

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 36, Number 2, November - December, 2019

RAILFUN TIMETABLE

Presentation: Techniques on the Way to Becoming a Master Model Railroader (MMR)

By Andy Reynolds

8 PM Friday, November 15, 2019, Cambridge School of Weston

This clinic will demonstrate and provide participants a clear understanding of the NMRA's Achievement Program. Andy will do this by explaining what he's learned about completing the paperwork for his AP certificate in Structures and his accomplishments to date. He will show what he has done to get his structures "Contest Ready," and describe what you can do to make a better model. There will be many pointers on modeling techniques, paints, glues, weathering, scratch-building and working from craftsman-kit instructions. We will also discuss how to fill in the paperwork and provide an understanding of the point system. The goal is to get everyone to eventually enter a model in a regional contest. Will Andy earn his AP certificate in Structures at this meeting? Come and see if he meets his goal.

Hands-On: Mini-Scene Project – Scenery

By Andy Reynolds

10 AM Saturday, January 11, 2020

First Lutheran Church, 1663 Main Street, West Barnstable

This hands-on session is the next phase of our mini-scene project. We will be using items from the outdoors and static and mixed-use grasses to create scenery and trees, and talk about water-effect techniques. We'll also discuss how this scenery work ties into the NMRA Achievement Program.

We will have a limited quantity of 12"x12" bases for people to use. Please email Andy at railfun.coordinator@hubdiv.org so that he brings enough materials. We also encourage you to bring along something you are working on, along with any paints, glues, brushes, static grass applicators, scenery materials or scenic supplies you may need. We will also have some on hand as well.

After we finish, Randy Child's home layout in Centerville will be open for viewing. This is an excellent operations-focused layout.

Hands-On: Rolling Stock Tune-Up

By Ron Noret; Mike Tylick, MMR; and Peter Watson, MMR

8 PM Friday, January 17, 2020, Cambridge School of Weston

This meeting falls one week before our HUB Modular Display in Amherst on Saturday, January 25th to Sunday, January 26th. In an effort to hop onboard and make the Big E Show a trouble-free exhibition, we are encouraging our members to bring their rolling stock in for our annual tune-up event. We will be on-hand to demonstrate the proper way to fix dragging coupler pins, re-gauge rolling stock, and top the cars off with a little weight. There will be an ample supply of weights so that your rolling stock will meet the NMRA standards. So, bring along your rolling stock, tool kits, standard gauges, new wheel sets and a portable post office scale if you have one. We will also explain when and why the modular group uses wheel resistors for our signaling system and will have them for sale at the meeting. Visit: www.nmra.org/beginner/knuckle-couplers and www.nmra.org/car-weight for info.

Switches the Hard Way

By Jerome McDonald

I've been building HO switches using FastTracks jigs for over a year. Particularly in the very beginning, I tried to follow the written and video instructions to the letter. After building about two dozen switches, it was time to put the first dozen to work on two staging yards that underlay New Bedford, the focal point of my railroad. All the work looked good, did not impede a set of passenger trucks with carefully measured wheels, and passed several other measurements with colors ('flying' purposely omitted). Intense testing did not seem needed; since FastTrack jigs have close tolerances and hold the rail tightly enough that serious deviations seemed improbable. The only trouble that might be possible was in the fact that, at 87 years, this was my first layout; and I had never built switches, nor laid track before.

The New Bedford peninsula is the first of three planned in an "S" shape. It is 23 feet long and 5 feet wide, with staging at a height of 36 1/2" (nominal 0"). The city with station, yards, engine terminal, docks, and urban scenery is at 46" (nominal 9 1/2"). Staging consists of two yards of four tracks each, near the outer long edges of the peninsula. Staging represents

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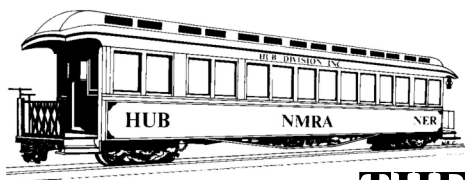
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THE PRESIDENT'S CAR

By James VanBokkelen

Hello, members of the HUB Division and readers outside our group. I'm writing this in between working on trolley track, my storm windows and my layout.

It's not quite a month since the Empire Jct. convention outside Syracuse, NY. The Central NY Division's hosting efforts came off well, everything I attended worked well and I didn't hear others complaining. I signed up too late for operating sessions, but I saw a lot of interesting layouts and several good clinics. I also got a chance to admire some nice modeling while judging in the Contest Room. Thanks to all involved.

