

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - [www.hubdiv.org](http://www.hubdiv.org)  
Volume 40, Number 3, January - February, 2024

## RAILFUN TIMETABLE

### Getting Started in 3D Printing

By Dave Insley

10 AM Saturday, January 20, 2024

Chelmsford Public Library, 25 Boston Road, Chelmsford, MA

Come and explore the world of 3D Printing. We will look at the various printers on the market today, discuss how they work and the steps you need to take to get started with these wonderful tools. We will discuss the various materials that can be used for printing and the considerations you will need to make to get a quality print. If you have never used a 3D Printer before then this might be a perfect opportunity to get the information you need to get over the hurdle of starting out. If you have already been using a 3D Printer, then bring along some of your prints and be ready to share how you were able to get your prints to the next level. If time permits, we will explore some of the available 3D modeling software to make your own designs.

Before the clinic gets started, Bruce Robinson will do a short presentation about the NER Cannonball Express convention that was held in Long Island in early October.



### Mark Harlow In Memoriam

By Gerry Covino

Mark Harlow, long-time member and past president of the HUB Division, and a friend to many, passed away on November 13, 2023 at the age of 69.

Mark joined the NMRA on August 19, 1992. He was active in the HUB Division from that date until his premature death. As a new member of the Division, he became active in the Modular Railroad Group helping to spread the news about the NMRA and the benefits of joining the organization. He accepted several posi-

(Continued on Page 4)

### Innovative Modeling Techniques Using LARC Products Railroad Graphics

By Bill Brown, MMR

8 PM Friday, February 16, 2024

Zoom Meeting

For 18 years Bill has been at the heart of LARC Products...a small business that provides model railroad construction graphics and custom backdrops worldwide. Bill will take you through several techniques utilizing the latest innovations from LARC Products.

Right: An example of a LARC Products backdrop is use on Bill's own Leadville & Red Cliff & Rio Grande Narrow Gauge layout.  
Photo by Bill Barry



### Scratch Building Turnouts in Place

By Peter Watson, MMR

10 AM Saturday, March 16, 2024

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

In recent years, scratch building switches has been made easier by using the Fast Tracks jigs. But what do you do when you need a switch that isn't a standard size? Maybe it is on a curve or right on top of another track element? Or maybe you are building in narrow gauge? This clinic will show you how to scratch-build a turnout in place without using a jig. Pete will build a switch from start to finish during this clinic.

Following the clinic, a member's layout will be open for tours. Please check the March-April issue for specifics regarding the layout tour.

(Refer to Page 11 for information about RAILFUN updates and cancellations)

### Also Inside This Issue

Page 2.....The President's Car, MOS Preparations, New Members

Page 3.....Shanty Talk, November's RAILFUN Get-together

Page 5.....My Take on the 2023 New England Model Train Expo

Page 6.....EBT 2023 Annual Reunion

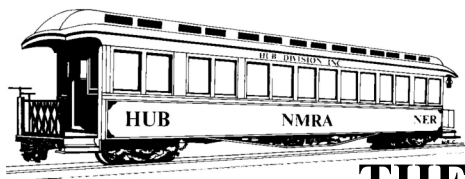
Page 8.....Erich's Electronics Notebook

Page 9.....From the Module Superintendent

Page 10...MOS Photos

Page 11...HUB Leadership, More MOS Photos

Page 12...Calendar of Events



## THE PRESIDENT'S CAR

By Manny Escobar

**H**appy New Year – Hope your holiday season was safe and healthy and shared with family and friends.

It's been an interesting year, coming back to in-person gatherings and events. The HUB Division had a good strong year with the modular group displays, the New England Model Train Expo, Spring TRAINing Show, Annual Summer Picnic, Holiday Dinner Party, RAILFUN (both in person and via Zoom), The Museum of Science Holiday Train Display, to name a few. From my heart, I cannot thank the coordinators, members and volunteers enough who helped to make this a successful year.

Nonetheless, we hope that in this coming year we can continue to provide great and new events to the HUB membership and the public.

