HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - www.hubdiv.org
Volume 39, Number 4, March - April, 2023

RAILFUN TIMETABLE

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.

Presentation: HUB Division Module Kit Series Part Two: Wiring

By Erich Whitney

8 PM Friday, April 21, 2023, Motherbrook Arts and Community Center, 123 High St, Dedham, MA 02026

Erich has written several articles on this subject, and has offered to translate for some of the members who may need further guidance. This follows up nicely to last month's clinic by Bill Harley on building and storing your modules. Erich will show us how the module wiring works, and get it properly tested. He'll also show us how to add accessories in DC and DCC. Erich will also be available to answer questions about the HUB's signaling system.

Hands-On: Hand-Laid Turnouts

By Ken Belovarac

9 AM Saturday, May 13, 2023, First Lutheran Church, 1663 Main Street, West Barnstable, MA 02668

Are you interested in getting your AP certificate in Civil Engineering, or just interested in making turnouts and other track features (Crossovers, gantlets, turnouts, three-way switches, wyes, etc.)? Then this hands-on clinic is for you. Ken will be building hand-laid turnouts using the Fast Track system. An assembly fixture serves as the base for attaching the copperhead PCB ties to the Micro-Engineering HO rails, which are then hot glued onto the laser-cut wood ties assembly. We will have a limited supply of assembly fixtures, tools and supplies on hand. If you have a Fast Track assembly fixture, please bring it along. Call or email Andy Reynolds to make a reservation for tools and supplies.

Andy will discuss the turnout wiring. He will have pre-built demonstrations using single- and double-frog juicers as well as traditional SPDT switches. DCC controlled turnout motors will also be introduced.

A tour of Dave Trimble's layout, which exclusively uses hand-laid turnouts, will follow. Dave is a 5.3-mile, 16-minute, drive from the church.

For AP Civil certificate requirements visit: www.nmra.org/civil For Fast Tracks information visit: www.handlaidtrack.com

(Refer to Page 14 for information about RAILFUN updates and weather cancellations)

Tender waiting for restored Engine 16

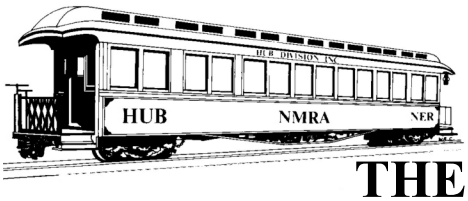
Friends of East Broad Top Reunion 2022

By Russ Norris, MMR

Several hundred enthusiastic Friends of the East Broad Top Railroad gathered on October 7-9 for the 2022 Annual Reunion. Once again, as in recent years, the Reunion was held in two locations: at the station, roundhouse and shops in Rockhill Furnace, PA, and at the FEBT museum and station in Robertsdale, PA. The three-day event included train and speeder rides, tours, a model and photo contest, presentations, and the annual business meeting and auction to support continuing restoration efforts by the FEBT.

(Continued on Page 8)

Also Inside This Issue



THE PRESIDENT'S CAR

By Manny Escobar

It has been a gray winter featuring warm temperatures and arctic cold, so I hope everyone was safe and healthy during these past few months.

We had a couple of shows in January with our modular displays at the Wenham Museum and the Amherst Railway Society's Railroad Hobby Show in West Springfield. Both were well attended and staffed with volunteers.

Talking about volunteers, our Museum of Science winter display was a great success. Thank you all so much for your volunteer work. Even though you're not in the spotlight, you are the backbone of each and every event. Please know that we could not do this without your hard work. We are forever thankful for the time you have given us. You have made an unforgettable difference. I want to thank **Boris** for the hard work and **Shack** for making this possible. There are more volunteers than I can personally thank, but I appreciate your time. Please keep your calendar open to volunteer this year when Boris reaches out. We do need your support.

Our Spring TRAINing event is coming up on Saturday, April 15th, at Manchester by the Sea, Massachusetts. You can find a banquet registration form and preliminary clinic information in this *Headlight* issue. Check the website and your email for further developments.

Bruce Robinson is working hard on the details for our first HUB High Green operations weekend May 5-7, 2023. See the preliminary info found in this *Headlight* issue. Mark your calendar and check the website for further details. If you have any questions, please contact Bruce (he is one of your Board members).

RAILFUN is still going strong. Andy Reynolds has great plans for the rest of this year, so please come by and support our events. Who knows, you might learn something, or enhance your modeling skills.

Keep checking the website and emails for upcoming events.

The HUB Division Annual Meeting will be held with dinner banquet on April 15th. Also check this edition of *Headlight* for the bios on the candidates running for the three board of directors positions.

With volunteers like you, we have a chance to make our model railroad hobby better. Thank you for all your hard work. It makes all the difference. "Volunteers do not necessarily have the time; they just have the heart" (quote by Elizabeth Andrew.)

"Keep 'Em Rolling"

New Members

The HUB Division welcomes the following new members

- Michael Ernst, Ayer
- Kimberly Ernst, Ayer
- Steve Johnson, Ashland
- Gary Munsey, Pepperell
- Glenn Rucker, Raynham
- Doug Schall, Amesbury

Shanty Talk:

By Rudy Slovacek

Awards & Competition

Recently, Railroad Model Craftsman (the July 2022 issue pg. 90), ran a column by Jason Shron in which he discussed the topic of awards and competitions. This has been followed up in the press in editorials and written letters advancing both pros and cons. It sometimes seems that the only way a modeler can prove he or she is any good is to win or place at modeling competitions. This is not strictly true because one can have a model judged for points alone and, if qualifying with an acceptable score, get the credit toward a model in that category. In this case there is not a competition against other modelers. You either get enough points or not. But the judging for acquiring credit toward the achievement criteria is the same. I know I have occasionally used this form of getting such the credit. Thus one can obtain the scoring without ever having entered a contest. Although truth be told, I am often cajoled into the contest entry method. Sometimes I think it looks good for a contest chairman to have many models entered.

So, what have I gained by entering a contest? There's the recognition by other modelers that I've done a good job, or possibly some criticism. But that can come without even entering a contest and there can be discouraging criticisms that sometimes go with it. I know in one case I was chastised by a judge for not having a support for a railroad bridge on a module, and points were deducted from my model. It turns out that a structural engineer later viewed my bridge and declared that I had no need for mid-bridge supports because my R value was sufficiently high enough to carry the weight. In another case I saw a modeler penalized because he had not cleaned up his display. It turns out his modeling of paint chips scraped off the building before the painting process were not viewed as a detail but rather a distraction from the model. Yes, I am sure these things happen and it can be devastating to a modeler.

On the other hand, several of my most memorable comments came from people without regard to a contest. The first came from George Sellios, himself, when he saw my brick work poking through the pavement on an old street. He also liked the raised railroad over a city streets like that found along the NYC in upstate New York cities. He thought it well done and provided a praiseworthy comment. Likewise, after seeing my Schenectady module Art Fahie said I "was now one of them" referring to his cadre of master modelers. Both of these comments, meant more to me than any contest judgement of my work. Those comments, coming from people I consider masters of their craft, went a long way to eclipsing any criticisms encountered in a contest. The important takeaway is that there are other more important positives than winning a

(Continued on Page 6)

HUB HIGH GREEN! An operations-themed weekend!