At press time I haven't seen a report on the HUB's second Cape Cod RAILFUN. I couldn't go because I'd already promised to explain my layout's signals at the Seacoast Division's Fall Event at the same time. Two more are on our calendar for January 11 and May 9, 2020. We're also working on a Worcester-area event.

Module Coordinator Ron Noret has been managing our Fall/Winter Modular Layout schedule. Norwood Days had a small linear layout, and a larger one at the Nashua Valley Boxborough show. He announced both layout plans via our email list (now hubdiv@google.com), but I gather some people didn't see the notices. If you're a Module Group member but not on "hubdiv," please ask officemanager@hubdiv.org to add you; Ron's job is Module Coordinator, not "email list debugger."

We'll have fewer events this winter than last, but Ron's keeping those that have drawn the most member participation. He asked for available modules and members August 8. If you didn't respond, you won't be on his list. If you want to add yourself now, or something came up and your

participation must change, please tell modulecoordinator@hubdiv.org ASAP.

You may see this before the Wellesley Community Center show November 2; if so, watch for Ron's announcement of the layout plan.

The next show will be Greenberg's November 23-24, at the Shriner's Auditorium in Wilmington, MA. This has been a larger oval layout with inside yard, so there's room for quite a few member's modules. After that, the December 7-8, NEMTE setup will be another oval layout. So will the Wenham Museum on January 11, 2020. We then do the oval plus branch at the Amherst Show January 25-26, at the Big E in West Springfield, MA. Our final 2019-20 show will be another oval at Greenberg's March 28-29, return to Wilmington, MA.

Repeating myself, please talk to Ron (modulecoordinator@hubdiv.org) if you haven't signed up, or something changes. You might also hear something from me about HUB Modules going to St. Louis in July.

We'll also have the HUB Holiday Party on January 4 at the Common Market in Quincy, MA. The registration form can be found on Page 8 of this issue.

VP David "Shack" Haralambou tells me that the Museum of Science layout setup will begin on Sunday, November 17. He'll provide more details at the Friday, October 18 RAILFUN (Little Plastic People Painting). We will need volunteers, and will relay the specifics to everyone who can't make the RAILFUN via the hubdiv email list and www.hubdiv.org.

NEMTE Director Bill Harley has emailed a couple of requests for volunteers on December 7 and 8. Member participation is vital to a good show, so please step up. PR Director Barbara Hoblit is promoting the show all over New England, but you can help too by putting up posters, talking to friends and family, etc. If you have a good place for posters or handouts, get in touch with Bill or Barbara.

Whenever you start planning next year, keep in mind the Gateway 2020 NMRA National Convention July 12-18 in St. Louis, MO. I plan to bring my family.

Then we have the HUB's Mill City 2020 NER convention October 9-12 (Columbus Day weekend) in Westford, MA. We're looking for clinics, layouts, operating sessions and volunteers for all aspects of the event. Contact me about showing your layout, or Stan Ames if you can host an operating session. NER Convention Chair Dave Insley and HUB Chair Peter Watson will be asking for other volunteers as plans firm up next year.

Finally, the HUB is looking for candidates for next April's Board of Directors election. If you're interested, let me or the Nominating Committee (Peter Watson, Mal Houck and Andy Reynolds) know. The position of Recording Secretary is also open.

Personally, what I did over Summer Vacation included the Seashore Track Gang reconnecting tracks to the rebuilt Fairview Carbarn. Now we've moved on to the next project: building a turnout kit in 1:1. My HO-scale handlaying experience is useful, but this project needs a crane instead of needlenose pliers.

I've also fitted in some model railroading: my wife's Williamstown Coal structure is installed on my Eastern Route and I'm working on the scene around it. I've also made a lot of progress on a street scene, and illuminated a few structures.

I made progress in the Achievement Program. Before my layout, I had built many passenger cars from kits, and started an interior for B&M 6-4-6 sleeper Old Orchard Beach about 30 years ago. In September I finished the interior and underbody details. I entered it in the Syracuse contest as a scratchbuilt (50-90%) Passenger Car. It earned First Place and a Merit Award, my first step toward Master Builder - Cars.

Note: If one of you wants to earn Association Official, I can designate you the HUB's NER Director, which will qualify you in three years. Let me know.

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

Until next time, High Green!



Shanty Talk: Progress Report

By Rudy Slovacek

In the last installment, I described a number of projects I was working on. One of them was the scratch-built passenger cars (combines predominantly of wood and one in styrene) for my fictional Taconic Lumber Co. Unfortunately, I did not earn the 87-1/2 points needed for the Merit Award. However, the judges provided comments and I've begun to make the changes to help improve my model and score. If those cars pass muster in the future, I'll provide some photos.

