

# HUB Headlight

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

### Welcome and Season Opener

By HUB Division Members

8 PM Friday, September 21, 2018, Cambridge School of Weston

To kick off a new year of RAILFUN events, and to welcome everyone back from summer break, we are going to hold a show-and-tell night where you will have an opportunity to hear what members have done over the summer and what future plans members have. Come show your work with actual models, dioramas or photographs of your layout. In advance of the meeting, please email any PowerPoint materials to Andy Reynolds at Railfun.coordinator@hubdiv.org.

This meeting will also be a chance to recognize your craftsmanship in a first-ever RAILFUN clinic contest. You will be judged on what you have learned from previous sessions. The idea is to have a 12x12-inch diorama of anything train related (we're not bringing a measuring tape so "slightly" bigger will be OK). On this diorama you can display a building, rolling stock, a prototype, a landscape, an ocean, a turnout, or simply a hole in the ground... Use your imagination, and see if you can win the contest!

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### Rails Across Scituate Harbor and the Heartland

By Mike Tylick, MMR

8 PM Friday, October 19, 2018, Cambridge School of Weston

You will finally be able to see Mike Tylick's presentation originally planned for the April 14, 2018 Spring TRAINing. Mike's On30 Marshfield & Old Colony Railroad has reached its northern terminal at Scituate Harbor. He has managed to include a number of different scenes and details in a very small waterfront area. Included are a dual-gauge junction with station, a rail-to-ship transfer dock complete with pillar crane, a causeway, a casino and beach boardwalk. This pictorial discussion will show the many facets of construction from benchwork to the completed location. It's more like "How I spent my year" rather than "How I spent my summer vacation."

For the second half of the presentation, as a tribute to the recent NMRA National Convention, Mike plans to present his mixed-media "Rails Across the Heartland." He was fortunate to visit his son when he worked in the Kansas City area a number of times, and they were able to railfan the area extensively. Kansas City is the country's second busiest rail gateway (after Chicago) - now you can see the rail activity you missed while in the convention hotel.

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### Accurate and Precise Application of Decals to a Model Using Masking Tape Alignment Guides

By Geoffrey M. Graeber, MD

8 PM Friday, November 16, 2018, Cambridge School of Weston

Now that Dr. Graeber has retired from his medical practice, he plans on transferring his technical skills from the Operating Room to our engines and rolling stock. There are many decal options available for model railroaders. Whether you want to simply change a number, letter an entire car, or even design your own, decals are a great way to customize a model. The most common technique is the wet-transfer method that, more often than not, leaves a high-gloss surface around the decals. This clinic will demonstrate the dry-transfer method.

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### How I learned to stop worrying and love DCC "Phase 0"

By Jerry Grochow

I started planning a new HO layout, after a 25-year absence from the hobby, when my children started producing offspring a couple of years ago. I began by re-reading back issues of Model Railroader that I'd managed to squirrel away through a couple of moves over the years. But then I started to look online and - surprise! The last engine I had purchased for my DC layout cost around \$30 and Athearn "blue box" kits for rolling stock were in the range of \$3, but that was a long time ago. While I could now get DC engines for \$80 - 150, there was this thing called "DCC" and these locomotives were about double the price. But, wow, I could run as many trains as I wanted with only a single control system. They would run more "prototypically" (a word I found was popular in many of the articles I read) and make realistic sounds. After some more reading and watching videos, I was convinced "in theory" that I wanted to create a DCC railroad. Putting theory into practice, however, seemed like it was going to be a challenge.

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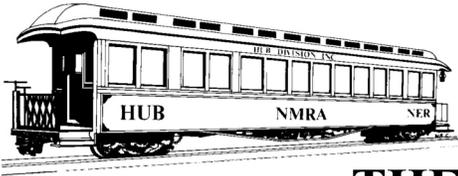
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## THE PRESIDENT'S CAR

By James VanBokkelen

**H**ello, members of the HUB Division and readers outside our group.

This Spring's experimental RAILFUN in Worcester, MA, was a good start on the project: more than 15 attended and my "Voltsmeters for Model Railroaders" presentation was well received. The Worcester Model RR Club organized a very nice space too. We hope to return to the Worcester area this Fall.

If any members would like to try out a RAILFUN in their area, please let Peter Higgins or me know. We can talk about location, time and topic, but it would be best in the Fall, before we get too involved in the NEMTE.

I had a good time at our Summer Cookout at Waushkum on July 15. It was nice to see my friends and the Live Steam trains. I particularly liked the fresh corn that Pete Watson brought to go with the Waushkum group's grill. Attendance set a record of about 50% more than last year, so Peter will be looking for more help in 2019.

The only other NMRA item I was expecting was the major changes in the Northeastern Region's governance. The NER Board of Directors amended the bylaws to make all Division Superintendents (or their designees) automatic members. I can designate someone to do the job (and earn the Association Official AP certificate); if anyone in the HUB wants to try organizational management, get in touch. The new electronic voting system is behind schedule, but shortly the general membership will elect four NER Area Directors via email or paper ballot. We'll send out a notice when the system is ready. I understand that our Area will have several candidates.

I've registered for the "Erie Limited" convention in Mahwah, NJ, September 13-16. My two clinics will be Friday afternoon, right after Mike Tylick's. Mal Houck's will be on Saturday. I should be getting my operating session assignments next week. There's still space if your schedule opens up:

[www.erialimited.org](http://www.erialimited.org)

Several HUB members will be at the NMRA's National Convention in Kansas City, August 5-12. Some of us are bringing modules, at least one is a clinician, and I'll be helping judge in the Celebration (formerly Contest) Room. I'm going to one operating session, on the Stockton & Copperopolis, featured a while back in Model Railroader.

[www.kc2018.org](http://www.kc2018.org)

Personally, most of my hobby time since I last wrote has gone toward a trip to Thailand, track work at Seashore Trolley Museum, and HUB and NER business. I've harvested a field of wheat and picked a lot of fruit from my orchard. My recent modeling has been to work on the styrene house model I started at Spring TRAINing. It's painted but I need to get it weathered and glazed at a minimum before taking it to Kansas City. See progress here:

[www.railroad-line.com/forum/topic.asp?TOPIC\\_ID=50499](http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=50499)

If there's something on your mind about the HUB or its activities, email me at [president@hubdiv.org](mailto:president@hubdiv.org), call me at (603) 394-7832 or catch me at a HUB event.

Until next time, High Green!



The styrene building that James started at Spring TRAINing. See above for the link to more photos and info.

