at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH.

Visit www.seacoastnmra.org for more info.

Maine Model Railroad Layout Tour Save the Date

Maine - York to Bar Harbor, September 8, 2018, the 4th Annual Maine Model Railroad Layout Tour sponsored by railroad groups and hobby businesses. Have a fun experience seeing layouts and sharing ideas! Free and self-guided tour of indoor, outdoor and club model railroad layouts. For layout descriptions, pictures, maps and directions, please visit: www.mainemodeltour.com.

New Members

The HUB Division welcomes the following new members

- Drew Bogner - Franklin
- Karen Bogner - Franklin
- Josiah Stressman - Sharon
- Davis Varhaely - Mystic, CT

HUB Headlight

Volume 34, Number 4
March - April, 2018

HUB Headlight, published by The HUB Division Inc., Northeastern Region, National Model Railroad Association, is issued in January, March, May, September and November. Contributions may be sent by email to the Editor or by mail to the Office Manager.

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Chief Grammarian - Jay Stradal

HUB Division Board of Directors

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Other HUB Division Leadership

Treasurer Gerry Covino - Treasurer@hubdiv.org

Secretary Mike Dolan - Secretary@hubdiv.org

Module Coordinator Dick Ball - ModCoordinator@hubdiv.org
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Webmaster Dave Insley - Webmaster@hubdiv.org

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Bill Harley - NEMTE.Director@hubdiv.org

Model Train Expo Business Manager

Mark Harlow - NEMTE@hubdiv.org

Public Relations Director Position Open -
PRDirector@hubdiv.org

NMRA North Eastern Region Representative
Barbara Hoblit - MA.NERdirector@hubdiv.org

NMRA Achievement Program Chairman
Peter Watson, MMR - HUB.AP.Chair@hubdiv.org

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

Directions to RAILFUN Meetings

RAILFUN is usually held at the Cambridge School of Weston (CSW) in Classroom G6 on the second floor of the George Cohan Building. The school is located at 45 Georgian Road, Weston, MA 02493.

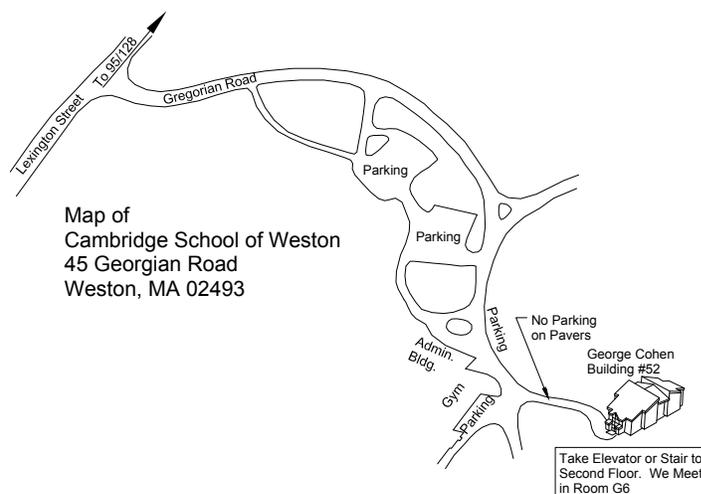
From Route 128 / Interstate 95:

From the North, take Exit 27B towards Winter Street.

From the South, take Exit 27A-B for Third Avenue toward Totten Pond Road/Waltham. Take Exit 27B towards "Winter Street" Bear right onto Wyman Street and continue to the traffic light. Take a right onto Winter Street at the light.

Continue on Winter Street to the second traffic light. Turn left on West Street, which becomes Lexington Street as you cross the Weston town line. At the crest of a small hill is Georgian Road and the CSW school sign; turn left on Georgian Road into the CSW campus.

Follow Georgian Road. There is a parking lot on your right, or you can park along the left side of the road and down the hill by the gymnasium. Please do not park on the stone pavers leading to the Cohen Building. See detail map below.



RAILFUN Weather / School Closure Note:

If the school is closed, we will NOT have RAILFUN that evening. School closings are broadcast over the radio at **WRKO 680AM** and **WBZ 1030AM**, and on **TV Channels 4, 5 and 7**. The Cambridge School of Weston recording is at **781-642-8600**. Check the radio or TV stations early **on the morning of RAILFUN!** You can also check www.hubdiv.org and we plan to post notices on **Facebook** and **Twitter**.

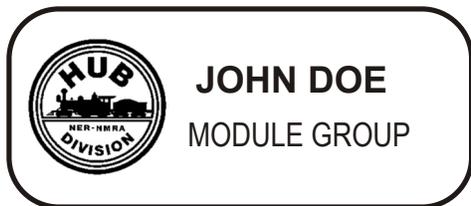


HUB Division Nametag, *Headlight* Subscription and Donation Forms

Make checks payable to:
"The HUB Division, Inc."

Mail to: **Gerald Covino, Treasurer**
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 \$11.30, plus \$3.00 S&H. Each additional line is another \$2.00. You may have up to three lines on your name tag.

Cost: __\$14.30 (1 line) __\$16.30 (2 lines) __\$18.30 (3 lines)

First Line																				
2nd Line																				
3rd Line																				

Name _____
Address _____
City _____ State _____ Zip _____

Other Upcoming Events

July 24-29, 2018 (Tue-Sun): The Bristo-S-Gaugers holst the 2018 Natioanl Association of S Gaugers Convention in Boxboro, MA, www.bsgr.us

HUB Division *Headlight* Subscription Form

I enclose \$7.00 for a subscription to the HUB Headlight for 2016-17

Name _____
Address _____
City _____ State _____ Zip _____

Make a Donation to the HUB Division, Inc.

It Takes All of Us Working Together!

\$25.00 \$50.00 \$100.00 Other \$ _____

___ YES, I am happy to support The **HUB Division, Inc.** to foster railroading through displays, modeling and educational opportunities to members and the public at large. I show support with the enclosed gift.

Name _____
Address _____
City _____ State _____ Zip _____

HUB Division Module Kits

The HUB Division offers to its members a complete packaged module kit for \$155. 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 Mark Harlow at modulekits@hubdiv.org with additional questions and to order the module kits.

ner convention



Mahwah, New Jersey
September 13-16, 2018
ErieLimited.org

All convention information is now available on the website and registration is open. Online registration is recommended and payment with credit card or PayPal is fast and easy. The Garden State and the Hudson Valley Divisions look forward to seeing all of you in September.

HUB Division Calendar of Events (Subject to Change)

2018

May 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 19 (Sat)	HUB RAILFUN Special Meeting, 9:30 AM, Briarwood Senior Complex, 65 Briarwood Circle, Worcester, MA
Jun 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jul 15 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA
Jul 15 (Sun)	Submissions deadline for the HUB <i>Headlight</i> Sep-Oct issue
Aug 5-12 (Sun-Sun)	2018 NMRA National Convention, Kansas City, MO
Sep TBD (Sat)	HUB Modular Railroad display at Norwood Days, Norwood, MA
Sep 13-16 (Thu-Sun)	NER Convention Mahwah, NJ, www.erialimited.org
Sep 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Sep 29-30 (Sat-Sun)	HUB Modular Railroad display at the Pepperell Siding Model Railroad Club Show & Open House, Pepperell, MA

RAILFUN.....



NO MOTIONS.....

NO SECONDS.....

NO BUSINESS.....

NO YAWNS.....