For now, I'll share the results of my other modeling efforts beginning with the NYC depressed-center flatcar number 499056 carrying a boiler section. The Eastern Car Works Commonwealth Cast Steel 90-Ton flat was spray-painted with a gray primer, then with black, while the parts were still on the casting sprue. Before gluing the perforated steel deck in place during assembly, I cut small lead rectangles from tire weights, minus the sticky tape, to fit the frame spacing and to give the car some heft. The Chooch boiler had a section between the bands cut out and the halves re-epoxied back together. Decal stripes of rivets were added as in the picture from the Canadian Southern website, along with the tie-down anchors and mounting brackets that I formed from styrene. It was painted silver and a decal created and applied to indicate the source of origin as Schenectady, NY. You can see the finished product in Photo 1 below.

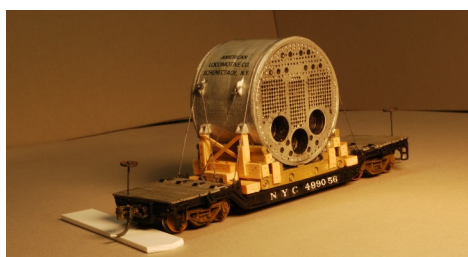


Photo 1: Boiler Load

Also, I mentioned in the last issue a brass model of a wooden NYC Caboose. What I failed to note was that I didn't have the exact herald of white on a black background, which appeared on NYC 20093. I only had the white oval and lettering. So instead, I created an oval from a sheet of plain black decal that I applied first, then later applied the white lettering over it. This caboose appears in Photo 2 and I was quite pleased with how it captured the NYC caboose on pg. 81 of my copy of "Cabins, Crummies and Hacks Vol. 1, North and East".



Photo 2: NYC Caboose

Shifting now to the D&H RS-36 detailing project, I disassembled the unit completely, then removed a small amount of material from the frame (See Photo 3), so

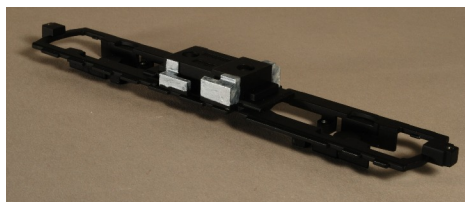


Photo 3: Removed D&H RS-36 Frame

that the scratch-built rectangular fuel tank fit snugly on the frame. Holes were also drilled in the frame for the Custom Finishing Models brake chain guides. After reaming out the guide holes so 40-link chain passed freely, the pieces were epoxied in place. The chain pulleys were scratch-built from styrene stock. I used a Cal Scale RS 32/36 detail kit for the grabs, lift rings, coupler bar and air control hoses after drilling out the pre-dimpled holes on the superstructure for these details. Air tanks, piping, fuel fillers and a breather tube were added to the fuel tank. Additional details included a bell, engine step lights, a Sinclair antenna, an MU stand w/battery and a speed recorder from Custom Finishing Models. The parts were touched up with the D&H blue, a yellow or CP gray to match the pre-painted Atlas trainman unit. The unit number was also added on the sides to match the numberboards. The radiator and intake screens

were painted with a wash of India ink to bring out the detail and provide a used, but not overly grubby look. (See Photo 4)



Photo 4: Finished D&H RS-36

After the D&H replaced its steam and early switchers with RS-2 and RS-3 units, it opted to pick up six ALCO RS-11 units originally destined for the NYC and equipped with the new Model 251 diesel engine having 1800 HP. They liked it so much they ordered a few more with the chop-nose feature. As Alco continued to upgrade and improve its product with the RS-32/36 series, the D&H opted for the lower 1800 horsepower RS-36 with a turbocharged 251 engine instead of the higher horsepower supercharged RS-32 having 2000 Hp. D&H 5012 was the first in this series. I have several RS-36s on my roster (#5015 and #5016) and plan to eventually add a few more to include #5017 working in Arkville, NY, in D&H colors and #5019 rusting away up in North Creek, NY.

Here I will diverge and quickly summarize a few highlights for me at the Empire Junction convention in Syracuse. First I got to operate on Bill Brown's Leadville & Redcliff, featuring modern railroading on the lower level and old time Rio-Grande Narrow gauge railroading on the upper level. The scenery is spectacular and you should visit it if the opportunity presents itself in the future. On our way home, my wife and I visited Jim Heidt's Ogdensburg and Norwood Railway based on northern NY and the Adirondacks. Jim comes from a north country railroading family and has captured the feel in outstanding fashion. Another must if you're in the area.