## Fiscal Year 2018 Appointments

David "Shack" Haralambou - Vice President

Gerry Covino - Treasurer

Mike Dolan - Secretary

Peter Higgins - Membership

Bill Barry - Headlight Editor

Andy Reynolds - RAILFUN Coordinator

Dick Ball - Module Coordinator

Dave Insley - Webmaster

Peter Watson - Office Manager/Clerk

Bill Harley - Expo Show Director

Mark Harlow - Expo Show Manager

Ken Belovarac - Librarian

Dan Fretz - Donations Chairman

Peter Watson - NMRA AP Chairman

Position Open - Public Relations Director

## ner convention



**Mahwah, New Jersey  
September 13-16, 2018  
ErieLimited.org**



Attendees to the Worcester RAILFUN night discuss voltmeters.

Photograph by Peter Higgins

## New Members

The HUB Division welcomes the following new members

- David Martin - Methuen
- Susan Martin - Methuen
- Chris Martin - Methuen



## Shanty Talk: My Alco Military Train

By Rudy Slovacek

In my last column I mentioned the importance of Alco in the efforts of WWII, but first I want to relate how and why I decided to build a war train in the first place. Through my other train affiliation, the Coastal Mountain Railroad, we have done a number of displays for retirement communities. For the residents in their seventies, eighties or older, the sounds and sights of steam engines brought back many memories. As youngsters, they often recalled war trains charging across America to the port cities filled with soldiers, sailors and military armaments. Consequently, I put together a train pulled by a C&O Berkshire type engine that I had received for my participation in our 2008 Germany display. It was composed of a couple flats with WWII tanks and trucks, some 30-foot coal hoppers, wooden boxcars and a gondola of scrap iron. It was a great success and drew a lot of conversation from the elders.

I later gave away that C&O engine and a matching caboose to Dan Fretz's son Ben, as he liked steam engines in contrast to his father who models the C&O Diesel era. I've since acquired a few steam locomotives for the NYC and D&H that would

certainly have passed through the Schenectady area on their way to either Boston or NYC. To accommodate military personnel, I've also acquired several troop sleepers and a kitchen car from the Walther's series. Jeff Gerow recently expressed an interest in such a train to complement his steam operations, so I gave him some of my extra equipment from my pre-adolescent days of collecting. When he sent me the link to the US Army tie-down instruction for flatcar loads, I was encouraged to get a bit more prototypical. Turns out, I fortuitously had the crossed tie-down cables for the medium tanks right after all. From this point on, my efforts became more focused on getting the details right or at least more plausible in the future. Hence, my scratch-built construction of parts and equipment boxes to accompany the trucks and tanks. Examples were shown in my last column.

My requirement for flat cars has risen dramatically, and the useable supply of used Athearn 40 footers from dealers is sparse. So, I resorted to Red Caboose, Central Valley and Tichey kits. The [www.CanadianSouthern.com](http://www.CanadianSouthern.com) website became an excellent source for information (drawings and roster) on flatcars that might have been used by the NYC system during this period. For the tanks and vehicles I consulted with both Wikipedia and Dave Steinbrenner's book "The American Locomotive company: A Centennial Remembrance" copyright 2003, On Track Publishers, LLC. Next to my tools, I find such references indispensable for modeling purposes.

In this case, I learned that the U.S. entered the war with only the M2 Stuart light tank armed with a 37-mm gun and a machine gun. Not much of a match for the German

tanks racing across Europe or the deserts of North Africa. In 1941, Alco engineers designed the M3 Lee tank with an offset sponson mounted 75-mm gun. The sponson mount was used because engineering for a turret to house the larger gun had yet to be perfected. It was rushed into production and the British were able to blunt Rommel's attacks with much improved fire power in the 1942 Battle of Gazala. The tank had mechanical reliability, good armor protection, heavy firepower and was capable of engaging the German tanks of the time.

The M3's high silhouette and lack of a true heavy gun turret caused production to be later dropped when the M4 Sherman medium tank came online in numbers. Equipped with a 75-mm turret mounted gun, the M4 became a U.S. and Allied staple. It was produced in large quantities by large manufacturing companies like Alco, Baldwin, Ford, Lima and Pullman, to name a few. Though outgunned by later German tanks, such as the Panther and Tiger, it was highly maneuverable, easy to maintain and could be provided in very large numbers.

To engage the German tanks at longer distances and with increased firepower, the U.S. developed the M7 Priest. It was named for the pulpit-like structure containing a 105-mm Howitzer that was mounted on a more lightly armored M4 chassis. The M7 Priest was developed in secret, including a prototype developed by Alco in a record 19-days. It arrived on the scene in 1942 to help overcome the Germans in the second battle of El Alamein. Engagement of the German and Italian armor at distances with a heavy shell took Rommel by surprise, and he

*(Continued on Page 4)*



Three examples of the Alco Tank products mounted on flat cars. The M4 Sherman Tank on the left, the M7 Priest in the middle and the M36 Tank Destroyer on the right.

## Shanty Talk

(Continued from Page 3)

commented on the devastation afforded this new American fire power. For their outstanding war effort, the British gave a citation to the Company as thanks for helping to turn the tide in the North African campaign.

To counter the superiority of the heavier Tiger and Panther Tanks, the U.S. M10 Tank Destroyer was conceived. An early version of this piece, with a higher velocity 76mm gun in a turret on a sloped armored M4 chassis, became a mainstay with the U.S. Army. However, more knockout punch was needed against the big German tanks, so a high-velocity turret-mounted 90-mm gun was installed on an M4 chassis and designated the M36. It entered Europe in September of 1944 and became available to take part in the conflict by October of 1944. From October to December 1944, Alco mounted the 90-mm gun turret to 413 of the M10A1

Tank Destroyer chassis. There were reported instances of this Alco product knocking out German Panther tanks at over 4200- to 4600-yards.

Alco would, of course, go on to produce other tank vehicles after the War to supply our allies in later conflicts, but Alco's contributions were not just limited to tanks. They were involved in manufacturing shells for munitions, boilers for cargo ships, and diesel engines for minesweepers, escorts and tugs. Alco was allowed to build diesel switchers, and built 57 RS-1 locomotives modified with 6-axle trucks for use on the Trans-Iranian Railway in 1942 and 1943. Alco was to receive additional orders for the RS-1 before the war ended for use in Russia and Europe.

On Page 3, you can see three examples of the Alco Tank products mounted on flat cars, including the M4 Sherman Tank, the M7 Priest and the M36 Tank Destroyer. If and when the M3 Lee becomes avail-

able, I will undoubtedly be able to add a few. Along with a couple of M2 Stuart light tanks (the last ten of which were produced as M2A4s by American Car and Foundry in April of 1942) I will have a train from earlier in the war. While Walther's has been a good source of the models you need to keep checking their catalogue as they are popular with collectors.

Well, that's it for now; I should save some "ammunition" (pun intended) for my next column. I may update you on my trials in building the D&H caboose in the picture below. I hope to see you all for our season opening RAILFUN night.



