

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 26 Number 4, Mar.-Apr. 2010

<http://www.hubdiv.org>

RAILFUN TIMETABLE

MODULE MASTERS 2:

Rowley & Crossingville

By James VanBokkelen
and Ken Belovarac

8:00 p.m., Friday, March 19, 2010

Cambridge School of Weston

James took First Place at the NMRA National Convention in Detroit for his portrayal of the rural station and farm scene at Rowley, a boyhood memory. The station, farm house, and barn are all scratch built. He has an interest in B&M passenger trains and models the transition era. In addition to being one of our active module group members, he is also building a home layout. James's knowledge of the B&M and his modeling skills are well known among HUB members, and his module's pastoral scene is reminiscent of the days when steam trundled through the countryside on the B&M.

Ken's module with a small town station took Honorable Mention in the National Module Contest. I've always been impressed with Ken's use of a mirror to give depth in his scene and for being among the first of our module members to add highway flashers for animation. With a background in engineering and his job with the T, there is no question his station and platform should look so prototypically accurate.

Join us as we get a close up look at these modules and learn from both gentlemen how they went about completing their modules and what they might do differently next time.

ROCKS and DOCKS

By Scott Jewell

8:00 p.m., Friday, April 16, 2010

Cambridge School of Weston

Railroads and their waterfront terminus will be the topic of Scott's talk as he takes us through the facilities for the Port of Boston and how they related to the railroads servicing them. Using photos, maps and models he'll explore the path of bulk goods as they worked their way through the waterfront. His perspective will be from the 1920's, which is the period he's chosen for his own model railroad, the "Boston Docks and Rocks."

Some examples of the areas covered include the differences between coastal and deep water shipping, car floats owned by the New Haven, lighters, floats and a steam tug serving the Boston and Maine, and some grain elevators of the Boston and Albany. He'll also cover the buildings, piers and transfer sheds serving such notables as United Fruit Co., Ocean Steamship Co of Savanna and others.

So come join us for a pleasant evening of fun as we learn where all that grain, cotton and coal came from and went to through the Port of Boston.

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!**

MODULE MASTERS 3:

Newton Jct. & Brockway

By Dick Johannes and
Stan and Debbie Ames

8:00 p.m., Friday, May 14, 2010

Cambridge School of Weston

Dick first impressed Hub module group members back in November of 1996 when he swept the Module Group voting with his Junction module, which displays a diamond in a rural fall setting with hand laid track. The module has been with us awhile and has survived a "Cat attack." Dick recently added details for a quaint farm stand scene. His module received Honorable Mention at the NMRA Convention in Hartford. Dick enjoys modeling the B&M in the Guilford Era pre Amtrak.

Stan and Debbie's module was the first in our group to collect a First Place award at a National level. Their bucolic small town scene is complete with signals, lights and sound. Debbie is associated with the Lenz USA distributorship. She is also one of my first and favorite clinicians to describe the art for making backdrops. Stan was a driving force on our conversion to DCC. It should be no surprise then that their module would combine the artistic with the technical sound and flashing lights of a crossing. Debbie and Stan are among the movers and shakers responsible for launching us into DCC and that wonderful European trip. They also have a very fine Garden Railway.

Shanty Talk

By Rudy Slovacek

Brrr! It's cold out there as I step into the shanty to get out of the wind. The setup work for Springfield had to be one of the coldest days I remember in a long time. I was thankful to get indoors as just walking between buildings brought tears of pain from the stabbing frigid winds on my exposed face.

This show held a couple firsts for me. It was the first time in a long time that a group I belong to, the Coastal Mountain, did "Car-Card" operations and it was a lot of fun. The concept will be presented at the February Railfun. "Car-Card" operations involves routing freight cars to serve appropriate industries through the use of waybill cards associated with each piece of rolling stock. The cards are flipped or turned to indicate different destinations. To me it provides a lot more interest than only running trains in a circle. It also provides a conversation point to engage the public on how we model not only the equipment but also the prototype operational aspects of trains. When I wasn't operating, I helped friends to learn the ropes of card operation and the names of locations on the Coastal Mountain layout. It is a greater challenge to implement with a module group when the given right-of-way changes each time we do a show. Years ago, when I was module coordinator, I tried to implement such operations with little success. However, as more people take an interest in and become familiar with it, I think it will be much easier to implement in the future. The use of DCC to run trains and computers to print out random generated switch lists and control signals has also changed how some of us view and



enjoy the hobby with more of a focus on actual operations.

