

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org

Volume 39, Number 3, January - February, 2023

RAILFUN TIMETABLE

Hands-On: Rolling Stock Tune-Up

By Mike Tylick, MMR; and Peter Watson, MMR

**8 PM Friday, January 20, 2023, Motherbrook Arts
and Community Center, 123 High St, Dedham, MA 02026**

This meeting falls one week before our HUB Modular Display at the Amherst show in West Springfield on Saturday, January 28th to Sunday, January 29th. 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 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.

Presentation: How I Got My MMR

By Malcolm Houck, MMR

**8 PM Friday, February 17, 2023, Motherbrook Arts
and Community Center, 123 High St, Dedham, MA 02026**

My efforts to obtain my Master Model Railroader (MMR) began at the RAILFUN "What I did last summer" when I decided to show off two NYO&W scratch-built HO-scale locomotives that I'd finished over the warm months. After the meeting, Pete Watson, MMR, and Andy Reynolds suggested that my demonstrated skills were of high accomplishment, and since I had been model building for so many years it was likely that many MMR AP category requirements were already completed. It was then a matter of sorting out models and completing some submissions.

For this RAILFUN session, I will explain the process to achieving my MMR including tips on completing the necessary paperwork. My modeling has received high marks at many of the conventions that I have attended since that clinic at the Cambridge School of Weston, and I just won the Best-In-Show Baldwin Trophy Award at the September 2022 NER Convention. I look forward to sharing my experience.



Dick Towle: A Legend Remembered

By Rick Towle
and Peter Watson, MMR

On October 29, 2022, long-time member Dick Towle passed away. Dick was a good friend of the HUB Division. He served three times on the HUB Board of Directors (BOD): from 1965 to 1970 (including serving as President in 1966) from 1972 to 1975, and from 1997 to 2000. He also served the Northeastern Region as President from 1970 – 1972.

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Presentation and Hands-On: Assembling the Wooden Structure for a HUB Division Module Kit

By Bill Harley

**8 PM Friday, March 17, 2023, Motherbrook Arts
and Community Center, 123 High St, Dedham, MA 02026**

A"hands-on" or "just watch" clinic provides tips and techniques for putting together a module kit and how to configure it for easy transport to shows. I will demonstrate the use of jigs and techniques to build your module and as a bonus, a system for stacking up to three modules that is easily transportable in just about any sized SUV.

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

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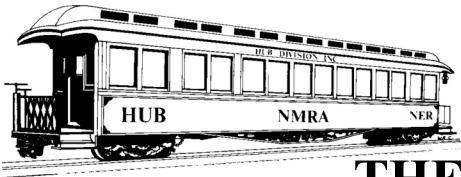
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THE PRESIDENT'S CAR

By Manny Escobar

Happy New Year, All! – Hope the holiday season was filled with family, friends and a bunch of train gifts.

We've had various events this past year; with our Annual New England Model Train Expo, Tour-de-Chooch, November Model Railroad Month, and our own Modular Group displays in various back-to-back events. Nonetheless, this coming year, the HUB Division has a lot still to do with more events planned.

First, with all the various modular group events and shows, **Robert Collins** and **Dick Ball** have done a fantastic job getting us back on track, since the pandemic. Of special note is our new addition, the

Sweeney family donation "Thomas the Train" layout. I want to thank our long-time member, **Daniel Temple**, who has been a great asset in helping us understand the ins and outs of Thomas & Friends. If you want to help with the Thomas the Train layout, please contact our modular coordinator, Robert Collins. The layout will be on display at the Amherst show.

Other modular group events coming up in January include displays at the Wenham Museum and the Amherst Railway Society's Big Railroad Hobby Show. See the calendar and [modular group page](#) on our website for further information.

We have vacancies coming up on the Board of Directors. If you want to volunteer and be an active part of decision-making for our organization, please contact Pete Watson, MMR.

We will be having our annual meeting and election on Saturday, April 22, 2023, at our Spring TRAINing show in Manchester by the Sea, Massachusetts. Yes, it is back this year, with clinics, modular displays and our feature clinician Matt Herman from ESU LokSound. See below for more

info. We will be dedicating this event to **Dick Towle**, since he was our chairperson who made this show possible for the HUB.

In the last *Headlight*, I mentioned that we were conducting a survey of individual member's interest and capacity to help our organization. For those who participated, "Thank you." We are evaluating the feedback and I will be sharing the results with you soon. We still need to have more of you participate by completing the survey. Your thoughts on the matter will be invaluable to us, and your volunteer help is needed.

Mark May 5-7, 2023 on your calendar for HUB HIGH GREEN!, our first operation-themed weekend being put together by Bruce Robinson.