## Photos from the 2018 NMRA Convention in Kansas City

Jeff Gerow attended the NMRA Convention and National Train Show in Kansas City, Missouri. These are some of his photos. Look for Jeff's article "My trip to Kansas City" in the next issue of the Headlight.



Top Left Photo:  
*Meet in KC: During a bus tour of Kansas City's railroading "hot spots" we saw a lot of action in a short time, including this meet of SD-70ACe's.*



Top Right Photo:  
*Dinner Train: First night included a dinner train, with delicious Kansas City beef, pulled by this ex-MKT Alco RS-3. It was repowered with an EMD 567 primer mover in a GP-9 long hood.*



Lower Left Photo:  
*Horseshoe Curve: After visiting the "actual" Horseshoe Curve on the way out - it was exciting to see Doug Taylor's version in action [even though we were operating on the HON3 East Broad Top - which does interchange with the PRR]*



Lower Right Photo:  
*Two Levels: Operating on Doug Taylor's East Broad Top HON3 Railroad, my passenger "special" runs below a 2-8-2 returning empty coal hoppers to Robertsdale.*

## HUB Division Calendar of Events (Subject to Change)

2018

Sep 8 (Sat)	HUB Modular Railroad display at Norwood Days, Norwood, MA
Sep 13-16 (Thu-Sun)	NER Convention Mahwah, NJ, <a href="http://www.erialimited.org">www.erialimited.org</a>
Sep 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Sep 29-30 (Sat-Sun)	HUB Modular Railroad display at the Pepperell Siding Model Railroad Club Show & Open House, Pepperell, MA
Oct 1 (Mon)	Submissions deadline for the HUB Headlight Nov-Dec issue
Oct 13-14 (Sat-Sun)	HUB Modular Railroad display at the Nashua Valley Model Railroad Association's RailFair 2018, Boxboro, MA
Oct 19 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 3 (Sat)	HUB Modular Railroad display at the Wellesley Community Center, Wellesley, MA
Nov 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Nov 17-18 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Nov 17 (Sat)	Submissions deadline for the HUB Headlight Jan-Feb issue
Dec 1-2 (Sat-Sun)	The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
Dec 15-16 (Sat-Sun)	HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA

2019

Jan 5 (Sat)	HUB Holiday Party at the Common Market, Quincy, MA
Jan 18 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jan 19-21 (Sat-Mon)	HUB Modular Railroad display at the Wenham Museum, Wenham, MA
Jan 26-27 (Sat-Sun)	HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Big-E Fairgrounds, West Springfield, MA
Feb 1 (Fri)	Submissions deadline for the HUB Headlight Mar-Apr issue
Feb 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Feb 16-17 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Swansea, MA
Mar 15 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Mar 23-24 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Mon)	Submissions deadline for the HUB Headlight May-Jun issue
TBD (TBD)	The HUB-sponsored Spring TRAINing show at TBD, TBD, MA
TBD (TBD)	The HUB Division Annual Meeting and Election - following Spring TRAINing
Apr 12 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
TBD (Sun)	HUB Modular Railroad display at the Lions Club 21st Annual Model Train Show, Hooksett Cawley Middle School, 89 Whitehall Rd., Hooksett, NH
May 17 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jun 21 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jul 7-14 (Sun-Sun)	2019 NMRA National Convention, Salt Lake City, UT □
Jul 14 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA

### Fall Shows and Open Houses

September 8, 2018 (Sat): Maine Model Railroad Tour, <a href="http://www.mainemodelrrtour.com">www.mainemodelrrtour.com</a>	October 13-14, 2018 (Sat-Sun): Nashua Valley Model Railroad Association's RailFair 2018, Boxboro, MA, <a href="http://www.nvrra.com">www.nvrra.com</a>	November 23-25, 2018 (Fri-Sun): Annual "Tour de Chooch" layout tour, Southern NH, Northeastern MA, <a href="http://www.tourdechooch.org">www.tourdechooch.org</a>
September 23, 2018 (Sun): The Old Colony Model Railroad Club's 18th Annual Train Show, Taunton Holiday Inn, Taunton, MA, <a href="http://www.ocmrrc.com">www.ocmrrc.com</a>	October 20-21, 2018 (Sat-Sun): The North Shore Model Railroad Club's Annual Train Show (Sat) & Open House (Sat & Sun), Wakefield, MA, <a href="http://www.nsmrc.org">www.nsmrc.org</a>	December 1-2, 2018 (Sat-Sun): Bay State Model Railroad Museum Holiday Open House, Roslindale, MA, <a href="http://www.bsrmr.org">www.bsrmr.org</a>
September 29-30, 2018 (Sat-Sun): 33 <sup>rd</sup> Annual Pepperell Siding Model Railroad Club Show and Open House, Pepperell, MA, <a href="http://www.psmrc.org">www.psmrc.org</a>	October 27-28, 2018 (Sat-Sun): The South Shore Model Railway Club's annual Fall Model Railroad Show & Open House, Hingham, MA, <a href="http://www.ssmrc.org">www.ssmrc.org</a>	December 8, 2018 (Sat): The Providence Northern Model Railroad Club Open House, Warwick, RI, <a href="http://www.providencenorthern.com">www.providencenorthern.com</a> . (Club is also open most Saturdays 12-4.)

Note: These are presented here for the benefit of members. If you belong to a club and want to promote your open house or show, please email [editor@hubdiv.org](mailto:editor@hubdiv.org)

## How I learned to stop worrying and love DCC "Phase 0"

(Continued from Page 1)

As I started to make a list of all the things I had to learn about, all the components I had to purchase, and all of the work (labor of love!) that I would have to do just to be able to run some trains with the grandkids, I admit it was at first quite daunting. But, like any project I had been involved in over my career, breaking it down into tasks, laying out a rough timeline, and "just getting started" made it seem much more manageable. And besides, the grandkids were still babies, so I had a lot of time before they started peering over the top of any layout.

I could have just purchased a complete "ready-to-run" DCC train set (engine, cars, track, and command station in a single package, from Bachmann), but I felt I was beyond that. My old DC layout (somewhat disassembled, but still in storage in the basement of our current abode) had a fairly sophisticated track plan for an apartment-sized operation, with dual mainlines, multiple multi-way turnouts and block control. It included six engines (several of which I was "in the process" of improving with better motors, additional lights and such) and lots of rolling stock that I had upgraded with Kadee couplers, metal wheels, and meticulous weathering. I wanted to expand that set-up both physically and in realistic operation since I now had an attic room to dedicate to the layout!