This year was also the first time I did not walk the entire show from end to end, even quickly just to scan the variety of dealers and their products. In fact, I never entered two of the four buildings! I said hellos to old friends as I passed through and spent just one hour on Sunday morning picking up a few items. With the new expansion in the Mallory building, housing a 1/87 truck display and some new dealers, there was just too much to see and too little time for shopping. Interestingly, I did not purchase one single train item. Instead I collected a few details and load parts from a new supplier. I also picked up literature for some upcoming product releases.

I'm at the stage now where my wife and I agreed no new items come into our household until we make room by disposing of other lesser

used or unwanted items. Hence you can bet I'll be unloading more goodies at future white elephant tables so I can make room. My Saratoga Yard is overflowing with saleable rolling stock and I will also thin my locomotive fleet. My modeling focus is now to fill the holes in my Alco fleet with appropriate D&H and CP power as it plied the rails of my beloved Delaware and Hudson Railroad.

Time has flown by and soon it'll be Spring Training. Well, I hear the whistle blowing and the train is about to pull out. Got to go now but before I do, remember "One thing about trains, it doesn't matter where they're going, what matters is deciding to get on."

Share Your Experience

By Rich Pitter, Editor

The *Headlight* welcomes your photos and articles that enhance our model railroading experience. Contact me at editor@hubdiv.org.

The President's Car

By Dick Johannes, President

Since my last President's Car that was written around Thanksgiving, we've gone through our busiest time of the year. Model Railroad Month is November, but December and January seem to be busiest. In those two months, we had our two-day annual fall show the "New England Model Train Expo," the two-day display at the National Heritage Museum in Lexington, the annual HUB Division Holiday Banquet, a Railfun night dedicated to tuning-up rolling stock for the Amherst Society's Train show in Springfield, and the two-day Springfield show itself. Throw in the holidays and that's an intense run of model railroading.

Hats off to Jerry McDonald, Mark Harlow, Gerry Covino, and Tim Garner for their tireless efforts surrounding the fall show. Also my thanks to all the membership who came and helped serve the HUB Division by working in any of the numerous roles needed at the show including membership, white elephant, build-a-car, Boy Scouts and front desk. The effort was certainly worth it as in the face of difficult economic times, we still had a great year with growth in tables, gate and white elephant table. We also raised funds from the sale of donations from the family of Bill Parker. You'll hear the details from our Treasurer Gerry Covino at the annual meeting that will be held at the Spring Training Show in Peabody on March 13.

Jeff Gerow continues to keep the Module Group running and three two-day shows in slightly more than one month is also worthy of commendation. As you know our policies require the modular group to recommend to the HUB board who

they feel should be the Modular Coordinator each year. Please email your thoughts to our Vice-President, Manny Escobar.

The Springfield show was great fun. I like seeing youth on the inside and again this year there were many young people running trains. Ours is an eclectic group and diversity of what runs is part of our charm. Rick Murray's New Hampshire Northern gravel train has become one of my personal favorites. I was a little disappointed by the relative dearth of Guilford locomotives this year but I guess I can deal with it. The Springfield show had a major expansion this year, filling about two-thirds of the huge Mallory building. The show now uses four buildings and it presents a challenge to see it all in a single day. Because of the expansion, there were a

number of new dealers, making the show ever more interesting.

Our Spring Training is coming up fast, in less than a month as I write this. Peter Watson has assembled a great group of clinicians highlighted by Andy Sperandio, Executive Editor of Model Railroader and Dave Frary of Blue Ribbon Models, whose scenery book is legendary. Don't forget that the show also includes our annual meeting and elections. Please exercise your right as a member to vote in this election. The ballot went out with instructions in the last *Headlight* and, of course, you can always vote in person at the meeting on March 13, following Spring Training at the Holiday Inn in Peabody, MA.

That's it for now. Keep 'em rolling.

