

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 21 Number 3, Jan-Feb 2005

<http://www.hubdiv.org>

RAILFUN TIMETABLE

FREIGHT CAR WEATHERING I: A Hands-On Clinic

By Rudy Slovacek
8 p.m., Friday, Jan. 21, 2005
Cambridge School of Weston

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

Weathering begins immediately when a car is built and put into service so as modelers we might wish to consider that process as we pull each new model from it's protective wrapping.

This year, we'll focus on gondolas and open hoppers, as they both display their inside surfaces. We'll cover distressing the unit, oxidation and rust along with general weathering techniques. The HUB will provide weathering materials but the participants must supply the freight cars themselves. If you've never tried this before you might wish to bring a used or less expensive car.

Some useful tools to bring are a razor knife, an assortment of small paint brushes, a plastic water cup, cotton rag, sand paper, news paper, wooden surface and an old soldering iron. Whether you are a newcomer or a veteran modeler this is always

RAILROADING IN NEW ENGLAND

By Jeff Turner
8 p.m., Friday, Feb. 18, 2005
Cambridge School of Weston

Jeff will give us a look at modern railroads, how they move freight, what type of power they use, what types of customers they serve, and where their freight is coming from and going to.

His particular focus is on the trains of CSX, Guilford and the P&W. This talk is based on his personal and professional experiences. He has worked in marketing and sales for the HUB Transportation Group, and more recently as an operational dispatcher, and now a Regional Sales Manager for Guilford Transportation Industries Inc.

(Note: This talk was initially scheduled for November's Railfun, but was rescheduled after the information was published in the Headlight. The changed program was announced to members through our e-mail list server online. Registered members of the HUB Division may join our e-mail list server to stay informed of changes such as this. Details on how to join the Hub e-mail list server appear on page 4 of this issue.)

A map to Cambridge School of Weston where HUB Division Railfun meetings are held is shown on page 9.

one of our more popular and well attended clinics so get there early.

FREIGHT CAR WEATHERING II: A Hands-On Clinic

By Dick Johannes
8 p.m., Friday, March 18, 2005
Cambridge School of Weston

This clinic presents ways to model lettering and paint over changes on boxcars or covered hoppers and how to capture that graffiti art look through the use of decals. Although Dick has literally copied some prototype freight cars of interest, he will show you the basics so you can bring pieces of your fleet up to snuff as representations of a railroad empire in miniature. Then you will have a chance to try it.

HUB will provide weathering materials but participants must bring their freight cars to be weathered. If you've never tried this before, bring a less expensive car to practice on. Some useful tools to bring are a razor knife, tweezers, an assortment of small paint brushes, a plastic water cup, toothpicks, cotton rag, newspaper, a wooden work surface and your favorite decal solvent. Our weathering clinics are always popular so arrive early.

Andy Reynolds, our Liaison with the Cambridge School of Weston, provides the following information in case bad weather occurs on a Railfun night. **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 school recording is at **781-642-8600**. **Check the radio or TV stations on the morning of Railfun!**

MAKING MOUNTAINS ON THE CRAMMET & MANGLETT RR

By Mike Marsh

Here is a story of my own very BIG oops. I took over (with their permission) my step-sons' model railroad. It was 30 inches above the floor and made of three low cabinets and other furniture tops. It was about 7 feet wide and 26 feet long. Looking down on it, it seemed a natural for a valley. For those of you who saw the original Crammet & Manglett Railroad in Wayland, MA, you'll remember this area was the middle portion of the layout. So I decided to make the valley surrounded by mountains. Oh, how little did I know! I started on one section, the right side of the valley. It was about 6 feet long and 4 feet wide. The mountain wound up rising 45 inches (325 scale feet) above the table.

I read about a popular mountain making product and bought some of it. It looked good in the magazines and was lightweight. When done, I stepped back and cringed. It didn't look like a mountain but rather the legs of the Michelin Man or the Pillsbury Dough Boy. It was terrible.