The HUB lost two great friends and modelers with the passing of Dick Towle and Mark Harlow. Our hearts and prayers are

with them and their families. They will be greatly missed.

Before I continue with my article, I want to thank some people who have stepped up to help. Boris Maznek has done a fantastic job manning the Museum of Science display considering the lack of volunteers. Some of you have volunteered to alleviated the pressure. Remember this is one of our fundraising events, and is not going to last long. The other event is our NEMTE show and with the loss of Mark Harlow, some of you helped with the show. Lastly, those of you that assisted our modular group to setup and take-down the layouts – Robert Collins and Dick Ball would not be able to make it work without you. Thank You, Volunteers !!!

The HUB Division is a volunteer organization, the whole organization is run by volunteers. We need you, in some capacity. HUB still have some position to be filled, so reach out to me or any of our department directors if you want to volunteer or learn more about them.

Some new changes that have taken place or are happening include trying to have RAILFUN in-person on Saturday mornings different locations every other month, with Zoom clinics in between (more to come). The other is having the Holiday Dinner Party also on Saturday, early afternoon. If you missed it, it was well attended considering the conflict with some other activities.

Continuing with the changes to the HUB, we are seeking a location/facility to store HUB's modular group inventory and perhaps serve as a workshop and a meeting area. Our present situation is not going to last past 2024 or 2025. If you have any suggestions, or know a contact that is willing to help out, please reach out to me at [president@hubiv.org](mailto:president@hubiv.org), or call me.

We will be having our annual meeting and election in April, 2024 via Zoom. Keep checking the website and *Headlight* for upcoming information and the process for voting. We have vacancies coming up for Board positions. If you want to volunteer and be an active part of decision-making for our organization, please contact Peter Watson, MMR or myself.

Mark your calendar (rescheduled) for our first operating session weekend organized by Bruce Robinson. The event is HUB High Green and the target date is May 4 and 5, 2024. Last year we had to postpone it.

Again, remember to check the *Headlight* and calendar on the website for all upcoming events.

Well, that's all for now. See you all in 2024. Stay safe and healthy.

**"Keep 'Em Rolling"**

## New Members

The HUB Division welcomes the following new members

- Al Daggett, Natick
- Paul Marzilli, Waltham
- Adrian Mendoza, Brookline
- Mateo Mendoza, Family Member
- Peter Roberts, Warwick, RI
- Glenn Scudder, East Bridgewater
- John Schaub, Arlington, VT
- David Mambro, Student

## HUB High Green

HUB High Green will be an opportunity for anyone interested in participating in a weekend of operating sessions on several layouts. Save the date - May 4 and 5, 2024.



## Museum of Science Exhibit Preparations



*Above: Dana Andrus fastens framing together that will hold up the white batting that simulates the snowy mountains of the display layout.*

*Right: Dick Ball glues tiles to create tunnel lining.*

*Photos by Jeff Gerow*

*More MOS photos on Pages 10 and 11.*







## Shanty Talk:

By Rudy Slovacek

### Three Friends

**T**oday I received the bad news, as many other HUB members did, that Mark Harlow passed on. Mark was one of my three friends who were HUB members as well as being members of a smaller operating group known as the Coastal Mountain Railroad (CMR for short). Mark was one of the charter members of the CMR. He, like George Thompson and Bill Powers all passed on and left a big hole in our lives.

I'm sadly reminded of that song about Abraham, Martin and John, I probably eulogized Bill and George elsewhere, but Mark was his own special case. Mark tirelessly promoted the interests of both the HUB and CMR by hauling trailers full of modules to shows and exhibits until his

big old Ford Explorer just plain broke down. Gerry Covino has written a tribute to Mark that starts on Page 1, for those of you who did not know him well.

In addition to his many talents, he was responsible for designing and supervising the construction of those boxes used to protect our modules on that first trip to the NETHERLANDS. Those same boxes protected our modules again on a later trip to GERMANY. It was this type of initiative that helped propel the HUB into international status. Mark lent his considerable building and repair talents to helping build and maintain a number of modules such as the yards, the diamond and other corner modules that added greatly to the HUB display layout and the number of awards it subsequently garnered. He was modest in those achievements, preferring to settle for group rather than individual recognition. He worked right up until the end fulfilling that jack-of-all-trades role including carpentry, wiring, track laying, record keeping – whatever was asked of him. He did it all well and you could always trust his work.