May 6 - 7, 2023

By Bruce Robinson

Planning for the HUB Division's first operations-themed weekend to be held the first weekend in May is moving along. Four host layouts have signed on for the event so far. These represent four different operating experiences. Operators can sign up to run trains on layouts in N-scale, HO-scale and Fn3-scale.

As of the publication date the following layouts are available to host op sessions:

Deb and Stan Ames' SJR&P Fn3-scale outside layout:

The SJR&P is an Fn3 narrow gauge railway with over 4700 ft. of track (19-scale-miles), over 200 pieces of rolling stock, and more than 40 locomotives powered by Digital Command Control.

The SJR&P is a railroad in the garden rather than an outdoor model of a railroad. As such there are few structures so the garden and the railroad are built to harmonize with each other.

The highlights of the SJR&P are its bridges, rock gardens and lily ponds. Unlike an indoor layout where the scenery must be created, the bridges, tunnels and grades of the SJR&P are functional as they were required in order to mold the railroad into the hillsides. The railroad serves an area rich in coal, oil and hardwoods. Trains move the raw materials to the standard gauge interchange and supplies to the various towns and industries served by the railroad.

Crew size 24 and handicapped accessible.

Rand Hoven's Albany & Susquehanna N-scale layout:

The Albany & Susquehanna RR is a rural bridge line connecting to Canada and New England. We run multiple main line trains that interchange cars in Oneonta. There are three local jobs and two yards. The railroad is fully signaled using CATS to control the signals.

Crew size 8.

Worcester Model Railroaders HO-scale club layout:

The Worcester Model Railroaders layout, home to the Worcester Central Lines, is a 30'x50' HO, Digitrax DCC-controlled depiction of railroad activity in Central New England in the late 70s and early 80s. The Worcester Central motive power generally matches that era but also runs modern equipment during operating sessions. All trackwork is complete and scenery is progressing well. All mainline turnouts are driven by Tortoise switch machines controlled from panels, throttles or the dispatcher's computer. Turnouts in sidings are hand-throws.

We currently operate 10 trains during a session, which generally runs 2-3 hours. Thru trains originate and finish in the staging yards while locals originate in either the large WCL classification yard or the small yards in the industrial areas.

Train movements are dispatcher-controlled using switch lists, and radios are used for communication with the dispatcher. Our main objective is to have fun and we hope you will join one of our operating sessions.

Crew size 10.

Gary Munsey's Cheat River Railway HO-scale layout:

The Cheat River Railway is a freelance system that is modeled somewhat after the former Western Maryland Railway. The Cheat River railway is comprised of former WM rail lines extending from Port Covington, MD, to Hagerstown, MD, and continuing to Durbin, WV via Ridgeley, Westernport, Bayard, and Cheat Junction. At Durbin, the Cheat River interchanges with CSX. The Cheat also operates on a former WM and Reading RR branch from Hagerstown to Harrisburg, PA.

The layout size is 34 feet x 22 feet with 350 feet of mainline track and about 45 feet of branch line track, and features two main switching yards and two staging yards. There are also two small yards for coal mine service, five coal load outs and a mainline switchback.

There is one large yard and a smaller yard that requires a switcher/yardmaster. There are several local switcher, way-freight and road-freight assignments. Coal trains and helpers are run as needed. There are no passenger trains on the Cheat River.

Crew size 8.

Keep the May 6/7 weekend open on your calendars! More information and sign-ups will be available on the HUB website in March. Just go to www.hubdiv.org and look for the ops weekend pull down.

We hope to see you on the high iron!

HUB Division Spring TRAINing

April 15, 2023
Manchester by the Sea, MA

An Event Dedicated In Memory of Dick Towle

By Peter Watson, MMR

Spring TRAINing is back! This year the HUB Division's Annual Spring TRAINing show will be held in Manchester by the Sea. We will use the Masonic Temple, the First Parish Congregational Church and the Ameral Bailey American Legion Post. These three facilities are all in the center of town and are right beside each other. Together they will provide the space for the event.

Due to circumstances beyond our control, there have been some changes to the event since the last printing of the *Headlight*. First, the date had to be changed. There was a communications SNAFU and the facilities we are using didn't get the original change of date from 4/15 to 4/22 so one of them booked another event on the 22nd. Since all facilities still had us booked for the 15th, that is now the official date. Next, as many of you have probably heard by now, Matt Herman, who was to have been our featured clinician doing DCC decoder installs is no longer involved with ESU. Instead, we were able to talk to both Stephen and Cinthia Priest at Springfield, and they have agreed to come and do clinics for us.

As usual, we will have a full schedule of clinics presented by some of the area's top modelers. We are finalizing the clinic program and have a number of well-known modelers already confirmed including Rudy Slovacek, Erich Whitney, Malcolm Houck, and Bruce Robinson.

Our featured clinicians this year are Stephen and Cinthia Priest. Cinthia is the Editor of the NMRA magazine. Steven is the former editor of Railroad Model Craftsman and the NMRA Magazine. He has also worked as a contract product designer for several well-known model railroad manufacturers. He is now the Chief Operating Officer for www.classonemodelworks.com.

Admission to the clinics will be $8.00. Modular displays and vendors will be free to the public. Donations accepted.

As is our usual practice, after the show there will be the annual meeting and announcement of the election results. Then we will get together in the Legion Hall for dinner. This year it will be a delicious New England Baked Haddock dinner (see the reservation form on Page 7 for details), put on by local caterer Todd Crane who is well known for the dinners he puts on. The members of the committee have had the Baked Haddock dinner and we all agree it was excellent.

A preliminary list of all clinics and schedule has been included in this issue, but updates are continuing and will be posted to the website as they become available. www.hubdiv.org/spring show/index.htm

This will be an entertaining and informative day, so mark Saturday, April 15th on your calendar. We look forward to seeing you there.

Spring TRAINing Clinic Program

Saving the 5704

By Stephen Priest, MMR

Last year I led a team in a project to restore a prototype locomotive. The ATSF 5704 was pulled from a scrap line and extensively rebuilt back to its original 1974 appearance. This is a fascinating clinic that shows how an experienced model railroader can design and rebuild a prototype locomotive.

Little Things - Big Difference

By Stephen Priest, MMR

This is a clinic on tips-and-tricks to make your model railroading experience quicker, cheaper and more fulfilling. Lots of "How-To" clinics in one including Tortoise mounting, layout lighting, amazing fascia and sky backdrops, and more.

Considerations for Scenery Construction

By Mike Tylick, MMR

Over the years, I've worked with a number of ways to build scenery and scenic elements, including landforms and detailing. There are many ways to achieve the same ends, and I will describe my experiences with them. Some are even unusual. Although these ideas will work with almost any situation, most of the finished work is set in autumn in New England. This time and place may not often be modeled but it is among the most visually compelling.