Hub Division Calendar

Upcoming Events (See below for Module Group)

Subject to change; check www.hubdiv.org for updates

2010

Sat	Mar 13	HUB Spring TRAINing Event , Holiday Inn, Peabody, followed by Annual Meeting at 5 p.m.
Fri	Mar. 19	Railfun, 8 PM, Cambridge School of Weston
Thu	Apr. 1	Deadline for submissions to May-June <i>Headlight</i>
Fri	Apr. 16	Railfun, 8 PM, Cambridge School of Weston
Th-Su	May 20-23	NER Convention, St. Johns, NB, Canada
Fri	May 14	Railfun, 8 PM, Cambridge School of Weston
Fri	June 18	Railfun, 8 PM, Cambridge School of Weston
Sun	Aug 1	Deadline for submissions to Sept-Oct <i>Headlight</i>

Module Group Shows

Contact Jeff Gerow at

ModuleCoordinator@hubdiv.org for more information

2010

Sun	Mar 7	Mystic Valley Railway Society's Rail-a-Rama XLII at Christina's Function Facility, Foxboro
Sat	Mar 13	HUB Spring Event: Spring TRAINing , Peabody
Sa-Su	Mar 27-28	Greenberg Show, Shriner's Auditorium, Wilmington
Th-Su	May 20-23	NER Convention, St. Johns, NB, Canada

My Layout in *Model Railroader*?

By Tim Garner, PR Director

I've been interested in trains for as long as I can remember. In junior high school, I saw my first *Model Railroader* in the library. About that time I started my first permanent train layout using the HO trains my parents once set up under the Christmas tree each year. I used my allowance to subscribe to *MR* in 1974. When I graduated from college in 1979, I got a job at Life-Like Products in Baltimore, where I designed a few products that Walthers still sells. I met some people in the Kalmbach advertising department before I left for a real job.

I accepted a job in Massachusetts in May 1994 and moved my family to Marlborough by late July. Within the year, I started building my current layout. I designed it in sections in case I moved again, a scenario I haven't tested.

I became involved with the New England Chapter of the Pennsylvania Railroad Technical & Historical Society (PRRT&HS) and the Hub Division. As a result, I've hosted meetings at my home. Of course, everyone who comes has to visit my layout which I call the PRR Willsburgh Division. I've shared photographs of it in *The East Wind*, the New England Chapter's quarterly magazine which I edit, the chapter's web site, and *The Keystone Modeler*, an online modeling magazine produced by the PRRT&HS.

The chapter's December meeting for 2007 was held at the Hub Division's New England Model Train Expo in Marlborough. Unfortunately, I missed that meeting because of a back strain. However, Andy Miller, our chapter vice president and a member of the North Shore and MIT model railroad clubs,



Every MR layout has to have a shrine to the article. Here's mine.

was there. He talked to Bob McLaughlin of the Bay State Model Railroad Museum in Auburndale and described my layout.

It turns out that Bob, a great modeler in his own right, acts as a talent scout for Lou Sassi. Lou is a prolific contributor to *MR* with photos and articles of model railroads around the country. Bob looks for railroads in New England that might make good stories and shares his gems with Lou.

Bob contacted me and asked to see some photos of my layout for a possible *MR* story. I obliged. Bob liked the photos and forwarded them to Lou, who shared them with *MR*. Bob wrote back, "So far, so good."

Next, Bob visited to take "unprofessional" images to send to Lou. If Lou liked them, he would forward them to Andy Sperandio at *MR*. Andy had to approve the project before Lou could visit.