As I saw it, implementing my DCC railroad would allow me the opportunity to learn about and develop my skills across a wide range of activities:

1. Carpentry
2. Electrical wiring
3. Electronics
4. Computer technology
5. Model building
6. "Scenic-ing"

As I detailed out all the things I might do in each category, I realized this could be a lifetime project – and a lifetime of fun! Not bad for what some consider just a "hobby."

I also tried to figure out what the minimal amount of effort (other than buying "ready-to-run") needed to run a train under DCC. I could then add capabilities on an incremental basis, but always be able to have some fun with those rapidly growing grandkids. In project management parlance, this is known as breaking the project into phases or "builds." I wanted to have a Phase 1 that could be implemented with the smallest reasonable expenditure of time and money, but also be the basis for Phases 2 and beyond. This had the advantage of minimizing the impact of any mistaken decision I might make in Phase 1 - a not unreasonable thing to consider starting out in DCC.

My Phase 1 tasks would be to:

1. Learn enough about DCC to make a decision about which system to buy.
2. Develop a first-cut track plan.
3. Build benchwork and lay the track.
4. Buy the DCC system, throttle, and DCC-equipped locomotive.
5. Connect the DCC system to the tracks.
6. Put the train on the track and start operating!

The more I read, the more I realized these tasks might take more time than I expected (especially the track plan and benchwork) so maybe I could come up with a "Phase 0" and at least be able to demonstrate something the next time the grandkids came over. And, of course, I could, as you will see.

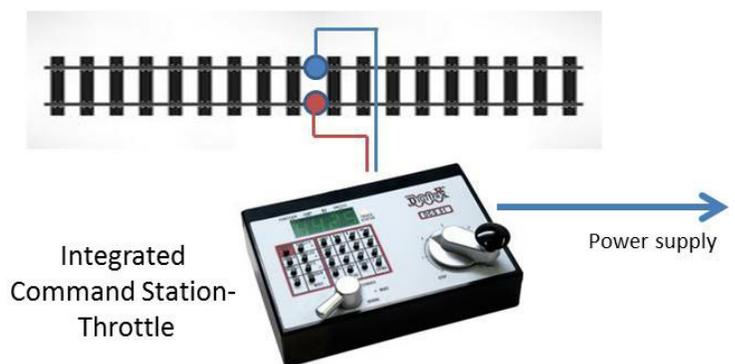
You can learn enough about DCC to get started in an evening – or it can take forever! For me, extra study would turn out to be well worth it for the future, but that's not necessary for getting started. My learning is continuing (a couple of years later!) and likely will be a forever process as model railroading adopts more and more technology, and I want to get more

sophisticated with accessories and automated operation.

So what do you really need to know about Digital Command Control for Phase 0 of your railroad? DCC in its simplest form is about controlling locomotives and accessories such as turnouts and lights via "throttles" connected to "command stations" (actually special purpose computers) which send electronic commands over track voltage to devices called "decoders" (more computers) in the locos or connected to the accessories. As opposed to your old DC layout where the throttle was simply a variable transformer that changed track voltage to change locomotive speed, DCC tracks are constantly powered and the command station sends control information as high frequency modulation on top of the full voltage. These "DCC commands" are interpreted by the decoders that then control engine speed and other characteristics, various lighting effects, and sounds (if your specific decoder includes sound capability), and even turnout direction and signals if you have these devices connected to the appropriate accessory decoders. Sounds like a lot, but there was really nothing in DC operation that compares to powering up a DCC engine for the first time, hearing the prototypical engine sounds as it slowly builds up speed while giving several blasts on its horn to indicate that it is moving forward out of the yard. What a difference in realism! If you're a model railroader at heart, it's hard not to get hooked.

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### Simple DCC Connection



A basic DCC setup, using an integrated command station throttle, such as this Digitrax system, looks a lot like a traditional DC setup of years past.

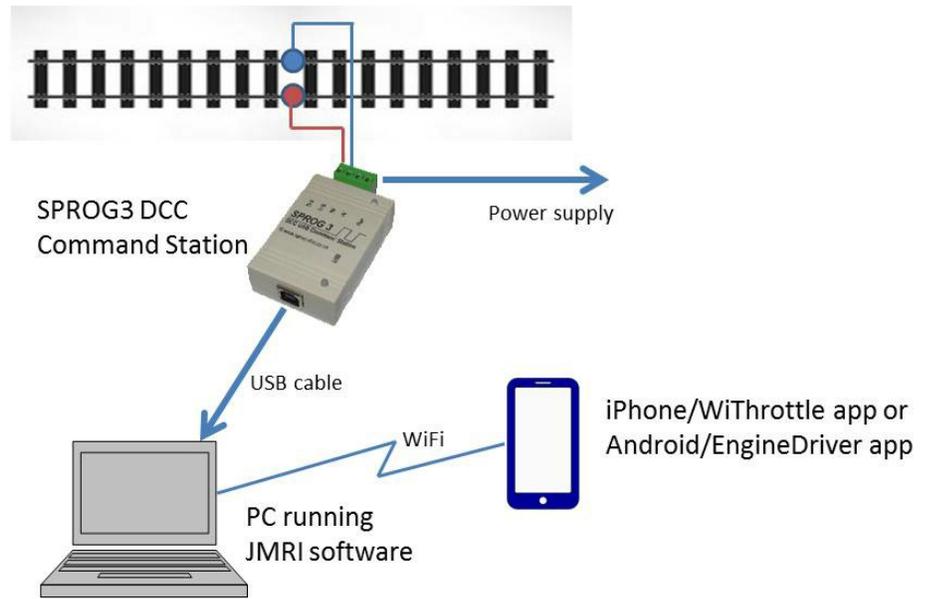
## How I learned to stop worrying and love DCC - "Phase 0"

(Continued from Page 6)

Once you have mastered the basics, you can begin to get a feel for which control system and throttles you want to have on your railroad. There are several major companies producing DCC systems (Digitrax, NCE, Lenz, MRC, Bachmann, and others) that work quite well. They vary in maximum power output (which determines how many engines and other accessories you can run simultaneously), what the throttles look and feel like (important as you consider who will be operating your railroad), how they are connected to the command station (wired, infrared, WiFi), and what role, if any, a general purpose computer will play in the setup (you don't generally need one but they can add a lot of interesting capabilities). A common recommendation is to see what your local club is using and go with that, but I believe that thinking about what features will be most useful on your railroad, your own skill level with model railroad electronics and computers, and your budget are also important. Overall, you are looking at \$200 and up (in some cases, way up!), although discounts are usually available on "starter" systems (including command station, throttle, and power pack).

Once that decision was made, it was easy to put down a simple track that I could connect to and actually run a train. Of course, I would need an engine outfitted with a DCC decoder so that was the next task. I found that you really don't have to pay \$269 for a fully sound-equipped loco. Even the latest models are often discounted, and models from a year- or two-ago (still new in factory packaging) can be had for half that amount. I would recommend staying away from engines that are less than \$100 as they either are not sound equipped (DCC functions limited to speed, direction, and lights), and/or have less-than-desirable mechanical characteristics, or both. Trust me (I tried), you won't be happy with these. Also, beware of whether you are buying "DCC-equipped" or "DCC-ready" meaning you have to supply and install the decoder into a socket inside the loco. You

### DCC Connection Using PC and Smartphone



*A more complicated DCC setup using a computer and smartphone throttles.*

won't save any money with the latter, but you do gain the ability to install your favorite decoder into your favorite model and road name. Since I was just getting started, I found a Walthers Proto 2000 DCC-sound equipped switcher for about \$125, and put buying and installing my own decoders on a future project list.

For testing Phase 0, I connected the command station to the tracks in one place using readily available rail joiners with electric leads attached, but I also purchased 100 ft. spools of 16 gauge wire in a few colors as I expected to be using those in Phase 1 and later. As to color selection, I followed the specifications in the HUB Division Module Handbook ([www.hubdiv.org/docs/HubModuleSpecs\\_4thEd.pdf](http://www.hubdiv.org/docs/HubModuleSpecs_4thEd.pdf)) so that I would be able to keep some semblance of order under my eventual multi-track layout. The HUB Module Handbook saved me a lot of effort in dreaming up my own color scheme, and would help in other ways too (think Anderson Powerpole)!

With little more effort than described here, I was up and running. Since then, it has always been fun to run a train on that test track (now my "programming track") or make some modification to the engine's "configuration variables" (programming CVs is clearly a topic for another day!)

while I am working on track planning or other activities that will become the next phase of my DCC model railroad.

Whether you are into all the electrical/electronic/computer aspects of our hobby or not, there is no reason why the initial effort to learn about DCC should be an impediment to enjoying all the extra excitement and realism it can bring. I hope that the HUB Division devotes more of its meetings and newsletters to getting started with DCC to encourage even more folks (especially those whose last contact with our hobby was a long time ago) to give it a try.

## November RAILFUN

(Continued from Page 1)

We will learn how guides are placed on the model and the decals are cut to fit precisely within the guides. The decals will be precisely placed once and will not need to be moved again, preventing any damage or tearing to the decal. This presentation will use the application of decals to a freight car. Geoffrey has done other clinics for many train groups and also plans to show more techniques on other types of models in subsequent clinics.

## Achievement Award; Master Builder Cars

By Peter Watson, MMR

For the past few months, we have been participating in the NER's AP Golden Spike challenge. This is a challenge by the NER President (our own John Doehring) to all of the NER Divisions to see which one can get the most members to qualify for the AP Golden Spike award by the 2018 Convention in Mahwah, NJ. The HUB Division has done well. At this point, we have had 16 HUB members receive this award and have a few more in the works. Thanks to all who have participated.

This time, I thought I'd look at another of the AP awards, Master Builder Cars. As model railroaders, we all have models of railroad cars. A model railroad without cars would be rather boring wouldn't it? So let's see what it takes to qualify for the Master Builder Cars certificate.

You can find all of the requirements for the Master Builder certificates on the NMRA's web site. From the home page, click on the tab at the top of the page for the Achievement Program. From that page, click on Categories then select the one you are interested in. For this article, we will be using Master Builder - Cars.

To start, we need to know what is considered a "car." Under this category, a car is anything that runs on rails that isn't self-propelled. Kinds of cars included are freight cars, passenger cars, Maintenance of Way (MoW) cars and non-revenue cars such as cabooses, etc. To qualify for this award, you must build eight models that can operate on a model railroad. There is nothing that says they must all be from the same era or railroad. They do not even have to be the same scale. Within the eight models, there must be a minimum of four different types of cars represented, and one must be a passenger-carrying car. All must be super-detailed. You can use commercial parts or scratch build your own parts.

In addition to being super-detailed, a minimum of four must be scratch-built. According to the requirements, "The term "scratch-built" implies that the "modeler has done all of the necessary layout and

fabrication that produce the final dimensions, appearance, and operating qualities of the model." Some commercial parts are allowed. These parts include: wheels and trucks, couplers, light bulbs and electronics, brake fittings, marker lights, paint and decals and basic shapes of wood, plastic and metal. If the idea of scratch-building is intimidating, think about this: there is not much difference between scratch building and building a craftsman kit. The main difference is that with a craftsman kit, the manufacturer has put the parts and plans in a box for you. The skills needed for both are pretty much the same. If you can build a craftsman kit, you can build the same car from scratch.

Four of the cars must be judged and earn a merit award (earn a score of at least 87½ points). This does not mean they have to be entered into a contest. We can provide judges who will judge your work either at RAILFUN or even at your home. Judging does not all need to be done at the same time either. For example, you could enter a contest at a region convention and get a merit award, then next year do the same thing and then have two more judged at a RAILFUN meeting. The remaining four cars do not need to be judged.

You will need to fill out a Statement of Qualifications (SOQ) that includes a detailed description of each model, which includes;

- Identification of all scratch-built features
- All commercial components used
- Materials used in building the model
- If the model is a kit, whose kit is it?

You will also need to verify the merit awards. Forms are available on the web site or you can contact me and I can get them to you.

There is much more information on the NMRA web site, and if you have any questions you can always contact me at [hub.ap.chair@hubdiv.org](mailto:hub.ap.chair@hubdiv.org) or see me at RAILFUN. Working on earning AP certificates is both fun and rewarding and it helps to improve your modeling skills. Give it a try, you'll like it.

## So, You Want to Know Why Your Train Derailed?

By: Andy Reynolds

While I am a long way from finishing the paperwork towards my Master Model Railroader (MMR) certificate, I was reviewing the list of its 11 AP options and narrowing them down to the required seven I wanted to accomplish. My final AP likely will be Model Railroad Engineer - Civil, and one of its qualifications is to prepare an original scale drawing of a model railroad track plan – including curve radii.

Sure, you can buy a track planning software tool such as EZTrack, XtrkCad, SCARM, AnyRail or others (many are noted in *Model Railroader*) and plot a track plan. But there is more to it, and without some foresight there can be derailments and non-prototypical operations that can lead to frustration and even embarrassment at shows and operating sessions.

Not only is this article on designing track curves important to building a home layout or working on the Civil AP, it is very crucial to all NMRA HUB members who have the opportunity to build a module or run a train at one of our modular group sessions.

For the basics, let's define a radius – the geometry of a track curve. A radius is a line segment from the center of a circle to any point along the curve. This means that, using inches for measurements, in HO-scale an 18-inch radius requires 18 inches of space to turn a train 90 degrees, or 36 inches to complete a 180-degree (half-circle) turn. Generally speaking, the larger the curve the less opportunity there is for failure and derailments. But sometimes we can be restricted by the size of a layout room or obstacles in it, the era being modeled, the ability to easily reach all track sections, or by club-specific and modular guidelines.