Hope to see some of you at our annual Holiday Dinner event on Saturday, January 7th, 2023.

Well, that's all for now, see you all in 2023. Stay safe and healthy.

"Keep 'Em Rolling"

Spring TRAINing Returns! April 15, 2023

By Peter Watson, MMR

This April, after a hiatus of three years due to COVID and the HUB Division sponsoring a Northeastern Region convention, the HUB Division will once again host Spring TRAINing. The show will be held in Manchester by the Sea, MA, where we will use the Masonic Temple, the First Parish Congregational Church and the Amaral Bailey American Legion Post. These three facilities are right next to each other in the center of town.

We will have a full schedule of great clinics provided by some of the best modelers in the area. Mike Tylick, Andy

Reynolds, Malcolm Houck, and Erich Whitney are all on the schedule with more to come. In addition, we are pleased to have Matt Herman from LokSound coming to do a participation clinic on DCC decoder installation. He and his crew will guide you through installing a LokSound decoder in your own locomotive. The decoder will be available at a discount and we will provide the soldering stations. This will be a great opportunity to learn how to install decoders in your locos with expert help right there to guide you. Due to the nature of this clinic, it will require advance registration so Matt can bring the proper decoder for your particular engine.

We are planning on having several modular layouts at the show as well as the HUB's modular layout.

At the end of the day we will gather for a happy hour at the Legion followed by an excellent fish dinner prepared by local Todd Crane.

The program is still being fleshed out but we expect to have an interesting and fun-filled day. Mark the date on your calendar and watch your e-mail, the HUB website and next issue of the *Headlight* for further details regarding clinics, the participation clinic, modular layouts and banquet registration.

New Members

The HUB Division welcomes the following new members

- Christen Amenta, Shrewsbury
- Sebastian Amenta, Shrewsbury
- Cory Guerra, Whittensville
- Kristen Labonte, Chicopee
- Nathan Labonte, Chicopee
- Larry Margagliano, Boylston
- Vincent Mattera, Somerville
- Curtis Rand, Boylston
- Neil Simpson, East Brookfield
- Michael Willegal, Tewksbury





Shanty Talk:

Guest Columnist

By Rudy Slovacek

Rudy has written this column for nearly every *Headlight* issue since about 2005. He is enjoying a well-deserved break and Malcolm Houck is taking the reins again for this issue.

Through a Magnifying Glass

By Malcolm Houck

A modestly nuanced feature of railroads is that, in many respects, they are more than moderately forlorn and lonesome enterprises. Once leaving terminals, depot stops, populated or industrial areas, those ribbons of track (almost by definition) traverse very sparse and often uninteresting areas (yet to the contrary in regions of spectacular scenery and vistas) as the tracks reach between and connect from place-to-place.

As model railroaders the (collective) “we” can lose sight of this fact due to the needed compression of a layout into the available space in a dwelling – though club layouts can create the sense of distance by virtue of larger layout room space. However, they lose the sense of distance by the need to nearly overbuild ever bit of available table-top / layout space.

Counterbalancing remote and distant sections of track is the ever constant presence of the railroad, not only by the track(s) alone, but also by the many lineside features of the railroad operating infrastructure. In the steam locomotive era communication between dispatchers and “stations”¹ was most commonly via telegraph. For that form of communication, telegraph “stations” and offices had to often be located at frequent intervals. Models of “station” telegraph (and later telephone) offices are an interesting scenic and modeling effect. They can also be an operations location requiring a stop if a layout is operating by Timetable – Train order, and the office is designated as a stop.

Bridges and tunnels had to be quite literally “watched” (as the term implies) by watchmen, who would walk or ride “speeders” through tunnels regularly to insure that the tunnel arch was safely intact. Bridge watchmen were charged with a duty to



NYO&W MHH Watch Houses

walk their bridge after a train had passed to inspect and verify that the train had not left debris (brake shoes, brake gear or other objects that had fallen from the engine or consist that might represent a derailment hazard or the closure of a signal circuit) on the bridge / trestle / viaduct. Shelter for a watchman would

be a watch house, which also provided some means of communication – telegraph or telephone depending on the era.

Before regulators required automatic high-way-rail grade crossing protection those crossings were protected by crossing tenders — employees who either would flag the crossing with a “lollipop” “STOP” sign or crank down and lower crossing gates. Crossing “shanties” were a necessary feature of manned grade crossings. Sometimes these were located at grade or they were sometimes elevated.



NYO&W Standard Crossing Shanty

In the era prior to the present immense mechanized rail-borne track maintenance equipment, rail lines were divided into “Sections” with each manned by assigned section crews. Many sections were but a few miles in length and the section crews would “walk” track in their section to report “low” rail joints or loose joint bars, and then “lift” or “raise” low joints. If needed, section crews would, upon proper authorization, replace sections of rail often stored out along the track on so-called rail supports.