I read some more about making model mountains and bought some plaster. I plastered right over the lightweight stuff. I stirred the plaster with water and went to work. When done I stepped back and *really* cringed. Now I had white soup globs. Since it was already there, I tried to paint it using acrylics, like I had seen in the magazines. When I finished I stepped back and looked, and then quickly put on sunglasses, hoping the sickening mixture of browns, yellows and grays would look better. It was still UGLY! Scratch acrylics from my skills.

I read more articles on making rocks and tried again. I used faster setting plaster this time (less time for it to sag). I mixed plaster with water but not to a smooth texture (rough is better and easier) and I 'plopped' a boulder on at a time. I only did a little area at a time, giving me time to model the plaster. I used dilute Rite brown dye so I could see the shape of the plaster. I used the flat of an X-Acto knife to chip away all globs and round spots. I used an old brush to stipple and weather any smooth areas. I stepped back. It *almost* looked like rocks! I tried a squirt of water and chlorine on the Rite dye. It turned a lighter shade of brown. I stepped back. It was better, but still lousy.

So, for the fourth time I built a mountain (right over the first three failures.) This time, though, I applied the knowledge I gained during my last try and when I was finished it looked like rock. FOUR TRIES to get one area of the mountain to look realistic. This time after spraying the Rite dye with chlorine, I dusted on a mixture of dry plaster and brown cement coloring

and then sprayed it with water. It colored the carved plaster. The darker coloring stayed in the cracks. It looked more natural. By the time I finished that 4'x6'x45" area, the mountain looked half-decent. And as I worked my way around the perimeter of the rest of the valley (that's another 22 feet!) I could see the mountains getting better and better.

Later, I built an 8-foot mountain that I could stand in. with a canyon that went to the floor. An old wooden bridge crossed it for the trains. It took me half as much time to build and color that as I took to build that little 4 x 6 area!

Maybe it took me four tries, but I learned it well. When I moved the Crammet and Manglett Railroad, the second layout had 35 feet of mountains and it was a breeze to build them. With each foot of mountain that I build, I improve my technique. Only by trying (and sometimes not succeeding) do we learn and get better. We do not suddenly wake up a master model railroader, and I am not sure why we think we will.



SHANTY TALK

By
Rudy Slovacek,
HUB Board of
Directors and
Railfun
Coordinator



It's a cold, wet, and raw December day as we head toward the winter solstice. I've just stepped into the "shanty" to put my hands around a nice cup of steaming "Joe" and to take the chill from my bones. The arthritis in my knee is acting up again, but heck I have survived yet another year and I'm alive to savor one of life's simple pleasures, warmth.

Sadly though, I'm reminded on this day of some in our railroading community who've lost their best friend, their spouse. For some like Harvey Humphrey and Gerald Abegg this holiday season will be a bittersweet one, but fortunately they won't be alone for, with both family and friends, they'll share some happy memories about the people who truly made a positive difference in this world. And there are, of course, always those grandchildren to be looked after. They are our future and who knows, grandpa might just pass that modeling interest in railroads on to one of them. I know. I'm already busy working with grandson number one.

It's times like these, which I cherish as my own, when the shack has only me for a visitor. The

morning freight has pulled out and the yard is temporarily empty, leaving me alone with my reflections and thoughts. It truly has been a whirlwind year. Our HUB Division won the NMRA contest for recruitment of the most members; we have an actively growing module group with more display opportunities than ever before; we saw an outpouring of member enthusiasm for our diorama clinic series which culminated with a memorable moment with Art Fahie; and finally we hosted a truly outstanding convention in North Conway, which was as much fun to put on as it was to attend. I'd be hard pressed to find a better year for the HUB, at least in my memory.

Amazingly though, it is probably here and just right around the corner where the future holds even greater promises. A larger, more exciting fall show, driven through a vision of growth by our show manager and treasurer, is well on its way and should be history by the time one reads this column. A spring show with a new theme is already in the works, as well as a field trip up to visit Art Fahie's Station and Shop when it's finished.

