

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 30 Number 2, November - December 2013
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Modules: Hands-on Clinic - Powering Track, Accessories and Signals

By HUB Module Group

8 PM Friday, November 15, 2013, Cambridge School of Weston

In our previous three hands-on module clinics, we have focused our attention on the visible portion of a module. In this hands-on clinic, we will be dealing with the underside of a module. We will review how a module receives its power from the supplied wiring harness, how to wire feeder wires to the track, and how to provide power to switches and accessories such as switch motors and lighting for structures. We will also showcase the new occupancy detector and signals that the HUB Modular Group has been deploying and testing on the corner modules.

Hands-on Clinic: Railroad Car Repair & Reconditioning

By HUB Division Maintenance Crew

8 PM Friday, January 17, 2014, Cambridge School of Weston

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

Modules: Hands-on Clinic - Scenery, Structures and Details

By HUB Division Members

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

In this final session on modules, participants will apply the knowledge gained from last season's RAILFUN meetings and ballast the track and add scenery, structures and details to the two modules that were built at the May and June 2013 Railfun meetings. HUB Division members will share their tips and tricks for how to apply scenery to modules that will stand up to the rigors of frequently transporting modules to/from shows and their setup/take-down.

The map to Cambridge School of Weston appears on page 11.

Building the Hytron Warehouse - Part 2

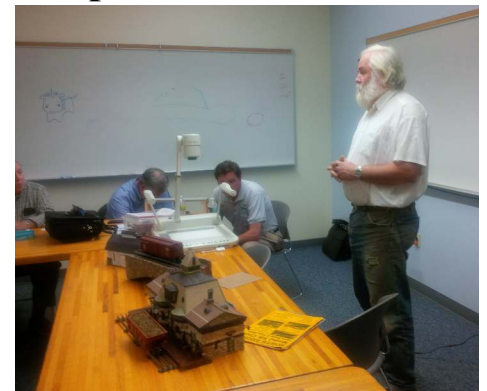
by James VanBokkelen

The corrugated metal shed over the railroad car docks is tricky to do with traditional methods. It needs to be removable, so it's possible to clean the tracks and deal with derailments, but that means it needs to stand up to handling. That eliminated the various corrugated aluminum foil techniques, but the edges of the corrugated sheets are visible, so I couldn't use a single-sided material like Evergreen's styrene sheets. So, I was quite happy to find 3D corrugated styrene sheet from JTT Architectural Models at a gaming/military store. It's a little oversized for HO, and it won't be thin enough for the diorama builders, but it was great for this application.



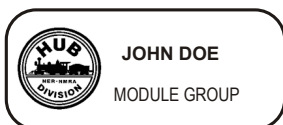
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September RAILFUN



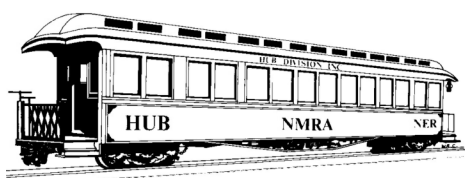
Richard Chase gives his mini-presentation about his use of real stone to model buildings and bridges.

Photograph by Bill Barry



Name Tags Available Again!
Now with magnetic holders – No holes in your shirts!
See page 10 for more information

Sign-Up for the December 28th Holiday Party on Page 9



THE PRESIDENT'S CAR

by Manny Escobar

Well, the trains are rolling and the leave have fallen. We had our first modular group display at Norwood Day, and what a great day it was! Also, we had The Pepperell Train Show and a successful signal beta-test layout. I would like to thank **David "Shack" Haralambou**, Modular Coordinator, **Dick Johannes**, Signaling Committee chair and all the members that came and supported it. Check out the "Calendar of Events" on the website for times and dates of upcoming shows and displays.

As September/October came and went, we had our first installment of RAILFUN "Members Potpourri Night", with over 40 attendees. **Ray Barry**, Railfun Coordinator, has a great schedule coming up. Please check the HUB Headlight and the calendar of events for the particulars. Some of the dates have been changed to accommodate holidays and other events. Also, if you have an idea, can recommend a topic or give a presentation, please contact Ray at railfun.coordinator@hubdiv.org.