A “Section” was often delineated by a lineside sign. A Section boss and his Section Gang crew would have charge of a Section where a speeder could be parked and secured, as well as a Tool House for small supplies and trackwork tools.



NYO&W Standard Tool House

All of this is to say that modeling opportunities abound to memorialize these features, and to enhance the present modeling trend that track is a model too. Every railroad had “Standard” practices imparting a “family” appearance to many incidental (but important) structures out along the line. Each type and sort of lineside structure often had a common architecture and a common and uniform paint scheme. A standard design / paint decoration / architecture of these sorts of buildings and structures raises a level of believability for a layout patterned after a prototype and applies to freelanced layouts as well.



NYO&W Standard Motor Car House

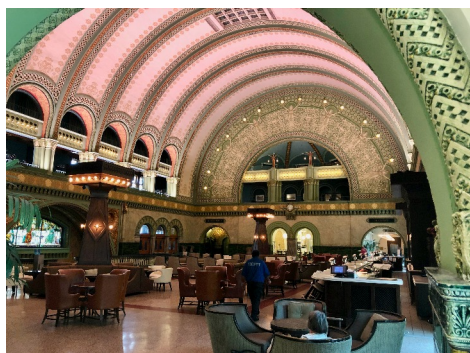
Footnote 1: A station here is “simply a place so designated in the Employee Timetable where an employee is assigned or on duty to conduct company business” – Peter Joserand “The Rights of Trains”

Gateway 2022- Part 2

By Jeff Gerow

In Part 1, found in the November-December 2022 *Headlight*, Volume 39, Number 2, I discussed our trip to the St. Louis convention and our activities for the first half of the convention. In Part 2, we pick up where I left off.

Thursday, we visited Union Station. Of course, it's no longer a station, but it is grand architecture with a lot of railroad history. At one end is a hotel that originally was pretty meager (with a communal rest room under the lit lobby floor), but has been transformed to a modern Hilton hotel. There is a Fred Harvey restaurant returned to its original splendor. The waiting room has been returned to turn-of-the-century elegance, but now features a 3D moving image and music show around all the walls and curved ceiling, on the hour from 5 to 10 PM. They demonstrated the light show for us.



The grand curved ceiling of the station



The Fred Harvey restaurant woodwork and frosted glass panels

I should mention that this is a National Convention and there were all the wonderful things that make it a complete convention experience, besides the tours: Clinics, including "Make and Take" where you actually make something, Modeling and photography contests, a Hospitality room, a Special Interest Group Room (where

you'd find OPSIG and LDSIG booths and information as well as the LCC demo layout and LCC people to talk to. And there were others like the S-scale SIG), and, of course, actual operating sessions at local layouts. For the final weekend, there's the National Train Show, as well as a Saturday night banquet with this year's guest speaker, Michael Gross (the dad from *Family Ties*). The good thing about the National Train Show is that it's only open for convention attendees on Friday morning, so we get a less crowded hall with first chance at deals.



An entry in the model contest

The National Train Show was one of the better ones with lots of layouts and a good selection of vendors; as well as the manufacturers who, in some cases, were announcing new products. The show was spread out with a large central room and several side rooms and hallways – all with displays or layouts.

The train show was actually in Illinois and while driving there we passed an earthen mound – so we had to stop. It was Monk's Mound, the largest prehistoric earthwork in the Americas, built between A.D. 950-1200. The base covers 14 acres.



Of course there was a module with the arch on display at the National Train Show

Since the only convention event on Saturday was the banquet – and I recently found out (at my college 50th reunion) that I have a friend living in St. Louis, we

decided to leave from the train show and travel to St. Louis' West End. They live near Forest Park, so we wandered around this grand park, watched the sail and paddle boats, and visited the zoo.

Saturday, we said our farewells and started our return trip. I found an Illinois Scenic Byway called The Great River Road that follows that great river, the Mississippi, and heads toward Metropolis, our next stop. It was a wonderful, less traveled, two-lane road that passed by Fort de Chartres – an early colonial French fort. It is a beautifully restored stone fort that includes a kitchen garden appropriate for the early 1700's including apples grown at eye level on a grapevine-like fence – with a wonderful volunteer keeping it happy.



Fort de Chartres

On to Metropolis, Illinois – yes, that Metropolis – dedicated to Superman, but also including a statue of Lois Lane (Noel Neill from the 50's TV show). After visiting some of the super attractions, we continued to Paducah, Kentucky for the night.



