

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 30 Number 4, March - April 2014
<http://www.hubdiv.org>

RAILFUN TIMETABLE

Presentation; Marion River Carry Railroad

By Sam Berliner III

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

The Marion River Carry Railroad was 7/8-mile long, and standard gauge, no less! It was not in New England, but close by, deep in the heart of the Adirondacks. It was a "portage railroad," connecting an inlet on Raquette Lake with a tiny lake opening into Blue Mountain Lake. A tiny 1901 Porter 0-40T was its power, pulling three ex-Brooklyn horse cars! It makes a perfect 53' shelf layout in exact HO scale, ~29" in N, or 21" in Z (etc.)! The "only" features were very nifty dock termini at each end, an on-line engine house, and a small hotel; the rest was all run in deep woods. Think of all the pine trees you could make (or just model the ends and the two buildings)!

Profusely illustrated with old photos, this evening's program will focus on the history of this unique little line, its surviving engine and car, and how to model it in several popular scales.

Sam Berliner, III, is a member of the HUB Division, NMRA, NRHS, PRRT&HS, and Mass Bay RRE. He was the convener of the Long Island Motor Parkway Panel, a group dedicated to preserving the 1908-1938 Long Island Motor Parkway in situ, in minds, and in museums. Sam is also a bit of a historian of other forms of transportation, especially the first diesels, heavy rail equipment, Long Island Rail Road and other railroads on Long Island in particular.

Hands-on Clinic: Scenery, Scratch-Building an HO Shed

By Don Howd, MMR

8 PM Friday, April 11, 2014, Cambridge School of Weston

The HUB Division invites you to join us on April 11, 2014, to learn some scratch-building techniques and build a shed for your railroad. Some of us may be reluctant to start scratch-building, either with wood or styrene. It's really not as scary as you may have thought. Don is a strong believer in scratch-building, as well as all modeling. A scratch-built structure or piece of rolling stock can be an attention-getter that sets your railroad apart from others. Plus, you have the great satisfaction of saying "I built that myself." The shed we will build is based on one that was located on the Sandy River railroad. So supplies can be ordered, everyone planning to scratch-build the shed, should be signed up by February 21, 2014. There will be a charge of less than \$5.00 to cover the cost of materials. Please bring the following: small work surface, single-edged razor blade (or other hobby knife), scale rule, pencil, liquid solvent for styrene, small paint brush for the solvent, model file and magnifiers, if you have or need them. We will not be painting the building, that will be left for you to finish at home. Some preliminary work will be done, but each of you will actually build and leave Railfun with a shed for your railroad.

(Continued Page 8)

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

Path to MMR - Part 2

by Gerald Abegg MMR 516

This is part two of the story of how I became an MMR. In Part 1, I discussed how I got started up through earning my Engineer Electrical and Engineer Civil certificates.

MASTER BUILDER-CARS (2/1/2013)

Don Howd sent me plans for a wooden rail and tie car that I scratch-built in the summer of 2012. It won a merit award and 2nd place in non-revenue cars and the best new modeler award at the NER in Syracuse last September. The two structures that I scratch-built did not receive merit awards but the judges' feedback helped me recognize where I could and should improve the models and some of my construction techniques.

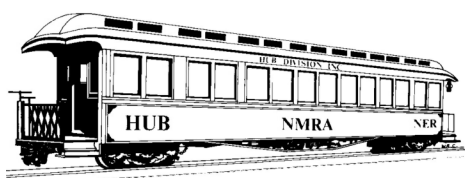
(Continued Page 4)



Gerald kit-bashed and super-detailed this Santa Fe fire suppression water tank car from a Tichy kit. Read more about it on Page 4.

The Annual Meeting and Election will be held at the March 21st Railfun, 8PM at the Cambridge School of Weston

See the January - February Headlight for voting procedures and candidate statements.



THE PRESIDENT'S CAR

by Manny Escobar

All aboard on the warm weather train! - I wish it were that simple, just hang in there by the fireplace, take your train stuff out and keep busy. The warm weather is just around the corner.

As you read in the *JAN-FEB Headlight* issue, the annual elections are coming up on Friday, March 21, 2014 at the RAILFUN evening. We will start sharply at 8:00 PM with elections, Annual Report and then proceed to the evening presentation. So please come, support and elect the new Board of Directors.