By the time you read this, the NER Convention, "Tracks to Lakeport," in Laconia, NH, hosted by our sister Seacoast Division, will have come and gone. If you attended and would like to write an article about the convention, please contact Headlight Editor **Bill Barry** at editor@hubdiv.org.

Remember that the next NER Convention, in 2014, will be co-hosted by the HUB Division and the Nutmeg Division. We are already in the planning stage of "New England Diamonds, Palmer, MA," The Town of Seven Railroads. Check the website for

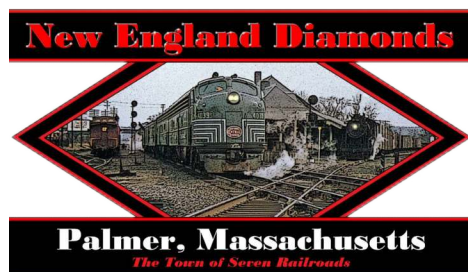
upcoming information and details at www.nediamonds2014.org

Do not forget about our "New England Model Train Expo" December 7-8, 2013, Best Western Royal Plaza Trade Center, Marlborough, MA. We need the support from our members, so please contact **Dick Johannes**, show chair, for details and to volunteer for the NEMTE. Director@hubdiv.org. Remember, this is our "Show" and fundraiser, so please help.

As you know, the NMRA has selected the month of November as "Model Railroad Month." Promote our hobby that we love to your co-workers, friends, and family. Bring a train to work, bring a friend to see a show, display, a club or your own layout. This year "Tour de Chooch" will be Nov. 29 - Dec. 1, 2013, and it is a great way to introduce someone to our hobby (click on the event flyer in our website calendar). We have a few shows / modular displays also coming up, so keep checking our website under "Calendar of Events," and go spread the word what a great hobby we have for all. Introduce these new train enthusiasts to our membership chairperson, **Pete Higgins**, for the HUB's special NMRA membership deal.

Getting in the Holiday spirit, **Dick Ball** has again graciously agreed to invite the members to his house for his famous spectacular holiday lighting event in Holliston, MA, that he and his neighborhood put on every year. See page 6 for additional information.

Our Holiday party will be early this year, Saturday, December 28, 2013, at Lafayette House in Foxborough, MA, a new venue and location. See page 9 for reservation details and menu.



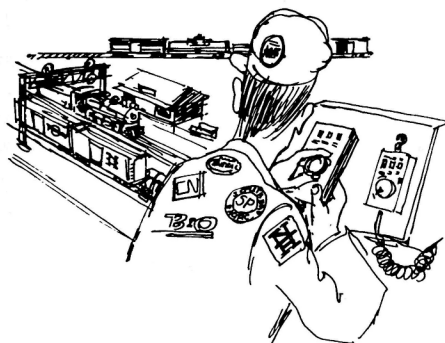
Remember our traditional "Yankee Swap" is after dinner.

As you can see, our calendar of events is especially busy. With the modular group going to the NMRA 2014 National Convention in Cleveland, OH, in July plus our NER Convention, the Board has agreed to postpone our annual Spring TRAINING Show to 2015. We will still have our annual business and election meeting at the March 21, 2014 RAILFUN. Details will be in the January-February Headlight. This coming election we only have one board member running for re-election, with three openings to be filled. If you are interested in serving on the board, please contact **Debbie Ames**, **Dick Johannes** or myself to provide you with details on placing your name on the ballot for the election. The deadline is Dec. 1 2013.

Remember that the best way to communicate with your fellow HUB members is via the two-way Guesswork email list. I have gotten fantastic feedback lately from our members on how successful it was for helping them when looking for information and ideas. Please contact our Office Manager, **Pete Watson**, at officemanager@hubdiv.org to be activated.

There are a lot of activities happening within our Division because we are very active. So, come and join us, remember November is "Model Railroad Month" and have a wonderful holiday season and New Year!