Using prototype photos, scenery design aspects will also be discussed, with an emphasis in trying to reconcile spaces that always seem to be too small.

A handout with additional info is available at www.raildesignservices.com/clinics.

While You're At It

By Cinthia Priest

In this clinic, Cinthia will discuss tips for creating articles for publication while you build a project or layout.

Split Rail Fence

By Rudy Slovacek

This Clinic is one that I gave to a few people at RAILFUN last Spring. It was extremely well received as a hands-on clinic. In it I show modelers how to make the iconic split-rail fence common in some parts of New England. Participants are asked to bring tweezers, a razor knife, a small cutting board, a ruler, white glue, a 1/16-inch drill in a pin vice and, of course, a small substrate on which to build their fence. The wood for the fence will be supplied. Come join us for a fun clinic.

(Continued on Page 5)

Spring TRAINing Clinic Program

(Continued from Page 4)

Modular Signaling

By Erich Whitney

This is a two-clinic series about the modular signaling system on the HUB Modular Railroad. The "Basic" clinic is for anyone interested in how to use the signals on the modules without having to know the details about how they work. The "Advanced" clinic is for anyone curious about the technical details of the signaling system. It will provide enough detail that modelers could apply this information to their own layouts as well. Both clinics will feature interactive demonstrations using the newly completed HUB Division Modular Signaling Testbed. This is a project that was started in 2019 to provide a way to experiment with and demonstrate the use of signals on the modular layout.

Basic Modular Signaling

By Erich Whitney

This clinic will introduce how to use the signaling system on the HUB Modular Railroad. There will be a brief overview of how the signals work in the context of modular signaling followed by a discussion about how to interpret and respond to the signals. There will be an interactive demonstration of modular signaling using the new HUB Division Modular Signaling Testbed.

Advanced Modular Signaling

By Erich Whitney

This clinic will cover the hardware and software details that are used to implement the signaling system on the HUB Modular Railroad. Topics include signal masts, block detectors, the current C/MRI signaling nodes, and how LCC signaling nodes work. There will be an interactive demonstration of modular signaling using the new HUB Division Modular Signaling Testbed.

Please refer to the HUB website (www.hubdiv.org/springshow/index.htm) for updates to the clinic program and schedule.

The "Narrow Gauge"

By Jeff Gerow

In 1875 the Eastern Railroad had demolished their Market Street depot after Lynn's Great "Depot War", outraged some residents, and a major land developer thought he could take advantage. A narrow gauge railroad linking the shore communities would be a great alternative. It could fit between the Eastern and the ocean and be mostly level – and would encourage new residents to move in while still being able to work in Boston. For the next 65 years the Boston, Revere Beach & Lynn Railroad – the "Narrow Gauge" as it was known by its many devotees – did indeed provide access and new housing options for North Shore residents. As well as the history of the Narrow Gauge – this clinic will explore topics ranging from – "What's a Mason Bogie and why was the BRB&L so dedicated to it?" and "How did the storm on Thanksgiving Day, 1885 affect the creation of the Winthrop Loop?" to "What really happened at the planned train collision on July 4th, 1904 at Revere's Point of Pines?" We will visit some of the remainders of this famous train including right-of-way trails and a park, as well as, of course, the Blue Line.

Tips, Tricks, and Shortcuts

By Malcolm Houck

A variety of modeling techniques, developed over long years to allow better use of modeling time, will be discussed. These include metal working, soldering and scratch building shortcuts and time-saving methods... with a panel of images covering an often troublesome chore of quartering steam locomotive driving wheels. Shop-made tools and tooling and modifications to the NWSL "Chopper" and specialized surface plate will also be covered.

Building the Fisher Railroad Covered Bridge

By Bruce Robinson

I didn't "need" to build a covered bridge. My wife, Gloria, wanted to track down and visit all 54 covered bridges in New Hampshire, where we live. So, for the last couple of years many day trips were taken to get photos of all these home covered bridges. Then, while thumbing through a back issue of Model Railroader magazine I saw a beautiful railroad covered bridge on a modeler's layout and the article gave the name of the bridge. A little looking around and the prototype was found, not in New Hampshire, but in Vermont. A three-hour drive to it was the deciding factor to build a bridge I didn't need. After a zillion photos, a lot of time on my drafting board, and many pieces of strip wood, we have a unique model of a hybrid, steel-and-wood construction, railroad covered bridge. This clinic will show the trip from first photo to completed bridge ready for installation on any layout.

(Continued on Page 13)

Manchester Clinic Schedule

	1	2	3
10:00	***Gerow*** The "Narrow Gauge"	***Houck*** Tips, Tricks, and Shortcuts	
11:00	***Stephen Priest*** Little Things Big Difference	***Whitney*** Basic Modular Signaling	***Tylick*** Considerations for Scenery Construction
12:00	***Cynthia Priest*** While You're at it	***Slovacek*** Building a Split Rail Fence	***Robinson*** Building the Fisher Railroad Covered Bridge
1:00	**Lunch**		
2:00	***Gerow*** The "Narrow Gauge"	***Houck*** Tips, Tricks, and Shortcuts	***Robinson*** Building the Fisher Railroad Covered Bridge
3:00	***Stephen Priest*** Saving the 5704	***Slovacek*** Building a Split Rail Fence	***Tylick*** Considerations for Scenery Construction
4:00		***Whitney*** Advanced Modular Signaling	**van Bokkelen** What Was All That Track For

Candidates for The HUB Division Board of Directors

Dan Fretz

As I complete my current term as a member of the HUB Board of Directors, I would like to thank you, the HUB members, for your past support in electing me. I am honored and have truly appreciated the opportunity to serve the organization in this capacity. In addition to the BOD, I have served on the Budget Committee for the past ten years, and have served as the Donations Chairman for the past seven years, where I am responsible for collecting donated model railroading equipment and running the ever-popular Donations Table at our Marlborough show. Finally, I have been active in the Modular Group for many years, through which I have made many friends. I especially enjoy operating in front of the modules where I can interact with interested visitors and answer questions about our hobby.

My involvement with the HUB continues to be a very rewarding experience for me. As a member of your Board, I will continue working toward the continued success and financial health of our Division, as well as supporting and promoting this remarkable hobby at every opportunity.

I thank you for your consideration, and ask for your vote.

Mike Dolan

I have now served one term on the BOD and I was the HUB's Recording Secretary for a number of years. I also worked with Pete Watson on three prior Spring TRAINing shows.

I have been active in the hobby for many years and have served in many positions at the South Shore Model Railway – from a start on the Board of Directors, to Chief Engineer and then to Vice President. I was also involved in their Budget Committee during my time in the club. I am most proud of the time I served as Scenery Committee Chair. I was also involved in the N.E. Free Mo Group for a number of years.

I am constructing the Whitman Southern Railroad in my basement. The layout started with my four original Free Mo modules plus six additional modules. The layout will include a waterfront interchange, an engine facility, city scenes, a coal mine and possible steel mill. I earned my Golden Spike Award and am currently working on other AP Certificates.

I would appreciate your vote to elect me to the Board of Directors.