I spent the day Friday riding the Finger Lakes Railway between Solvay and Geneva, NY. It is a freight line with good 25-mph track speeds and we were lucky to get the special passenger excursion. Suffice it say the scenery was quite enjoy-

(Continued on Page 4)

HUB Division Calendar of Events (Subject to Change)

2019

Nov 2 (Sat)	HUB Modular Railroad display at the Wellesley Community Center, Wellesley, MA
Nov 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 23-24 (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

2020

Jan 4 (Sat)	HUB Holiday Party at the Common Market, Quincy, MA
Jan 11 (Sat)	HUB Cape RAILFUN Meeting, 10AM, First Lutheran Church, West Barnstable, MA
Jan 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
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
Feb 1 (Sat)	Submissions deadline for the HUB <i>Headlight</i> Mar-Apr issue
Feb 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 28-29 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Wed)	Submissions deadline for the HUB <i>Headlight</i> May-Jun issue
Apr 17 (Fri)	HUB RAILFUN Meeting - Including Annual Meeting and Election, 8 PM, Cambridge School of Weston, Weston, MA
May 9 (Sat)	HUB Cape RAILFUN Meeting, 10AM, First Lutheran Church, West Barnstable, MA
May 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jun 19 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jul 12-19 (Sun-Sun)	2020 NMRA National Convention, St. Louis, MO, www.gateway2020.org
Jul TBD (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA
Oct 9-12 (Fri-Mon)	HUB Sponsored NER Convention, Mill City 2020, Westford, MA, www.millcity2020.org

Fall Shows and Open Houses

November 30, December 7, 14, 21 and 28 (Sat, 1-4 pm): Nauset Model Railroad Club Open House, Orleans, MA (Cape Cod), www.nausetmodelrrclub.com

November 29-December 1, 2019 (Fri-Sun): Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA, www.tourdechooch.org

December 7-8, 2019 (Sat-Sun): Bay State Model Railroad Museum Holiday Open House, Roslindale, MA, www.bsrmr.org

December TBD, 2019 (Sat): The Providence Northern Model Railroad Club Open House, Warwick, RI, www.providencenorthern.com. (Club is also open most Saturdays 12-4.)

New Members

The HUB Division welcomes the following new members

- Thomas Henderson, Medford
- Phil Duncan, Auburn



Seacoast Division

Activities

Derry Model

Railroad Fun Night

November 8, 2019: Topic: "What does that train do"

December 13, 2019: Travelogue/slide night

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.

Shanty Talk

(Continued from Page 3)

able as we passed over the top of the Finger Lakes region. We stopped for the museum at Martisco Station, which contained a plethora of old railroad items. We also passed by the Bombardier Plant in Auburn, but missed seeing the old round house as vandals had burned it down recently. The plant was the site of the old McIntosh and Seymour diesel engine production for Alco. I spent the evening attending several outstanding clinics by master modeler Bruce DeYoung. One was

on the origins of Gas Stations and modeling them for a given era. The other by Bruce detailed the Natural Ice Industry which made possible early refrigeration for fresh vegetable and meat shipments. Did you know it also made brewing of lager beers, such as Budwiser, possible and opened up the whole brewing industry as a whole? Finally, I attended a clinic by Tom Oxnard on "Scratch Building a Diesel Locomotive." Now, if only I can find a suitable candidate locomotive. Until next time, be sure to take some time to enjoy your model railroading this fall.

Feature Module: Rowley and Rowley River

By James VanBokkelen

My Rowley module was built in 1989, and participated in Module Group setups starting with the second or third one. Rowley River was begun about 2002. Both predate module kits. They represent Rowley, MA between WWII, when searchlight signals replaced semaphores, and 1959, when the second track was removed. Track is hand-laid. The Rowley Depot and all but one other structure were scratch-built from styrene. Major bridge components are from MicroEngineering. The wig-wag crossing signal was built from brass using etched ladders and platforms.

I decided to model Rowley because the B&M's former Eastern RR route through town was straight double track, a requirement for modules. Though I hadn't settled on a plan for a layout in my attic at that time, I was confident I could fit the modules into a layout.



Rowley and Rowley River in place - All the scenery behind the last coach is part of the permanent layout



Human's eye view looking railroad east past Rowley



Looking railroad west - the farm scene and coved backdrop are permanent layout

Norfolk and Western #611

By John Cipar

Over the weekend of September 28 and 29, 2019, I was in Strasburg, PA, to see the Norfolk and Western #611 4-8-4 under steam pulling short excursion trains.



N&W 611 leads an excursion train



A young fan gets up close and personal with #611.