Keep them rolling!



TRY IT - YOU'LL LIKE IT



Shanty Talk

by Rudy Slovacek

Between my last column and this one, a lot has transpired. Fall is a busy time for me so I don't get as much modeling in as I'd like. But hey, who would pass up the opportunity of seeing some live steam on the Saratoga and North Creek (SNC) in upstate New York, miss the opportunity to operate model trains at the Hopedale Oktoberfest or, even more incredibly, visit your daughter in NYC to see and hold your first grandson born in the month of September. Yes, I know I have four lovely grandchildren springing from my wife's first marriage side but Henry Steven is a first from my very own children. Already, my daughter has informed me that I have an heir for all that B&M equipment which was always her favorite. I can't wait to see him again when the whole family gets together for Thanksgiving. All the children love the old standard gauge Lionel that I bring out for the Holidays, and I'm curious to see his reaction.

My trip to upstate NY was crammed with activity beginning on a Saturday morning with my photography of the Leviathan as it crossed over the Sacandaga River Bridge. The

Leviathan was originally a wood burner constructed by the Schenectady Locomotive works for the Central Pacific railroad in 1868. The current version is a careful reconstruction from the original plans but has been slightly modified to permit an oil-fired boiler. It was only fitting to see that the protection for the steam powered run

always felt closer to my high school class than to my college friends. Perhaps it is because I grew up with them in an age when there was a lot less mobility and your parents job was a long-term proposition. Then again on Sunday I went up to North Creek to watch the Leviathan as it was turned on the working turntable. It was the annual



would be a first generation ALCO S-2 diesel switcher (also a Schenectady product). I spent the rest of that Saturday afternoon at my High School class reunion catching up with news of my old friends. It is strange, but I've

D&H festival days and I was able to catch the yard full of (SNC) power. Where else could you see a working BL2 turned on the turntable and alongside a GE B39-8E in D&H colors. The yard was a beehive of activity with

the bright red and gold Leviathan capturing the center of attention every time she blew off steam. I sent a few pictures to our former editor **Rich Pitter** as this locomotive would have been in operation during the era he enjoys modeling. There were to have been two round trips from Corinth to North Creek and



(Continued Page 4)

HUB Division Calendar of Events (Subject to Change)

2013

- Nov 15 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
- Nov 23-24 (Sat-Sun) HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
- Dec 1 (Sun) Submissions deadline for the HUB Headlight Jan -Feb issue
- Dec 7-8 (Sat-Sun) The HUB-sponsored New England Model Train EXPO at the Best Western Royal Plaza Trade Center, Marlborough, MA
- Dec 14-15 (Sat-Sun) HUB Modular Railroad display at the National Heritage Museum, 33 Marrett Road, Lexington, MA
- Dec 28, 2013 (Sat): HUB Holiday Party. The LaFayette House, Route 1, Foxboro, MA. See Page 9 for Menu and signup details.

2014

- Jan 17 (Fri) HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
- Jan 18-20 (Sat-Mon) HUB Modular Railroad display at the Wenham Museum, Wenham, MA
- Jan 25-26 (Sat-Sun) HUB Modular Railroad display at the Amherst Railway Society's Railroad Hobby Show, Eastern States Exposition Fairgrounds, West Springfield, MA

Shanty Talk

(Continued from Page 3)

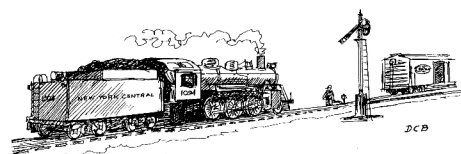
back, one each day, but after the first trip on Saturday the crew outlawed in North Creek before they could finish turning the engine for Sunday's trip. With no coupler on the front end, these early steam engines were meant to operate in one direction, and needed turntables to reverse the direction of travel. The SNC runs a full complement of passenger trains on the single tracked scenic North Creek Branch, so it was no surprise that the steam-powered special threw the schedule off. Sometimes such luck is a gift as in this case.

