

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 25 Number 4, Mar.-Apr. 2009
<http://www.hubdiv.org>

RAILFUN TIMETABLE

STOP LOOK AND LISTEN

by Gary Paulino

8 p.m. March 20, 2009

Cambridge School of Weston

WEATHERING ROLLING

STOCK

by Rudy Slovacek

8 p.m. April 17, 2009

Cambridge School of Weston

SURPRISE CLINIC

by The Mystery Guest

8 p.m. May 15, 2009

Cambridge School of Weston

This month we'll put you in the engineer's seat of your model locomotives. Using some of the hot new sound systems, you'll climb aboard, start your engine, build up air pressure then ease off the throttle out as you set your train in motion. There is even the slow acceleration due to inertia, along with the squealing of brake shoes when you come to a stop. Oh, and don't forget to use that horn for all crossings and train crew signals.

All this control and activity can be done to the sounds of the real thing. Whether it is a GE prime mover or an EMD second generation unit, there is something out there for all you diesel fans and even those diehard steam enthusiasts. Gary, the owner of Traintek LLC, will present some of the newest products in DCC sound.

So, if you're curious about DCC sound, join us and try your hand at the throttle. I hope you'll STOP in, take a LOOK and LISTEN to the wonderful world of sound in model railroading.

BANQUET RESERVATIONS

The banquet reservation forms was included in the previous *Headlight*, and reservations are due in to Gerry Covino by February 23. Cost is \$24 per person. The issue is available at www.hubdiv.org for those who have misplaced their copies of the *Headlight*.

It has been almost several years now since we've done a "hands on" weathering clinic, so it's about time we turned some of those shiny new plastic models into replicas of the prototype. We have some new faces and some great looking freight cars have appeared on the model scene since then.

Weathering begins immediately when a car is put into service, so as modelers we might wish to consider that process as we pull each new model from its protective wrapping. This year, I'll focus on gondolas, flats, and hoppers (open and covered). We'll cover distressing the unit, oxidation and rust, and general weathering techniques. The HUB will provide weathering materials but the participants will bring the freight cars they use for the clinic. If you've never tried this before, you might wish to bring a used or less expensive car. Some useful tools to have are a razor knife, an assortment of small paint brushes, a plastic water cup, cotton rag, sandpaper, news paper, wooden surface and an old soldering iron.

Whether you are a newcomer or a veteran modeler, this is always one of our more popular and well attended clinics, so get there early.

A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 8.

Sometimes this job sneaks up on me and I'm late getting my clinics out to our editor three months in advance. Then, to use an old football expression (yes I played in high school) I just "punt." Last month's mini-clinics was an example and a quite outstanding and successful one, judging from the response. Well I've got about 3 months now to come up with something so you'll just have to trust me. Sometimes the spontaneous ideas are the best. Now aren't you just a little curious now? Well you'll have to attend the May meeting to find out!

SPRING TRAINING

Hub Division will host SPRING TRAINING 2009 from 10 to 4 on Saturday, March 7, at the Holiday Inn, 700 Myles Standish Blvd., Taunton, MA. Admission is \$5 (free for children under 14). There will be operating layouts and some dealer tables, but the main feature of the show is the clinics.

Our featured clinician is Allen McClelland, whose V&O pike drew rave reviews. Other fine clinicians will provide a diverse program with information and tips that will benefit every modeler.

(Continued on Page 7.)

The President's Car

By Dick Johannes

The Amherst Society's show at the Big-E in Springfield was last weekend. It's always a great time and the modular group had our largest display to date. What was also great about the display was the large number of new modules and modular operators. This is always great to see. We also had our first test of the new electronics and trackage out of Upton Yard. Larry Madson continues to support the HUB and the new electronics are simplified and elegant. There were a few minor glitches at the outset but the wiring was soon working and made the yard operations so much smoother. Thanks Larry, we appreciate your continued support! Minor change in attendance this year and several new vendors including Fast Tracks. They're the people who make the precision handlaid track templates that Ken Belovarac and I demonstrated at a RailFun last year.