The statue of Lois Lane in Metropolis

Sunday, we had reservations for a Historical Tour of Mammoth Cave, which was most incredible. Mammoth is indeed huge, over 400 miles of cave have been discovered with new passages still being explored. It's a dry cave so it has very few

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Gateway 2022 - Part 2

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Mammoth Cave

thousands of years.

We stayed that night in a concrete teepee, an artifact from the Route 66 era of the 30's, just outside Mammoth. They called them Wigwams and at one time there were four versions around the US – this is the only one left – Wigwam Village #2. The teepee was remarkably comfortable, but the cool thing was that the teepees are arranged around a fire pit where the owner starts a fire every night to encourage the guests to meet and converse – it worked!

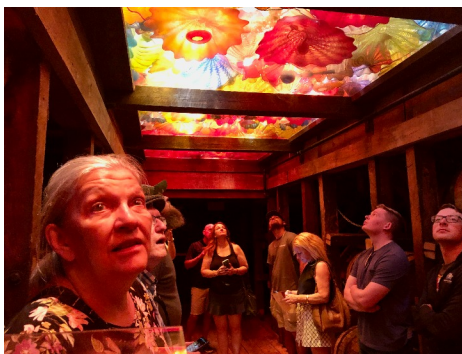


Wigwam Village #2

Since we were in Kentucky, we really had to visit a Bourbon distillery and Makers Mark was on our way. What a fabulous distillery experience – the Makers owners and Dale Chihuly, the fabulous glass artist, are friends. There were the shiny copper reaction vessels that are beautiful themselves – but all around were beautiful stained-glass creations: windows, chandeliers, and the ceiling of the barrel aging room.

Continuing into West Virginia, the hills get larger and more numerous, softly covered with trees. After staying in Huntington, we had zip line reservations just above the recently created New River Gorge National Park. As I wanted my phone safe, there are no pictures of us

flow formations like stalactites, but there are tunnels, huge rooms and much tighter spaces. We walked over two miles up and down through tunnels that humans have used for



Susan studying the glass ceiling of the barrel aging room at Makers Mark

zooming down the six lines, but it was exhilarating – especial the 3,150' final run at up to 60mph!

When you're in West Virginia you must ride the Cass Scenic Railway and we were no exception. We got pushed up to the top and enjoyed the views. Then the engine and brakes brought us safely back down. I'm so glad I made the reservation for the car next to the engine – it was a great show.



Our view of the locomotive from our car on the Cass Scenic Railway

That night, we made it to our favorite B & B in Western Maryland, The Inn Boonesboro – which is owned by one of Susan's favorite authors, Nora Roberts (aka J.D. Robb). They really know how to be hospitable so it's always a real pleasure to stay there – and Antietam and Crystal Grottoes are nearby.

We had visited Antietam last year but we weren't able to find the Massachusetts monument, which was of personal interest because two of Susan's ancestors died there. She found a very helpful ranger who showed us maps of where each regiment was during the battle and then we walked through the woods and found the monument.

That afternoon we descended into Crystal Grottoes – a “wet” limestone cave with



Susan next to the Mass. monument at Antietam

lots of stalactites and stalagmites – a truly beautiful cavern.



Crystal Grottoes

We were still more than a day away from home, so we decided to visit the New Paltz area of New York, just up the Hudson from the City, where my family originally emigrated. On the way there, we passed Scranton, PA, home of Steamtown National Historic Site, so we had to stop. Fortunately, we caught the steam switcher being turned to go into the roundhouse.



Steamtown switcher being turned

The next morning, we discovered that you can walk over the Hudson River on a railroad bridge nearby, so we walked the rail trail – and even saw a train pass along the shore below. In New Paltz, we visited Historic Huguenot Street. There are several early colonial houses, a church and even an actual Wigwam, with buildings dating back to when French Huguenots (my ancestors) settled in this area.

After an easy day's drive, we were happy to be back in our own bed.

Alaskan Adventure

By David Insley

Cheryle and I purchased road bikes a few years ago, which got me back into an activity that I have long enjoyed. I remember rides with my dad and sister, so when my sister reached out last year with a proposal, I was all over it. She was trying to ride her bike in all 50 states and had found a multi-sport adventure in Alaska. It included seven days of cycling, hiking, and kayaking, all activities that Cheryle and I enjoyed very much.



The Anchorage, Alaska Railroad Station is a massive building with plenty of history of the Alaska Railroad. Photo by Cheryle Insley.

Since we were going to Alaska for the first time, we thought it only made sense to extend our trip beyond the seven days of the tour. We checked out the dates and noticed that one of the last dates for the tour happened to end the day before what would have been my dad's 95th birthday. What better thing to do in honor of his birthday then to take a trip on the Alaska Railroad?