Our module superintendent, who is web savvy, is just now coming into his own stride and is planning to take the Module Group to a National Convention display in Cincinnati this July. The HUB has been tapped to put together the Region's anniversary convention in 2006 because of the trust and respect for our very special organizational and membership talents. And if that isn't enough, the HUB will again be leading the pack by getting some fresh new faces on its Board of Directors. Both Bill Parker and Kenny Belovarac, who've served us so well, are stepping aside to make room for the future leaders of the HUB Division. Who will they be? I can't predict but I can say they will be selected by your votes from a slate dominated by candidates who have never appeared on the Board before.

Change is inevitable and is an integral part of life. This is usually the time of year when we make resolutions to break old bad habits and embrace some new positive behaviors. For my part, I resolve to listen more and talk less. It is amazing what one can learn from others when not speaking. I will slow down my consumer tendencies and thin my collections so that I only have two complete lifetimes of projects to do--to have more is a waste especially if others can use and enjoy it. And lastly, I resolve to smile more often because I enjoy and want to be around others who are having fun. No one loves a grouchy old man.

Oops, gotta go, my yard crew is calling. I'll leave the coffee pot on the stove for the next person entering the "shanty". If you stop in, leave a written message with our editor and he'll see that the word gets spread around.

STORING AND TRANSPORTING NMRA MODULES

By John Van Bokkelen

I have two NMRA-standard 48" long by 24" wide modules that I often take to Hub Division Modular Layout Group setups. Usually there is enough room in the bed of my truck for them to stand on their backboard sides and my truck cap protects them from wind and weather. This summer, however, I had three of the Division's modules at home, tuning up some trackwork, and I had promised to bring all five modules to the Waltham Museum of Industry.

I could have made two trips, but it's a haul and I'd been thinking about how I could get both modules into a hatchback or the back seat of a 4-door sedan (I can transport one module in the back of a Subaru Justy). Even with the big tree on Rowley, my two modules still nest together pretty closely when I stand them on end. I found I could get them to fit in a space of 27"x24"x48", which would leave enough room for the other three modules in the truck.



Plywood board for holding ends of two modules together.

My first idea was to cut two pieces of 1/2" plywood and run screws through them into the end-boards of the modules. But that would be tricky to assemble and disassemble, even with two people to turn the modules over after the first piece of plywood was fastened or unfastened. Then I had the idea of making turn-buttons to fit in the clamp-holes of the end boards:

I stood my two modules on end and determined how big to cut the plywood: In my case, 21" x 24" would cover all the clamp-holes while leaving clearance for each module's scenery. Then I clamped the board in place while I traced the outlines of the clamp-holes with a pencil. I hadn't been thinking about this when cutting the holes long ago, so they aren't laid out identically, and so my clamping boards are one-of-a-kind. I had to mark which one went on which end of the modules, but if you followed the plans exactly you wouldn't need to do that, and you could thus use your end pieces on different pairs of modules.

Next I cut sixteen identical blocks from scrap 5/8" plywood I had around. 3/4" would probably be too thick for most modules' end-boards. I made mine about 1/4"



Detail of turn button with wing nut for clamping.

smaller than the dimensions of my clamp-holes. I wouldn't use regular lumber for the turn button part--I doubt that it would be strong enough across the grain. I screwed and glued eight of the blocks into the marked outlines. When the glue was dry, I drilled through the blocks with a 9/32" drill to make a tight fit for 5/16" x 2 1/2" carriage bolts. After screwing the carriage bolts in as far in as I could, I drove them the rest of the way with a hammer. That way, they won't fall out or shift while I'm trying to stand a module on top of them. Then I added the turn buttons, washers and wing nuts.

To use the clamp boards, I first set one on the floor and square up the turn buttons. Then I upend the two modules and set them down over the turn buttons. I pull the turn buttons up and turn them 90 degrees, then tighten the wing nuts. Then I set the other board atop the modules and clamp it too. Two people can carry the assembled modules fairly easily, but keep in mind that they may not be as easy to get through doors or up and down stairs as a single module.