Rudy Slovacek

I joined the HUB in the late 1980s where my first official duty was as the module groups superintendent. To encourage modeling skills, we held contests each year for the best new module. I drew up a budget and purchased our first Lenz DCC system. It was also our first module display for which we got paid to run trains, and it started a revenue stream like our prototypes. I was subsequently elected to the board of directors for two terms, then stepped down to give others the chance to serve. I then took over the operation of RAILFUN night and arranged the "how-to" and "hands-on" clinics as well as slide shows for over ten years. Death of a member gave us the opportunity to dispose of his collection, and I advanced the idea of a dedicated sales table of donated items where the money went directly into the HUB coffers. I remain active giving over 19 different clinics and, of course, writing my column "Shanty Talk."

I ask for your vote to again join the board to help improve the HUB for it's members and the public at large.

Rod Feak

I am currently retired from over 40 years as a Systems Programmer on IBM Mainframes and other mini-computers and PCs. I live in Natick with my wife, Deb, and have two sons in their 30s. Other than model railroading, I enjoy reading and my grandchild, who is two-and-a-half.

I joined the HUB Division 18 months ago, after having been to the Expo for many years, because I was impressed with the standards employed to wire and connect the modules. I had been searching for something to improve my wiring on my own modules at home, and am in the process of re-wiring my home modules. I have also completed my first module for the HUB layout, Rusty's Salvage, which has been at Marlborough and Wenham. I have also worked on several HUB modules, completing and touching up the scenery and wiring, including the new Sunny Winds solar and windmill farm. I have also been active at the Museum of Science for the last two years.

I have been assisting the Module Coordinator with logistics and managing the operation of the layouts at the shows for about six months.

I believe I can contribute positively to the Board should I be voted to serve.

Refer to Page 7 for Voting Information

Shanty Talk

(Continued from Page 2)

contest. We would do well to remember that sometimes the criticism offered is meant to help the modeler become better at the craft. I recall a case where the late Don Howd gave me a modeling tip to cover up the screws holding the trucks to my railroad car on my very first entry. It was a well-meaning comment to help me garner points for future contests.

Now don't get me wrong, I have won some contests for my D&H engine and caboose as well as other models, such as my log buggies, and they did make me feel good. But I would have to say the awards that gave me the most satisfaction were received not for contests at all but were service oriented in the form of the Dan Pierce award for my efforts in promoting the hobby within the HUB division. The second was the Bill Borrelli Memorial Award for my contributions to Model railroading issued by the members of RailRun. So take heart: there are plenty of rewards to be had that do not involve winning a contest. Remember the purpose of the hobby is to have fun.

Voting Procedures for Board of Directors Election

The HUB Division will again use the Election Buddy electronic voting system. The Division implemented this system starting in 2021 to make voting easier for our members. We will continue to use this system going forward.

The HUB Division will be conducting an in-person Annual Meeting this year on Saturday, April 15th, immediately following the SpringTRAINing event. During the meeting, the Clerk will announce the results of the election.

All members who have provided the HUB Division or the NMRA with an email address will receive an email directly from Election Buddy with your unique voting code and instructions for submitting your ballot. Emails from Election Buddy will arrive around March 1, 2023. If you do not receive an email, or if you do not have an email address, please contact the HUB Division Clerk by telephone, (508) 378-3582, and ask for Peter Watson. Peter will take your information and will mail you a ballot with instructions for returning it to him. In order for Peter to count your ballot, he must receive it by April 10, 2023.

Like the NMRA, the HUB Division plans to continue using this online method to conduct elections. The HUB Division also routinely sends information to members using the hubdiv@googlegroups.com email list and the online Constant Contact system. With email notifications being the primary method of communication, it is important to keep this information up-to-date at the local and national levels.

HUB Communications

The HUB Division has two ways it communicates directly with it's members: via the hubdiv@googlegroups.com email list and the online Constant Contact system.

The Google Groups email list can be used by anyone already on the list to email everyone else on the list about division, model or prototype-related topics. For example, you can ask for modeling tips or advice from fellow members, or see if someone has a copy of that MR you've been trying to track down. It's definitely an underutilized member benefit.

The Constant Contact system is just for notifications from the Division to the members.

To get on the hubdiv@googlegroups.com email list, please email Peter Watson at: OfficeManager@hubdiv.org to request he include your email address on the list. Peter will also make sure that you are added to our Constant Contact list. You should also provide your email address to the NMRA and NER so that you receive communications from the national and regional levels.

Constant Contact

Google Groups

SPRING TRAINing Dinner Reservation Form

Manchester by the Sea, April 15, 2023

Baked Haddock Dinner

Name: _____

Phone: _____

Email: _____

Number of People: _____

Non Haddock Dinner entrees available upon request:

_____ Chicken _____ Vegetarian

Each meal comes with Garden Salad, Mashed Potato, Green Beams, Rolls & Butter, Dessert, and Coffee or Tea.

Cost is $22.00 per person payable to the HUB Division, Inc. Return this form with payment to the address below before April 7, 2023.

HUB Division, Inc.
P.O. Box 672
Hollis, NH 03049-0672

NERx returns March 20-23 from 6:30-10:30 PM Eastern Time all four evenings.

Visit the www.NERx.org website for complete details.

Example Layout Tours:

- "New Haven Railroad" by Ed O'Rourke, MMR
- "Ogdensburg & Norwood Railway" by Jim Heidt
- "Hampton & St Martins Railway" by Lou McIntyre
- "The Carleton Railway" by Steve McMullin

Example Clinics:

- "Researching and Modeling an East River Ferryboat Landing" by Joe Bux & Ed Koehler
- "Prototyping the Landscape" by Steve Erickson
- "Car Forwarding with Micro Mark Car Cards and Waybills" by Jeff Hanke
- "Company Service and Wreck Train Equipment and M.O.W. Rolling Stock of the NYO & W Ry" By Malcolm Houck
- "Clouds and Backdrop trees" by Eric Lalonde
- "Scratch Building a Structure in Styrene" by James VanBokkelen
- "Designing and Building a Static Grass Applicator" by Jim Walsh

Model Showcase:

The work of our members will be shown in between the clinics and layout tours and on the NERx website. You have until March 6 to submit your entries. Email showcase@nerx.org your name, description, scale, and one to three photos.

Tips 'n Tricks:

New 5-15-minute short presentations that provide a tip. To share yours, email tips@nerx.org.

Friends of East Broad Top Reunion 2022

(Continued from Page 1)

Robertsdale speeder traveling south.

After an 8½-hour drive from Cape Cod, I arrived Thursday afternoon at the Iron Rail Bed and Breakfast directly across the street from the roundhouse. Friday's activities were all at Robertsdale, where the EBT Foundation has been engaged in some dramatic restoration work in partnership with the FEBT. The area just south of "Company Square" has been cleared of a 60-year growth of trees and underbrush and tracks have been dug out, regauged and secured with new ties. Useable track now extends more than 6,000 feet south of the Robertsdale station. All day Friday a hand-pumped inspection car and a gas "pop-pop" speeder took visitors back and forth on tracks that have not seen passengers in more than 65 years!