Just a few reminders: The **NMRA National Convention** is July 13-20, 2014 in Cleveland, Ohio. The **HUB Modular Railroad** will be traveling to the convention and operating in a combined display with MCR Division 4. The **2014 NER Convention "New England Diamonds,"** Palmer, MA, co-hosted by the HUB and Nutmeg Divisions, will be September 11 to 14. We have a lot of planning and organization to be done for these events.

I would like to thank, **Ken Belovarac** for a great job at our annual Holiday Dinner Event at the Olde Colonial Café, Nahatan Street, Norwood, MA. We received a lot of great reviews for that evening. So he booked it again for next year. I also want to thank all of you that came out to support our annual event. I look forward to next time.

Now, if you have read my President's Car in the past, I mentioned that I was planning a 3- to 5-year Fundraiser Event, so the HUB Division will have a stronger financial foundation for the future. As you know, our annual fundraiser is the December "New England Model Train EXPO." This event has held its own and grown slightly every year. But, I would like to have an additional financial cushion for education, presentation and maybe scholarships in the future. I still want to do this with the approval of the Board. As you know, we do not live in a perfect world and occasionally "monkey wrenches" pop-up. One did. As has been done in the past, we tried to get grants from various corporations for a new larger Modular Trailer, but so far no one has approved funds for our cause.

I would like to redirect my focus on the fundraiser to a *plea* from the membership to support acquiring a new trailer for the Modular Group. We will be getting information out to the members on the first week of March 2014 on this matter for your review and support.

Our Membership has done a great job and the modular group has grown to the capacity that has affected our current trailer size. Honestly our NMRA memberships only provides the Division a couple of bucks per member, and we need to look outside and from within to continue to support our programs. When the time comes, please give as much as you can for this endeavor. As a reminder, the HUB Division is a registered 501(c)3 non-profit organization.

Well that's all for now, "*keep them rolling*".

New England Diamonds



Palmer, Massachusetts

The Town of Seven Railroads

The HUB/Nutmeg Division-sponsored NER convention will be September 11 to 14. Look for the convention registration information in the next *NER Coupler*, arriving in April.

For updates, please see the convention website: www.nediamonds2014.org.

HUB Division Calendar of Events (Subject to Change)

2014

Mar 21 (Fri)	HUB Division Annual Meeting and Election, 8:00 PM, Cambridge School of Weston, Weston, MA before RAILFUN
Mar 21 (Fri)	HUB RAILFUN Meeting, 8:00 PM, Cambridge School of Weston, Weston, MA
Mar 22-23 (Sat-Sun)	HUB Modular Railroad display at the Greenberg's Toy & Train Show, Shriner's Auditorium, Wilmington, MA
Apr 1 (Tues)	Submissions deadline for the HUB Headlight May-June issue
Apr 11 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
May 16 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jun 20 (Fri)	HUB RAILFUN Meeting, 8 PM, Cambridge School of Weston, Weston, MA
Jun 29 (Sun)	HUB Summer Picnic, Waushakum Live Steamers, Holliston, MA [tentative date]
Jul 13-20 (Sun-Sun)	2014 NMRA National Convention, Cleveland, OH. HUB Modular Railroad on display
Sep 11-14 (Thur-Sun)	2014 NER Convention, Palmer, MA, co-hosted by the HUB and Nutmeg Divisions



Shanty Talk What's Next

by Rudy Slovacek

Now what? The holiday season and Springfield are over and some of you, no doubt, may be thinking "what's next on my plate that I can look forward to?" No matter what that is, it can usually be made more enjoyable with a little planning, like remembering to pack the sunscreen for a hot beach day. Or maybe checking the freight car fleet you're planning to operate at the next HUB train display?