In between all the activity, I managed to stop by the restored Kings Station, just north of Greenfield, with a D&H wooden caboose out front. If you read about my exploits in obtaining drawings in the last issue, then you'll appreciate that I was able to get some nice photos of the caboose and the actual layout of the internal furnishing through an end window. Even though I'm well into the construction phase now, I can probably use the photos to make a plausible internal furniture arrangement. There is a fall meeting of the Bridge Line Historical Society next weekend so you know where this D&H fan will be.



Finally, I spent the past two weekends operating Coastal Mountain Railroad trains (CMR). The first was an open house featuring **Bob Blick's** home layout down on the Cape, and the second was a weekend display for both residents and the public alike at the Atria Draper Place for seniors and assisted living in Hopedale, MA. Even though I'm a diesel fan, I enjoy operating some steam power in such venues, because the elder residents vividly remember that era and often had relatives who worked for the railroad.

All and all it has been, and promises to continue being, a very busy fall this year. Between the NER Convention, Railfun, Tour de Chooch and our own New England Model Train Expo, the fun just keeps coming. So please grab a friend, introduce them to our wonderful hobby and volunteer to work at our show in December.



Building the Hytron Warehouse - Part 2

(Continued from Page 1)

For strength, I didn't try to model the individual corrugated panels. Instead I cut 17-foot-deep strips off the JTT sheets and spliced them at the edges, using Evergreen 1/8" I-beam as reinforcement at the peak and eaves. I left a one-scale-foot overhang at the front, and a six-inch overhang at the back, so it could rest on the ledge I made on the front of the main structure. I added rafter I-beams at the two ends, but didn't model all the intermediate support structure; it won't be visible.

While I was waiting for the roof's joints to dry, I made a template to set the angle of the vertical skirt-wall and the support columns. I drew the dimensions of the shed on cardboard and cut it out. I added little notches so the corrugated sheet wouldn't change the angle.



Here I've glued the skirt wall to the front I-beam at the proper angle. The top of the skirt is sitting on the flange of the I-beam. I used model airplane tube cement for this joint, as it isn't square, and won't be visible. I cut the proper angle on the top of the Evergreen .080" H-column, and I'm using more tube cement to secure it to the skirt and the front I-beam.

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



Here the wall is being checked for fit. The back is resting on the ledge and the columns are resting on the scenery – I cut them long enough to touch the ground, even though the prototype used some kind of tubular footing form for the piers.



Next I made the footings out of K&S 5/32" brass tube. I drilled 9/64" holes, dipped the ends of the tubes in white glue and pressed them in.



Once the tubes' glue had dried, I test-fit the shed roof again, and made pencil marks on the columns at the proper depth of insertion. Then I glued scrap styrene blocks to the back of the columns to locate them properly in the tubes.

I cut Evergreen .100 x .188" strip for the cap at the top of the wall. This finished the styrene fabrication of the basic structure.



It was time for the airbrush: Floquil Bright Silver for the cap; 1960s vintage Floquil Boxcar Red from a can(!) for the corrugated trim and shed; Floquil Concrete for the piers; and Floquil UP Harbor Mist Gray for the columns. I can't provide water-based equivalents, but people following along are probably going to be building a different warehouse, under different lighting anyway.



Here's what it looks like at this point. I had the idea that sanding the acrylic would work to represent the fiberglass window panes. When I peeled off the masking, it didn't turn out that way, so I'm going to try printing scaled pictures of the prototype windows instead.

Other work remaining is:

- A little touch-up on the paint
- Scalecoat flat finish over the shiny rattle-can gray.
- Images of partly-open roll-up doors on the inside of the walls,
- Some vents and so forth on the roof – factories didn't have A/C in my 1955 - 1965 era.
- Interchangeable roof-mounted signs for both Owens-Illinois (still on the building) and Hytron.

(Continued Page 6)

Building the Hytron Warehouse - Part 1

(Continued from Page 5)

Overall, I'm pleased with the outcome vs. the work I put into the structure.

There will be a Part III, after I get ink and photo paper, and figure out which photo editing tool works best for me.