Taking the Guesswork Out of Staying Current With Division Activities

HUB Division members may subscribe to our email list server. Information about the list server may be found in the *Headlight's* May-June 2004 issue, which is available online at http://www.hubdiv.org/images/headlight20_5w.pdf.

To join, send email to George Thompson at george@my-dads-trains.com, explaining that you are a member and providing the address where you want the list server to deliver your email.

TRACKSIDE 2004. On September 9-11, 2004, the HUB Division hosted the NER Fall Convention at North Conway, NH. On the grounds of the Conway Scenic Railroad, convention-goers enjoyed a feast of learning how real railroaders do things. At the right, **Bill Barry, P.E.**, describes some of the construction along the right-of-way. Below, the convention-goers are posed at the railroad's attractive and distinctive station in North Conway. **Terry Thomas**, the convention photographer, took these photos.

The fun-filled weekend included an evening photo shoot of CSRR equipment, roundhouse tours, CSRR yard sessions that included trackside operations and how steam and diesel locomotives work, a walking tour of downtown North Conway to gain prototype inspiration of details that are often missed by modelers, and a special clinic train with sessions held along the right-of-way, to illustrate prototype construction and maintenance and bridges.

The non-clinic program featured water aerobics sessions, a trip to the Appalachian Mountain Club Highland Center at Crawford Notch, and a train tour to the Cider Mill at Glen.

For many, the dinner train was the highlight of the convention. A special CSRR dinner train provided ambience and epicurean delicacies reminiscent of a bygone era.



The convention committee included Chairman **Dick Towle** and Vice Chairman **Rudy Slovacek**. **Pete Watson** coordinated the clinics and **Sue Zukowski** coordinated the ladies' program. **Bill Goldthwait** and **Bill Powers** arranged the dinner train operations. **Jim Harter**, with assistance from **Roger Robar** and **Dwight Smith**, arranged for layout visits. Lodging and financial planning was coordinated by **Jack Alexander** and **Gerry Covino**. **John Cipar** and **Charles Hanson** managed the publicity. **Mark Harlow** and **Bill Powers** helped to

manage the night photo session, led by **Dick Towle**. The raffle team included **Curtis Nutt**, **Bill Parker**, and **Tom Compton**. Other volunteers who made this convention a tremendous success include **Vincent Terrill**, **Diane Towle**, **Rick Towle**, **Ken Hoffman**, **Dick Johannes**, **Geoff Thomas**, **Gerald Abegg**, **Mike Tylick**, **Rich Pitter**, and **Ken Belovarac**. The HUB Division gives special thanks to **Gary Webster**, Operations Manager of the Conway Scenic Railroad, for his tremendous assistance.



UPCOMING HUB DIVISION ELECTIONS

HUB Division will hold its next Board of Directors election at the Annual Meeting, which will immediately follow "Spring TRAINing," our Spring Show. The show and meeting will be held on Saturday, April 30, at the Holiday Inn in Taunton.

As we go to press, the proposed slate being submitted to the BOD for approval includes **Gerry Covino**, **Ken Hoffman**, **Curtis Nutt**, **Mike Clements** and **Sue Zukowski**. The annual meeting will accept nominations from the floor. The Board is drafting proposed By-Laws changes for the ballot.

HUB Division By-Laws permit members who may not attend the meeting to cast votes in advance or to name a proxy to vote on their behalf. Information on these procedures, bios of the candidates, and proposed By-Laws changes will be found in the next issue of the *Headlight*.

MODELING THE FLYING YANKEE

By Art Ellis

Many of you have seen my model of the Flying Yankee, BM/MEC 6000, which I often run at shows, but few people know (until this confession) that it is the third reincarnation of my attempts to model that train.

The Flying Yankee was one of the models that I most wanted when I went into HO so, early in my modeling, I set out to build it. I purchased two Strombecker RI Rocket kits to modify. I couldn't find a good photo of the Flying Yankee but I was assured by "knowledgeable" experts that the Flying Yankee was identical to the Pioneer Zephyr, so I proceeded to build the model based on a photo of the Zephyr.