Maintenance is not something we do after there is a problem; it is something that should be a regular part of this hobby. Your prototype rail carriers do it all the time as part of their operations, and I dare say, they are able to rack up a lot of ton-miles because of it. Now let's put this in perspective for some of you HUB module group members. Shack designed a rectangular loop of track with an inner and outer main with the approximate dimensions of 20 feet by 54 feet. If an HO scale train traveled around that loop, it would have gone about 144 linear feet or (at roughly 60-feet-per-scale-mile) about 2.4 scale-miles. Now how many times did your train make it completely around that loop without any equipment related problems? I mean break-aparts or uncouplings, or derailments not caused by human error, like an operator leaving a switch open. While at our group layout in Springfield, I spent about one hour moving my general freight train at a scale 30-miles-per-hour without incident. The trip only came to an abrupt halt when an errant placed string of holiday lights, strung inside a

passenger station, came loose and dropped between several cars, thus cutting my train in half. My point is, how many of you could reliably run your train around the HUB layout at 30-scale miles-per-hour, or for 12.5 laps of the layout, without a single equipment-related problem? If you said two times or less, then you have a lot of maintenance work to do. If you had attended our January RAILFUN clinic on maintenance, then you know how to do it; so get cracking. Otherwise read on.

There are other little things that can help you to enjoy the hobby more. Like, perhaps finishing that model locomotive or structure you started some time ago, before some of the pieces get lost or misplaced from your workbench?

Or maybe, like many of us, you have more equipment than you can possibly use at any given time, either at a show or on your home layout? So how about organizing it around a theme for that show or operating session? And while you're at it, why not order a train case to help organize, store and carry it? I'm still amazed by the number of people I see taking each car out of its original box!

I have purchased several carrying boxes; one for my milk trains, one for my passenger trains, one for cars of the 40's and 50's, and one for the modern Conrail era ... you see how this goes.

I find that one does not need more than perhaps four locomotives for a two-day show (for example, two or three speed-matched locomotives for hauling a long freight of 60-plus cars and perhaps a single switcher for short freights and local switching chores). Like the old earlier Guilford, you may want to have a spare on hand for the consist in case one goes down. Although that should not be a problem if you take the time to test the unit, clean the wheels and correct any problems identified from previous operation sessions. I used to bring more in my engine case, but found I wasn't running them all, just lugging them around and breaking off detail parts by handling them so much.

As for rolling stock, everyone brings some cars to run, so at 10 cars each, we can usually wind up with 100 or more cars on the layout. Unless one plans to run a specific coal or intermodal train, there is again no point to bringing more. Besides, it's much easier to keep track of, and maintain your own equipment when you have fewer things to look out for. Mark Harlow and I used to pool our resources. He would bring his well cars and I'd bring my Tofcee flats. Together we'd have one heck of an intermodal train stretching more than a third of the layout. We'd sign up for consecutive time slots and swap our motive power midway so we each got to operate the long train.

My wife and I are at the stage when we have collected more than enough stuff, so we've adopted the policy of not bringing more in until something goes out of the house. Currently I'm disposing of my N-scale collection and some of my HO, so that I can focus on more prototypical models of quality. It is so much easier to do this in these off months rather than during the busy Holiday Season, before the Fall show, or during the summer months when we'd all rather be outside. Consider it.

If you own a module, it can probably use a little sprucing up before the next show. As a participant in some of the 10-plus HUB shows per year, you know your module can experience some wear and tear. Touch up that fascia board and permanently glue down some of those cars and trucks. You'll find it takes far less time to set up and take down. I've done that with my Schenectady Module, so that even if I forget to bring some cars, there are at least a few to make it always look good.

By now, I've found seven or eight things to do before the next event that can enhance your enjoyment of the hobby. Remember, model Railroading should be fun, and with a little planning it can be.

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

Path to MMR - Part 2

(Continued from Page 1)

Inspired by this "victory" and, since building cars was a totally new experience for me, I decided to see if I could succeed with Master Builder-Cars. I spent the next six weeks researching and building more cars. In order to qualify, I needed to scratch-build three more cars and super-detail a total of eight cars. This is where I had to learn many new tricks and techniques. With the help of the MMR articles on the NMRA website and several Santa Fe books in my library, I researched and documented cars to build.

I scratch-built a wooden reefer, wooden box car, and wooden flat car. I then built a tank car and reefer car using Tichy kits. These two models were built as suggested in the kit but I added more details. This required me to understand the details of the braking system so I could add the extra piping and hosing for the air pressure lines and hand release levers.

Next I kit-bashed a Tichy tank car kit to create a Santa Fe fire suppression water tank car. For this car I had to locate the brakes on the platform level as well as add other details to match the Santa Fe drawings and photos I used as reference. I also had to make my own decals since I could not find red decals to spell out "fire suppression" on a white tank car.