Idea Scoreboard		
Idea	Score	Notes
Plywood/acrylic core construction	Good	The structure is strong, square and easy to handle. The acrylic is harder to cut accurately than some other materials and prone to fracture when drilled near the edge.
Weld-On cement for acrylic/styrene joints	Win	Also worked with Plastruct's vacuum-formed cinderblock sheet in places where the 3M spray adhesive didn't hold.
Making warehouse doors by masking the acrylic	Good	Wouldn't work as well without the shed, or on a front-of-the-layout structure
JTT corrugated styrene	Good	Glued OK with Methyl Ethyl Ketone and Plastruct Bondene liquid cement. More brittle than Evergreen or Plastruct styrene. Over-scale for HO.
Angle jig for shed fabrication	Win!	I couldn't have done the one-piece shed without it. I'll make my next jig from Masonite, as the cardboard edges weren't rigid
Polyethylene political sign roof	OK	Not completely flat. Needs support for spans greater than six inches. When a bit of the ballast I used for roof gravel gets knocked off, it takes the rattle-can black paint with it, leaving a white spot.
3M spray adhesive	Fair	Messy, hard to tell when I had complete coverage, but sticks like contact cement where I did.
Sanded acrylic windows	Fail	Not opaque enough and shade too dark for fiberglass, but it would work for translucent glass, if I were careful about my acrylic fabrication. See the shadows of the splice plates?

Pepperell Siding Display



Above: Bill Roach and Dick Ball monitor a train as it departs Upton Yard.
Photograph by Bill Barry

Model Train Donations Wanted

by Rudy Slovacek

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

All that is required is that you supply us a with list of the items along with your name and address when those items are donated. You will receive a receipt from

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



Holiday Lights and Hot Chocolate

7 PM Saturday, December 14, 2013

The HUB Division is planning a winter evening viewing the wonderful decorations and working displays that our member Dick Ball displays on his street every year between Thanksgiving and New Year's Day. The HUB Division will supply the

hot chocolate for kids and coffee for adults and we hope that members, especially those with young children, can join us for a wonderful evening of fun. The date is Saturday, December 14 from 7 PM to 9 PM and the location is 110 Regal Street, Holliston, MA.



Double-Ended Staging Yard

by Rich Pitter

Rich Pitter was the HUB Division Headlight Editor for 10 years before retiring to Eugene, Oregon, in 2012. He has previously provided the Headlight with articles on the HO layout he is building in an 11'-0" by 12'-9" bedroom. He may be contacted at richpitter@aol.com.

When I designed my layout, I was a glutton of sorts. At 64 years of age, I figured that this would be my last opportunity to build and operate a layout. The layout is complex in several ways, and will take several more years before I have it fully operable. I expect to be adding scenery and structures after that – hopefully never ending the fun of building this layout.

I started with a list of Needs and Wants. I wanted a 2-level around-the-wall layout with levels separated by about 24 inches. Having visited Fenway Park, I did not like obstructed view seats, so I didn't want any posts at the front edge of the layout to obstruct the view. I have friends in wheelchairs or walkers, so I wanted the aisle to be 31" wide. I wanted to model 1875-era western mining and logging operations, and to model a fictitious railroad that had a junction with the Virginia & Truckee RR so I could run V&T equipment and be able to model bridges, scenery, and structures that were representative of