My most prominent memory of Mark is that broad smile on his face after we (the HUB) had just completed a fall foliage trip up to Crawford Notch on the Conway Scenic Railway. Next to the pond at the top of the notch, Mark had proposed to Joannie, and she accepted. From that point on he was devoted to supporting Joannie in her Eastern Star duties and his participation in the Masons.

A person as selfless as Mark does not come along often, and I will greatly miss him as my friend.



## November's RAILFUN Get-together

By Bruce Robinson

**V**eteran's Day, November 11, dawned sunny and clear with a bit of chill in the air. The HUB's RAILFUN meeting was to be at the Chelmsford Public Library again starting at 12:00 noon. Arriving at the library at 11:30 there were a few HUB people milling around in the parking lot at the library's main entrance. Just a few friends getting some socializing time in before the main event.

I got out of the truck, shouldered my laptop with my small part in the meeting's agenda, and walked over to the group. A light chilly breeze carried the words over to my (not so well working) ears: the library was closed for the holiday. I can relate to this as I am a veteran. Plans are in place to go to Applebee's for a free dinner Saturday afternoon and a free concert at the Timberline School Performing Arts Center Sunday. But why was the library closed with the only indication being a small sign taped to the entrance door. Houston, we have a problem.

Soon there were 20-plus HUB members gathering in the parking lot. In the cold. Now what? The answer was: hold the clinic in the parking lot! This will go down in HUB history as a first. Now, having spent many years in Scouting I am familiar with holding training events outside in any kind of weather, but I had not run into doing a modeling event, dependent on an inside venue, faced with doing a parking lot gig.

This is called being resourceful. Peter Watson's truck was handy and soon the tailgate was dropped and Manny's Dog and Pony Show commenced. Everyone

gathered around the tailgate and Manny delivered his clinic on how build a static grass applicator. It wasn't an ideal venue but "the show must go on!" There was no PowerPoint presentation but that can be kept for the next RAILFUN meeting.

A short call was made to Rand Hoven to see if the group could arrive at his layout tour earlier than scheduled, fortunately, he agreed.

At the conclusion of Manny's clinic people headed out to find something to eat then headed over to visit Rand's beautiful N-scale empire. What seemed to be a problem turned around to be just another day in HUB land. Great program. Great people. A fun hobby.

Hope to see everyone at the next RAILFUN in January. This time with heat and electricity. Watch the *Headlight* for details.



*Parking lot RAILFUN in session - Manny (not visible) leads the session.*



## Mark Harlow

(Continued from Page 1)

tions within the HUB including Modular Group Coordinator. In 1998, the membership voted him onto the HUB's Board of Directors and he served as the Division's President from 2000 to 2007.

Mark was also active in other areas of the Division, becoming an expert in Lenz DCC operations and driving the HUB trailer containing the Division-owned Modules to Train Shows. He took on the responsibility of preparing the module kits that members could purchase to create their own modules to display



Mark mans the admission table at the 2018 SpringTRAINing show..  
Photo by Bill Barry



Mark looks dapper while waiting with Barbara Hoblit, David "Shack" Haralambou and Dick Ball for the departure of the dinner train on the Cape Cod Central in May of 2014.  
Photo by Bill Barry



Mark (right) explained module construction at a RAILFUN workshop session at David "Shack" Haralambou's old office in Marlborough in 2013.

with the HUB modular layout. He managed to help whenever the Division needed help, such as taking on the responsibility of Business Manager for the Division's annual train show. He also helped construct the exhibit displayed at the Boston Museum of Science.

Mark never said "NO" whenever asked to help. He was recognized for this dedication to service in 2007 when he was awarded the HUB Divisions' Don Pierce Award. Mark answered the call to help at the Region level by serving as the Region's Office Manager for many years. He was also active with the Coastal Mountain modular train group.