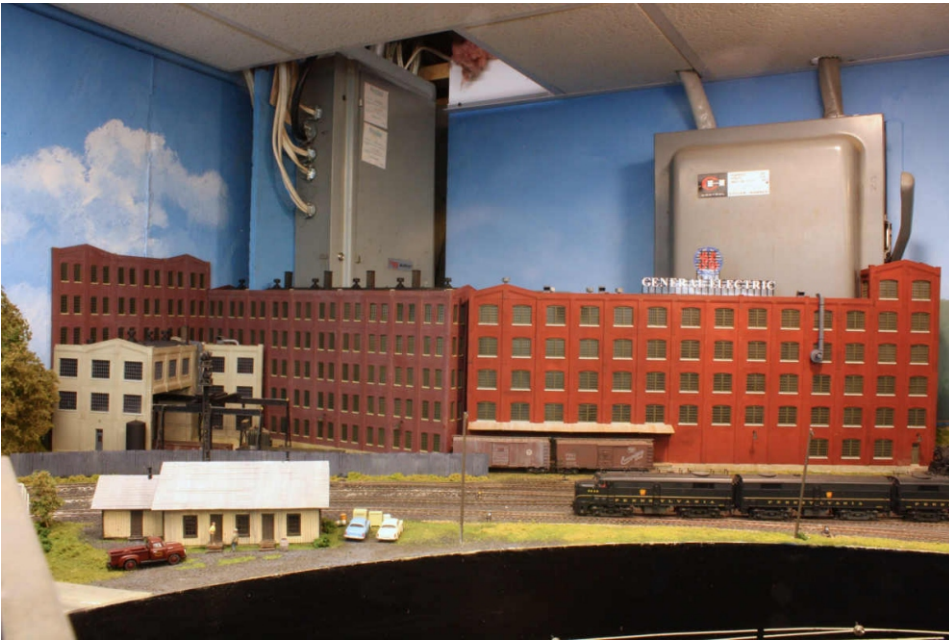
We set a date for Bob's visit in March 2008, but due to scheduling conflicts for both of us, the visit was delayed until June 28. I seized the opportunity and got busy. Although most of my layout had scenery, there was much more I wanted to accomplish. I made a list of projects and started working on them. I added 60 Scenic Express Super Trees, put details around businesses, added more track details like switch

motors and switch lamps, airbrushed soot, added railings on retaining walls, repaired broken phone poles, and so on. I scratchbuilt major highway bridges at both ends of my passenger terminal. The bridges had been on my drawing board for 14 years. I extended a branch line bridge and constructed a PRR pony-truss highway bridge from photos I took in Perryville, MD and Greensburg, PA. I enhanced my backdrop. I scratchbuilt a signal tower based on PRR plans with full lighted interior and a yard office based on historic photographs. Scenery projects can be a lot of fun. I noticed a lot more progress in a short period of time than I would detailing and painting cars and locomotives.

Bob came over and took about 50 photos. He was certain that *MR* would be interested, based on the layouts he'd seen. He forwarded the shots to Lou who forwarded them to Andy at *MR*.

Soon after, Lou told me that *MR* was interested and we agreed on a date he would shoot the layout. He and his wife, who is his assistant, and Bob would visit on Saturday, December 13. They would arrive about 8:30 a.m. and shoot until finished, probably around 4:30 p.m.

Lou sent me a package of information. I filled out a multi-



I built removable factory structures with Walther's modules to hide my circuit breaker boxes in about two weeks, finishing up just before the Lou Sassi's photo shoot. When I learned of MR's potential interest in December 2007, there were no buildings in this corner of the layout. The General Electric Sign was a joke.

page questionnaire about my layout, its details, its history, how I operated it, and my modeling skills. I wrote a biography about myself, similar to what you see at the end of MR stories. I drew up several track plans: one with only the track, one with structures, and one with the structures labeled. I described each structure and bridge. MR gave me the option of writing the article myself or letting Lou write it. I chose to write it myself. I sent the information to Lou and Bob. I kept extra copies of everything, just in case. Lou asked me to block all the windows in my layout room before the shoot so light could not enter.

I still had a few more days to prepare the layout. I didn't stop until the night before the shoot. My biggest accomplishment was completing a city street and industrial area in the back corner of my layout by the throat of my freight yard. This is where two circuit breaker boxes for my home are located. I wanted to hide those boxes, but whatever I put there had to

be removable for maintenance.

In a little over two weeks, I built, painted, lighted, and detailed five stores (one scratchbuilt and four kits), built a road and railroad crossing, and installed a lighted billboard from a Blair Line kit. I

built three large background buildings from Walther's modular factory parts to hide the boxes, including painting, lighting, details, landscaping, and fencing. The final detail was an animated General Electric sign for the roof of Miller Engineering that I bought at the Hub fall show a week before. The sign was a subtle comment about the purpose of those buildings.

I took a day before the shoot off from work to finish things. It turned out that was the day the region was hit by a major ice storm. That evening, Lou called. He and his wife were at a hotel in Marlborough, but they had learned that their home in upstate New York was without power. They were worried they'd have to postpone the shoot and head home.