For the required passenger car I obtained a set of brass car sides from the Santa Fe Modeling & Historical Society that replicate the Santa Fe Chief passenger cars. These car sides are designed to fit Con Cor car kits with modest modifications. As I proceeded to kit-bash this combination I had to learn how to glue plastic to brass and maintain a seamless joint. I added lots of details to the undercarriage, and roof vents and grab irons where appropriate to match the prototype Santa Fe Chief.

There were a number of challenges in building these car kits. The hardest thing was to criticize my own work and improve the imperfections. I learned that

my finishing work needed to be done more carefully and that I also needed to be more careful with excess glue on the wood. Although I have an airbrush I had not used it for detailed work where the final finish is critical. So, it took some serious practice to get the paint application in fine thin layers. I now have several old junk cars that have several very bad layers of poorly applied paint. The lacquer paints required me to work outside so I installed my spray hood in the garage. Although I had used acrylic paints on buildings and parts of my layout, I never was able to get what I considered great results painting cars with acrylics. I found that acrylics don't dry fast enough and it is too easy to get the paint on too thick and unevenly.

I delivered these seven completed cars to Don just before I left for a Christmas trip and received word that I earned the Master Builder-Cars Achievement Certificate when I returned in January 2013.

MASTER BUILDER-STRUCTURES
(9/1/2013)

On to structures and scenery needed to complete the MMR. I set a goal of completing everything by the end of the summer so I could receive the MMR at the fall Lakeport NER Convention in October.

The Master Builder-Structures presented a different set of problems. I needed 12 structures including one bridge and 6 of them scratch-built. Over the years I had built a number of structures. Many were clearly not of the quality that I wanted to submit for review. However, I had built an icehouse in 1967 using a Suydam kit. I updated it with new scratch-built icing platforms so I could make it a feature on the two modules I built in 2002. I decided to use it as one of my 12 structures so I added more details and weathering.

(Continued Page 5)



Scratch-built wooden flat car



Wooden reefer car built from a Tichy kit

Path to MMR - Part 2

(Continued from Page 4)

In 2004, I built several buildings for Bruce Robinson's layout while recovering from heart surgery. When preparing the documentation for the structures achievement, I was able to submit photos and a detailed description of one of those buildings.

I had also built a triangular-shaped building using DPM brick-faced sections and had done some detailing on this. I added a roof-mounted HVAC, downspouts, gutters, and exterior lighting and then weathered it a bit more and mounted it on a better-looking, more prototypical foundation. So, now I had 3 buildings I felt satisfied would work.

While rail-fanning in Colorado more than 10 years ago, I photographed several buildings. After I returned home from that trip, I used a few of these photos to scratch-build a modest western carpentry shop / furniture builder structure. With some extra work on a new sign and better weathering, I had building number four for my set.

Next I turned to the two scratch-built structures that were not award-winners, and responded to the judges' comments. I added electric meters to the outside, improved the interior detailing and made



Scratch-built slightly curved wood pile trestle constructed using a custom jig

the weathering more realistic to match the photos and drawings I was using as part of the construction plans. I also did some touch-up painting. At this point I was half-way complete with three scratch-built (wood) and three super-detailed structures.

Two years ago I had started building two different Craftsman kits. One was a Bar Mills building complex using laser-cut wood and card stock. The other was a resin kit of a Corner Store. These kits used Grandt Line windows and lots of details. The most difficult part of these kits was the need to do very careful detail painting in several colors and to add window treatments. With a few weeks of focused work I was able to complete these two buildings and add them to my list.

Now came the hard part – the final four structures that had to be scratch-built. Don Howd had sent me an article on wood pile trestles, so I revised this plan to match trestles used by the Santa Fe in the area I model, and built a trestle on my home layout. There is a slight curve in the track where this trestle fits so I had to develop a jig to prefab the pilings and then fit them to the curve. It worked beautifully and the trestle received a Merit Award and scratch-building credit.

The Santa Fe RR used the Harvey Food Service in all its diner cars so when I found a picture of the original Harvey House in Lawrence, KS, I decided to make that my next scratch-built structure. Using the photo from a book and info from the Internet, I made detailed construction drawings of the building and then built it entirely of wood. After mounting it on a base I detailed the building, yard, brick walkway, handicap ramp etc.