If that was not enough, Mark became active with the Charles River Masonic Lodge in Medway, MA, helping there in any capacity to which his volunteer time was required. Mark lived in Massachusetts most of his life, and moved to Rhode Island when he took on a new job. He retired from that job in May and moved to Belmont, NH. Mark leaves behind his

beloved wife Joan and two brothers.

Mark's leadership and commitment to help in so many organizations will leave a huge void to fill, and we all will surely miss him. Mark, rest in peace.



Mark (center) appears with some familiar faces at the 2007 NMRA Convention held in Detroit, Michigan.



Mark receives the Don Pierce award from then HUB President Dick Johannes in March 2007..  
Photo by Peter Watson



Mark and Joannie during the 2021 HUB Picnic at Waushakum Live Steamers.  
Photo by Bill Barry



## My Take on the 2023 New England Model Train Expo

By Bruce Robinson

Was this year's Expo a success? From my perspective it was, but how do you measure success? I haven't seen the attendance numbers or the net profit numbers yet. They will be presented at the next Board of Directors meeting. My gut feeling is that both numbers are impressive.

I would like to measure the success by the number of interactions with people. From arriving at the loading door Saturday morning to packing up Sunday afternoon, the atmosphere was just plain upbeat. Everyone I came into contact with was positive and out-going.

The membership table was certainly in the fore of all this merriment. Old acquaintances were in abundance and a steady stream of new visitors continued all day. Questions posed ranged from "What do you do?" to "How do I join?" The one recurring question was "Where is the test track?" I guess there were several locomotive purchases being investigated and the purchaser wanted to check on the operability of a new item. (Thanks to the Nashua Valley club guys for providing this valuable service!) More important were the many conversations with old friends and new families about how the hobby benefits all of us. People approaching the membership table felt at ease and comfortable in engaging in a topic that was important to them. A young mother came to me to ask if there was a venue in the "seacoast area" that would be available to her young teenage son to help him with his beloved N-scale layout. The family was from Exeter, NH. I said "howdy neighbor" as I live in New Hampshire, too, about twenty minutes from them. Then I gave her my HUB business card with my email address and an invitation to visit my layout.

work. Every year I am amazed at the effort expended by a select few to make HUB events go over the top. The shortcomings are that not enough members are standing up to offer their help so that the workload can be spread out over many hands.

So, why does this matter? The answer is simple and plain. Since the onset of the Covid pandemic the Division has lost a third of its membership. This is a trend throughout the NMRA. With fewer volunteer members to draw on for events, fewer positions are filled to make those events viable. It is time to address this problem by increasing the marketing of the Division in line with efforts being proposed by the NMRA efforts. Next year's NEMTE event needs to be more "HUB Positive" in its appearance with more attention made to introduce visitors to the idea of joining the NMRA by sight and deed. It will take some effort to regain the 130 lost members, but the effort must be made if the Division is to survive and prosper. Simply put: more members equal more manpower to be more successful.

Next time the call goes out for "manning the bulwarks" please raise that hand. You'll like it.



Dan Temple and Manny Escobar man the Thomas display.



The membership table was busy during the show.

Even as I watched the holiday spirit running rampant throughout the convention center, there were some subtle shortcomings appearing. Some of the critical functions were short-handed and several HUB members had to go the extra mile to make things



Scout's work on the Railroad merit badge under the tutelage of merit badge councilor Karen Walrath.



## East Broad Top 2023 Annual Reunion

By Russ Norris

The Friends of the East Broad Top (FEBT) gather every Columbus Day weekend for their annual reunion. This year marked the 40<sup>th</sup> anniversary of the founding of the organization. Back then the idea of the narrow-gauge railroad still operating nearly 70 years after shutting down as a common carrier in 1956 would have seemed like a pipe dream. The purchase of the EBT by the not-for-profit EBT Foundation (EBTF) in 2020 suddenly gave new life to those dreams.