Now, I could write a full article on our Alaska Bike Adventure. We had the pleasure of riding on some beautiful roads, got up close and personal with a couple of glaciers, and spent a day



While we never really had crystal clear weather, the views were spectacular. Here we approach Worthington Glacier on one of our final days on the bike. Amazing!

paddling on the coastal waters of Valdez in sea kayaks, but since this is a train publication, we will focus on the trip after the trip when we took the Alaska Railroad from Anchorage to Seward.

Our day started at 5:45 am when we arrived at the Anchorage train station. It was a short walk downhill from our Airbnb, and we were greeted by a long line of travelers waiting to check-in at the ticket counter. Seats had already been assigned by the railroad so we knew our group would be together, just not sure what car we would get. Alaska Railroad has two classes of service, GoldStar Service and Adventure Class. GoldStar was sold out for our morning ride to Seward so we went Adventure Class and saved the GoldStar service for our return trip to Anchorage.



Our train is ready to depart Anchorage Station in the early morning hours.

The train, headed by an SD70MAC purchased in 2007, along with a GP40-2 originally purchased in 1978, included 10 passenger cars. The GoldStar Service cars are Ultradome cars with dining facilities on the first level and the main portion of the train included a dome with a café car and several standard coaches.

We headed out of Anchorage at 6:45 am for the four-and-a-half-hour journey to Seward through spectacular Alaskan scenery. The conductor made the comment at one point about it being the slowest way to go from Anchorage to Seward, but the views did not disappoint and who can complain about being on a train? Dad would have called it

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The scenery out of the train is unbelievable. The crews know this, so they slow in spots to allow for photographs like this one. If you like the outdoors, you will love Alaska.

Alaska Adventure

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You can see the main line down below as we ascend the 3% grade toward Grandview Pass. Yes, there were plenty of grand views.

bonus time. Our train, the “Coastal Classic,” winds along the Turnagain Arm before heading up over 1000 feet on a sometimes 3% grade to Grandview Pass in the Kenai Mountains before descending into Seward.

We opted to book a Kenai Fjords National Park tour in Seward through Alaska Railroad since they would guarantee we would get back to the train. I think on my next trip to Alaska that I will spend a day or two in Seward, but this was a great option for us on our day trip. The boat ride was comfortable and afforded us plenty of views of wildlife and glaciers. We saw whales, seals, eagles and puffins among other classic Alaskan wildlife. Well, no bears. In fact, we did not see a single bear during our 10 days in Alaska. Oh well, maybe next trip.



Eagles are plentiful in Alaska. Here one is perched on the top of the rock as our boat cruise in Kenai Fjords passes by.

We departed Seward on-time at 6:00 pm for the more than four-hour journey back to Anchorage. This time we scored seats in GoldStar Service where we got to ride in the full-length dome cars complete with an exterior viewing deck and a full bar. It rained on the trip back, but we still had some spectacular views. This also included dinner in the dining area located on the first level.



Our train arrives in Seward, Alaska.

The first half of the car had the first seating, and we were fortunate enough to get the second seating allowing us time to settle in and enjoy the scenery and recover from our day on the water.

Dinner in the dining car was certainly a treat, although it did not quite fit the lore of dining experiences from the golden age of railroading, it made a positive impact on our experience of riding the Alaska Railroad. We got to enjoy our dessert back in our regular seats and complete our journey with the 360-degree



Above: GoldStar Service got us seats in the dining car on the return trip to Alaska.

Right: After more than a week of biking, canoeing, hiking, kayaking, and adventuring, our crew was still all smiles as we enjoyed the views from our dome car seats.



views from the dome.

This Alaska trip was certainly the trip-of-a-lifetime and our day trip on the Alaska Railroad put an exclamation point on a fantastic trip. I look forward to returning to Alaska and will

Erich's Electronics Notebook

By Erich Whitney

Crossing Gate Project - Part 5



Figure 1: Bruce's Crossing Gate Installation Testing

Installation

We have reached the final part of my crossing gate project—if you've stayed with me this far, congratulations! This will cover the installation on Bruce Robinson's Valley Junction Railroad. Figure 1 shows Bruce's crossing gate during our final testing before reinstalling the fascia and completing the scenery repair. Although the inspiration for this project came from Bruce's desire to add this feature to his layout, I designed the crossing gate controller with the flexibility to work with other design choices. One of the decisions you need to make is how you want the train detection to work. In Bruce's case, we chose to use photocells because that option required minimal intrusion of his existing layout. If you are planning to install a crossing gate in a new layout, it would probably make sense to use isolated rails and install block detectors such as the BD20, DCCOD, or cpOD (for example). I mention this because it is how the prototype works. When I started this project, I was able to find a few NJ International crossing gate kits that included a functioning gate and LED signals. I did have to modify these to work properly – details below. I don't have another source for these, but the controller can be adapted to other signal types. You can use just the flashing lights (i.e., no gate), or even build a functioning semaphore signal – this is a future project on my list.

Preparation

As I mentioned, I had to modify the NJ International crossing gate. As designed, these gates have a piece of solid wire control rod attached to a very small eyelet on the hinge point inside the

base of the gate. Unfortunately, this design causes the gate to move between full up to full down with almost no movement of the control rod. Controlling this with any realistic movement would require additional mechanical design challenges that I wasn't willing to do. My solution was to move the control arm outside the base and drill a very small hole in the gate. The control arm passes through the layout via a small brass tube as shown in Figure 2.



Figure 2: Control Arm Modification

The wires for the LEDs pass through the layout using a larger brass tube as shown in Figure 3 and Figure 4. A styrene block was used to model a concrete pad under the gate's base. Some wood strips were used to level the base over the existing scenery, and all of this would be covered in ground foam in the end.

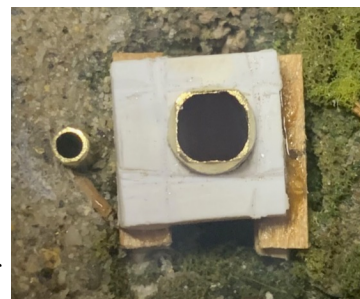


Figure 3: Brass Tube Installation



Figure 4: Crossing Gate LED Wiring

Bruce's grade crossing at his Franklin station protects two tracks so we needed to install two sets of photocells. There are the two island sensors at the crossing and two approach sensors at the entry to each end of the block, for a total of eight photocells. To install these, we inserted each photocell into a length of styrene tubing that protect the photo cell and make gluing it into place easier.

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Erich's Electronic Notebook

(Continued from Page 8)



Figure 5: Island Photocell Installation

Figure 5 shows the location of the island photocells and their styrene tubes prior to drilling the holes. We used a piece of masking tape over the wooden ties to help prevent splintering. Each hole starts centered between the rails and centered between two ties. Using a small pilot hole to start, followed by increasingly larger drill bits until the final diameter is reached. Before inserting the photocells in each tube, a long pair of wires was soldered to the photocell leads and then heat-shrink tubing was used to prevent the leads of the photocells from shorting. Finally, each tube was installed using epoxy like the pair of approach sensors shown in Figure 6.

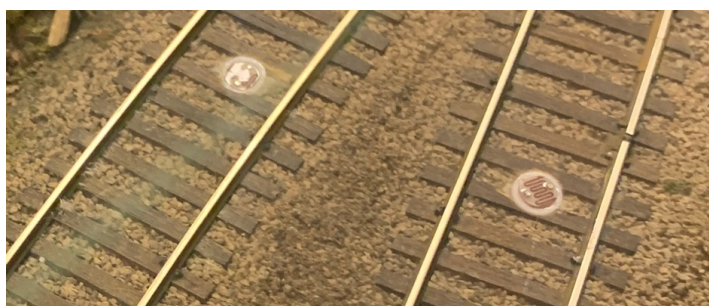


Figure 6: Photocell Assemblies Installed with Epoxy

With the gates and sensors installed we move under the layout to connect the servo motors and wire the controller. Figure 7 shows one of the two servo motors connected to the crossing gate control rod that passes up through benchwork via a small brass tube. We glued these tubes in place. Also shown in this photo are the LED wires that pass through the larger of the two brass rods under the crossing gate and the white tubes in the upper right of the photo are two of the four island photocell sensors installed through the benchwork.

Figure 8 shows the crossing gate control board screwed to a piece of benchwork. Power is provided with the black barrel connector on the left, the two servo motors attach to three-pin headers with the brown/red/orange ribbon cables, the two sets of LED wires are connected to the lower right, and the eight photocell sensors are connected across the top of the board. The red LED shown