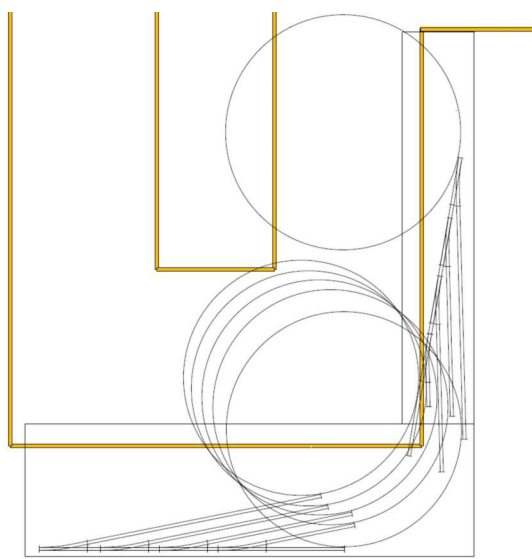
that era without modeling the V&T exactly. The V&T is represented on my layout as the staging oval that runs around the room on the lower level. It has 24" minimum radius, #5 turnouts (built using FastTracks assembly fixtures), 3% grades, and 72" sidings. The fictitious railroad has 18" minimum radius, #4.5 turnouts, 3% grades, and 36" sidings. The upper level will be devoted entirely to the fictitious railroad and will have two fixed bridges over the aisle. Those bridges will be duck-under 5'10" to 6'0" above the carpet. There will be one removable bridge across the aisle at the lower level. Once an operating session begins, operators will not need to remove the lower bridge, but if it is removed, fail-safe circuitry will prevent trains from operating within two feet of the "chasm." I wanted DCC (Digitrax) with J/MRI, so visitors can use their smart phones or i-pads as throttles. No push buttons or toggle switches are used on fascia-mounted control panels to avoid accidental butt-pushing of controls. Mainline uncouplers will be actuated from the control panels.

As it turns out, I shoehorned a J-shaped aisle and a switching layout into available space. With the train elevator to move whole three-foot-long trains from one level to the other during operating sessions, I was able to achieve all the important "Wants" and "Needs" that I specified. More research and construction awaits before the layout becomes reality, but those are fun for me. The northeast corner of the lower level was used for the staging yard. I did not need to draw the entire track plan, so I used XTrackCad to design the staging yard (See diagram below).

To keep all side tracks similar length, I used two switch ladders of four #5 LH turnouts. I spaced the

turnout frogs so the parallel diverging routes were separated by 2½". I experimented with the orientation of the two switch ladders. I did not run them both parallel to the layout edges around the corner but rather angled one ladder about 20 degrees (see Figure 1). The resulting geometry meant the three middle tracks had arcs of 80 degrees and the outer and inner tracks had arcs of plus and minus 11 degrees (the angle of the #5 frog) more and less than 80 degrees. Using XTrackCAD, I constructed 24" radius circles so they permitted transitions curves with the tangents. I then laid out two rectangles representing plywood bases, as shown in the figure. I cut out ½" plywood and carefully marked X- and Y-coordinates, then used XTrackCAD locations to mark trackage on the plywood. I took the circle center points from the XTrackCAD information and used a trammel to draw the 24" radius curves. As a result, each of the five tracks has six feet of clearance.

Laying the roadbed and track was straightforward. Since turnouts were spaced about 1½" from one another, I glued crosssties between the turnouts and cut rail pieces to fit. I also terminated the Micro Engineering code 83 flex track tangents about two inches from the turnouts and similarly laid rail pieces to bridge the gaps. This lets me easily remove a turnout for repair or replacement.

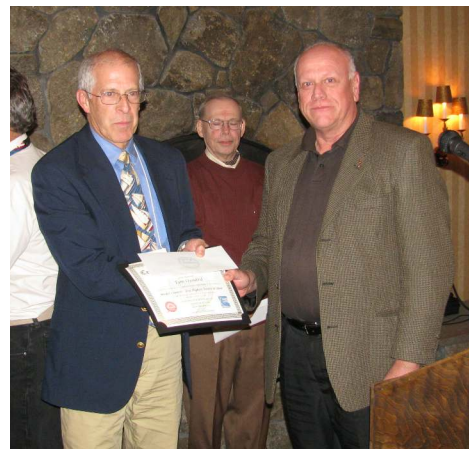


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Tracks to Lakeport NER Convention