Bad idea.

Sometime after the model was finished and running, I came across a photo of the Flying Yankee.

Oops!

I started again, making the necessary modifications. All that I was able salvage (with little modification) from the first attempt was the observation car, the power truck, and the car trucks. Thus, I

actually built a second train. I was very pleased with the finished rework. Awhile after my second Flying Yankee was in service, some friends formed the B&M RR Historic Society. One of the first projects that the Society undertook was to publish accurate plans for the Yankee. My model was in very poor compliance as regards to scale.

Oops #2.

I had no more kits to build from, but I was now compelled to build an accurate scale model. Using Northeast scale lumber roof and floor stock, I salvaged a few parts from the cars and my first engine, along with the trucks again. The problem this time was that all three cars in the previous two models were significantly shorter than the prototype. Following the scale plans, I built my third Flying Yankee model. Again I was pleased with the results, and this is the model that you see today.

Is there a moral to this story? You bet! Don't start to build a model until you have good data, no matter how badly you want it.

Incidentally my model of BM gas electric 1140, which I made last year (after I acquired a good set of plans for it) was built using some parts from Yankee engine #2.

ANNOUNCING HUB DIVISION'S 2005 SPRING SHOW

By Skipper Farwell

It seems like the Red Sox won the World Series only yesterday, but it is already time for us to think about Spring Training.

This year's Hub Division spring convention will be held on April 30th in Taunton, MA and is titled "Spring TRAINing." It provides a chance for rookies and old pros alike to come out and have a ball. Once again, our coach, Peter Watson, has lined up some very talented instructors including James Van Bokkelen, who is giving a clinic called, "Beyond Shake the Box." James will present techniques for building high-end cars. Also in the lineup will be Keith Shoneman, who will show us the basics of railroad operations. Returning to our all-star lineup this year is Rudy Slovacek. His clinic is entitled "Simple Methods for Making Water." Rudy will demonstrate how easy it is to add sparkle to a scene with a rippling brook or a serene pond.

Immediately after the convention, the HUB's annual meeting will be held to elect officers.

The meeting will be followed by our banquet. This year's speaker is Donovan Lewis. Donovan is a life member of NMRA and a member of the Little Rhody Division, our neighbor to the south. He will talk about the Seashore Trolley Museum.

So mark April 30 on your new calendar and look for more information in the next *Headlight* about HUB Division's Spring TRAINing. Remember, members who volunteer for the show will get their admission waived.



Art's third model of the Flying Yankee train. Photo by Art Ellis.

THE JOY OF MODEL RAILROADING

By Rich Pitter

Welcome to 2005. Model railroaders might want to consider how privileged we are. Across America, parents are packing away train sets that ran around the tree during December. With any luck, the trains and the Christmas tree lights will work next year when they are set up. Model railroaders have a built-in excuse for not putting away their trains. What about the lights? Well, that's another matter.

We call model railroading the world's greatest hobby. What this means is, model railroading has so many facets that it's like the proverbial never-ending story that just keeps getting better as you go. It's also like the advertisement: Where would you like to go today? Model railroading can take you to anyplace in the world and offers time travel back to the dawn of the iron horse.

Many of us start in the hobby as youngsters, perhaps with some gifts from parents and a helping hand from Dad or another special person in our lives. Even after decades, those memories reside among our most treasured gifts from the past. It isn't like Little League parents who push their kids; it's a sharing of knowledge and sometimes a sharing of learning new things together.

Many fathers (and mothers, too) with young children believe that they have too little time, too little space, and too little money to get seriously involved in model railroading. Model railroading can cost money, but it doesn't need to cost an awfully lot. Consider the "entry price" to be a Christmas gift Lionel Polar Express train set, priced between \$200 and \$250 last

December. This toy was purchased by many well-meaning parents. It will often be packed away to become a "Christmastime only" set, or it might be left on the floor to suffer the hazards of other toys. How much more would it take to transform that toy into a hobby? Add a sheet of plywood and some fold-away sawhorses and you have a layout. This permits more stable track work. If its space is needed for awhile, the layout can be stowed; otherwise, it is set up and ready for attention. Then, paint streets and grasslands on the plywood and add buildings, people, and trees to bring the layout to life. This upgrades a toy to a model railroad layout at minimum cost.