Scratch-built Harvey House based on a picture of the original in Lawrence, Kansas

The last two scratch-built buildings were the Olpe, KS station and a Santa Fe freight house. The station is typical of most of the small-town western stations of the Santa Fe. Since it is a frame structure with board and batten siding I was able to build the entire structure using Northeastern Scale Lumber. I finished it in the colors of my Santa Fe RR and added a brick platform and lots of details. The freight house was built using the drawings and diagrams found on pages 42 and 43 of the September, 2011 Model Railroader.

(Continued Page 6)

Path to MMR - Part 2

(Continued from Page 5)

MASTER BUILDER-SCENERY

The last achievement certificate I completed was the scenery. The requirements stated that in HO I had to detail 32 square feet of scenery and this needed to be visually isolated from the rest of the RR. Since my layout looks like a tall "M" that is 14 feet wide and 28 feet long, I decided to use one of the center legs that already had the most scenery completed. This leg was 24 feet by 2 feet and featured two towns, a double-track main line and several sidings. The track work and basic scenery had been completed several years ago so, last summer, I went to work detailing it. I added a pond, several culverts to provide trackside drainage, new roads, power poles and lines, and trees, shrubs, and flowers. The backdrop was painted "HUB module blue" so I needed to add backdrop scenery and backdrop buildings. The hardest thing for me was to connect the scenery to the backdrop since my Kansas scene is mostly open space, agriculture fields and pastures with few trees. I cut most of the trees off the photo backdrop to show only fields and then used static grass and tall weeds to connect the backdrop to the layout surface. This solution was not great but it worked. So, I got the Merit Award and reached my goal of completing all the work by the end of the summer (9/1/2013).



Scratch-built Olpe, Kansas station built from Northeastern Scale Lumber

So, what did I learn that could help you?

- Use NMRA website/ Achievement program & articles for reference
- Build models for Merit Awards with as much detail as possible
- Learn air brush techniques - good with lacquer/ fair with acrylic
- Document the prototype and replicate it as closely as possible
- Describe what is planned, then document how it was done
- Scratch-build with wood; add details in wood, metal and plastic
- Prime all wood first, or stain before gluing
- When working with styrene use very small amounts of solvent/glue
- Keep all building parts square
- Detail the insides of buildings
- Model electrical features: (non-working) lamps, wires, lights over doors, etc.
- Start with kits, then add details when modeling cars, which can be the most challenging.
- Discover inkjet printer decals from Micro-Mark
- Keep records and document your work
- Use prototype references that match your railroad

I hope this long and detailed article will encourage at least a few HUB Division members to pursue the Achievement Certificates. Perhaps, soon, we will have another MMR in our midst.



These three horizontal images provide an overall view of the 24 feet of layout used for the scenery certificate.



Scenery details near the station.

John Pryke

by Jay Stradal - President, Nauset Model Railroad Club

With the passing of John Pryke on December 22 at age 73, model railroading lost a talented craftsman, a very knowledgeable historian and a well-regarded advocate for the hobby. And many of us lost a great friend and mentor.

John was the author of some 40 Model Railroader articles, a Kalmbach book "Building City Scenery," and many technical papers for the New Haven Railroad Historical Association, of which he was a founder. He was a member of the NMRA and HUB Division, and of the Nauset Model Railroad Club in Orleans, Mass.

John's keen ability to observe and then replicate the real world was key to his modeling success. Living in New York City and near Boston enabled him to build his celebrated Union Freight urban railroad, a focus of his book. Watching New Haven steamers in Old Saybrook, Conn., led to many clinics and articles on weathering locomotives. His presentations on modeling salt water

came from observing wave and sunlight patterns on the waters off Nantucket and Cape Cod.

After retiring and moving to the Cape, John began his ultimate project -- modeling the New Haven in 1948 from Boston to Provincetown. Of course it incorporated the Union Freight, but it also required scratch-built models of Buzzards Bay station and the ornate 1935 vertical-lift railroad bridge over the Cape Cod Canal.

As his health declined, John's sense of urgency increased in completing his layout. He managed to finish both the station and bridge, and was working on several other projects in his hospital room right to the end. Such is the legacy of a very creative man who was highly dedicated to railroading and taught us much about life as he saw it.



*El Presidente, Manny Escobar, in deep concentration as he sets a car on the tracks.
Photograph by Andy Reynolds
See more of Andy's photos at www.hubdiv.org*



*Gerry Covino and Erich Whitney discuss the JMRI system running the railroad..
Photograph by Andy Reynolds*

*Right: John Doehring and Debbie Ames work at the membership table.
Photograph by Russ Norris
See more of Russ' photos at www.hubdiv.org*

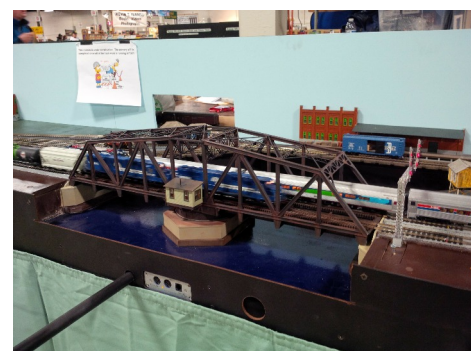
Springfield



*Dick Towle, Marty Klein and John Lutz at the membership table during the Springfield Show. Dick brought a Project Life Saver banner and promotional materials for the Palmer Convention.
Photograph by Peter Higgins*



*On Saturday morning, before the start of the Springfield Shop, Peter Higgins makes a call to "Railroad" more volunteers for the membership table, while David "Shack" Haralambou explains module group operating procedures.
Photograph by John Lutz*



*Two trains pass over the swing bridge on Erich and Brenna Whitney's new module.
Photograph by Bill Barry*

This Year I Resolve ...

by John Doehring

Like many model railroaders, I have more hobby-related dreams than I could ever achieve, and this reality gets worse at every turn. Coming up with new project ideas is, of course, the easy part - following through and completing things is hard. For me, progress comes in fits and starts, but always through simply focusing on one activity at a time. For those of us with attention deficit issues, *focus* is the magic elixir of getting stuff done. Still, it usually doesn't taste so good going down.

With the start of this new year, I've determined to take my model railroading to a new level, and so I've resolved to focus most of my effort on just three projects (out of perhaps four times that many possibilities).

Here are my three priority projects for 2014:

NTRAK Module- This year, I'm finishing a 12-foot straight NTRAK module - my first real modeling project of any kind. The module is fully operational now, and I've participated in a number of modular layout displays. Scenery is about 60% done, but there are lots of details left. My goal is to fully finish this project by June 1, and (hopefully) through this effort achieve my *Golden Spike* award.

FREE-MO N Module- My next sizable module project will also be in N-Scale, this time using the Free-mo N standard. I've done a conceptual design for a 15-foot module composed of three sections, and I've included all (or most) of the components I'll need to satisfy the *Civil* and *Electrical* certificate requirements of the Achievement Program. My goal for 2014 is to build bench work, lay the track, and wire the thing up properly for operation.

Armchair Railroader Blog- A while back I built a blog site for my railroading interests, and now it's time to use it more. This year I plan to write regularly for the site, www.armchair

railroader.wordpress.com, and through doing it, learn more about publishing content on the web. And I hope that much of this effort will count towards the AP *Author* certificate requirements.

Of course there are many more possibilities - structure and rolling stock model kits, DCC equipment and decoder purchases, and shows to attend like the NMRA National Convention in Cleveland, NER Region Convention in Palmer, N-Scale Enthusiast gathering in Roanoke, and the Capital Limited meet (N-Scale) in Washington DC. Lots of activity - and lots of possibilities; so back to the focus!

That's my plan. In 2014 I'll likely want to do a lot, but I resolve to focus primarily on these three main initiatives - and really get them done.

So, how does 2014 look like for you? Will you be busy this year with important railroading projects, or is this a year to step back and focus on something else? Do you need a project, a new idea, or a creative spark to get started? Or are you like me, with too many ideas and dreams, and in need of some real *focus* and commitment to action this year?

In 2014, what is it that you'll resolve?

If you would like to read more by John, see his article "*Confessions of a (Re)forming Armchair Railroader*," in the March/April issue of N-Scale Magazine.