Ron Pearson and friend explore a map of coal mines.

Company Square was so named because of the four company buildings that stood where the tracks crossed Main Street in Robertsdale: The company store, station, old post office and coal company offices. The store was demolished 30 years ago, but the other structures looked sharp with their brand new, red standing-seam roofs. The old post office is now the FEBT Museum, where visitors can visit the gift shop or take a tour back through time with photos and artifacts from the days when Robertsdale was a coal company town. Guided walking tours were offered all day long on newly restored trails where visitors could see the remains of the mines that dotted the area for more than a century. I opted for a late afternoon tour led by FEBT members Ric Case and Ron Pearson, who have spent decades exploring the mountain and modeling the mines that were served by the EBT.

Ruins of fan house that served mines 1 and 5.

At this year's reunion, we were also able to view some of the historic materials that have been retrieved and digitized by the EBT Foundation's new Archives program. When the EBTF bought the railroad in February, 2020, they discovered a treasure trove of documents, maps, photos, drawings, plans, minutes and artifacts dating back to 1875, when the railroad began commercial operations. The EBTF engaged the services of Julie Rockwell, a professional archivist, who has overseen the digitization of more than 1,000 documents so far, all of which are now available online for research and viewing. At this year's Reunion we were shown complete maps of the underground galleries and passages that extended for miles. A set of drawings for the Robertsdale engine house was dated 1875 and revealed the first evidence of an early turntable at Robertsdale. For those interested, the EBT archives can be accessed at ebtarchives.catalogaccess.com.

Restored storage shed (right).

On Saturday, activity moved to Rockhill Furnace, where trains ran hourly from Orbisonia Station to the wye at Colgate Grove, some five miles to the north. The morning train was pulled by the M-7, a center-cab diesel that is being used until steam power is back in operation. I had the good luck to catch a seat in the cupola of one of the two historic EBT cabooses, and to ride the

(Continued on Page 9)

Friends of East Broad Top Reunion 2022

(Continued from Page 8)

Restored carpentry shop and lean-to.

M-1 gas electric motor car in the afternoon. The M-1 was purchased by the railroad in the 1930s when passenger traffic was dwindling, and the cost of firing up a steam engine with crew was expensive. The EBT bought parts from Brill and Westinghouse and assembled the car on-site. The M-1 is powered by a straight six-cylinder aluminum aircraft engine that Westinghouse had in stock.

Between train rides I wandered the yards and explored some of the volunteer restoration projects supported by the FEBT. Combine #14, purchased originally from the Boston, Revere Beach and Lynn, is in the paint shop for the final stages of restoration. While the old combine is beautiful, the EBT has decided to supplement their passenger coaches with brand new replicas, to avoid further wear and tear on the historic cars. A special train reserved for members of the FEBT ran late in the day with two of the new coaches. (Two more are on order.)

Rebuilt hopper car shelter on coal bunker.

Some of the other projects undertaken by the FEBT, in concert with the EBTF, include the stabilization of many of the historic shop structures; replacing and reglazing countless shop windows and, completed just before the Reunion, replacement of the shelter atop the coal bunker that had collapsed years ago! We were told that other structures lost to time were on the schedule for replacement, including the water tank and station at Saltillo that burned down years ago. The long-range goal of the railroad, with the help of the FEBT, is restoring operations south of Rockhill, all the way to Robertsdale. This will include stabilization of the 210-foot steel bridge over Aughwick Creek; reopening two tunnels on Broad Top Mountain; and restoring the wye at Robertsdale. The Foundation is committed to making the EBT a destination railroad that will attract visitors from population centers to the east and south.

South doors of car shop under renovation.

On the last day of the Reunion, I arrived at Orbisonia Station early, and managed to wangle a ride on a speeder south to the end of the restored track. There were only three of us on the speeder, and the track work was a little rough: the rails had been regauged, and were spiked to new wooden ties, but like the track south of Robertsdale, the track had yet to be ballasted. It was a chilly morning, but the sun was shining when we reached the end of the cleared track a mile south of the yards. We took a few photos for posterity, and bounced back to the station.

M-1 gas electric motor car.

M-1 engineer and power plant.

With some time before my next scheduled activity, I walked over to the Rockhill Trolley Museum, a separate nonprofit organization not affiliated with the EBT, although the two organizations have a long history of cooperation. I boarded a wooden Johnstown Traction Company streetcar, and we headed out on what was once the EBT's Shade Valley branch.

Author on south end of Rockhill main.

(Continued on Page 13)

Erich's Electronics Notebook

By Erich Whitney

What's a NeoPixel?

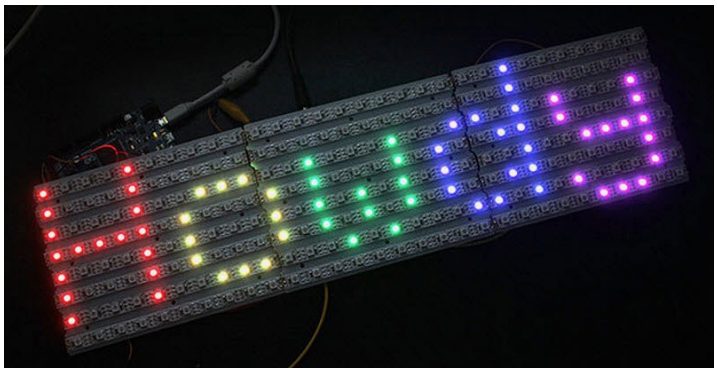


Figure 1: A NeoPixel Display. From www.Adafruit.com

Back in September, at the Connecticut Yankee NER Regional 2022 Convention, I gave a presentation titled, "A Modern Approach to Building Model Railroad Signals" where I introduced and talked about these things called "NeoPixels." I gave the original version of this presentation at the Gateway NMRA National 2022 Convention in St. Louis back in August. However, the genesis of this idea, for me anyway, started over a year ago. I had been having an email discussion with Dick Bronson of RR-CirKits for a while. By the time I got to St. Louis, both of us had working prototypes of model railroad signals using NeoPixels. Rather than re-hash my clinic presentation, I thought I would talk about what a NeoPixel is, how they work, and why they are important to model railroaders. I think you can expect to see products based on these things coming out in the near future and I think you should know about them.

I'll go into more detail later, but NeoPixels are a brand name for an individually programmable LED. They can display RGB (Red, Green, Blue) color combinations in various intensities. They can produce white light by mixing the red, green, and blue, but there are some that have dedicated white LEDs with various color temperatures (degrees of white) for more high-end applications. If you have seen a strip of LEDs doing any sort of crazy, moving color pattern it's probably using NeoPixels or something like them. They are everywhere in the consumer market. To be clear, NeoPixels are not just a string of LED lights that you might stick under your cabinets for accent lighting. The key feature that makes NeoPixels different is that every single LED can be individually set to a different color and intensity level and that setting can change at a very rapid rate. In addition to a power supply, NeoPixel LEDs need some kind of computer or logic controller to tell them what to do. Figure 2 shows a WSD2812B NeoPixel chip close-up that details what's inside. At the bottom is the intelligent controller, which is the part that talks to a computer and the three blobs above it are the three LEDs, red, green, and blue. The gold wires are what connects everything together and the silver area in the back provides a heat-sink. This NeoPixel is only 2x2 millimeters.