Alternatively, a family may join NMRA and the HUB Division, subscribe to a model railroad magazine or two, and build a module in HO scale to run "with the big boys" in the HUB Module Group. But even without a module to contribute to the layout, you can run your HO trains on our club's modular layout about a dozen times each year. The HUB's modular layout is spectacular. It's set up differently each time, and usually has a loop that is well over a scale mile long! You can build and detail a module that occupies only 8 square feet of space and tinker with it throughout the year so that it is ready to be part of the module group's large layout at shows.

But that's only the first chapter. Join us (bring your family) at our Railfun meetings and learn new things. What do we do? We learn how to build scenery, roads, bridges, buildings, and trees, among other things. Professionals in model railroading share their tips, tricks and techniques with us.

If you have a question about how to do something, use our e-mail list

server to broadcast the question to dozens of local model railroaders, many of whom enjoy sharing their knowledge and techniques.

One of our members, Rudy Slovacek, captured the spirit of Schenectady, New York, as it was back in the fifties. He created a module that is awesome in its detail, and yet only takes up eight square feet of space. Others of us have built nicely detailed modules and models. Collectively, we've built and super-detailed dozens--perhaps hundreds--of model locomotives and railroad cars and we've designed and built acres of scenery--mountains, rivers, forests and cities.

Regardless of what we do for a living, we can become proficient at carpentry, electrical wiring, model building, painting, electronics, metal fabrication, casting, photography, and a variety of other skills. We model railroaders are also good to have around the house because we have so many tools and do-dads in our hobby nook that we can fix loose screws, repair broken toasters, and many other things.

We build and operate model railroad yards to shuttle refrigerator cars to the icing platform, then to the meat packing plant, and then to the train that will take them to far-away destinations. We not only build layouts, but we also provide them with interesting histories. We have great imaginations!

But the best part of the hobby isn't what we ultimately have at the end, it's the journey that we take through time. It's our own never-ending story of experiencing, sharing, learning, and doing things that enrich our lives and build friendships.

Join us and spend a little time with us. We'll write our stories together.

Welcome aboard.

MODULE GROUP REPORT

This fall the HUB Division's Module Group has been busy with several appearances. They set up a special modular layout at Children's Hospital of Boston on November 16, to the immense delight of many of the hospital's young patients. **Andy Reynolds, Gerry Covino, Rudy Slovacek, Jeff Gerow, Jim Harter, Art Ellis, Bill Roach, Bill Goldthwait, Frank Kastenholz and Mark Harlow** helped the kids to operate trains on the layout.

On December 11-12, the HUB Division's Fall Show featured a fine operating modular layout. Module Group members participating in that show included **Andy Reynolds, Frank Kastenholz, Greg Antonuccio, Gerry Covino, Derek Matyas, Curtis Nutt, Jeff Gerow, John Cipar, Skip Farwell, Gerald Abegg, Jim Harter, Sue Zukowski, Rudy Slovacek, Art Ellis, John Barrington, Jeff Turner, Mike Clements, John Van Bokkelen**, and a cast of others.

At press time, the Module Group is preparing to help at the National Heritage Museum display in Lexington on December 18-19. We expect to have a report on that show in an upcoming issue.

Module group participation does not require a module--it only requires people to be active members of the HUB Division. If you are interested in participating, contact Module Superintendent Frank Kastenholz at frank@kastenholz.org. The HUB Division has unassembled and assembled module kits available. Contact HUB Division President Mark Harlow at M-harlow@comcast.net for information about the module kits.

Curious about the group? Ask any module group member. We'll train you.



This is the way! The latest issue of Model Railroader shows a father-son team admiring their module while Daddy runs the train. We show people of all ages how to operate trains and then hand them the throttle. This unidentified youngster carefully pilots his train during our Marlborough show.