2019 NER Convention Model Contest Results

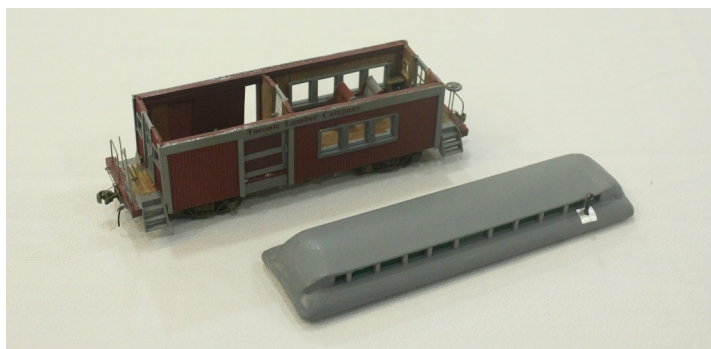
The 2019 NER Convention Model Contest saw several HUB Members winning awards. Award winners included Malcolm Houck, James VanBokkelen, and Rudy Slovacek. All Model Contest photos were provided by Scooter Youst.



James VanBokkelen's HO scale B&M 6-4-6 Lightweight Sleeper won First Place in the Passenger Car Scratch-Built category.



Rudy Slovacek's Taconic Lumber Company Passenger Car won Second Place in the Passenger Car Scratch-Built category.

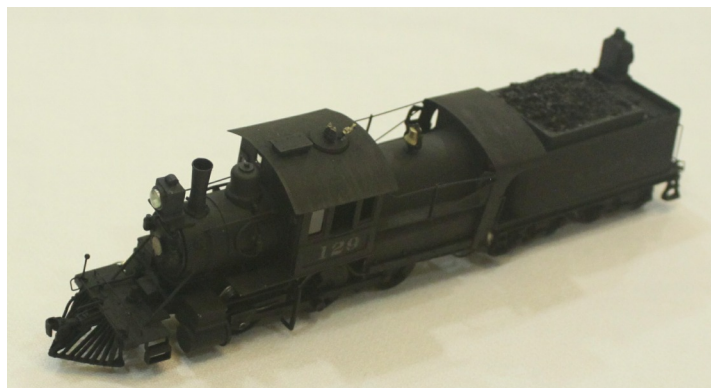


Rudy Slovacek's Taconic Lumber Company Passenger Car won Third Place in the Passenger Car Scratch-Built category.



Above: Malcolm Houck's NYO&W Passenger Car Oswego won First Place in the Passenger Car Kit Built category.

Right: Malcolm Houck's NYO&W Passenger Car #272 won Second Place in the Passenger Car Kit-Built category.



Malcolm Houck's NYO&W Double Cab #129 won First Place in the Steam Locomotive Scratch-Built category and was also the Baldwin Trophy Winner earning the highest point total in the model contest.



Malcolm Houck's NYO&W Double Cab #1 won Second Place in the Steam Locomotive Scratch-Built category.



Malcolm Houck's NYO&W Double Cab #208 won First Place in the Steam Locomotive Kit-Built category.



Malcolm Houck's NYO&W Double Cab #252 won Second Place in the Steam Locomotive Kit-Built category.



2019 NER Convention Photo Contest Results

The 2019 NER Convention Photo Contest saw two HUB Members win a majority of the awards. Malcolm Houck swept the Model Color Print Category, while Peter Watson, MMR, took two awards in the Prototype Color Print Category. Photos shown were provided by the photographers.



Malcolm Houck's Photo "NYO&W Symbol Freight at 'Hairpull' " won First Place in Model Color-Print Category of the Photo Contest, and was voted Favorite Model, Color-Print in the Popular Vote Contest.



Peter Watson's Photo "Time for a Drink at Blaenau Ffestiniog – Wales, UK" won Second Place in the Prototype Color-Print Category of the Photo Contest.



Right: Malcolm Houck's Photo "NYO&W #453 on LB-4 – North Portal Hawk Mountain Tunnel" won Second Place in the Model Color-Print Category of the Photo Contest and Best in Show in the Popular Vote Contest.



Peter Watson's Photo "VRS Eng 206 Southbound at Frog Pond Rd. Passumpsic, VT" won Third Place in Prototype Color-Print Category of the Photo Category, and was voted Favorite Prototype Color-Print in the Popular Vote Contest.



Malcolm Houck's Photo "Summitville Depot & Jones Hotel at Night" won Third Place in the Model Color Print Category of the Photo Contest.

2020 Mill City Contests

The 2020 NER Convention is being held right here in the HUB and we hope that members come out in force for the NER Model and Photo Contest. Please start getting your entries ready so we can show off our modeling and photography skills.