The 2023 reunion saw restoration work everywhere: After sitting in the roundhouse for all those years, Baldwin 2-8-2 #16 is now under steam and pulling trains on newly restored track. The track itself is being extended south of the EBT shops in Rockhill, Pennsylvania, with the goal of eventually reaching the southern terminus of the railroad in Robertsdale, some 20 miles away. Historic records are being digitized and made available online through a new archives program. Old buildings are being restored or rebuilt, and a partnership between the EBTF and the FEBT is helping make all this possible.



Photo 1: Fan house that served mines 1 and 5 right up to the end of commercial operation.

The 2023 Reunion was held at two sites over three days. Friday, October 6, the action focused on the coal company town of Robertsdale, where the FEBT now owns the depot and the original company office building and post office. The old post office has been converted to a museum and souvenir shop, with guided tours of the remains of the coal industry offered on weekends. Even after three quarters of a century, there are still plenty of former industrial sites on Broad Top Mountain worth visiting.

Track south of Robertsdale was abandoned in 1956, but the rails were left in place. The FEBT and the EBTF are working to extend the tracks to Woodvale, the last town on the railroad. Track is still in rough condition and as yet unballasted, but hardy railfans can use a handpump track car to explore more than a mile and a half of it for the first time in 70 years. A new development this year was the purchase of two aluminum track cycles by the FEBT. The ride is faster and a little smoother, but the grade up from Robertsdale to the mines is a steep 2%, so visitors still have to work.



Photo 2—Author and friends pumping south on track that has not seen passengers since 1956.



Photo 3: Looking south from the track cycle.

Saturday activities switched to the EBT shops at the twin boroughs of Orbisonia and Rockhill. I rode the first train of the day – an 8:00 a.m. mixed freight pulled by the gleaming black #16. Two other locomotives are in the process of restoration in the roundhouse: #14 and #15 still have a lot of work remaining to be done, but the railroad hopes that at least one more steam engine will be operational by next year. It was a damp, foggy morning when #16 backed onto the Armstrong turntable. Steam engines are really impressive on damp, foggy days.

The mixed freight and passenger care was an FEBT member special. We coupled onto a short string of hopper cars, a couple



Photo 4: Number 16 backing off the turntable at Rockhill in a cloud of steam.

of boxcars and a tank car, and one of the new passenger coaches. Then we headed five miles north to Colgate Grove, where a wye allows for turning the train for its return trip to Orbisonia Station.



Photo 5: Mixed freight heading north from the Rockhill yard.

After turning at Colgate Grove, we headed back to Rockhill. But to everyone's surprise, the railroad had arranged a special treat for us. Instead of turning again on the wye at Rockhill, the train continued south, past the massive coal dock and onto trackage that has not seen a train in nearly 70 years.



Photo 6: Passing by the coal dock. The structure on top was an FEBT project.

At the extreme southern end of the yard, the engine slowly approached a small road. On the other side of the road the tracks continued south, but were not yet gauged or ballasted. Track laying is

(Continued on Page 7)



## East Broad Top 2023 Annual Reunion

(Continued from Page 6)



Photo 7: The author next to Baldwin #16 at its southernmost trip in 70 years!)

continuing with the financial and volunteer support of the FEBT. The next goal of the Foundation is just a couple of miles further south, where the longest bridge on the EBT crosses Aughwick Creek; then it's on to Saltillo, where the old station and tank are being rebuilt and the wye restored to allow trains to turn again.

Later Saturday morning I booked a trip on EBT M-3, a gas mechanical track inspection car built from a 1920's Nash automobile occasionally used for MOW service. The M-3 carries four to six passengers plus the driver. We boarded the vehicle in front of Orbisonia Station and drove north, turning at Colgate Grove for the ride back. The antique Nash was equipped with a klaxon for a horn, and we enjoyed hearing the honk-honk at every road crossing.



Photo 8: Author with the M-3 at Colgate Grove.

After my motor car ride, I wandered around the shops exploring the restoration work done by the FEBT over the last year. The first structure I found was one of two storage sheds not far from the turntable. The building on the right looked much like its sister to the left before restoration, except that the entire building had sunk into the muddy ground to the point where the door was halfway below ground level. Professionals were brought in to jack up the shed and lay a new concrete foundation. The small lean-to on the right, which functioned as a yard office, was also restored.