HOLIDAY PARTY QUESTION

The HUB Holiday Party at Nick's on December 4 was again a hit with those who attended. There are better opportunities to reserve banquet facilities (and fewer parties) in January, so the HUB Board asks whether members object to or favor future scheduling of the Holiday Party in January.

Please send your input to HUB Division President Mark Harlow by email at M-Harlow@comcast.net or by mail at HUB Division, PO Box 945, Wrentham, MA 02093.

We appreciate hearing your opinion on this matter.

HUB Division Upcoming Events

Jan. 21, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
Jan. 29-30, 2005	HUB Modular RR Display, Amherst Show - West Springfield, MA
Feb. 8, 2005	Deadline for submissions for March-April Headlight.
Feb. 18, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
March 18, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
April 12, 2005	Deadline for submissions for May-June Headlight.
April 15, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
April 30, 2005	HUB Spring Show & Annual Meeting - Taunton, MA
May 13-15, 2005	NER Spring Convention , Nashua, NH
May 20, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston
June 17, 2005	RAILFUN - 8:00 PM - Cambridge School of Weston

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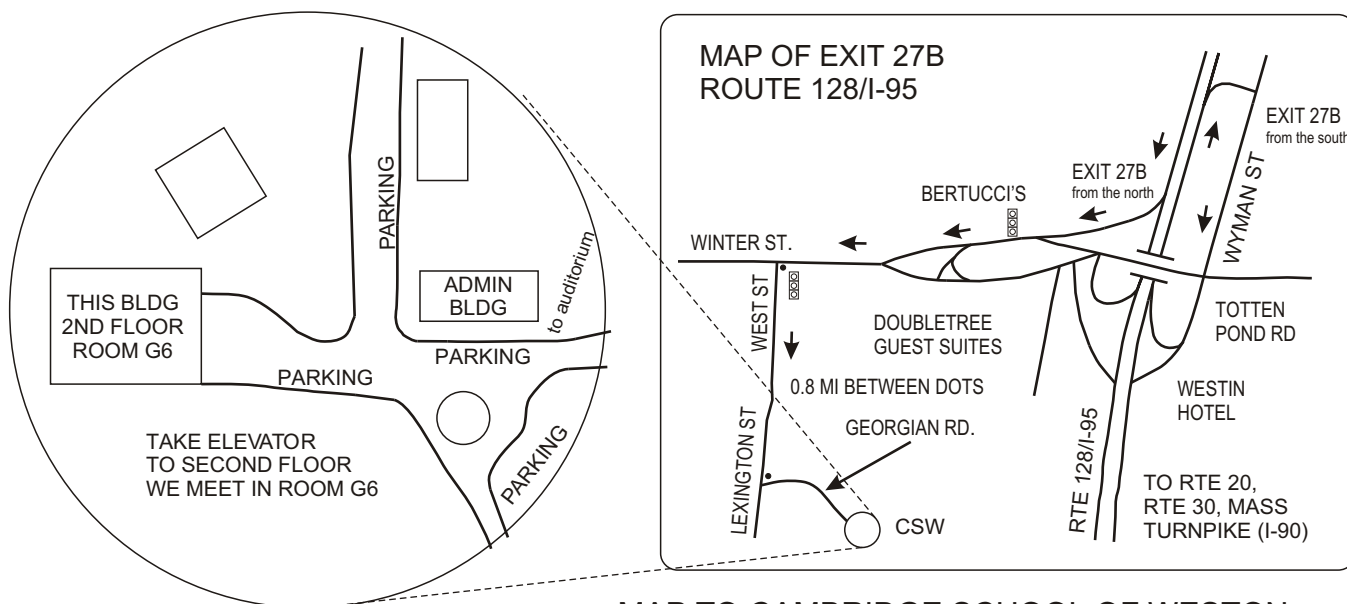
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Membership: National Model Railroad Association Members residing within the boundaries of the HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties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

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MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON