

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 31 Number 2, November - December 2014
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Hands-On Clinic: Detailing and Weathering Brick Structures By Raymond Barry

8 PM Friday, November 21, 2014, Cambridge School of Weston

While today's styrene brick building kits are very detailed, they do not look very realistic in their molded colors. Come join us to learn how you can readily transform an unpainted styrene brick structure into a very realistic looking building with a few simple and inexpensive steps. You will learn tips and tricks for painting and weathering brick and techniques for detailing the roof. You are welcome to bring a brick structure to this clinic to detail and weather. There will also be a limited quantity of brick wall sections for attendees to practice on and bring home. Please bring a selection of small paint brushes, a rag, sand paper, a hobby knife, a metal straightedge and a cutting pad or small piece of plywood along with any weathering supplies that you may have.



South Shore Lumber Company

by Michael Tylick, MMR

Many years ago I picked up the Model Railroader Magazine for May, 1960. It featured a "Lineside Lumber and Supply Yard" by Aaron G. Fryer. Based on a prototype in Sellersville, Pennsylvania, the yard was built from a converted coal barn, with an attached office and several outlying sheds. A far cry from the then available Atlas and Ayres lumber yards, I was intrigued by his model and, for years, had wanted to build one. After several false starts, I managed to allot some space on my current Marshfield and Old Colony Railroad for a lumber yard that is similar, at least in spirit.

I was also intrigued by the illustrations in Lynn Wescott's book *101 Track Plans*. His delightful renderings showed foreground structures too large for the layout, and so were sawed off to reveal a detailed interior implying a much larger structure. Like a cropped photograph, our model railroads can only imply a complete world. Cropping the front edge of the structures allowed me to satisfy my long standing urge to build this model and also fit it on a very small layout.

(Continued Page 4)

Hands-On Clinic: Railroad Car Repair & Reconditioning By Rudy Slovacek

8 PM Friday, January 16, 2015, Cambridge School of Weston

Now that winter is upon us and the yard work season has ended, you can focus on your model railroad. Regardless of what scale you model, equipment should always be checked and maintained to make sure it conforms to standards for trouble-free operation. Fix that dragging coupler pin; re-gauge those boxcar wheels; replace stirrups, running boards or ladders, add cut levers and air hoses; whatever needs fixing and cleaning should be done. Bring along your equipment, your toolkit and your standards gauge. The maintenance crew will review the check-up procedures and provide tips for keeping your equipment in tip-top shape. There will be multiple work stations so you can focus on what needs the most help.

Presentation: Operations

By Stan Ames, Keith Shoneman and John Lutz

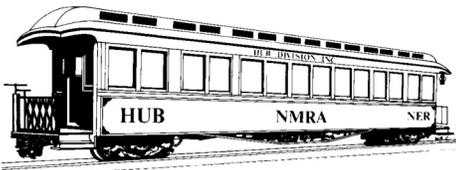
8 PM Friday, February 20, 2015, Cambridge School of Weston

We are trying something new with this Railfun. Attendees will learn about Operations in general, and specific to Stan's and Keith's layouts. Attendees will then have the chance to practice what they learned at this presentation by attending an operating session on either Keith's layout or Stan's layout. John Lutz will be coordinating the Op-sessions at both layouts. The dates for these two Op-sessions are still being finalized.

The map to Cambridge School of Weston appears on page 8.

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THE PRESIDENT'S CAR

by Manny Escobar

The feel of autumn is in the air and the blistering cold of winter is around the corner. Get a fire going in the fireplace, grab a tray table, place it near the fireplace and do some modeling.

By the time you read this, the NER Convention, "New England Diamonds 2014," in Palmer, MA, hosted by the Nutmeg and HUB Divisions, will have come and gone. Though it was an "unconventional convention," we still had an exceptionally good turnout that exceeded our goals. The weather was great for the Friday excursions, *Keystone Arch Bridges Trail*, the *Pioneer Valley Railroad*, the *Massachusetts Central Railroad* and layout operations and visits. Special recognition goes to Pioneer Valley for painting one of their locomotives our colors.

Our host for convention central, "The Steaming Tender Restaurant," surpassed our expectations with their generosity. I give my thanks to all at the restaurant for a fantastic job and great time.

Now for the one who started this, **Dick Towle**, Chairman for the convention, my hat is off to you. You have done it again. Well done! I do not know how he does it with the weather, but again it was beautiful. I also want to thank the committee heads; without their unselfish volunteering this convention would not be a success: **Pete Watson**, **Bill Barry**, **Pete Higgins**, **Dan Fretz**, **Bill Goldthwait**, **John Lutz**, **Rosemary Mezzocchi**, **Patty Slovacek**, **Barbara Hoblit**, **Tim Garner** and those in the Nutmeg Division.

Moving on, we had our first modular group display at the Pepperell Siding Train show, and what a great day it was! Check out "Calendar of Events" on the website for times and dates on upcoming shows and displays. Coming up is our own "New England Model Train Expo" December 6-7, 2014, at the Best Western Royal Plaza Trade Center, Marlborough, MA. We need the support from our members. Contact Dick Johannes, show chair, for details and volunteering. Remember this is our "Show" and fundraiser, so please help.

We had our first two installments of Railfun: "Members Potpourri Night" and "Adding Prototypical Signaling to HO Modules," presented by **Dick Johannes**. **Ray Barry**, Railfun Coordinator, has great topics coming up. Please check the "Calendar of Events" in this issue and on our website www.hubdiv.org for the particulars. Also, if you have an idea or can recommend a topic / lecture, please contact Ray at railfun.coordinator@hubdiv.org.



As you know, the NMRA has selected the month of November as "Model Railroad Month." This offers us the perfect chance to show off our handiwork and, at the same time, introduce others to the hobby that gives us so much pleasure. Do it as an individual. Take a few hours a day, or a whole weekend, and invite your friends (all of them, not just your model railroading friends), neighbors or the whole community to visit your layout. You will be surprised at how many of your co-workers and neighbors down the street are anxious to see what you have been working on. Your layout has given you a great deal of pleasure, so this is a great opportunity to share that pleasure with others. So, go spread the word about what a great hobby we have for all. Introduce these new train enthusiasts to our membership chairperson, **Pete Higgins** for the special NMRA deal.

Our Holiday party will be Saturday, January 10, 2015 at Olde Colonial Café, Norwood, MA. From the success of last year, we are having it again at this location. See Page 7 for reservation details and menu. Remember our traditional "Yankee Swap" after dinner.

As I mentioned in the past, you can see that our calendar of events is especially busy. Our annual *Spring TRAINING Show 2015* is "**ON**". It will be Sunday, April 12, 2015, at the Holiday Inn in Taunton, MA. This show will be sort of new to us, because it will be the first time we'll have it on a Sunday instead of our traditional Saturday. We will have our annual business and election meeting after the clinics and show, details to follow.

If you are interested in running for the Board of Director position in the upcoming election, please contact **Dave Insley**, **John Doehring** or **Dan Fretz** for details on placing your name on the slate for election. The deadline is December 1, 2014.

Remember to explore the HUB Division "Facebook" and "Twitter." More important is our own two-way communication via the "Guesswork" email list. To get on the Guesswork list, please contact our Office Manager, Pete Watson, at officemanager@hubdiv.org.

As you see there are a lot of activities happening within our Division, and I have not mentioned all of the events. So come and join us, remember *November* is "**Model Railroad Month**," and have a wonderful holiday seasons and New Year!

Keep them rolling!



Dick Johannes discusses adding prototype signals to modules at the October RAILFUN. Photograph by Ray Barry



Shanty Talk: Detours II

by Rudy Slovacek

I decided to continue my "Detours" column this month while I work through some of the remaining NJ caboose issues. It's the dog days of August, while I sit in my cool basement and look around. I am reminded of the many projects I've started but not completed. I have modules to build, kits to begin and engines to finish reworking. The list goes on, but you know how it is.

So after I put aside the caboose to dry, I grabbed one of my partially detailed and weathered RS3 units. At one point I decided that all of my Atlas RS 3s for the D&H needed proper, or at least plausible, fuel tanks. While the excellent running Atlas model is patterned after a passenger version, such as that found on the Rutland, B&M or NYC with an additional water tank for steam generators, this must be removed and replaced with a simpler rectangular version with two side-mounted air-tanks.

This also means removing the motor from the frame and milling off some of the form-fitting weight. One can do this and just simply rebuild the back half of the fuel tank by extending the front box section, leaving the cast air tanks in place. This gives a plausible look to the RS-3 but it is less accurate than a complete removal and rebuild of both the fuel and air tanks. This latter approach I had already begun for several units by constructing the rectangular fuel tank from styrene. What was needed was to add the fuel fillers, tank sight glasses and the longer but smaller diameter air tanks on either side.

The air tanks were made from 1/4" styrene tubing with half-split-shot fishing weights glued to the ends and further shaped with a file as I had done previously for my Hartford contest model.

Since the D&H owned 101 of these RS-3s, or 128 if one counts the earlier reworked RS-2 version, it's a good bet you'd see one in a lash-up, or working a yard alone, during the 37 years they lasted on the

system. The last unmodified version was retired in 1986. Their versatility as both road and local switch engines caused the displacement of the end cab S-2 and S-4 Alco switchers on the D&H. They were down-graded from mainline duty when the RS-11s and RS-36s came along with a more robust design featuring the model 251 diesel engine. The RS-3 did outlast the six-axle Century 628s by about 10 years since the later had a tendency to chew up the track after dirt gummed up the sliding tri-mount suspension for the trucks. The later ALCO C420s and C424m's were not purchased new but rather obtained second-hand after the formation of Conrail. If I had to start my modeling over again I would stick with just the D&H during its Alco years from the mid 40's through late 60's.

This modeling period holds my attention for several reasons. First and foremost it was a time when the D&H still hauled coal. Coal was needed for the sintering plant up in Tahawus and the steel mills that were winding down operations on the shores of Lake Champlain. The iron ores coming out of Sanford Lake on the North Creek Branch and down the switchback from the Moriah and Mineville area into Port Henry gave it a heavier industrial feeling other than just being a bridge route. The paper mills in Ticonderoga, Corinth and Warrensburg also made for interesting loads in and out. This was the era of 34-foot hoppers and 40- and 50-foot boxcars as well as survival of some 72-foot all steel passenger cars. On the 22-inch radius of my partially assembled modular layout this equipment looks and operates just fine. I will probably never have the time, money nor space to complete a larger basement layout with more sweeping 36-inch radius curves.

What triggered my thinking was watching my beat-up old NYC RS-3 hauling a string of the shorter old hoppers filled with coal through the yard of Dan Fretz's Appalachian coal mining community at the National show. One could hear the bubbling Alco echo off the valley walls and almost smell the smoke drifting from the miners' shanties as the households awoke to a cup of fresh coffee heated on a wood stove. Ever since I first saw the efforts of Allen McClelland with his

modeling of the V&O in the hobby press, I was convinced that I would model a similar mountain operation in the East.

But that was before I had assimilated some of the D&H history with its coaling operations in eastern Pennsylvania and mining and paper operations in the Adirondacks. The scenery is basically the same for both. Railroad tracks following a stream or river bed through lush, forested mountains. In my case operations will occur along the upper Hudson River with coal in and sintered ore and paper products out.

A picture in Shaughnessy's book on the D&H, on pg 354, depicting several RS-3 units hauling coal up through the Boreas river gorge to the Tahawus mines, was a clincher for me. All of my recent module efforts beginning with Schenectady, through Balston and Saratoga Yard roughly capture the mainline up to the branch point at Saratoga Springs where the line continues up to North Creek (yet to be built).

Here, too, I took another modeling detour when scouting the more northerly Champlain Division, with its history of paper mills in Fort Ticonderoga. There I stumbled on the western terminus of the Addison Branch of the Rutland. It ran from Larrabe's Point across the lake from Fort Ticonderoga to Leicester Junction on the mainline between Rutland and Burlington, VT. Had it not been for the difficulty in maintaining a floating bridge during winter ice jams near the turn of the century, the Rutland may have been the first to tap the Adirondacks from the Eastern shore of Lake Champlain. The lightly traveled Addison Branch was torn up several years before the Rutland went bankrupt, but I modeled this important Junction without even knowing what it looked like for my very first set of modules. I plan to re purpose them for a region between Hadley and Stony Creek when the time comes.

Stay tuned for a continuation of my work projects that I hope to keep on track! In the meantime don't forget to volunteer for our New England Model Train Expo Show in December.

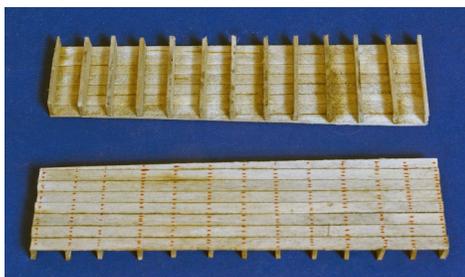
South Shore Lumber Company

(Continued from Page 1)

Let's start by building the smaller lumber shed.



1. The site for my model. The blue painter's tape is invaluable for protecting the track while building scenery. It is easily removed with no residue when the messy work is finished. No matter how large the space, it is never big enough. The foreground of my structure will definitely have to be cut off. Oh yes, my models are built in O scale, but the same techniques will work in any scale.



2. While scribed styrene or sheet wood would be easier to work with and quicker, board-by-board construction goes rather

quickly and will always look better with less effort, especially in the foreground where the top and the bottom of the floors will both be visible.

Long ago, I solved the difficulty of finding correctly sized stripwood by cutting my own. I purchase Midwest Models plain basswood sheets in thicknesses from 1/32" to 1/4". The lumber is ripped to size with a small Micro-Mark table saw, which costs less than a new HO-diesel, and has many other uses. A fine tooth blade makes little sanding necessary to finish the wood; this way I can have whatever size wood I want whenever I need it.

The wood was finished with a light wash of India ink and alcohol followed by a very light wash of burnt umber watercolor. Pre-painting the wood prevents the occurrence of unsightly glue "spluges." The "nail holes" are perhaps unnecessary and out of sale, but I think they add interest to an otherwise boring floor. They are quickly drawing with an orange gell pen.

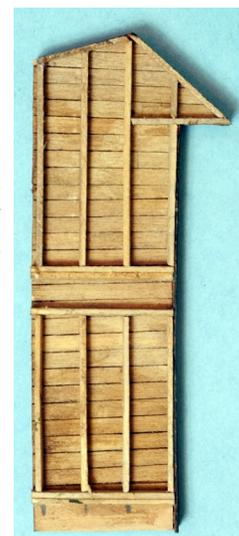
Although many modelers recommend yellow carpenter's glue, I use white glue since it adheres better to painted surfaces and dries more invisibly. In this picture we have the first-floor assembly. A belt sander proved the best way to taper the inside (front) edge, necessary to fit the layout space.

The *Headlight* is always accepting photos and articles relating to model and prototype railroading. Please email editor@hubdiv.org.

3. Northeastern clapboard siding was used for the painted outside wall of the lumber shed. These nail holes were embossed with a Micro-Mark riveting tool. Painted white and Hunter Green, light brown and black watercolor washes have been added. Although my shed is only six feet deep, the full shed would be about 16 to 20 feet long.



4. Since the interior of the shallow see-through shed will be quite visible, care must be taken to include the inner sheathing, and stud system. The indents are for the two floors.



(Continued Page 5)

HUB Division Calendar of Events (Subject to Change)

2014

- Nov 21 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
- Nov 22-23 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
- Dec 1 (Mon) Submissions deadline for the HUB Headlight Jan -Feb issue
- Dec 6-7 (Sat-Sun) The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
- Dec 13-14 (Sat-Sun) HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA

2015

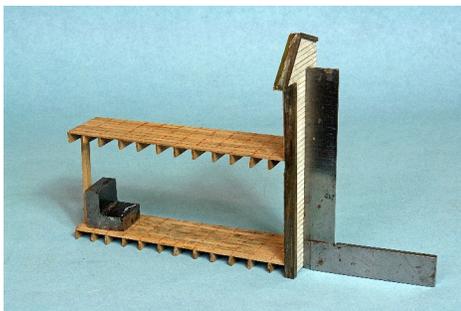
- Jan 10 (Sat): HUB Holiday Party, Old Colonial Cafe, 171 Nahatan Street, Norwood, MA. See Page 7.
- Jan 16 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
- Jan 17-19 (Sat-Mon) HUB Modular Railroad display at the Wenham Museum, Wenham, MA
- Jan 24-25 (Sat-Sun) HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Eastern States Exposition Fairgrounds, West Springfield, MA

South Shore Lumber Company

(Continued from Page 4)



5. The first floor and wall are glued together. Use a square!



6. In order to ensure equal lengths, the posts were cut with a NWSL Chopper. The furthest post was glued first. Although we are trying to replicate the look of prototype wood-frame construction, we have the advantage of gravity and can do many things the easy way. Use a square!



7. One side of the beam is in place. Rather than doing things the hard way and installing all of the posts first, installing one side of the header first will serve to align the remaining posts. The overhang at the end was left to possibly tie the shed into the main building. If this does not work out it can always be trimmed later.



8. Posts and beam are in place. In the real world the posts and beam would be installed before the floor. Rather than two boards, the beam might well be solid, but the hollow space on both levels will be invisible and provides a handy place for electrical wires.



9. The ridge pole is a solid beam built in much the same way. Use a square!



10. The remainder of the posts and the truss support. Although not illustrated, the support was built in the same way as the first-floor beam, one board first to align the posts, then the posts and the other side of the support.

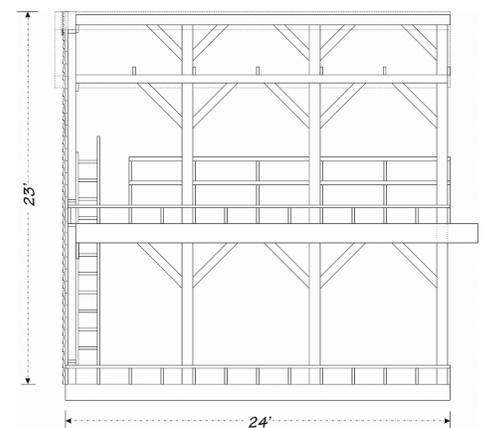
To the right is an example of one of the drawings Mike has prepared of the lumber shed. A three-page pdf of the drawings is available at the HUB Division website on the *Member Articles* page. Visit <http://www.hubdiv.org/articles.htm>



11. The sway braces were added as an afterthought. The structure did not indicate they were necessary, but it looked like they should be there. When the roof is on, they will just barely be seen but contribute a little to the detail.

By now we should have something that most people will recognize either as a World War One Fokker Triplane or a very narrow lumber shed. Now that the model is strong enough to handle without breaking all your hard work, this is a good time to add interior lighting if you wish. It's also a good opportunity to check one last time that the model will fit in its space on the layout.

As it is, I have pretty much exhausted my supply of stripwood so I will have to either cut and stain some more lumber or make a trip to the hobby shop or contact Amazon. While I am waiting for these to be ready, I think I will take a break from what is becoming a very elaborate model and wonder if I really do need a life. I hope to see you again when I get more of the South Shore Lumber Company completed.





New England Diamonds NER Convention News and Contest Results from the convention in Palmer, MA



Top: First time entrant, Barbara Hoblit's prototype color print "Autumn Special" won Best in Show.

Below: Barbara Hoblit receives her certificate from Photo Contest Chairman Bill Barry



Top: David "Shack" Haralambou receives his certificate for his first-place model black-and-white print of "Wreck Train Crane."



Below: Mike Tylick receives his certificate for his second-place imagined photo "Edison, NJ."

All photographs by John Doehring



Top: Russ Norris receives his "Master Builder - Scenery" AP Certificate from AP Chairman Bill Brown.



Below: President Manny Escobar presents the HUB Award for the contest entry earning the second highest point total, to Mike Evans.



Above: The Pioneer Valley Railroad had freshly painted engine #2558 for our excursion.
Below: Riders on the Morning PVRR trip.
Photographs by Bill Barry



Above: The capacity crowd enjoying Saturday's Banquet in the Steaming Tender Restaurant.
Photograph by John Doehring



Above: Tony Koester presents his clinic.
Photograph by John Doehring
Below: Dan Bigda's awesome layout room.
Photograph by Bill Barry

More Convention Info

Several members wrote about their convention experiences.

See Russ Norris's detailed write-up at: <http://blacklogvalleyrailroad.blogspot.com/2014/09/new-england-diamonds.html>

See James VanBokkelen's posts at: http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=43603

HUB Holiday Party

Saturday, January 10, 2015

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

Olde Colonial Cafe
171 Nahatan Street
Norwood, MA 02062
(781) 762-2058 ~ (781) 769-0323
www.oldecolonialcafe.com

Price: \$35 per person.
Reservations only, no walk-ins.
Dress appropriately (no denims).
No reservations after January 7.

Bring a gift worth at least \$15 to participate in the Yankee Swap.

Appetizers:

Cheese and Fruit Tray

Buffet Menu:

Roast Beef
Chicken, Broccoli & Penne
Baked Scrod
Roasted Potatoes
Salad and Vegetables
Roll and Butter
Coffee and Dessert



Above: Participants on the Keystone Arch Tour take photos of a stone arch, of which only the massive base is visible on the right.

Photograph by Jeff Gerow.

Below Left: Jeff Gerow composes a shot during the hike.

Below Right: A cornerstone with the construction date carved into it.

Photographs by Russ Norris

HUB Holiday Party Registration Form

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

Email: _____

Phone: _____

Number Attending: _____ x \$35.00 = _____

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

Mail to:
The HUB Division, Inc.
P.O. Box 1154
Burlington, MA 01803-6154

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

Model Train Donations Wanted

by Rudy Slovacek

If you have, or know of others who have model train items no longer being used, or are thinking of thinning a collection, please consider donating them to the HUB Division as a possible tax deduction. We are a 501(c)3 non-profit organization and can accept such charitable contributions.

All that is required is that you supply us a list of the items along with your name and address when those items are donated. You will receive a receipt from our treasurer that can enable you to value the items and possibly take a deduction on your income tax. The HUB division will sell those items at its fall show and use the money for its educational programs and activities held for public benefit. It's a win-win situation. You clean out your attic, garage or basement of model trains and get a possible tax deduction. The HUB Division will put those train items into the hands of people who can actually use them and help finance our programs. For more information or making donations, contact Rudy Slovacek at rslovacek@verizon.net or evenings by phone 508-528-1011.

Fall Show Call for Volunteers

The HUB Division hosts the New England Model Train EXPO on December 6 & 7. This show is the HUB Division's major annual fundraising event. The funds raised are used for modular layout maintenance, repairs and upgrades, RAILFUN expenses, Headlight production and mailing, and for other HUB Division projects. Members are strongly encouraged to contact Dick Johannes at (617) 791-8263 or nemtedir@hubdiv.org and volunteer for at least one hour on Saturday and on Sunday. You may request assignments at the white elephant table, membership table, build-a-car kit, or the door.

Other Events

Tour-de Chooch

November 28-30, 2014 (Fri-Sun): 20th Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA, www.hubdiv.org/tourdechooch.htm

Open House

December 6-7, 2014 (Sat-Sun): Bay State Model Railroad Museum Holiday Open House, Roslindale, MA, www.bsmrm.org

HUB Headlight

Volume 31, Number 2, November - December, 2014

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.

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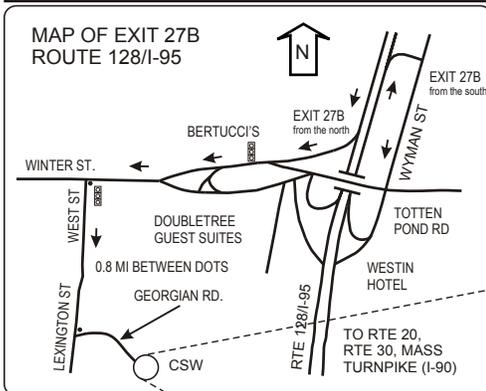
Membership: National Model Railroad Association members residing within the boundaries of The HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties of Massachusetts.)

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Burlington, MA

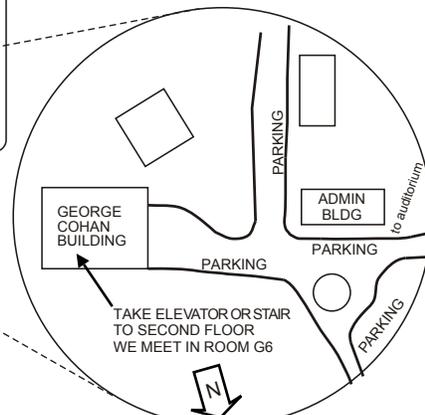
RAILFUN Weather Note:

If the school is closed, we will NOT have RAILFUN that evening. School closings are broadcast over the radio at **WRKO 680AM** and **WBZ 1030AM**, and on TV Channels **4, 5 and 7**. The Cambridge School of Weston recording is at **781-642-8600**. Check the radio or TV stations early on the morning of RAILFUN! You can also check www.hubdiv.org and we plan to post notices on Facebook and Twitter.



MAP TO RAILFUN MEETINGS

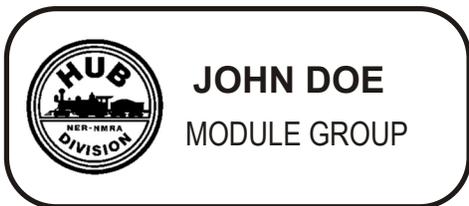
MAP TO CAMBRIDGE SCHOOL OF WESTON



Seacoast Division Model Railroading Night

- November 14th
- December 12th

Meetings are Friday night at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH. See <http://www.seacoastnmra.org> for info.



NAME TAGS

With magnetic holders

Badge and first line of printing is \$11.30, plus \$3.00 S&H. Each additional line is another \$2.00. You may have up to three lines on your name tag.

COST: \$14.30 (1 line) \$16.30 (2 lines) \$18.30 (3 lines)

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| 2nd Line | | | | | | | | | | | | | | | | | | | | |
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HUB Division Apparel

Please refer to the September-October issue of the Headlight for the latest HUB Division Apparel order form. Please note that the next order deadline is January 1, 2015.

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