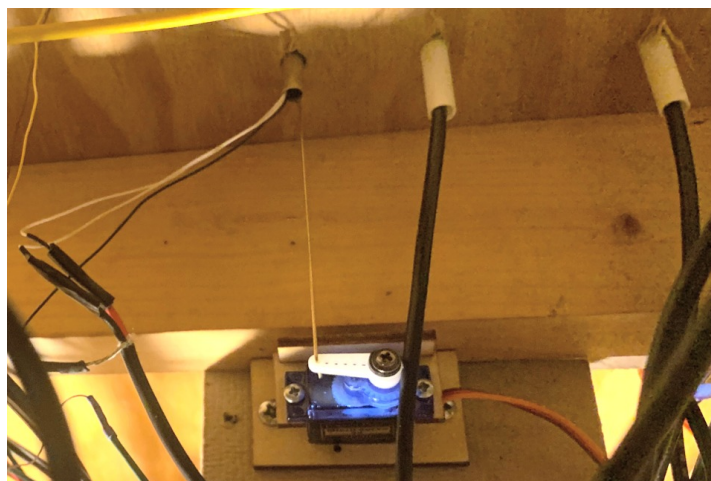


Figure 7: Servo Motor Installation

in this photo is on the Arduino board. The Arduino code can be updated by simply connecting a laptop to the USB plug shown on the center right side of the board. Since this Arduino microcontroller is plugged into a socket, it's also easily removable for reprogramming. We were able to power the entire project using Bruce's accessory DC supply from a couple of spare pins shown in Figure 9.

My biggest challenge with this project had nothing to do with electronics, complexity, tinkering with the servos, modifying

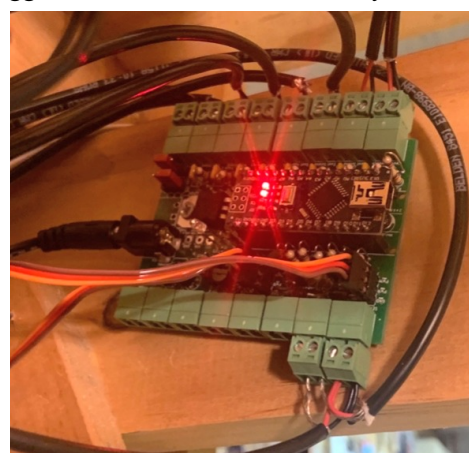


Figure 8: Crossing Gate Controller Installation

the crossing gates, or anything like that. I had the hardest time cutting into my friend's layout. Fortunately, everything worked out and Bruce did a beautiful job repairing the scenery. He even named the street where the gates are installed "Whitney Ave." If you have any questions or interest in building your own crossing gate, please let me know. In my next column, I'll be discussing NeoPixel LEDs for building signals.

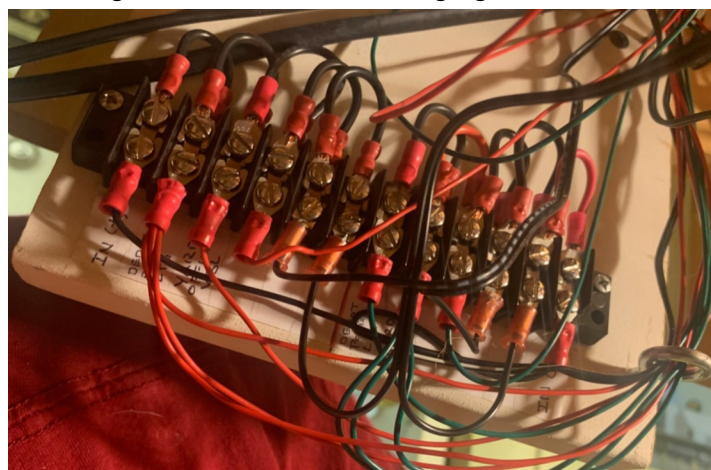


Figure 9: Accessory DC Power

Dick Towle: A Legend Remembered

(Continued from Page 1)



Dick arranged the HUB's Saratoga and North Creek Excursion on May 18, 2013. Here the staff of S&NC and the HUB's Safety crew gather in front of engine 821. The group included, Dick Towle, his son Rick and grandson Tim, Manny Escobar and his son Manny, and Bill Goldthwait. Photograph provided by Dick Towle

Even when he was not serving on the BOD, he was actively involved with the HUB Division working on numerous HUB events.

Dick was the driving force behind the many Dinner Trains that the HUB members have enjoyed over the years including the Cape Cod & Hyannis RR, Conway Scenic RR in Conway, NH, Hobo RR in Lincoln, NH, the Saratoga & North Creek in Saratoga, NY, and the Maine Eastern in Brunswick, ME. Most recently he had started working on another dinner train at the Conway Scenic, and while we will miss his presence at these meetings, that work continues.



Dick (left) speaks during the banquet at the 2014 Palmer NER Convention where he was the Convention Chairman. Photo by Bill Barry



Dick and his wife, Diane, share a table with Andy Reynolds and his wife, Mary during the Conway Scenic Dinner Train on June 25, 2016. Another dinner train organized by Mr. Towle.