Speaking of RailFun, the January 16th meeting was a whopping success. Rather than having a single theme and clinician, we had a session entitled "A Night for Swapping Tales and Sharing Tips." The ground rules were a 10-15 minute presentation. Short and Sweet and sweet they were. We had presentations on how to detail RDC cars to be authentic for the B&M, how to color brick buildings using color pencils, how to construct hand rails using brass wire, a walk through of the B&O Museum in Baltimore and a demonstration on the use of the new Kadee electromagnetic 309 uncoupler. I really found this format a great one and this ought to be a yearly event. It was great thinking on Rudy's behalf to have come up with the idea.

The last thing on my mind for

this edition is the advice given to me last year at Tour de Chooch by Bruce Robinson. When Ken Belovarac and I arrived, Bruce pulled out a photo album of the construction of his Valley Junction RR. While showing the construction, he gave me some of most sage advice I've ever heard. He said, "develop a plan, don't deviate from it and build it." His point was that if you're constantly fiddling with the theme or where a particular industry should go, time will just pass and no railroad will emerge. He said once he had drawn a plan, he spent some time on the layout each evening, even it that was as short a time as 30 minutes. With a plan, there are multiple projects to complete so it need not become monotonous but the drive to the final goal of completing the plan makes it happen. Furthermore, Bruce said, "It will also happen surprisingly quickly."

I remember thinking about this a lot on the way back home. A few years (yes years) ago, I decided to move my layout from the basement to a then unfinished 3rd floor attic. There were tradeoffs as the space is considerably smaller than the basement but with finished walls and carpeting, it's much more fun to be in. The attic also forced me to confront the question of height of the tabletop as the attic ceilings sloop in at steep angles. I spent nearly a year working with CadRail to design a layout that met my needs. I had tips from Kalmbach Model Railroad Planning series, especially making a list of features that are desired and prioritizing them. For me, one of the key elements was the ability to integrate HUB modules into the layout. With this done, I got the benchwork up and actually constructed a new 2 module set with staging tracks in the back but there I

stalled. I really don't know why but I did. I kept fiddling with minor track ideas that made the plan different but definitely not better.

I went back to Bruce's layout on this year's Tour de Chooch, and had the same conversation: "Stick to a plan and build it!" It's legendary in model railroading as to how many layouts never get anywhere close to completion. I came resolved to listen to what seemed such a common sense notion and freeze my plan and start building.

I'm pleased to announce that after only a little more than two months, I've made solid progress. I took the plan and transferred it to the tabletop including laying out the transition curves. This took about 10 evenings and one weekend. I then installed 12 permanent and 9 electromagnetic uncouplers while staining 15,000 standard ties and about 2,000 turnout ties. It took about $\frac{3}{4}$ of a gallon of Elmer's Glue but, I've laid the ties on over 90% of the layout. I began laying rail this weekend. If I can keep the current pace up, I just might have an operational railroad pretty soon, swoosh! Good advice Bruce: "Just Build It!"

Keep 'em Rollin'
Dick Johannes



Tracklaying around a curve, with a turntable and roundhouse in the corner of Dick Johannes's layout.

The HUB Division elections will be held on Friday, April 17, 2009 at the Cambridge School of Weston, immediately preceding the scheduled Railfun Meeting. The election meeting will start at 8:00 p.m.

METHODS OF VOTING

Eligible voters are not always able to make it to the Annual Meeting. In lieu of voting in person at the Annual Meeting, a HUB member may cast one ballot using one of the three (3) following methods:

1. MAIL:

Ballots found in the Mar-Apr 2009 edition of the HUB Headlight may be copied or cut out and mailed to the Registrar. The HUB member must write his Name and Membership Number on the outside of the envelope to certify the ballot enclosed. The ballot shall be mailed to:

**Bill Goldthwait, Registrar
30 Baker Ave.
Lexington, MA 02421-6204**

Mail ballots must be received by the Registrar no later than April 14, 2009. The Registrar will verify the ballot and record the member as having voted.