HUB Holiday Party

Saturday, January 4, 2020

Happy Hour from 6:00 PM to
7:00 PM (cash bar)
Dinner at 7:00 PM
Yankee Swap at 8:00 PM
(or shortly thereafter)

The Common Market Restaurants
97 Willard Street
Quincy, MA 02169
(617) 773-9532
www.commonmarketrestaurants.com

Price: \$39 per person.
Reservations only, no walk-ins.
Dress appropriately (no denims).
No reservations after January 2.

Bring a gift worth at least \$15 to
participate in the Yankee Swap.
Railroad hobby-related gift preferred.

Appetizers:

Scallops and bacon
Spring rolls
Cheese and crackers
Coconut chicken
Shrimp cocktail

Entrees:

Roast Beef with horseradish sauce
Roast Turkey with cranberry relish
Shrimp Scampi with Pasta

Included:

Caesar Salad
Seasonal Vegetables
Rice of the Day
Dinner Rolls
Coffee and Tea station

Dessert:

French Pastry station

Please Note: The *ad hoc* HUB Holiday Party Planning Committee is always looking for venues in new and different locations. Please contact Michael Tylick, MMR (michael@raildesignservices.com) if you have any suggestions for future parties.

The *Headlight* accepts photos and articles related to model and prototype railroading. Articles about model building or home layouts would be much appreciated. Please email editor@hubdiv.org.

HUB Holiday Party 2020- better than ever!

By Michael Tylick, MMR,
HUB Holiday Planning Committee Chairman

The Party Planning Committee is pleased to announce a greatly improved HUB Holiday Party to ring in 2020. Our negotiations with Quincy's ever-popular Common Market have resulted in an enlarged menu which features three entrees and five appetizers, including a new roast beef carving station. The buffet lines will be manned by serving chefs, which will speed up food delivery and leave us more time for merriment. As in the past, cocktail waitresses will circulate throughout our party, avoiding the long lines often found at function bars. A coffee and tea station will be available throughout the evening, and dessert has been upgraded to a French pastry station. "Santa Pete" will once again deliver our Yankee Swap gifts after we have feasted. All of this at the same reasonable price as last year's well-attended party. To enjoy the festivities you must purchase tickets in advance. See you at The Market on January fourth!

HUB Holiday Party Registration Form

Name: _____

In case of inclement weather, please provide your email and/or phone number where we will be best able to reach you.

Email: _____

Phone: _____

Number Attending: _____ x \$39.00 = _____

Please make check payable to: The HUB Division, Inc.

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

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

Achievement Earned



James Kerkam (right) receives his Achievement Certificate for Model Railroad Engineer - Civil from Peter Watson, MMR (left)
Photograph by Bill Barry

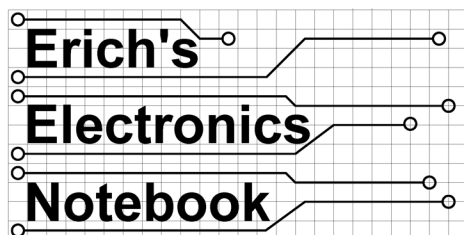
MoS 2019-2020 Update

By David "Shack" Haralambou

The HUB Division will be presenting and maintaining a layout at the Museum of Science again this year. The exhibit will feature four smaller layouts constructed from all of the existing pieces and parts we built last year.

We will need volunteers to help maintain and operate the layouts and to demonstrate our modeling skills to the visiting public. If you volunteered last year (and passed the class and the CORI) you do not need to do anything except get a new badge prior to the opening day. If you did not volunteer last year, you will need to attend an on-site meeting the week before the layouts open at the Museum.

See my "hubdiv" emails for more info and watch for more updates about signing up and volunteering.



By Erich Whitney

I am pleased to say that I have started receiving feedback and questions — keep them coming! In this column, I'm going to address some of those questions and comments. I am still working on more detailed articles; however, this is my final year in a Systems Engineering Master's program at WPI and I've been pretty busy with that work on top of my day job and family responsibilities, so please be patient. Please send any / all questions to me at erich@hbeng.com. Thank you!

Column Follow-up

Testing LEDs

James pointed out that if you have a digital multi-meter, there's a pretty good chance it has a diode test setting. Look for a diode symbol in the resistance section of your meter's select knob. To properly test an LED, you need to make sure the polarity is correct. The red lead goes to the anode (+) side and the black lead goes to the cathode (-) side.