Photo 9: Storage sheds showing the restoration done by the FEBT.

The EBT began its years as a commercial coal-hauler in 1875, long before electric lights were common. So, like most old industrial buildings, the shops have massive arrays of windows to illuminate the interior. The FEBT has been repairing and replacing windows for 40-years. It is a job that never ends. The windows and doors were recently replaced on the south side of the car shop, and work is now continuing on the north end.



Photo 10: Recently restored south end of the car shop.

On Sunday, the last day of the Reunion, activities continued at both Robertsdale and Rockhill. I bought a ticket for a morning ride on the M-1 gas electric motor car, which the EBT built back in the 1930's from parts supplied by Westinghouse and Brill in response to declining passenger traffic.



Photo 11: M-1 backing off the turntable on Sunday morning

The steel car has room for about eight passengers as well as a baggage and mail section. The front half of the car is completely filled with a massive Westinghouse piston engine and an impressive electric generator.



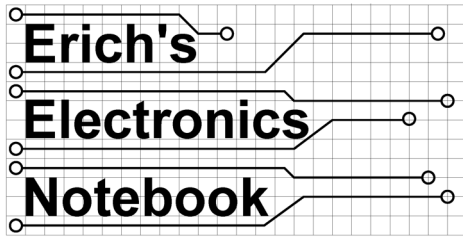
Photo 12: M-1 Motorman and engine room. The noise is deafening.

Like my ride behind #16 on Saturday, the M-1 carried us north to the picnic grove, turned, then headed back towards Orbisonia Station. We continued to the southern end of the yard, much the same as our trip on Saturday. The car stopped just over the IOOF cemetery road, where we could look down the rails waiting for track work to finish. This year marked the 150<sup>th</sup> anniversary of the construction of the EBT. We stood for a while imagining what this new dawn will bring to such an amazing piece of railroad history.



Photo 13: M-1 at IOOF cemetery crossing looking south.





By Erich Whitney

## LCC Module Yard Panels (Part 1)

For the last several months we have been going through the process of redesigning and building new yard control panels for the HUB Module Group's Upton and Hoosac yard modules. The two new Hoosac yard panels made their debut at the Wilmington show in November. Those module group members in attendance witnessed what I would call a very lively debug session. I would like to thank everyone for their patience while we bring this new system online. Unfortunately, we don't have a lot of opportunity to set the system up other than at train shows. We are working to flush out these issues prior to the Amherst show.

### Why are we building new panels?

The original yard control panels were designed and built by Larry Madson and have served us well for over 20 years. Unfortunately, both panels have been damaged recently and they are very difficult to repair due to their age. It is extremely important to keep in mind that the HUB modules always need to be handled carefully.

### What are the new panels?

We decided to lean forward and re-implement the original designs using Layout Command Control (LCC), which wasn't an option back when the module group was formed. There are several reasons for moving to LCC:

- 1) LCC is a current and evolving NMRA standard.
- 2) We will be using LCC for signaling in the near future.
- 3) We can use this work to teach members how to apply LCC to their own modules or layouts (one of our primary missions as an NMRA organization).
- 4) By using a standard-based approach, more members will be able to help maintain the panels.

In order to use LCC, we researched the commercial products we could buy to implement the panels rather than building a custom circuit. Fortunately, with our prior experience with RR-CirKits LCC products used on the HUB Modular Testbed, the decision was easy. We need buttons and LEDs for the panels, and we need a way to control the Tortoise switch machines. We also need some way to program the logic that makes the panel function the way we want it to. The nice thing about LCC is that the CAT5 cables used to connect each node together carry both the power and network signals so the wiring is very simply and robust. This is standard Ethernet wiring that we already use

on the layout. RR-CirKits makes the Tower-LCC product, which is an LCC node that supports 16 digital I/O lines. We used the Tower-LCC to build out the network for each yard. Inside the panel, the Tower-LCC was used to connect to the switches and LEDs and under the yard. The Tower-LCCs are also connected to the Tortoise switch machines using the RR-CirKits Tortoise Quik-Link boards.