Fortunately, they soon got word their power was back on and so was the shoot. On the morning of the shoot, Lou and his wife arrived with Bob close behind. We carried in Lou's photographic equipment (lights and stands, tripod, and



The five buildings, street, bridge, and billboard were new. I built the Iron Horse Bar and Grill in the foreground from scratch. The other four buildings are Pikestuff Smalltown U.S.A. kits. The billboard is a Blair Line kit. The bridge is a modified Central Valley truss with a scratchbuilt styrene pier.

camera) and his laptop. Lou set up his laptop on my workbench and started planning on what to shoot.

He started in the back corner: the industrial area I finished the previous day. We talked about what equipment would look good and set up the first shot. He took the first image, then put the camera memory card in his laptop. We looked at the image on screen and he suggested ways to make it better. On different shots, his suggestions included repositioning equipment, changing automobiles, adding a tree or bush to hide a shadow, or removing trees or telephone poles to open up the view. These tweaks continued until we were all satisfied with a shot before going to the next one.

The front edge of the layout would have been a problem for a couple of the best shots. For the one *MR* made downloadable as computer wallpaper on their web site, Lou used a "meadow board" he brought with him. This is a piece of cardboard flocked with ground cover, placed on the front edge of the layout. On a shot next to a diner and railroad crossing, Lou wanted more pavement in the foreground. I had



I finally scratchbuilt two long-planned bridges at each end of my five-track passenger station. This is a Pennsylvania Truss with a trolley track and two-lane street. The backdrop buildings are cut out from a commercial backdrop and positioned for maximum effect.

some gray latex paint, so I painted a 1 by 2 foot piece of mat board. We laid that on the front edge for that shot.

Altogether, Lou took eight horizontal shots of the layout, one vertical for a possible cover, a couple of room shots, and a portrait of me for the end of the article.

At the end of the session, we

went through each shot. I made descriptions of each one and what equipment was included.

Bob and Lou explained to me that my article would be used, since *MR* had approved the shoot in advance and had paid Lou. They could not promise when; *MR* works months in advance on each issue. They try to balance coverage of different railroads throughout the years. Sometimes advertising objectives enter into the decision-making, as well. It is a business after all.

On January 30, 2009, I received a package from *MR* saying my article had been accepted and I would be paid \$200. That was the first time I'd been paid for model railroading since I worked for Life-Like. Before they would pay me, I needed to sign a release giving them rights to the article and fill out a tax form so they could report the payment to the IRS. (I hadn't expected that!). Shortly after I returned the forms, my check arrived.



*Here's the bridge at the other end of the station. This one did not appear in *MR*.*



Here is the yard office I scratchbuilt in styrene based on photos of a PRR building in the Lewistown, Pa. yard. Beside it is a PRR IIsa 2-10-0 locomotive. Only the track was in existence at the start of my preparations for the shoot. This corner was the only part of my layout without any scenery.

On July 9, Jim Hediger at *MR* contacted me. He was preparing my article for publication and asked if I had electronic copies of everything. It would make his work a little easier if he didn't have to transcribe. I guess the files never got passed to him. I obliged in an instant, but I neglected to ask him when it would appear.

I didn't hear anything more until my October issue of *MR* arrived in the mail at the beginning of September. A portion of the vertical shot of a PRR T1 duplex 4-4-4-4 was in the "next issue" ad at the back of the magazine. My layout wasn't mentioned, but I knew what it meant. Within a day, Bob McLaughlin called to congratulate me. He had noticed the picture, too.

Near the end of September, *MR* sent me an advance copy of the November issue. Starting on page 40, there it was "Catch the parade on the Pennsy," their title, not mine. Lou's photography looked great and I noticed that they used all but two photos that Lou had taken.

Along with that advance copy was a note that I could purchase up to

50 copies at half price. When I thought about how much of the \$200 could get eaten up by copies if I went overboard, I thought better about buying more than two. I'd still have four, including my subscription copy.

In addition to the magazine, *MR* took one of Lou's images and posted it as downloadable wallpaper within the subscriber content portion of their web site. You can get a good look at Lou's meadow board in the lower left corner in that shot (see shot 2 on page 42 of the article). They posted the track plan there as well. It was illustrated by the *MR* staff based on my drawings.