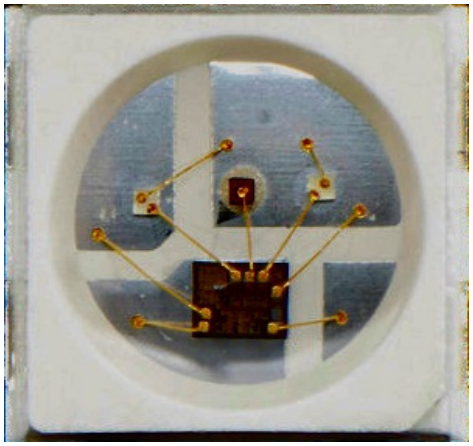


Figure 2: Close-up of a single WSD2812B NeoPixel Chip. From www.Adafurit.com

If you've stuck it out for the first two paragraphs, I should probably explain why you might want to care about these things. From my perspective, NeoPixel technology solves a couple of problems that have been plaguing model railroaders for a while. Model railroad signaling has always been a bit of an adventure because you quickly encounter the challenge of putting many small lights into a tiny signal head and running a bunch of wires through a small mast. The wires then have to extend below the layout and connect to the component that controls the lights. Add to that, the challenges of putting signals on modules and the problem gets worse. Combined with the expense of buying commercial signals and you've got a classic model railroader's dilemma – is the expense worth the bother?

Due to the way the NeoPixel works, we can build any signal mast, no matter how many heads or aspects or tracks and we only need a maximum of four wires to go from the mast to below the layout. Those four wires can travel from one signal mast to the next around the layout in a daisy-chain fashion so several masts can be connected to one controller. Also, those four wires can be very long, so you are not restricted to placing the controller directly under the mast. Before you ask, yes NeoPixels are very inexpensive. At the moment, I don't know of any commercial model railroad manufacturing companies selling signals based on NeoPixel technology, but we don't have to wait for them. I am quite confident that this is a project we can build on our own. I saw a prototype in St. Louis.

There's just a bit more detail I would like to explain about NeoPixel technology and how it can be applied to model railroad signaling, at least how I see it. When I first saw the NeoPixel device shown in Figure 2, I thought this was a very exciting and compelling solution. I visited the www.Adafruit.com website and ordered some parts to experiment with, but soon found one very serious problem with these specific parts. While having a fully programmable RGB color LED was technically good, I had a difficult time getting a decent yellow. If you noticed, yellow isn't one of the primary colors. You must produce it by mixing red, green, and blue appropriately. In railroad signaling, we need red, yellow, green, and sometimes blue or white to cover a vast majority of the color lights needed. For my purposes, I just need red, yellow, and green. Does this mean that I can't use NeoPixels after all? Of course not. Looking back at Figure 2,

(Continued on Page 11)

Erich's Electronic Notebook

(Continued from Page 10)

remember the tiny chip in the lower part of the image. That is the brains of the NeoPixel and it is sold separately as the WSD2811. Figure 3 shows the WSD2811 chip sitting on a US quarter. This chip supports three LEDs which are connected externally to it, and it uses the NeoPixel connection to a controller to program those LEDs in various intensities. Just because the chip says it has outputs for a red, green, and blue LED, it has no idea if you instead hook up a red, green, and yellow led! Problem solved! I'd love to take credit for coming up with this solution, but I must credit Dick Bronson for this one. This is what the prototype he showed me in St. Louis did.

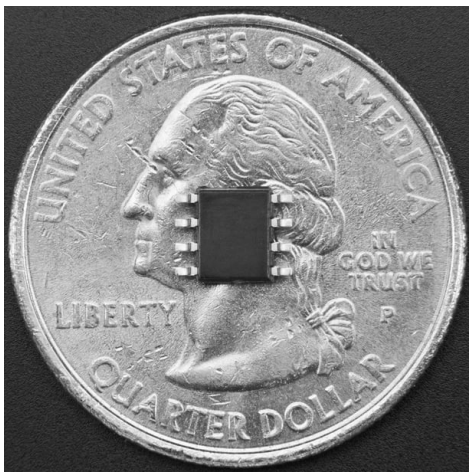


Figure 3: NeoPixel WSD2811 Chip sitting on a U.S. Quarter. From www.Adafruit.com

Let's review, instead of using the WSD2812B integrated NeoPixel we can use the WSD2811 NeoPixel control chip and select our own LEDs that satisfy our color preference for our signals. These WSD2811 chips AND the LEDs can all be mounted on a tiny circuit board that will fit inside the signal mast so that we end up with only four wires that need to stick out the bottom.

If you are left wondering how NeoPixels work, I'm going to explain it in a high level and if you'd like to do a deep dive, please reach out to me. I mentioned that you only need four wires, and these connections are five-volts, ground, data-in and data-out. The five-volts and ground are straightforward – they power the circuit. The data-in and data-out signals are used to send a digital message down the string of NeoPixels that tells each one how much red, green, and blue to display. Each of these values is eight-bits, which makes each NeoPixel receive 24-bits. The reason there is a data-in and a data-out is that once a NeoPixel receives its value, it just passes along everything else to the next NeoPixel in the chain – no matter how many there are. The protocol is slightly more clever than that but that's essentially how it works. If you have an existing signaling system that has one LED output for every LED in your signal masts, I have built an adapter prototype that converts it to this NeoPixel protocol. Arduino microcontrollers have native support for NeoPixel LEDs, so it is very easy and inexpensive to support this approach.

Please reach out to me if you are interested learning more and stay tuned for more projects!

How I learned to stop worrying and love TrainTech - "Phase 4"

By Jerry Grochow

If you have read any of my previous articles in this series, you know "to me, getting hands on with TrainTech is as much a part of model railroading as layout planning, scenery building, and a dozen other aspects of the world's greatest hobby" (see www.hubdiv.org/docs/Headlight2021_38.2.1.pdf). There may not be dozens of turnouts or hundreds of sensors on my small HO railroad, but my approach to layout electronics could be used on a layout many times its size, with two kinds of microcontrollers, wired and wireless "layout control systems," C/MRI and MQTT, and, of course, DCC for moving trains around the tracks. While this may sound complex to TrainTech newbies, getting started with TrainTech isn't that difficult, especially when you approach it incrementally over time, as I did.