Figure 1 is a photo of the Hoosac East and West yard panels during early testing. These were built from a metal slope-front case with solid walnut sides. The insert was 3D printed and our good friend Dick Lord machined the metal case on his milling machine to accept the insert and mounting holes. You can see the CAT5 test cables plugged into the bottom of each panel. These are industrial all-weather metal RJ45 jacks that will hopefully hold up to the abuse of frequent insertions and removals dictated by the show schedule. The panels are mounted to the back of the yard modules with Velcro fasteners and safety latches. The CAT5 cables connect to the yard modules with dedicated jacks just below each panel on the underside of the module. It should be noted that we have standardized the use of yellow CAT5 cables for all LCC connections on the HUB Modular Layout in order to keep them from getting confused with the other CAT5 cables already in use.



Figure 1: Hoosac East and West Yard Panels

Figure 2 is a CAD rendering of the 3D-printed Upton Yard Panel insert. This panel has been printed and assembled and it is installed in the Upton yard module. However, at the time of this writing, we have not completed the validation of that panel. We did power it up and test it at the Wilmington show and it mostly worked but there were a few tweaks that still need to be made.

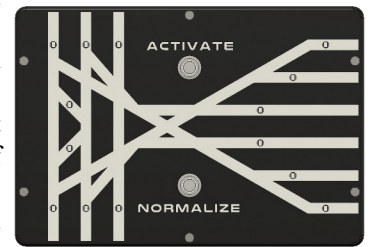


Figure 2: Upton Yard Panel CAD Rendering

The most difficult issue we found during the installation was the HUB's 8-pin Molex connector on the Tortoise switch machines. The problem with Tortoise switch machines is their 8-pin card edge connector—these tend to cause problems because these connectors do not have any good way to positively capture the connector which means they tend to fall off when the modules are shipped in the trailer. Because of this, the module group switched all Tortoise machines to the 8-pin Molex connectors

(Continued on Page 9)



## Erich's Electronic Notebook

(Continued from Page 8)

that have a much better capture performance. Unfortunately, the RR-CirKits Quik-Link module we decided to use expects to connect to the Tortoise card edge connector. We were hoping we could slide the Quik-Link over the Molex pins, however, this experiment did not work as we had hoped. To work around this issue, the following adapter has been designed which will give us a much more secure solution, see Figure 3.

The circuit boards for these adapters have been ordered and we should have them built in time for the Amherst show.

### Next Article

In the next installment of this series, I will start going into the design of each panel. After that I will discuss the yard wiring, and finally there will be a discussion of the programming of the logic in the Tower-LCC nodes.

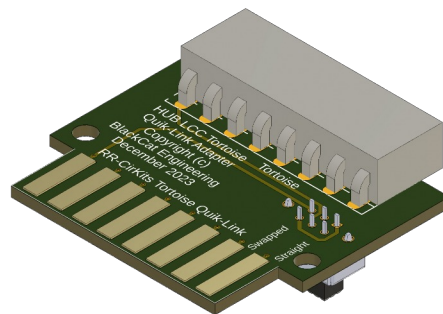


Figure 3: Tortoise Quik-Link Adapter

## From the Modular Superintendent's Desk

By Bob Collins



**Y**ears ago (decades probably) I was watching the television show "Amazing Stories." In one of the episodes, a man had an unfortunate encounter with people who, according to the show, made up the fabric of each moment. These workers would build the world minute-by-minute like the set crew of a theater production. Though it wasn't part of the resolution, I was thinking of that show and how those people who made up each moment of each day were a lot like the members of the module group.

At many of our recent shows, I was complimented repeatedly on the great-looking layout we had set up. I accepted the compliments gratefully on behalf of the hard-working module group members. I feel like the amount of time and effort that goes into every show and the labor of love that is building and maintaining a module gets overlooked by too many people in and outside of our group and our hobby.

From Dick, who coordinates the safekeeping and transportation of our HUB-owned modules, to Sean, Corey, Curtis, Dan, Ryan, and others who show after show crawl around underneath the modules wiring and clamping the modules together. To Gerry, Jeff, and Erich who have worked tirelessly doing emergency repairs on the layout's electronics, yard repairs, and wiring amongst many other duties. Bill, Dave, Rod, Sean, Dick, Gerry, and others who offer up their modules show after show.