So, once you know the scale (I am referring mainly to HO here) and the time period, my advice is to incorporate and blend various sources of data to come up

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# So, You Want to Know Why Your Train Derailed?

*(Continued from Page 8)*

with a viable track plan. I have found that looking online at magazine article reviews, manufacturer's locomotive specs, reviewing blogs and forums, or calling customer support can be part of your best practices.

For example, I went to the Broadway Limited website and looked at a Mikado L1 and a 4-8-4 steam engine. Both the product guides showed a recommended minimum radius of 18 inches. Another Broadway Limited 2-8-8-2 steamer has a minimum 22-inch radius requirement, as does its Baldwin "Centipede" diesel locomotive. On the Walthers site, I found that a Proto Budd Metroliner needed 24-inch curves, a Zephyr Vista Dome passenger car and other similar cars needed a minimum 22-inch curve, a 6,000-gallon tank car of the 1920's - 1940's period required 18 inches, and a mini Trackmobile needed only 11 inches.

A Walther's customer service representative on the phone told me that all Proto passenger cars require a minimum 24-inch radius, although some sets come with modeler-installed draw bars that can accommodate 22-inch curves – but you lose the prototypical spacing between cars. In Model Railroader, a review of Rivarossi's Streamliner passenger car called for a 24-inch radius curve.

You get the idea, but the important thing to remember is that these manufacturer's specs are MINIMUM requirements, and most equipment will run better and probably more prototypically (i.e., less passenger car overhang, better car spacing) on larger curves. So how large a curve would be best for your layout? Fortunately, the NMRA and HUB Division websites are very good resources to turn to for help.

The NMRA has established a Recommended Practice, RP-11, to guide modelers on what radius curves the various lengths of locomotives and rolling stock should have to work smoothly. For example, if you want to run all locomotives from large steam to any diesel, all passenger cars and all freight cars, the RP-11

minimum requirements would be a #7 turnout and a 40-inch radius in HO (or a 21.5-inch radius in N scale). What you want to run for engines and rolling stock, and the time period and terrain you model, are significant determining factors in creating a layout plan. The accompanying chart is a shortened version of RP-11 for HO.

Another great NMRA reference, guide sheet D3b.1, has more technical details and can be found at [www.nmra.org/sites/default/files/d3b1.pdf](http://www.nmra.org/sites/default/files/d3b1.pdf). This document describes the mathematical formulas needed for a proper civil engineering plan, including train speeds, curves, tangents, easements, run-offs and super-elevations.

On the HUB Division website, you can download the specifications for modular layout sections at [www.hubdiv.org/docs/HubModuleSpecs\\_4thEd.pdf](http://www.hubdiv.org/docs/HubModuleSpecs_4thEd.pdf). The specs stipulate that the corner module inside "Return Loop" radius should be 22 inches. There are other requirements that must be

followed as well to assure that all modules connect properly and that the trackwork is smooth to prevent embarrassing derailments at shows and operating sessions. More information is available by contacting the HUB Modular Group.

So, in summary, there are minimum curve requirements noted by manufacturers; model railroading articles, blogs and websites; the NMRA and the HUB Division. Which one should you consider in designing curves for your layout or module, or working on your Model Railroad Engineer - Civil AP? Well, I would say all of them. It's good to know the manufacturer's minimum operating requirements for their products, and the experiences other modelers have described. But, in my opinion, the NMRA and HUB Division standards go much further in making allowances for speed and prototypical operations. Most important of all, they will result in a significant reduction of derailments and a more enjoyable railroading experience for modelers and viewers alike.

Curve Radius Requirements for Class-Motive Standard Trunk Line	
Motive Power	Radius
Steam locos to 17' rigid wheel-base	23"
Diesel locos to 60' long with two 4-wheel trucks	23"
Steam locos to 20' rigid wheel-base	26.5"
Diesel locos to 60' long with two 6-wheel trucks	26.5"
Steam locos to 24' rigid wheel base	32"
Diesel and electric locos to 70' long with two 6-wheel trucks	32"
Steam locos to 28' rigid wheel-base	40"
All Diesel locos. All electric locos	40"

Curve Radius Requirements for Class-Freight on Standard Trunk Line	
Freight Cars	Radius
Standard cars to 50' with regular couplers or cushioned couplers	23"
Standard cars to 62' with regular couplers or cushioned underframes & couplers	26.5"
Cars to 85' long if not over 9' wide with or w/o cushion underframes & regular couplers	32"
All freight cars	40"

Curve Radius Requirements for Class-Passenger on Standard Trunk Line	
Passenger Cars	Radius
Suburban, postal and baggage cars to 60' with diaphragms.	23"
Suburban, postal and baggage cars to 70' with diaphragms.	26.5"
All cars to 80' long with diaphragms	32"
All passenger cars	40"

# Thai Trains June 2018

By James VanBokkelen

Editor: Our President has made another trip to Thailand and sent along some more photos of prototype train activities in this southeast Asian country.



This DMU set has unloaded its passengers at Korat station. Now it's waiting for a signal to pull west into the yard.



A unit train of tank cars leaves Korat eastbound. I couldn't see placards on the cars, but I'd guess gasoline or LPG.



State Railways of Thailand operates diesels built in the US, Europe and China. Nakhon Si Thammarat is a long way from Erie, PA



The headhouse of Bangkok's Hualamphong Station.

Right: The station in Mahachai, Samut Sakhon province, is surrounded by a busy food market. Between trains, many vendors use the roadbed and tracks to display their wares.



Editor: There are YouTube videos of this.

## Golden Spike Recipients at the May and June RAILFUN Nights

By Michael Tylick, MMR



Two HUB Division members, Jim Kerkam and Dave Trimble, received their Golden Spike Awards at the May Railfun night in Weston. Seven additional members, Paul Dexter, Mike Dolan, Art Ellis, Malcolm Houck, Robert Noyes, Andy Reynolds, and Doug Scott also received their Golden Spike at the June Railfun. "The Golden Spike is, for many people the first AP award that they earn. It is designed to demonstrate familiarity with different areas of the hobby, rather than expertise in a particular area. This nicely framed certificate becomes the impetus for many to participate in the NMRA Achievement Program (AP) and eventually earn the title of Master Model Railroader (MMR).