At the beginning of October, my subscription copy arrived. I also received congratulations from some of my friends in the hobby and my family, and yet another call from Bob McLaughlin. I couldn't resist the temptation to share a copy with my colleagues and staff at work, some of whom didn't know about my secret life as a model railroader.

For someone who has been a *MR* reader for more than 35 years, this was a big deal made even sweeter

because I did not seek it out.

Over the years, I've met a handful of modelers that have had their layouts featured in *MR*. One thing they all have in common is a little shrine in their layout room with a framed copy of their article. I couldn't resist doing this, but I don't have a lot of wall space near my layout unless I remove my furnace. Instead, I scanned and shrunk the article. I matted and framed the pages on the fascia of my layout as a permanent reminder of my layout's brief place in the "national spotlight."

Will I submit contributions to *MR* or other model magazines? I don't know. Maybe a photo contribution here or there is possible. Currently, the publications of the PRRT&HS and our New England Chapter are more than enough to absorb my efforts.



I scratchbuilt this pair of standard PRR pony truss highway bridges during the summer before the shoot. I drew scale plans from photographs I took in Greensburg, PA and Perryville, MD. The several bridges that still exist are all over 100 years old.

A Tribute to Jack Alexander MMR 86

Model railroading lost one of the pioneers of our great hobby when Jack Alexander passed away peacefully in his sleep at the age of 86 on October 28, 2009. He was one of the founders of the HUB Division, which was organized on November 22, 1957 in Worcester, MA. At that time he was elected Treasurer, a position which he held for 45 years! He continued serving on the Board of Directors until his death, serving at that time as Vice-President--nearly 52 years of uninterrupted service to the Division. In 1981, Jack became the 86th person to earn the distinction of becoming an NMRA Master Model Railroader.

Jack was active in many camera clubs for 40 years. He was a color slide critic for the Photography Society of America. He helped form the Hocomock Digital Photographers Club and was its Treasurer at his passing. He hadn't been converted to digital photography but still used film. He was a popular speaker on the subject of his travels, and often showed slide presentations at public libraries and other venues. Jack had visited every state in the USA, not to mention most of Canada and Europe, as well as Kenya. Jack became computer literate after his children bought him a desktop model for his 80th birthday, and he moved into digital editing to convert his slides and print them. He was fond of the old metal and wood craftsman cars and found EBay to be a good source of them.

Jack was an ever-present feature of the model railroading landscape in Massachusetts for longer than most of us can remember and was a person who was always available to share his knowledge and enthusiasm for

model railroading. He participated in all the Division's events. For many years, the role of Santa at our annual Christmas Party was played by someone strongly resembling Jack, and people passing by the white elephant table at HUB shows could usually find Jack helping out. He would bring his surplus equipment to sell, and generally bought almost as many items as he sold. In 1988, when the HUB Division decided to develop a modular railroad, Jack built one of the four corner modules. His module contains a detailed hydroelectric plant and was used in the first showing. That module is still in use today and is still as eye-catching as ever.

He was also active at the regional and national levels of NMRA. He served as President of the Northeastern Region in the mid-sixties. After that he became the Permanent Convention Chairman for the NER a position he held until 1988. He also served as the local Chairman for many of the regional conventions sponsored by the HUB Division. All of us who attended any of the regional conventions were blessed by his behind-the-scenes work to ensure their success. He also served as Treasurer of the 1986 Minuteman Convention in Boston, MA.

Pete Watson recalls working with Jack on a Northeastern Region convention in Plymouth, MA. They were meeting with the function manager at the Governor Carver Hotel and negotiations were stalled; the Hotel wouldn't budge on the price and neither would Jack. Finally Jack decided that enough was enough. He told the manager that the HUB wouldn't pay that much, turned to Pete and said "Let's go." With that, he got up and headed for the door. Just about the time he

opened the door to leave, the manager decided that he wasn't going to win this one and he asked us back, saying he was sure we could work something out. He blinked! Jack knew exactly what he should pay and wasn't going to let the hotel tell him differently.

When Jack and Dave MacPherson attended the NER convention in Granby, Quebec, they went railfanning along the Canadian National/Canadian Pacific main line. Jack climbed up onto a signal bridge to get some better shots! Dave got a shot of Jack on the bridge (see below).