Current-Limiting Diodes

James also pointed out that instead of using a resistor to limit the LED current, you can use a device called a Current-Limiting Diode (CLD). I have not used these personally, but they do offer a convenient alternative to resistors. When you buy these devices, you select one that meets your LED forward current value (20mA for example) and put them in series with the LED (or multiple LEDs) in place of a resistor.

Choosing a Resistor

Chris pointed out that when you're selecting a resistor value to limit the current to an LED, select the next higher resistance value if the value you calculated is not available. This is a safety precaution against too much current and damaging the LED.

Surface-Mount LEDs

Chris also reminded me to mention that there are many more options available on the market with surface-mount LEDs. These can be really difficult to work with because they're so small, but you can buy these with very fine wire already soldered to them. I have purchased these from TrainTek LLC and used them to illuminate the number boards in a diesel locomotive. Here's a link to an example: www.traintekllc.com/miniature-wired-603-surface-mount-led-golden-white/. Chris also asked about using these surface-mount LEDs in applications where only 1.5V is available (older grain of wheat bulbs). The short answer is, as long as the LED has a forward voltage lower than 1.5V you should be able to get it to work — but you still need a resistor (or a current limiting diode mentioned above). If the LED has a forward voltage higher than 1.5V, you can still get it to work, but it will require a transistor to provide the turn on the LED with a higher voltage source. I hesitate to give you a generic circuit for this because getting it to work really depends on the situation you're up against. If you need to do this, please reach out to me and we'll work through it.

What about DCC Boosters?

Dan asked how to select DCC boosters for a layout. This is a topic big enough for a dedicated article that I intend to write — it goes hand-in-hand with the topic of layout wiring. I think layout booster application is one of the most confusing issues that modelers have to struggle with. Here's a suggestion to get you started: consider using DCC circuit breakers to isolate your mainline from your yards and other operating areas so that a minor derailment doesn't bring down your entire layout. Even though you don't need to wire blocks with DCC, doing so still makes sense from the standpoint of using circuit breakers and isolating sections for debugging problems. If you use this approach to wiring, you can start out with just your DCC command station and only add boosters if you have issues as your layout grows. If you've wired your layout in blocks, adding a booster is pretty straightforward. As a rule of thumb, sound-equipped locomotives will require more power than non-sound-equipped

models. If you park a bunch of locomotives in your yards, consider using a switch on those tracks to turn off locomotives when they're not needed. A DCC decoder does draw a small amount of power even if the locomotive isn't moving.

New England Model Train Expo Volunteers

By Bill Harley

Thank you to all who have already signed up to volunteer and to those who plan on volunteering for the 2019 NEMTE show on December 7-8.

We will have sign-up sheets at RAILFUN on Nov 15 and at the Greenberg Train Show in Wilmington on November 23-24. You may also send your preference directly to williamharley@me.com.

The sign-up sheets for each day are posted on the www.hubdiv.org website and updated periodically. It is most important to sign up for the Day and Table that you want. Table Bosses may ask you to fill time slots other than the time slot you signed up for to ensure that all positions are covered throughout the hours that the NEMTE is open.

Table Bosses are:

Admissions – Gerry Covino
 Membership – Pete Higgins
 White Elephant – Bill Barry
 Donations – Dan Fretz
 Scout Merit Badges – Bill Roach
 Door Security – Dick Ball
 Modular Layout – Ron Noret

All HUB members need to volunteer some time at the NEMTE to make the show a success. 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 tables, while members who come to the show to just run trains are not considered volunteers and are required to pay admission for entry to the show.

By volunteering you will have a badge ready for you at the door and will have the gratitude of your fellow HUB members for making the NEMTE the great event that it is.

Switches the Hard Way

(Continued from Page 1)

Boston and Nashua/Worcester. There is no direct connection between staging and the city; both areas will connect with the main line approximately in the middle of the second peninsula. New Bedford is dead-ended (because of the Atlantic Ocean) but staging is looped and allows continuous running if desired.

I laid 12 switches, four yard tracks, a loop under the Atlantic, a temporary loop at the other end, all of which was wired by Jeff Gerow. We used Digital Command Control (NCE Wireless) and Layout Command Control (mostly RR-CirKits). Electronically, the railroad will be state-of-the-art; no credit to me, but solely to Jeff. We could now run trains.

From the beginning it was apparent that something was not right with the switches. Steam locos derailed frequently, so often that we turned to diesels for further testing of the track. Even with four-axle power, derailments happened often enough that we needed to forego further expansion and go into an analysis and repair mode. I started with the second dozen switches, which had not yet been installed, and subjecting each to intensive inspection using our NMRA Mark IVb Standards Gage, digital calipers, RailCraft and FastTracks three-point track gauges, a modified three-point gauge with the outer tabs filed off to allow sliding the gauge completely through an assembled switch, and physically sighting down the rails to ensure straightness. Many of my techniques were derived from Joe Fugate's book on Track-work.