2. E-MAIL:

A ballot may be cast by sending an e-mail to the Registrar. The e-mail must be sent from the

HUB member's Official e-mail address that is on file with the HUB Office Manager. It is the responsibility of each HUB member to ensure the HUB Office Manager has their correct e-mail address. Only one Official e-mail address is allowed per member. Note that your e-mail address may not yet be entered as your Official e-mail address. Before you send your ballot to the Registrar, you may set or confirm your Official e-mail address, send e-mail to the Hub Office Manager at: **OfficeManager@hubdiv.org**

A valid e-mail Ballot shall contain the HUB member's Name and Membership Number in the Email Subject Line. All votes shall be placed in the body of the E-mail as follows:

A. BOD Vacancies: Place ONLY the names of the Candidates, for whom the member is casting votes. The three names can be the candidate names included on the ballot or write-in candidates. Write-in candidates must be members in

good standing of the NMRA HUB Division.

B. E-mail the ballot to: **elections@hubdiv.org**

E-mail ballots must be received by the Registrar no later than April 15, 2009. The Registrar will verify the ballot and record the member as having voted.

3. PROXY:

Any HUB member eligible to vote in the election may **designate in writing** that another eligible HUB member may cast their vote at the election.

A. The Letter of Proxy **MUST** contain the **HUB member's name, Membership Number, and Signature**. The Letter of Proxy must also declare the **name of the HUB member acting as proxy**.

B. The HUB member acting as proxy will present the Letter of Proxy at the Annual Meeting to obtain the eligible member's ballot for voting purposes.

2009 HUB DIVISION BALLOT

(see instructions above)

Board of Directors (3-year terms). Vote for up to three candidates:

- ___ **Jack Alexander**
- ___ **Ron Noret**
- ___ **Curtis Nutt**
- ___ **Leonard H. Pinaud**
- ___ **William Roach**
- ___ **write in:** _____
- ___ **write in:** _____
- ___ **write in:** _____

The Railfun Meeting in April will include election of three members to the Board of Directors for 3-year terms. The Ballot and voting instructions are found on page 3. Pages 4 and 5 contain bios of the candidates.

Jack Alexander

Jack Alexander has been a member of the Hub Division since its founding and was its first treasurer. He has worked on every show and convention that the division has run, in various capacities. In addition to his long years of service on the Hub Board, Jack served many years on the Northeastern Region Board as well as President and Vice President. He was Permanent Convention Chairman of the NER for over twenty years and served as treasurer of the 1996 NMRA National Convention in Boston. Jack is an active modeler and enjoys building cars, structures and scenery for his "Intermountain Pacific Railroad" which was started in 1963 and is highly detailed and fully scened. His layout has been open for many local conventions and reflects the designation "Master Model Railroader No. 86." Jack believes that two stellar events over the years have helped to make the Hub Division a leader in the hobby, first the development of the Hub Modular Railroad and second, the introduction of railfun nights on a regular basis. He still likes to contribute and is vice chairman of the Spring Convention on March 7, at the Taunton Holiday Inn.

Ron Noret

I am running for the NMRA Northeastern Region HUB Division board of directors because my background and interests in all aspects of railroading, modeling and prototype, can be brought to bear to make the HUB a great organization.

I started off when I was about 7 years old, with a Marx train set and graduated to Lionel. I still have all my original equipment today. My Mom and Dad bought a 4'x8' piece of plywood and set up the train table for me in the cellar. My best friend Ralph also had a Lionel train set, which was set up on a 4'x 8' table in his cellar. I would bring my locomotive over to run on his layout. I had lots of fun with that and then went off to college and lost interest until after I had been married for several years. I started back in HO scale in about 1973 and got permission to have a spare bedroom as an office and train room.

I joined the HUB division in the early 90's and enjoyed the Railfun nights and fellowship of model railroaders. I gave a presentation at a Railfun Clinic, built a module, and became a member of the Hub Module Group. I manage the White Elephant Table at HUB sponsored shows. My late wife Anne supported me a great deal in this hobby and helped me to scenic the Module.

With my camcorder I have taken many videos of railroad activity in various parts of the county and am a member of the American Society of Mechanical Engineers, Rail Division.

Curtis Nutt

I am running for the BOD of the HUB Division. My experience with the HUB has extended over 4 years and has included being a member of the module group, membership chairman and on committees such as Trackside 2004 and Thrifty Sixty to be held in Worcester. In the positions that were held by me I have always done my best to go "above and beyond" what others have done before. For example, we won a brass locomotive from the NMRA because of the most amount of members during a given period. That was due to my aggressive recruiting efforts at the membership table. At Trackside, I was asked to be the raffle chairman and solicited donations from 140 manufacturers. The result is that our division had over 28 donations which was a milestone for the HUB. For Thrifty Sixty, I was asked again to spearhead the raffle.

Today I am asking for you to elect me to the Board of Directors. As the current membership chairman, I have attended and participated in the meetings. Being a board member I will be able to vote and express my opinions on important issues that matter to you our membership.

Editor's note: This bio is reprinted from the 2006 elections issue, at the candidate's instruction.

Leonard H. Pinaud

I spent my childhood summers in Nova Scotia, Canada, which was a two-day train trip from Boston. Two of my uncles worked for the Canadian National Railroad on the Scotia, the ferry that carried the trains across the Straight of Canso from Mulgrave, NS to Point Tupper, Cape Breton Island. My uncles would occasionally allow me to go to work with them. Much to my mother's dismay, I learned many "new words" from the train crews trying to move the cars up or down the apron to the ferry, especially during extreme tides and inclement weather. At home I had a few passenger cars, a steam engine, an oval of track and my plywood "Scotia" with 4 rows of track on it, reliving my NS summers.

Model Railroading has long been my hobby. Presently, I am working on a module and have converted many of my engines to DCC. Building dioramas and experimenting with backdrops are of great interest to me.

With an art school education, I was Art Director for a major corporation and will bring management and organizational skills to the Hub Division. I was a District Chairman for several years in BSA and am a past officer of a fraternal organization. I enjoy photography, rail fanning, and at every opportunity, my wife and I travel by rail.

I would appreciate your vote and support for membership on the Board of Directors. I will work diligently to perpetuate and achieve the goals and objectives of the Hub Division.



William Roach

Thank you for considering me for another term on the HUB Board of Directors. When I was seven or eight years old, I received my first train set and that began my love of trains.

I have been a member of the HUB for about ten years. I have been a part of the HUB's module group. At module events, I try to arrive early and to help break down. I've worked at all of the HUB's shows since becoming a member, helping out wherever I was needed. I always help out at the membership table. For the past five years, I have also been a member of the South Shore Model RR Club. I am currently an active member of both the HUB and the South Shore.

Treasurer's Report Gerald Covino, Treasurer

Stated below is our financial position as of December 31, 2008, the mid-point in our fiscal year July 1, 2008 through June 30, 2009. The New England Model Train EXPO, our fall fund raising event, managed this year to hold its own even in these difficult times. As Treasurer I wish to express my sincere thanks and appreciation to all our members who volunteered there time helping with the show's success.

Also, your Board of Directors thanks the members who have made a conscious decision to support financially, the Hub Division, Inc., a 501(3) organization, as one of their favorite charities. Member's generosity to the organization, both with their time and money, continues to be impressive.

Mid-Year Account Balances

Checkbook	\$ 189.48
Unrestricted Savings Account	3,729.23
Life Savings Accounts	10,816.13
Program Checking Account	706.78
PayPal Account	90.41
USPS Permit Account	<u>3.48</u>
Total Funds Available	\$ 15,535.51
Value of Club Car Inventory	<u>3,989.50</u>
Total Value of Cash and Assets	\$ <u>19,525.01</u>

European Trip for NMRA's HUB Division Module Group

By Rudy Slovacek

This concludes the series on our Module Group's participation at a show in The Netherlands in 2000.

I will describe the HUB Division's modular layout by guiding you on a tour from module to module.

We begin at sea level with a beach scene and small harbor, complete with docking facilities as built on one of the loops by Bob Blick. You'll here more about Agate Bay shortly.

From there we travel inland over the tidal marsh and pass Rowley station which is set in a pastoral New England farm scene crafted by James VanBokkelen.

Next, the small town of Brockwayville provides us with a glimpse of Norman Rockwell's America as its inhabitants find a gathering point at the local train station. This creation of the Ames sits adjacent to the Brockway Mills complex modeled by Lyle Sorensen to represent some of the small rural industries that occasionally dot the rugged Vermont countryside.

Further east we pass through a narrow cut of rock on the mountain module of Doug MacDonald. It is no coincidence he named it Crawford after the picturesque Crawford notch in New Hampshire's White Mountains.

From there we proceed to the flat switching yard of George Thompson which provides both access to the rear of the modules through the adjacent Crawford Mountain tunnel and the means to make-up and break-up trains for mainline operations.

Passing through the yard we encounter the city of Schenectady.

Perched along the Mohawk River in upstate New York it was home to industrial giants such as Alco and General Electric but I have modeled it as a bit more run down in the time just before the station fell victim to the wrecking ball.

Next we pass Bob Blick's Ocean Spray warehouse, which could pass for any of the cranberry fruit process centers on the Cape or look equally well at home along the fertile farmlands of the Mohawk Valley.

Mark Harlow's Warren siding takes us to the coast of Maine where the prototype actually existed and was used to spot gondolas for pulpwood and trash loading.

From there we proceed into Wethersfield Station on Jeff Turners module. While the prototype still sits along the old New Haven right-of-way south of Hartford, it is far from the power plant there. In Jeff's case, it serves as a switching lead for his coal fired power plant located on the second set of return loop modules.

While most of our members ran equipment from the era and railroads they grew up with, there was a distinct favoritism for New England based roads such as the *Boston & Maine*, *New York Central*, *New Haven*, and of course *Conrail*. Perhaps it is because the remnants and old history are still with us here in the Northeast. James VanBokkelen's *Boston & Maine* passenger varnish accurately captured the last great gasp of privatized North American passenger service for us, while some *Pennsylvania* and *Northern Pacific* equipment, as well as some *Norfolk and Western* steam locomotives rounded out the mix.

One impressive sight and sound was our long coal drag, pulled by the 2-8-8-2, articulated steam locomotive with a 2-8-0 consolidation helper pushing for all it was worth, while the circus train sat impatiently on the siding.

Our freight trains were of particular delight to the crowd. The



Schenectady sits on the Mohawk River and was but one of the many industrial city stops along New York Central's famous "Water Level Route" to Chicago. A scene from the sixties is captured here as a local New York Central freight rumbles past the station on Rudy Slovacek's module.

use of a chain and buffer plate system for freight cars essentially limits train lengths in Europe to about 30 cars. It is unusual to see multi-unit lash-ups pulling long freight trains anywhere on the continent. Our multiple-unit consist of Big Blue Conrail locomotives equipped with sound, working ditch lights and pulling a 60-plus car freight was a big hit in the show.

There was always someone interested in taking pictures but the cameras really started clicking when a dragging coupler pin caught the crossing ties on a curve and many scale tons of coal and steel hopper cars were dumped into Agate Bay on the ocean-side module. A trailing liquid ammonia tank car also managed to take out the local hotdog stand (the building got the *wurst* of the beating) and our club took a lot of good natured ribbing from the Dutch about the EPA coming down on us.

Our emotions rached up a notch as the show closed and we knew the time with our hosts was nearing an end. With heavy hearts we said our good-byes and thanks, then, returned to the cottages for our last evenings stay and an early morning departure by train.

Probably, one of the most memorable and rewarding moments for all of us came near the end of the show when, as we began to wrap up, an individual approached and indicated that his young son wanted to know if we could operate the Conrail units since he hadn't seen them run yet. We did something much better than to grant that simple request. We reattached those over-worked units to the long freight we were about to pack away then placed a hand-held controller into the wide-eyed young mans hands! With his father quietly translating how the controller worked the boy guided

that Big Blue freight train around the layout, running at a prototypical speed and with some coaching giving the horn and flashing ditch light signals at each crossing.

When the amazed youngster was finished the father told us, "Americans are not only so open and friendly but unexpectedly different because none of the exhibitors would have placed the controls to such treasured equipment into my son's hands as you've just done." The ideal opportunity to capture the imagination of a young child and perhaps make him a model railroader for life does not often present itself, so one should be prepared to act when it does. As representatives of the NMRA HUB Division we would have been remiss for not recognizing this whether it be in the United States or, in this case, the Netherlands.

SPRING TRAINING

The clinics at time of publication are:

Allen McClelland: Trendsetting Virginia & Ohio Railroad.

Michael Tylick: Digital Photography.

Peter Watson: The Engineer's Side of the Cab.

Keith Shoneman: Enhancing Operations: The Three S's -- Staging, Sequencing, and Super-Detailing.