The list continues when we remember how Rick and Tim spend most of every show mentoring our newest members. (Rick has become the motive power guru and rarely gets a moment of piece behind the modules.) Faithful module group jacks-of-all-trades like (the many) Peters, Johannes, Bruce, Adam, Luke, Christen, Sebastian, Ken, John, Herb, Ben, Stacey, Chris, David, and Sue who are always willing to do whatever they are asked to do to make our shows successful.

Last, but not least, we need to highlight our Thomas Division crew members, Dan, Manny, and Rod. It is amazing to see the joy on the faces of so many Thomas the Tank engine fans both young and old as they surround the newest addition to our module group.

But most especially I am grateful for Dick, Rod, and Dan who have stepped in repeatedly throughout the year to make sure the modular group ran smoothly no matter the circumstances we faced.

From setup to takedown and all the varied problems that crop up in between, the module group members for the past two years have handled each situation with grace to give our spectators the best experience possible. Especially when you realize that they are doing this repeatedly for months on end as the HUB Division module group participates in eleven shows a year. For all of you who make the show come alive, know that we are grateful for your efforts!

Okay to go HUB Division, see you in Wenham.



Top: The Thomas Division layout on display at the Greenberg show in October.

Bottom: Rod, Bob and another volunteer having a discussion at the modular layout during the Expo show.

Photos by Bruce Robinson





## Museum of Science 2023-2024 Exhibit



*Top Left: An O-Scale SP Warbonnet cab unit curves past a ferris wheel.*

*Top Right: An O-Scale 2-6-2- passes a traditional station.*

*Middle Left: Another scene on the O-Scale display, with Peter Watson, MMR in the distance.*

*Middle Right: The MOS G-Scale trolley stops at a station.*

*Bottom Left: The city skyline of the HO-Scale layout with plenty of MBTA action in the foreground.*

*Bottom Right: A fire-fighting scene on the HO-Scale layout.*

*Photos by Jeff Gerow*



## HUB Headlight

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### Headlight Printers

Versatile Printing Services, LLC, Burlington, MA

## More MOS Exhibit Preparations



Top: Gerry Covino works on the wiring for lights inside the buildings.

Bottom: Dana lights the layout for fine-tuning work.

Photos by Jeff Gerow

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

Please see the [September-October 2023 Headlight](#) for all order forms and module kit information along with information about the online HUB Branded Merchandise store.

## RAILFUN Updates or Cancellations

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

## Submissions Requested

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

Please email [editor@hubdiv.org](mailto:editor@hubdiv.org).

## HUB Division Calendar of Events

(Subject to Change)

**2024**

Through Jan 15	HUB Exhibit at the Boston Museum of Science, Boston, MA
Jan 13-15 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 20 (Sat)	HUB RAILFUN Meeting, 10 AM, Chelmsford Public Library, Chelmsford, MA
Jan 27-28 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 1 (Thu)	Submissions deadline for the HUB <i>Headlight</i> Mar-Apr issue
Feb 16 (Fri)	HUB RAILFUN Meeting, 8 PM on Zoom.
Mar 16 (Sat)	HUB RAILFUN Meeting, 10 AM, Saint Ann's Parish Hall, West Bridgewater, MA
Mar 23-24 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Mon)	Submissions deadline for the HUB Headlight May-Jun issue
Apr 19 (Fri)	The HUB Division Annual Meeting, 8 PM on Zoom
Apr 19 (Fri)	HUB RAILFUN Meeting, after the Annual Meeting
May 4-5 (Sat-Sun)	HUB High Green - Operating Sessions at various layouts
May 11 (Sat)	HUB RAILFUN Meeting, 10 AM, Chelmsford Public Library, Chelmsford, MA

***RAILFUN.....***



*NO MOTIONS.....*

*NO SECONDS.....*

*NO BUSINESS.....*

*NO YAWNS.....*

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