Many of us enjoyed visiting Jack's Intermountain Pacific Railroad. Although Jack lived in the Northeast, his modeling interest was in the American West and his freelanced layout revealed his passion. The time period was 1959 and the locale was Wyoming and Montana. His layout included easements and super-elevation at a time when they were not commonly seen on model railroads. His rugged mountain scenery was super-realistic as was his attention to detail. Jack had many scratch-built and kit-bashed structures adorning the layout. He recently added an addition to the layout using hand-





Jack and Bill Parker during a layout tour.

laid track and numerous Walther's Cornerstone buildings, which he extensively kit-bashed.

Jack was also an avid circus train modeler. He recently operated his 20-car circus train on the modular display at the Edaville Cranberry Festival in Carver, MA. He also was working on a Proto 2000 FA1 ABBA powered streamliner with Kasiner aluminum passenger cars. He was noted for his extensive collection of wood and metal craftsman car kits from the 50's and 60's. Anyone who thinks that those cars were not up to today's standards should have checked out what Jack did; his rolling stock looked and operated extremely well.

Jack won the HUB Division's Don Pierce Award in 1972 and the NER's Spate Award in 2008. He was a regular contributor to the HUB Division newsletter, the *Headlight*. He published a two-part description of planning and constructing a new engine terminal for his

Intermountain Pacific Railroad in the Nov-Dec and Jan-Feb issues last winter. He presented a weathering clinic at a HUB Division Railfun night two weeks before his death. On the day of his death, he made an entry into his journal that he had completed painting two new coach cars for his layout.

For years, Jack, Bill Parker, David MacPherson, Peter Watson, and Skip Odette spent Wednesday afternoons trouble shooting or operating their various layouts.

Jack was always willing to help new modelers get started in model railroading and was always ready to open his home and layout and share his knowledge and thoughts. It was his guidance and teaching that has allowed those of us he schooled to be successful in promoting and fostering the hobby. He presented many clinics on scenery and other aspects of the hobby at many of the local and regional shows and conventions.

Treasurer's Report

By Gerald Covino, Treasurer

Stated below is our financial position as of December 31, 2009, the mid-point in our fiscal year July 1, 2009 through June 30, 2010. The New England Model Train EXPO, our fall fund raising event, managed this year to show a modest increase even in these difficult times. As Treasurer I wish to express my sincere thanks and appreciation to all our members who volunteered their time helping with the show's success.

Also, your Board of Directors thanks the members who have made a conscious decision to support financially, the Hub Division, Inc., a 501(3) organization, as being one of their favorite charities. Member's generosity to the organization, both with their time and money, continues to be impressive and appreciated. Finally, we were saddened by the sudden loss of long-time member and leader Bill Parker. Through the generosity of his family donating models from his estate, we were able to liquidate many of those items on our White Elephant Table, thereby recording unexpected revenue which has made our cash situation the best since I have served as Treasurer. Many thanks to Bill's family.

Mid-Year Account Balances

Checkbook	\$ 3,527.00
Unrestricted Savings Account	6,564.49
Life Savings Accounts	10,880.55
Program Checking Account	706.78
PayPal Account	295.54
USPS Permit Account	<u>3.36</u>
Total Funds Available	\$21,977.72
Value of Club Car Inventory	<u>3,191.60</u>
Total Value of Cash and Assets	<u>\$25,169.32</u>