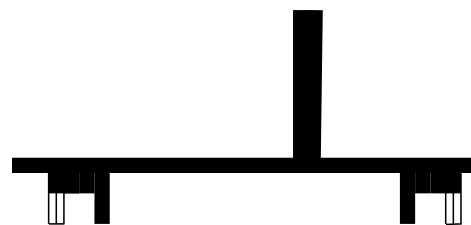
I found the following:

1. Although using FastTracks StockAid jig to file off the stock rail base where the switch point meets the stock, I did not file enough length before tapering, preventing the point from nesting snugly against the stock. This resulted in a tight gauge between the switch points. **Prevented:** by filing full length of StockAid jig. **Fixed:** by additional filing. **Inspected** with calipers, NMRA Gage 'Points,' and slide-through gauge.

2. Point rails and guard rails at frog are one piece in FastTracks. Although the jig holds very tight across the width of the rail; some movement is allowed lengthwise, which is not easily detected. This can result in too narrow a flangeway. **Fixed:** by filing flangeway with narrow diamond file. **Inspected:** with NMRA Gage 'Flangeways', and slide-through gauge.
3. Guard rails against stock rails sometimes tight or loose. **Fixed and Inspected:** same as 2.
4. The FastTracks switch jig holds proper gauge consistently where the rail is soldered to PC board ties, but it is possible to move the rails out of gauge when gluing in the wooden ties. **Prevented:** by holding rails in three-point gauges while gluing. **Fixed:** by regluing ties in proper gauge. **Inspected:** by NMRA Gage 'Track,' and slide-through gauge.
5. Wooden ties are glued on either side of the point throwbar; any glue on the ties where the throwbar must slide will cause erratic operation of the switch. **Prevented:** by careful application of glue only under stock rails. **Fixed:** by scraping glue off tie under switch point or replacing tie. **Inspected:** by eye and movement of points.

We had some problems with switch points breaking loose from throwbars at the solder joint. On advice from Ken Belovarac, our resident switch expert, I am now making throwbars hinged to the points, so that the point solder joint is not stressed by the slight angle change when the point is thrown. A small copper tab is soldered to each switchpoint, drilled for an 00-90 bolt, and bolted loosely to the tapped throwbar to act as a pivot. I control the point spacing by using a jig to drill the tapped holes in the throwbar and also to cut to length the copper tab after the hole is drilled.

I'm now ready to move on from the Hard Way to a Better Way. Making switches is not instantaneous, but it's fun and gives great satisfaction and I'm hoping to wind up with very high-quality switches.



Side view of 3-point track gauge modified to be slide-gauge. File off white areas.

Above is a drawing of how I make Slide-Gauges; this won't help find gauges that are too, but it will prevent gauges that are too narrow, which seems more common. It is particularly helpful since it can slide right through properly spaced frog, guard rails, and points.

HUB Division Branded Merchandise Online Store

By Barbara Hoblit

There is a brand new way 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 log in 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 reach out to me at PRDirector@hubdiv.org if you have any questions or concerns.

HUB Headlight

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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.

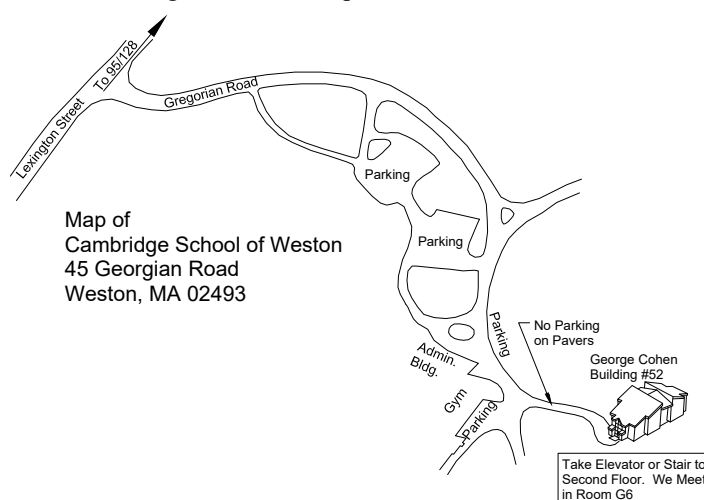
From Route 128 / Interstate 95:

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 and Module Kit Information

Please see the September-October 2019 Headlight for all order forms and module kit information. Please see Page 10 for information on the new online HUB Branded Merchandise store.