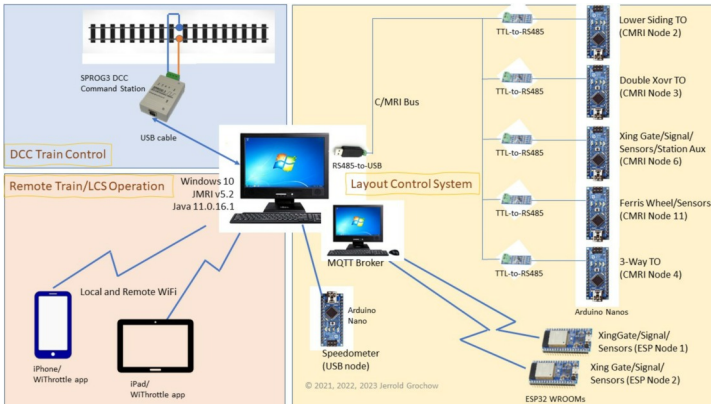


Figure 1: My Layout Electronics

So what's new over the past year? In some ways, not too much; in others, a lot. I've continued to work with MQTT as my future layout control communication protocol, installed an Arduino-based car counter/speedometer, and am in the process of installing a Faller car system to get some non-rail movement on the layout. A bit more on each of these projects:

MQTT

Unless you are manually operating all the turnouts, signals, and automations on your layout, you need a "layout control system." Most model railroaders would agree that there are many reasons for keeping layout control separate from engine/train control, so the "LCS" becomes another important component of your layout – regardless of whether your engines run under DCC, DC, AC, or deadrail. In Figure 1, the components on the right half comprise my current LCS. I'm now running two different layout communication protocols, C/MRI and MQTT, both managed via the JMRI software on my PC. [If you don't already know about JMRI and the many things it can be used for, there are many articles, videos, and websites that can help; the main website is www.jmri.org.] I'm also using a third protocol (home grown) for my car counter/speedometer, but more on that later.

(Continued on Page 12)

How I learned to stop worrying and love TrainTech - "Phase 4"

(Continued from Page 11)

Both C/MRI and MQTT have been around for more than 20 years. C/MRI (Computer/Model Railroad Interface) was designed specifically for model railroading while MQTT is a general-purpose protocol that has features that make it a desirable alternative (MQTT originally stood for Message Queuing Telemetry Transport but now just stands as initials). MQTT is a "publish-subscribe" protocol that allows one or more devices – on and off the layout – to subscribe to (that is, receive) messages tagged with specific "topics" sent by other devices. This makes it possible to implement multiple control panels on large layouts, all receiving the same messages from JMRI or from microcontrollers around the layout – or sending messages to a home automation system to control the room lights! Using MQTT under JMRI is straightforward (see www.jmri.org/help/en/html/hardware/mqtt/index.shtml) and is well supported by active JMRI and MQTT communities (search groups.io for jmriusers and MQTT4MR).

A key advantage of MQTT is that it can send and receive any length string as a message (numbers or other characters), as opposed to C/MRI which only transmits 0s and 1s (on or off, closed or thrown, etc.). In addition, MQTT-over-Wi-Fi is built-in, which means you don't have to wire the control nodes to each other or back to the computer. I've implemented nodes controlling multiple sensors and automations. They get commands from JMRI and publish status, track occupancy, train speed and other information. Speaking of train speed…

Arduino-based car counter/speedometer

My home layout is in a small attic room and everything was placed with minimum clearance: tracks are closer than desirable, everything right up to the edge, etc. That leaves limited space for placing sensors, signals, and the like. But it doesn't mean I can't have a lot of action (necessary to maintain interest in the "small size" operators on my crew, i.e. grandchildren). While I already had the ability to measure train speed using JMRI's "speedometer" function, I was keen to add a visual display right on the layout. There are several paths I could have taken for this, but buying another arduino and attaching a small OLED display ($12 total) seemed like a good approach.

Figure 2: Speedometer/Car Counter Display

The basic strategy was to have track sensors detect trains as they went by and calculate various measurements from that (Figure 2). I used infrared sensors (IR) but other types will also work. By placing the IR transmitter and receiver across the track from each other, the beam would be interrupted by a passing train. With some fiddling on the placement of the transmitter and receiver, and with appropriate programming logic, I could reliably tell when I was detecting a passing car or between two cars (giving me a car count). Theoretically, I could also use just use this single sensor to measure train speed (assuming the spacing between cars was the same in each case). Practically, using two sensors and clocking the time for a car to transit between them gave a much more accurate measure (this is also the approach that JMRI uses for its speedometer). A bit more programming magic and I was able to display scale miles per hour and car count, as the picture above shows.

I connected the Arduino directly to a serial port on my computer and ran a small jython "script" (program) under JMRI to put the speed, car count, and other interesting timings into JMRI memories that I then display on a layout diagram on my PC screen (Figure 3).

Figure 3: Speedometer Display on JMRI Panel

All in all, a nice little project, and with commercial speedometers having much less functionality but costing upwards of $75, this is very cost effective – unless, of course, you count programming time and fiddling time. Accuracy was more than sufficient for my operators to use to see who could make their train go the fastest!

Faller car system

For those of you who haven't experienced the added viewing pleasure of cars and trucks moving around a model railroad layout, I suggest you take a look on YouTube for "Faller Car System" (available in the US from www.reynaulds.com/faller.aspx). These motorized scale vehicles use a small magnet on a slider mounted on the front axle to follow a guide wire embedded in the roads of a model roadway. They also have a magnetic reed switch that can be used with an electromagnet to simulate stopping at corners or traffic lights. Various accessories allow more sophisticated routing. Given my small space, I bought the starter kit with one truck (a Sprinter van) and road making materials to see what I could get going (still in process, as shown Inf Figure 4). For those who want to go all out, Faller also has a very sophisticated digital control system with "satellite" ultrasonic car locators, but that is still very expensive. I hope one day someone will put a DCC decoder into HO cars and trucks but I haven't found that yet.

Figure 4: Faller truck on unfinished roadway (note magnetic pickup under front axle)

(Continued on Page 14)

Treasurer's Report

By Gerry Covino

Stated below is our financial position as of December 31, 2022, the mid-point in our fiscal year, July 1, 2022 through June 30, 2023.

The HUB Division's fiscal outlook continues to look positive even with the continued decrease in revenue over expenses experienced by our New England Model Train EXP0 (NEMTE).

Financially, two programs did result in increased revenue for our organization. The first is the "All Board Trains" exhibit at Boston's Museum of Science (MOS). We have completed year two of the current five-year contract. Thanks to our dedicated volunteers, the HUB again has met its contractual obligation to the MOS. The MOS has given us extremely positive feedback as to the exhibit's quality. A sincere thank you goes to Boris Maznek and David "Shack" Haralambou for their efforts, and to the many volunteers who provided countless hours of support to make this Exhibit a success. The second program to fill the financial shortfalls of the NEMTE is our donations program. Dan Fretz has volunteered numerous hours collecting materials, which are available to modelers at a substantial savings and provide additional funds for the Division.

Our RAILFUN program has been meeting in Dedham monthly and also returns to the Cape this May. This program is available to all members and any person interested in kicking the tires as to what the NMRA can offer them in their modeling endeavors. See the *Headlight* for more program details. The Module group, under the direction of the new Module Group Superintendent, Bob Collins, had displays at Boxborough in October, the Greenberg Train Show in November, our NEMTE show in December, and the Wenham Museum display and the Amherst Society Show, both in January. Please refer to the calendar for the remaining shows scheduled for this season.