News and Contest Results from the convention in Laconia, NH

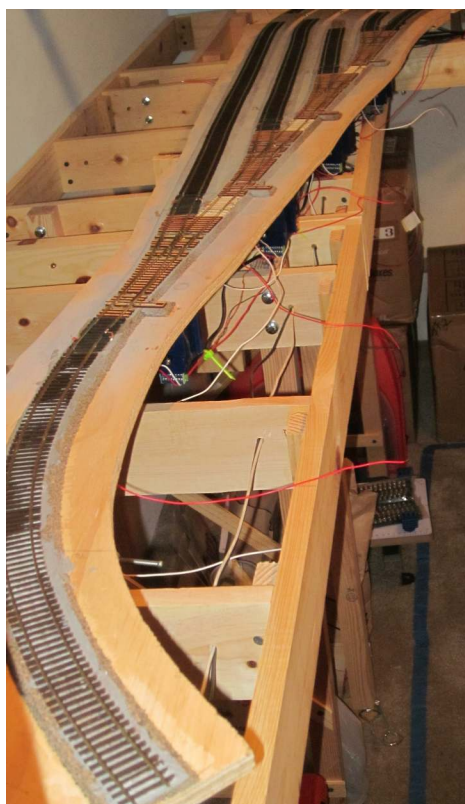


Double-Ended Staging Yard

(Continued from Page 7)

When the cork roadbed was laid, I removed excess plywood using a sabre saw. Cobalt turnout machines were installed and wired and the sections were unbolted and moved into the train room, then rebolted and installed in place, using those X- and Y-coordinates drawn on the plywood pieces.

The lead photo for this article and the photo to the right show the staging yard trackwork as it presently exists. I am close to powering up DCC, but further away from installing my control panel for the staging yard. I have the control panel design and electronics worked out, but the proof-of-concept will be in its implementation. Hopefully, I will have that story for you in a few months.



Upper row, left to right:

New Master Model Railroader, Gerald Abegg receives his MMR plaque from AP Chairman Bill Brown and NER President Scooter Youst

New Master Model Railroader, Mike Tylick receives his MMR plaque

President Manny Escobar presents the HUB Award for the contest entry earning the second highest number of points, to Seacoast Division member Tom Oxnard.

Lower row, left to right:

Bob Brannen receives his certificate from Photo Contest Chairman Bill Barry for winning Best in Show in the Peoples' Choice vote. Bob also won first place in the judged Black and White Model category.

First time entrant, David "Shack" Haralambou receives his certificate for first place in the Black and White Prototype category.

Elaine Brannen receives her certificate for her first place in the graphic art category.

*Top three photographs by Bill Barry
Bottom three photographs by Peter Watson*

HUB Holiday Party

Saturday, December 28, 2013

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

The Lafayette House
Route 1, Foxboro, MA 02035
(508) 543-5344
www.lafayettehouse.com/

Price: \$40 per person.
Reservations only, no walk-ins.
Dress appropriately (no denims).
No reservations after December 25.

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

Appetizers:
Will be served during Happy Hour

Garden Salad:
Mesclun Greens and Romaine
topped with Carrot, Tomato, Red
Onions and Cucumber

Buffet Menu:
Baked Seafood Au Gratin
Roasted Herb Chicken
Prime Rib Au Jus

Oven Roasted Potatoes
Fresh Seasonal Vegetables
Bread and Butter
Coffee and Tea
Dessert Table with Pies and Cakes

Fall Show Call for Volunteers

The HUB Division hosts the New England Model Train EXPO on December 7 & 8. This show is the HUB Division's major annual fundraising event. The funds raised are used for modular layout maintenance, repairs and upgrades, for RAILFUN expenses, for Headlight production and mailing, and for other HUB Division projects. Members are strongly encouraged to contact Dick Johannes at (617) 791-8263 or nemtedir@hubdiv.org and volunteer for at least one hour on Saturday and on Sunday. You may request assignments at the white elephant table, membership table, build-a-car kit, or the door.

HUB Holiday Party Registration Form

Name: _____

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

Email: _____

Phone: _____

Number Attending: _____ x \$40.00 = _____

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

Mail to:

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

*To purchase using your credit card,
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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, email Treasurer@hubdiv.org.

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

Send your payment to the address above.

HUB Module Kits Available

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 roadbed and the 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 with additional questions and to order the module kits.