*The recipients of the Golden Spike at the June RAILFUN, from left to right: Mike Dolan, Robert Noyes, Art Ellis, AP Chair Pete Watson MMR, Andy Reynolds (accepting for himself and Doug Scott), Malcolm Houck, and Goeff Graeber (accepting for Paul Dexter)*  
 Photo by Mike Tylick

At its 2017 Newport, RI convention, Northeast Region President John Doehring presented the thirteen divisions with a challenge: which division could qualify the most Golden Spike recipients by its 2018 Mahwah, NJ regional convention. The HUB Division is a frontrunner in this friendly competition. There is still plenty of time to have your work "witnessed" in time for the convention. Contact HUB AP Chair Pete Watson or visit the NMRA website for more details.



*Jim Kerkam (right) receives his Golden Spike Award from AP Chair Pete Watson, MMR at the Railfun in May, 2018.*  
 Photo by Mike Tylick, MMR

## Golden Spike Recipients on the Cape



*Dave Trimble (left) was unable to attend the May, 2018, meeting, so he received his certificate from RAILFUN coordinator Andy Reynolds during an operating session at Doug Scott's layout in Eastham.*  
 Photo by Doug Scott



*Doug Scott (left) was unable to attend the June 2018 meeting, so he received his Golden Spike Award from RAILFUN Coordinator Andy Reynolds during a function on the Cape.*



*Bob McLaughlin (right) receives his Golden Spike Award from RAILFUN Coordinator Andy Reynolds during an operating session on Randy Child's layout.*

## Treasurer's Report Fiscal Year End; June 30, 2017

By Gerry Covino

The HUB Division has successfully completed another fiscal year by continuing to offer quality programs to our members and maintaining a solid financial position as shown in the summary financial statement below.

The factors contributing to the Division's success are the generosity of our members, through their time commitments that support our programs, and the continued success of our donations table at the NEMTE that has been well-managed by Dan Fretz, with assistance from Rudy Slovacek, Dave Insley, and Barbara Hoblit.

Additionally, the Division continues to receive many numerous small donations from friends of the HUB Division as we promote the HUB as a non-profit organization. The programs we offer provide some revenue that helps offset the costs associated with their success. The Module Group delivers enjoyment to many modelers under the direction of modular superintendent Richard Ball, while accepting honorariums from several venues, and our RAILFUN meetings continue to educate and entertain members under the direction of its coordinator, Andy Reynolds.

Our major fundraising event, the "New England Model Train EXPO," once again has been financially successful, even with a small decrease in paid admissions this past year, due to an increase in Dealer participation. The event provides financial resources that fund a major portion of the Division's programs while our show management maintains strong cost controls. The Division leadership is extremely grateful and thankful for the effort and support you provide with the many volunteer hours required to staff this two-day event. Hopefully you will continue your involvement both days of the show with a minimum of one hour each day, for which you will be provided free admission to the show.

The NEMTE management team is researching avenues that hopefully will increase attendance numbers going forward. The Board of Directors has accepted the generous commitment by Bill Harley to assume the role of NEMTE Show Director and has officially named him as Dick Johannes' replacement. The Board is grateful to, and sincerely thanks Manny Escobar for volunteering his time and talent as the show's interim Director, providing a seamless continuation of the NEMTE's success. All members are asked to step forward and help Bill continue to improve the NEMTE.

As we begin our new fiscal year, the Board has again approved a balanced budget to ensure the Division's ability to maintain

its quality programs for the benefit of our membership and modeling hobby. We encourage everyone to enjoy the upcoming season and to be an active participant in all the HUB's programs.

Finally, the Board urges each of you to make, or continue making, an annual financial contribution to the HUB Division, and consider leaving part of your railroad collection to it. The HUB Division is a registered 501(c)3 non-profit organization. This means your contributions to the HUB could be tax-deductible on your federal income tax return. You will find a form in this issue of the Headlight that you can use to make your contribution. Your financial support, as well as your volunteer support, will help ensure the ongoing success of the organization and the programs offered to you and to new members. Your ongoing generosity is greatly appreciated.

Have another great modeling year.

<b>Account Balances Year-Ended June 30, 2018</b>	
Checkbook	\$ 2,735.63
General Savings Account	1,537.90
Reserve-Life Savings Accounts	48,108.48
Restricted Savings Accounts	3,359.26
Program Checking Account	731.62
PayPal Account	694.14
USPS Permit Account	<u>1.54</u>
<b>Total Funds Available</b>	<b>\$ 57,168.57</b>

## HUB Summer Picnic at Waushakum Live Steamers



Dick Ball finishes a run hauling Debbie and Stan Ames.  
Photo by Bill Barry



Dan Temple hauls a group of HUB members, from right, Joan Harlow, James VanBokkelen, Mark Harlow, Ken Belovarac and Jeff Gerow.

## New England Model Train Expo - Reminder to Volunteer

By Bill Harley

The NEMTE is HUB Division's annual window to the General Public and the model railroad community about our organization and all that it offers – starting with great friendships and the fellowship with other model railroaders. The revenue that the HUB generates from the NEMTE is what supports the Modular Layout assets that the Club owns and provides each time we display the model railroad that we have created. The Modular setup provides not only a venue for us to run trains but, more importantly, to reach out to the general public with the great hobby that we all embrace. There is also the educational aspect of what we provide each time the layout is set up and displayed that is hard to quantify, but we certainly see the interest and positive impact that it has on those who stop by to see the display and talk with members about the various aspects of the hobby.

As such it is necessary for each of us to volunteer some time at the NEMTE to make the show a success. Members who bring modules to the show as part of the display are considered volunteers and many of these folks also volunteer for time slots at the various activities that make this a successful show each year. Members who come to the show to just run trains are not considered volunteers and are required to pay admission to the show.

By volunteering you will have a badge ready at the door and will have fun with your fellow HUB members while making the NEMTE the great event that it has the reputation of being.

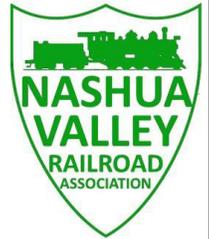
Cheers, Bill



### Support Your Division!

## RailFair 2018 October 13-14, 2018, Boxboro Regency Hotel, Boxborough, MA

The Nashua Valley Model Railroad Association 54th annual "RailFair" model train offers attractions including: model railroad displays, layouts, exhibits, dealers, & train rides.