Photo by Peter Watson

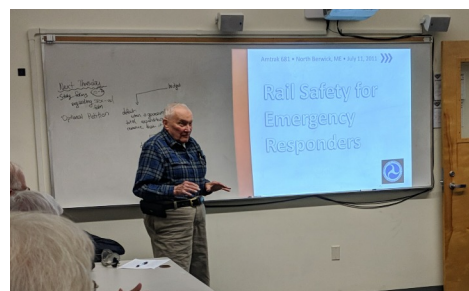
miss his presence at these meetings, that work continues.

Dick also was involved with a number of the Spring TRAINING shows and was the Chairman of the next Spring TRAINING that is planned for April 22, 2023.



Dick and his wife, Diane, (front center) along with all the attendees to the HUB's Cape Cod Dinner Train on May 31, 2014. Dick organized this dinner train outing. Photo by Rick Towle

Besides working on HUB events, he also served on many of the HUB-sponsored NER conventions in places like, Salem, Boston, Worcester, Plymouth, Rockport, Hyannis, Mansfield, North Conway NH, & Palmer. He was Chairman for several of these conventions.



In 1970 he received the HUB's Don Pierce Award for Devotion and Effort to the Hobby of Model Railroading.

Dick speaks about Rail Safety at the February 16, 2018 RAILFUN Photo by Bill Barry

Dick's enthusiasm and good humor will be sorely missed.



Dick aboard the Cape Cod Railroad Dinner Train on July 30, 2022. The occasion was a memorial dinner train / trip in honor of his wife, Diane. 65 close friends and family were onboard. Dick and Diane had been married aboard the same dinner train on August 1, 1992. Diane passed away on January 26, 2022. Photo by Rick Towle

HUB Headlight

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From the Modular Superintendent's Desk

By Bob Collins



January is named for the Roman God Janus. Janus was interesting as there was no equivalent God in the Greek Pantheon. He was the God of transitions and is often symbolized by a doorway.

January, our new year, is often thought of as a new beginning – a time to reflect on where we have been and where we are going. Too often we get stuck in our daily routines and forget to take a minute to think about where we've come from and who has helped us get there. It's great to see both the modular group and the division's numbers growing so much, but we should also pause to think about those who are no longer with us.

I hope that everyone keeps reading the email updates to find out how you can participate in the modular group. One of the new beginnings this year is the use of SignUpGenius for all of the division's needs. So far I can report that it has helped to get us reorganized after a chaotic exit from the pandemic.

We also have several new modules that have debuted this year, so come to an upcoming show to check them out. Speaking of upcoming train shows, January features both our smallest layout in Wenham as well as our largest display, as we team up once again with the NMRA division from Ohio, at the Amherst Model Railway Society's Railroad Hobby Show held at the Eastern States Exposition fairgrounds in West Springfield.

Maybe we'll see you there. "Okay to go, HUB Division."

The Worcester Model Railroaders, Inc. Annual Show and Sale February 26, 2023

The Worcester Model Railroaders, Inc., one of the oldest Model Railroad Clubs on the East Coast, is holding its annual show and sale at the Auburn Elks, 754 Southbridge St., (Route 12), Auburn, MA on February 26, 2023 from 10 AM to 3:00 PM. The Amherst Modular Club will have a 20' x 30' layout on display and operating. Dwight Sturtevant's New Middletown and Stoney Point large N scale layout will also be on display. Admission \$6, children under 12, (with adult) free. Handicapped accessible. Info: Ken Gikas 508-922-0239, email: kennyg1122@charter.net

Submissions Wanted

The *Headlight* is always accepting photos and articles relating to model and prototype railroading. Articles about model building or home layouts would be much appreciated. Earn credit towards your Author AP certificate. Please email editor@hubdiv.org.

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

Please see the [September-October 2022 Headlight](#) for all order forms and module kit information along with information about the online HUB Branded Merchandise store.

HUB Division Calendar of Events

(Subject to Change)

2023

Jan 7 (Sat)	HUB Holiday Party at the Common Market, Quincy, MA
Jan 14-16 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Jan 28-29 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 1 (Wed)	Submissions deadline for the HUB <i>Headlight</i> Mar-Apr issue
Feb 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Mar 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Mar 25-26 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Sat)	Submissions deadline for the HUB <i>Headlight</i> May-Jun issue
Apr 15 (Sat)	The HUB-sponsored SpringTRAINing, Manchester by the Sea, MA
Apr 15 (Sat)	The HUB Division Annual Meeting and Election at SpringTRAINing
Apr 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA

RAILFUN.....



NO MOTIONS.....

NO SECONDS.....

NO BUSINESS.....

NO YAWNS.....

**HUB Division Headlight
65 Branch Road
East Bridgewater, MA 02333-1601**