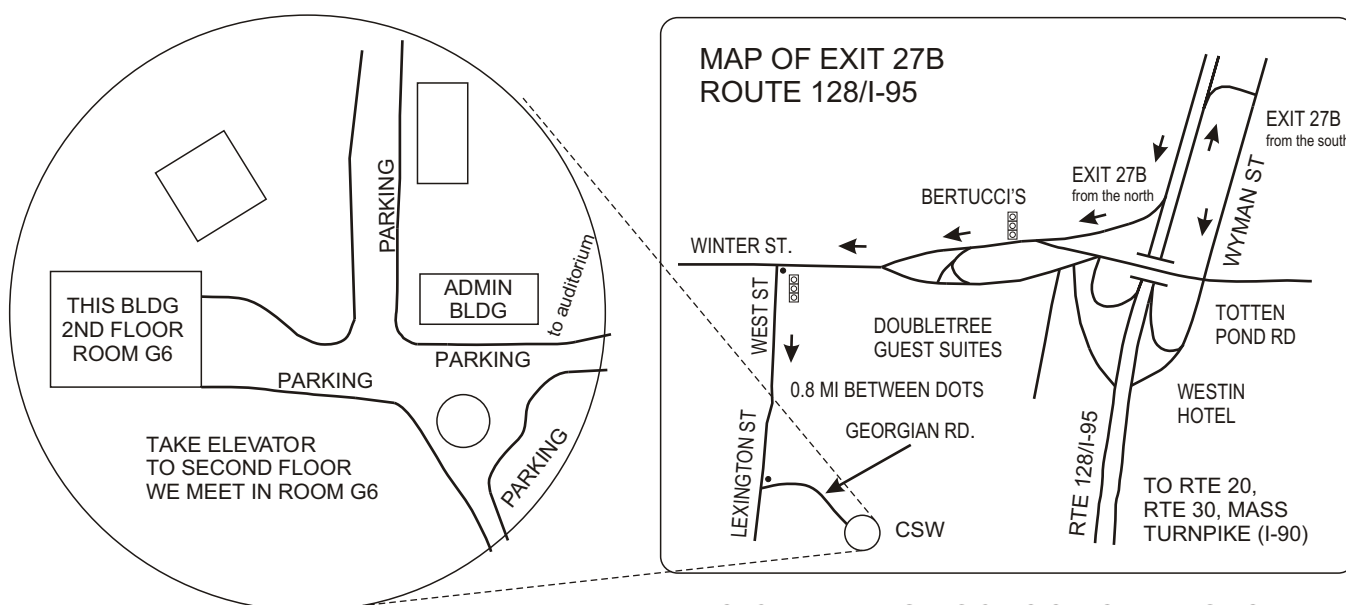
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<p>Headlight Printers Versatile Printing Services, LLC Burlington, MA</p>		

MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

Order Form - Hub Division Apparel

Short Sleeve Shirts (\$25.00 each)

Wheat color shirt with Hub Division Logo and your name.

Sizes available: S M L XL XXL XXXL

Circle one option: With pocket Without pocket

Name on shirt: _____

short sleeve shirt @\$25 Size: _____ Quantity: _____ Amount: _____

Long Sleeve Sweatshirts (price depends on weight)

Wheat color sweatshirt with Hub Division Logo.

Sizes available: S M L XL XXL XXXL

7 oz weight @\$20 Size: _____ Quantity: _____ Amount: _____

9 oz weight @\$25 Size: _____ Quantity: _____ Amount: _____

11 oz weight @\$30 Size: _____ Quantity: _____ Amount: _____

Name on shirt: _____

If you want it mailed to you, add \$5.95 S&H: _____

Total (Check Payable to The Hub Division, Inc.) Total: _____

Your name: _____

Phone or email: _____

Mail to:

Gerry Covino, Treasurer

The Hub Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

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
PROVIDE YOUR ADDRESS.**

To purchase using your credit card, visit the Hub Store online at www.hubdiv.org.

The Hub Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

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 _____

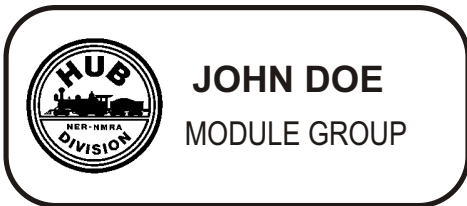
ADDRESS _____

CITY _____ STATE _____ ZIP _____

To make a donation using your credit card, visit our website at www.hubdiv.org.

Please make your check payable to "The Hub Division, Inc."

Send your payment to the address above



NAME TAGS ARE AVAILABLE AGAIN

You may have up to three lines on your name tag.

Badge and first line of printing is \$9.00, plus \$2.00 S&H.

Each additional line is another \$1.00.

COST: __\$11.00 (1 line) __\$12.00 (2 lines) __\$13.00 (3 lines)

First Line																			
2nd Line																			
3rd Line																			

Make check
payable to:
Hub Division, Inc.

Mail order to:
Bill Powers
15 McGuire Rd
Sutton, MA 01590

Send completed tag to:

NAME _____

STREET _____

CITY _____ ST _____ ZIP _____