Saturday-Sunday, October 13-14, 2018

TIME: Saturday: 10AM - 5PM;  
Sunday 10AM - 4PM

PLACE: Boxboro Regency Hotel, 242 Adams Place, Boxborough, MA 01719

ADMISSION: 2 day admission price: \$7 per person, free for children under 12 and Scouts in uniform

RailFair information contact and dealer inquiries: email to showchair18@nvrma.com or call 978-225-0650. Directions & More Information: See our website: www.nvrma.com

## HUB Division Apparel Order Form

### Short Sleeve Polo Shirt, T-Shirt & Sweatshirt Available Sizes S M L XL 2XL 3XL

Short Sleeve Polo Shirts - Sport Grey color with HUB Division Logo - \$30.00 each

Size: \_\_\_\_\_ Quantity: \_\_\_\_ Amount \$ \_\_\_\_\_  
 Circle ONE Men's Women's Pocket No Pocket  
 Name on Shirt \_\_\_\_\_

Sweatshirt - Sport Grey color with HUB Division Logo

7.8oz Weight \$20.00 each Size: \_\_\_\_\_ Quantity: \_\_\_\_ Amount \$ \_\_\_\_\_  
 9.3oz Weight \$25.00 each Size: \_\_\_\_\_ Quantity: \_\_\_\_ Amount \$ \_\_\_\_\_  
 Name on Shirt \_\_\_\_\_

T-Shirts - Sport Grey color with HUB Division Logo - \$18.00 each

Size: \_\_\_\_\_ Quantity: \_\_\_\_ Amount \$ \_\_\_\_\_  
 Circle ONE Pocket No Pocket  
 Name on Shirt \_\_\_\_\_

Long Sleeve Button Down Shirt - Dark Grey color with HUB Division Logo

Small to XL \$35.00 each Size: \_\_\_\_\_ Quantity: \_\_\_\_ Amount \$ \_\_\_\_\_  
 2XL to 5XL \$40.00 each Size: \_\_\_\_\_ Quantity: \_\_\_\_ Amount \$ \_\_\_\_\_  
 Circle ONE Men's Pocket No Pocket Women's (No Pocket Only)  
 Name on Shirt \_\_\_\_\_

— (If you wish to have it mailed to you, add \$5.95) — Shipping \$ \_\_\_\_\_

Total Check (Payable to The HUB Division, Inc.) Amount \$ \_\_\_\_\_

Your name: \_\_\_\_\_

Phone or email: \_\_\_\_\_

### Mail to:

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

Orders must be received by Oct. 1, Jan. 1 or Apr. 1. You will be contacted if there are any questions with your order and you will be notified when your order arrives. People may pick up their orders at RAILFUN meetings or shows to avoid the additional mailing costs. **If you request mailing, please provide your mailing address.**

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

## HUB Headlight

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September - October, 2018

**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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**Chief Grammarian** - Jay Stradal

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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.)

**Headlight Printers**

Versatile Printing Services, LLC, Burlington, MA

## Directions to RAILFUN Meetings

RAILFUN is usually held at the Cambridge School of Weston (CSW) in Classroom G6 on the second floor of the George Cohan Building. The school is located at 45 Georgian Road, Weston, MA 02493.

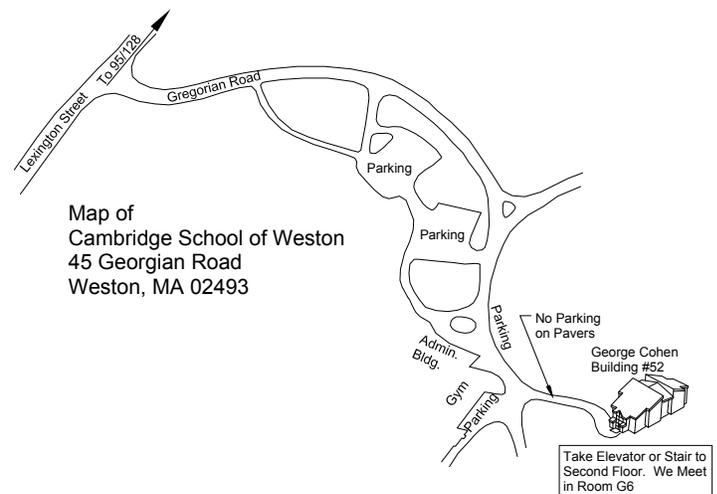
From Route 128 / Interstate 95:

From the North, take Exit 27B towards Winter Street.

From the South, take Exit 27A-B for Third Avenue toward Totten Pond Road/Waltham. Take Exit 27B towards "Winter Street" Bear right onto Wyman Street and continue to the traffic light. Take a right onto Winter Street at the light.

Continue on Winter Street to the second traffic light. Turn left on West Street, which becomes Lexington Street as you cross the Weston town line. At the crest of a small hill is Georgian Road and the CSW school sign; turn left on Georgian Road into the CSW campus.

Follow Georgian Road. There is a parking lot on your right, or you can park along the left side of the road and down the hill by the gymnasium. Please do not park on the stone pavers leading to the Cohen Building. See detail map below.



### RAILFUN Weather / School Closure 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](http://www.hubdiv.org) and we plan to post notices on **Facebook** and **Twitter**.

### Submissions Wanted

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

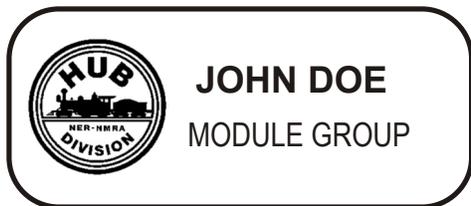


# HUB Division Nametag, *Headlight* Subscription and Donation Forms

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](mailto:Treasurer@hubdiv.org) and an electronic invoice will be sent to you.*



## HUB Division Name Tags

Badge with magnetic holders and first line of printing is \$12.30, plus \$3.00 S&H. Each additional line is another \$2.00. You may have up to three lines on your name tag.

Cost:    \$16.30 (1 line)    \$18.30 (2 lines)    \$20.30 (3 lines)

First Line																				
2nd Line																				
3rd Line																				

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## HUB Division *Headlight* Subscription Form

I enclose \$7.00 for a subscription to the HUB Headlight for 2016-17

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 \$155. 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 Mark Harlow at [modulekits@hubdiv.org](mailto:modulekits@hubdiv.org) with additional questions and to order the module kits.

## Other Upcoming Events

### Seacoast Division Activities

**Derry Model Railroad Fun Night**  
 September 7, 2018  
 Topic "Big Boys and Big Electric Trains: Operating Antique Trolley Cars"

October 12, 2018  
 Topic "Engine Facilities"

Meetings are Friday nights at 7 PM in the Marion Gerrish Community Center, 39 West Broadway, Derry, NH.  
 Visit [www.seacoastnmra.org](http://www.seacoastnmra.org) for more info.

### Maine Model Railroad Layout Tour

**Save the Date**

Maine - York to Bar Harbor, September 8, 2018, the 4th Annual Maine Model Railroad Layout Tour sponsored by railroad groups and hobby businesses. Have a fun experience seeing layouts and sharing ideas! Free and self-guided tour of indoor, outdoor and club model railroad layouts. For layout descriptions, pictures, maps and directions, please visit: [www.mainemodelltour.com](http://www.mainemodelltour.com).