JOHN DOE
MODULE GROUP

NAME TAGS AVAILABLE AGAIN

Now with magnetic holders

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

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

First Line																				
2nd Line																				
3rd Line																				

Make check
payable to:

The HUB Division, Inc. 15 McGuire Rd
Sutton, MA 01590

Mail order to:
Bill Powers

15 McGuire Rd
Sutton, MA 01590

Send completed tag to:

NAME _____

STREET _____

CITY _____ ST _____ ZIP _____

HEADLIGHT Subscription Form - HUB Division, Inc. - NER/NMRA

I enclose \$7 for a subscription to the HUB Headlight for 2012-13.

Name _____

Address _____

City _____ State _____ Zip _____

Make checks payable to:
The HUB Division, Inc.

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

To order or renew subscriptions by credit card, send an email to Treasurer@hubdiv.org and an electronic invoice will be sent to you.

Order Form - HUB Division Apparel

Short Sleeve Shirt and Sweatshirt Available Sizes S M L XL 2XL 3XL

Short Sleeve Shirts - Ash color Shirt with HUB Division Logo - **\$30.00 each**

Size: _____ Quantity: _____ Amount \$ _____

Circle ONE With Pocket Without Pocket

Name on Shirt _____

Sweatshirt - Ash color with HUB Division Logo - Sizes as listed for shirts

8.0oz Weight **\$25.00 each** Size: _____ Quantity: _____ Amount \$ _____

9.5oz Weight **\$30.00 each** Size: _____ Quantity: _____ Amount \$ _____

Name on Shirt _____

T-Shirts - Ash color Shirt with HUB Division Logo - **\$18.00 each**

Size: _____ Quantity: _____ Amount \$ _____

Circle ONE With Pocket Without Pocket

Name on Shirt _____

Long Sleeve Shirt - Heather color Shirt with HUB Division Logo (**NO POCKETS**)

Small to XL **\$30.00 each** Size: _____ Quantity: _____ Amount \$ _____

2XL to 5XL **\$35.00 each** Size: _____ Quantity: _____ Amount \$ _____

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:

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The HUB Division, Inc.
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Burlington, MA 01803-6154

Orders must be received by Oct. 15, Jan. 15 or April 15. 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 invoice will be sent to you.

HUB Headlight

Volume 30, Number 2, November - December, 2013

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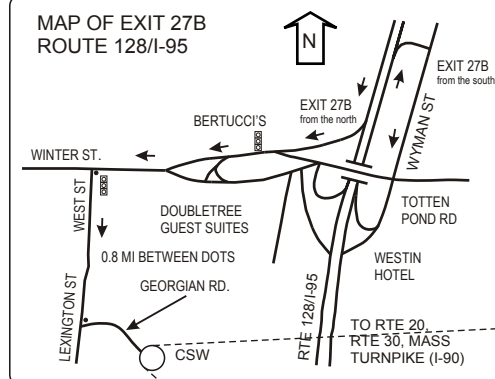
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Membership: National Model Railroad Association members residing within the boundaries of The HUB Division: zip codes 01400 through 02699. (Barnstable, Dukes, Essex, Franklin, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties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

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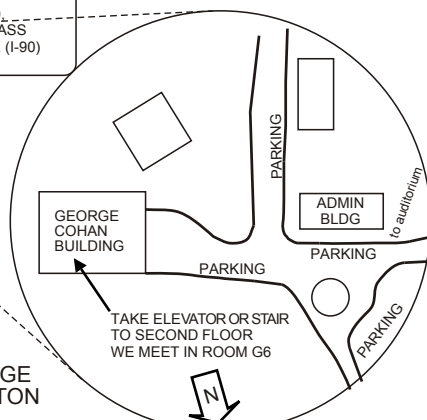
RAILFUN Weather Note:

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



MAP TO RAILFUN MEETINGS

MAP TO CAMBRIDGE SCHOOL OF WESTON



Seacoast Division Model Railroading Night

- November 5th - NMRA Achievement Program (tentative)
- December 13th

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