RAILFUN TIMETABLE

(Continued from Page 1)

Hands-on Clinic; Building an Operating HO Switch Stand

By Ray Barry

8 PM Friday, May 16, 2014,
Cambridge School of Weston

If your switches are operated by an electrical switch machine (Tortoise, etc.) or a mechanical controller (Blue Point, etc.), adding operating switch stands can increase the realism of your model railroad. Several manufacturers produce HO-Scale operating switch stands, but most of these options are expensive and do not look prototypical. However, there are numerous options for prototypical non-operating switch stands that are also inexpensive.

At this hands-on clinic, you will convert a non-operating HO Scale Switch Stand by Details West into an operating switch stand that will move when the switch is thrown. Please bring the following: small work surface, pin vise with a #76 drill bit, small model file, 35-watt soldering iron, solder, small paint brush (for painting the switch stand) and CA cement to secure brass targets to brass wire, and magnifiers, if you have or need them. We will provide the other required materials. You will also learn how to mount your operating switch stand and connect it to the throw bar so the target will rotate as the points are thrown.

Everyone planning to build the operating switch stand, should be signed up by March 14, 2014, so supplies can be ordered. There will be a \$3.00 charge per person to cover the cost of the switch stands and associated materials.

In Memoriam: Walter J. Rogers Jr.

Walter "Jay" Rogers passed away suddenly on February 2nd. Jay was a HUB life member and served on the Board of Directors from 1981 to 1986. He also served the Division and Region in various capacities over the years.

January RAILFUN



Above: Peter Higgins explains a maintenance item to two HUB members during the January RAILFUN.

Below: Rudy Slovacek explains coupler adjustments to Kevin Neprud.

Photographs by Ray Barry



Treasurer's Report

by Gerry Covino

Stated below is our financial position as of December 31, 2013, the mid-point in our fiscal year July 1, 2013 through June 30, 2014. The New England Model Train EXPO continues to be the successful fund-raising event that enables the Division to deliver its programs to members and the public. The Board of Directors wishes to express a sincere thank-you to all members who volunteered their time helping with the show's success.

On behalf of the Board of Directors, I wish to thank our members who continue making a conscious decision to support financially the HUB Division, Inc., a 501(c)3 organization, as one of their favorite charities. Members' generosity to our organization, both with their time and money, continues to be impressive.

Mid-Year Account Balances

Checkbook	\$ 1,206.00
General Savings Account	3,523.00
Reserve-Live Savings Account	28,444.00
Program Checking Account	250.00
PayPal Account	1,382.00
USPS Permit Account	<u>5.00</u>
Total Funds Available	\$ 34,810.00
Value of Club Car Inventory	<u>2,444.00</u>
Total Value of Cash and Assets	\$ <u>37,254.00</u>

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, 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.

Mail order to:

Gerry Covino, Treasurer

The HUB Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

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

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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:

Gerald Covino, Treasurer

The HUB Division, Inc.

P.O. Box 1154

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 4, March - April, 2014

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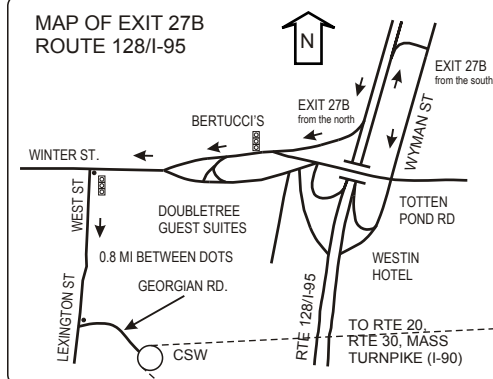
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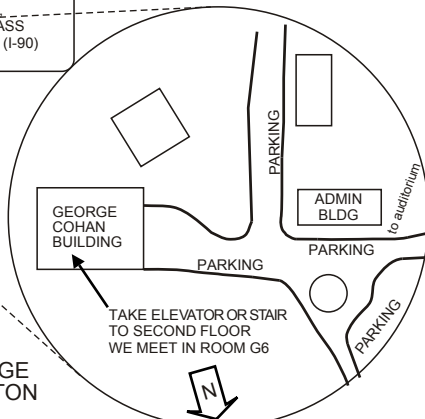
RAILFUN Weather Note:

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

- March 14th
- April 11th

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.