We are extremely fortunate to have so many dedicated Volunteers who tirelessly contribute their time and talent to ensure the success of our organization and the programs we offer. Sadly, we lost a longtime dedicated volunteer, Dick Towle, who offered so many of us opportunities for prototype and dinner train experiences. Our hearts go out to his family.

Please continue your generous support of time in making the Division so successful. Without volunteers, the Division could not exist. Please remember the Division is a 501(c)(3) charitable organization and, as such, any cash donations made to the Division might be tax deductible on your Federal Tax Return.

Mid-Year Account Balances

Checkbook	$ 7,025.55
General Savings Account	538.50
Reserve-Life & Restricted Savings Accounts	38,154.28
Business Certificate of Deposit	25,000.00
Program Checking Account	452.39
PayPal Account	977.31
USPS Permit Account	0.71
Total Funds Available	$ 72,148.74

Friends of East Broad Top Reunion 2022

(Continued from Page 9)

It was a delightful old car, with rattan seats that could be flipped when the train reversed. Along the way we stopped to see the remains of the original Rockhill Iron Furnace that was the reason the railroad was built.

After the trolley ride, I was just in time for a tour of the roundhouse and shops. Work is continuing in the roundhouse on locomotive 16, one of the last and heaviest of the engines purchased by the railroad around 1920. Number 16 was shopped just before the railroad closed in 1956, and had been sitting in its stall for more than 60 years. When the EBTF bought the railroad, it was decided that #16 would be the easiest of the six locomotives to restore. It turned out to be more of a project than expected, but the EBT was able to fire it up over the summer, and most of the remaining work is cleaning up the running gear. Smaller locomotives 14 and 15 are also being restored, and the long-range goal is to have all six engines running eventually.

It is worth noting that the 2024 National Narrow Gauge Convention will be held in Pittsburgh, and convention planners are already arranging a bus tour to the EBT. Everyone is anxious to see steam return to the EBT as the "last operating narrow-gauge of the east."

New HUB MMR Celebrated

Andy Reynolds (right) presents Mal Houck, MMR (left) with a cake at the February RAILFUN in celebration of Mal earning his MMR. Photo provided by Mal Houck, MMR.

Spring TRAINing Clinic Program

(Continued from Page 5)

What Was All That Track For

By: James van Bokkelen

Computer slide show discussing the visible remains of pre-1980 railroading: Local yards, industrial spurs, public delivery tracks, sidings and running tracks used by local switchers. Includes sources and interpretation of track diagrams, old photos and rusting remnants. Much of the material is relevant to layout design and operations planning, but I don't speak to either directly.

HUB *Headlight*

Volume 39, Number 4
March - April, 2023

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

Editor Bill Barry - Editor@hubdiv.org

Chief Grammarian - Jay Stradal

Membership: National Model Railroad Association members residing within the boundaries of The HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties of Massachusetts.)

Headlight Printers
Versatile Printing Services, LLC, Burlington, MA

From the Modular Superintendent’s Desk

By Bob Collins

We are in the homestretch of a season that began early this year with the debut of our new Thomas Division at the Amherst show at Springfield Union Station in July. We are now heading into our final shows of the season: Greenberg and our own HUB Division Spring TRAINing. I'm sure the modular group members are looking forward to a little rest as it takes quite a bit of work to assemble and disassemble the modules show after show throughout the season.

We've had quite a bit of experienced as well as rookie members step up to help out this year including our new Assistant Superintendent of the Modular Group, Rod Feak, and our Road Foreman Dan Fretz. Both have been invaluable resources this year in getting us from Norwood through Amherst. We have also had a great showing from some of our youngest members including Adam Wolford, who has been our youngest yard master and has done a great job with the task. On a personal note, Dick Ball and Gerry Covino have been invaluable in getting me through the year. Their patient assistance and guidance is greatly appreciated.

We still have a couple of shows to go before summer break. If we haven't met yet, please come and see me at one of the shows and let me know how you would be interested in helping. We can get you started being a leader in the HUB Division of the NMRA.

Well that's all for now. Next stop Wilmington... HUB Division, okay to go.

How I learned to stop worrying and love TrainTech - "Phase 4"

(Continued from Page 12)

Conclusion

Whether TrainTech is your primary interest or just some things that have to be done, electronics and computers are already driving our model railroads into the future. One thing you can be sure of: there will be no end of new capabilities to experiment with and add to your layout, limited only by your imagination. On to the next iteration…

RAILFUN Updates or Cancellations

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

Submissions Requested

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

HUB Division Nametag, *Headlight* Subscription and Donation Forms

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

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

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

HUB Division Name Tags

JOHN DOE
MODULE

Badge with magnetic holders and first line of printing is $16.75, plus $3.00 S&H. Each additional line is another $2.00. You may have up to three lines on your name tag.

Cost: __$21.50 (1 line) __$23.50 (2 lines) __$25.50 (3 lines)

First Line
2nd Line
3rd Line

Name _____

Address _____

City_____ **State**_____ **Zip**_____

HUB Division *Headlight* Subscription Form

I enclose $8.00 for a subscription to the HUB Headlight for 2022

Name _____

Address _____

City_____ **State**_____ **Zip**_____

Make a Donation to the HUB Division, Inc.

It Takes All of Us Working Together!

( ) $25.00 ( ) $50.00 ( ) $100.00 ( ) Other $_____

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

Name _____

Address _____

City_____ **State**_____ **Zip**_____

HUB Division Module Kits

The HUB Division offers to its members a complete packaged module kit for $232.50 discounted to $225.00 for payment by cash or check. The kit has everything you need, including all pre-cut lumber, hardware, a complete wiring harness for the DCC and inter-module connections, a panel-jack and wire, and even the roadbed and track! A module is the perfect solution if you do not have the space for a full-size layout or just want to experiment or learn new techniques without committing the time and money to a larger setup. Please contact Bob Collins at *modulekits@hubdiv.org* with additional questions and to order the module kits.

HUB Division-Branded Merchandise Online

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 login 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 email the PRDirector@hubdiv.org email address with any questions or concerns and someone will get back to you.

HUB Division Calendar of Events

(Subject to Change)

2023

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 *Headlight* 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
May 6-7 (Sat-Sun)	HUB High Green Operations-Themed Weekend
May 13 (Sat)	HUB RAILFUN Meeting, 9 AM, First Lutheran Church, West Barnstable, MA
May 19 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Jun 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Motherbrook Arts & Community Center, Dedham, MA
Jul 15 (Sat)	Submissions deadline for the HUB *Headlight* Sep-Oct issue
Jul 16 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA
Aug 20-27 (Sun-Sun)	2023 NMRA Convention, Texas Express, Grapevine, TX, www.2023texasexpress.com

RAILFUN.....

NO MOTIONS.....

NO SECONDS.....

NO BUSINESS.....

NO YAWNS.....

RETURN SERVICE REQUESTED

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

NON PROFIT
U.S. POSTAGE
PAID
WOBURN, MA
PERMIT NO 256