Gary Paulino: Soundtraxx Tsunami Diesel & QSI Quantum Revolution.

Mike Clements: Run of the Mill--A Guide to Better Industrial Modeling.

Rich Pitter: Building Structures from Scratch.

Scott Mason is also slated to give a clinic.

After the show, Hub Division will hold its annual Spring Banquet at the hotel. For details, check the last issue of the *Headlight* or visit <http://www.hubdiv.org>.

HUB Division Upcoming Events

Check <http://www.hubdiv.org> for more details about events

2009

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|---------------|---|
| Sun., Mar. 1 | Module Group Display at Mystic Valley Train Show, Holiday Inn, Mansfield, MA |
| Sat., Mar. 7 | Hub Division Spring TRAINING , Holiday Inn, Taunton, MA |
| Sat., Mar. 14 | Board of Directors Meeting |
| Fri., Mar. 20 | RAILFUN - 8:00 PM - Cambridge School of Weston |
| Mar. 21-22 | South Shore Model Railroad Club Show, Weymouth, MA |
| Mar. 28-29 | Module Group Display at Greenberg Show, Wilmington, MA |
| Wed., Apr. 1 | Deadline for May-June <i>Headlight</i> articles and photos |
| Fri., Apr. 17 | RAILFUN - 8:00 PM - Cambridge School of Weston |
| Fri., May 15 | RAILFUN - 8:00 PM - Cambridge School of Weston |
| Sun., June 13 | Board of Directors Meeting |
| Fri., June 19 | RAILFUN - 8:00 PM - Cambridge School of Weston |
| July 5-12 | NMRA National Convention and National Train Show , Hartford, CT |

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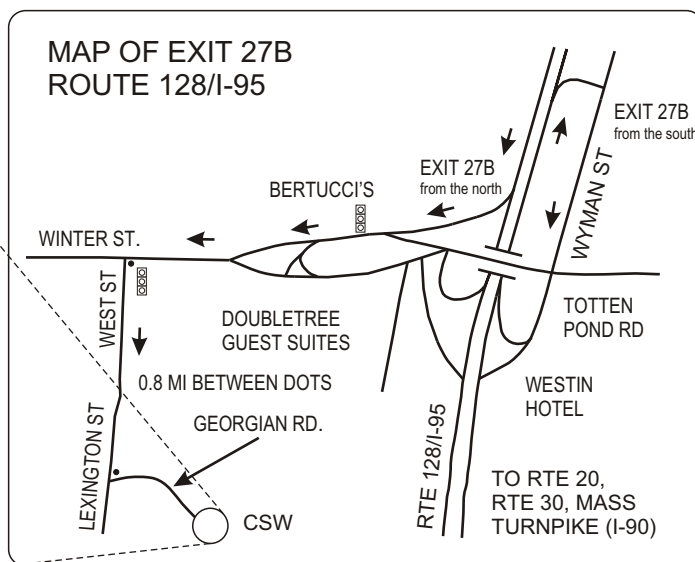
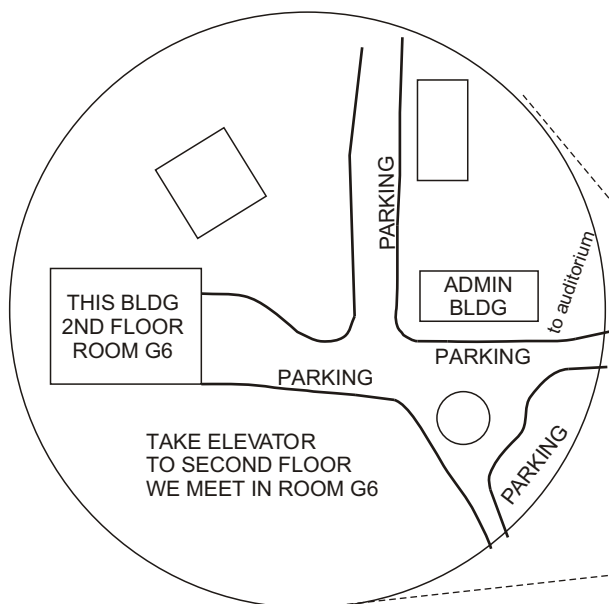
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MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON



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