

# HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 24 Number 4, Mar.-Apr. 2008  
<http://www.hubdiv.org>

## RAILFUN TIMETABLE

### WATER

#### **Building a Diorama, Part 6 of 8**

Jeff Gerow

8 p.m., March 21, 2008

Cambridge School of Weston

Jeff will show pictures of water running around and over rocks, and discuss what makes it look like it's moving. Then he will replicate that look with Woodland Scenics Water Effects, clear caulk, and white paint. He will create some layers of "water in motion" ahead of time, so that we can peel and stick them to our diorama rocks. Participants will also get to play with Woodland Scenics Water Effects and caulk (and toothpicks!) to create their own waterfalls (which generally won't be dry in time to use that night). Jeff will also present ways to use foam with white paint and perhaps, even some angel hair (glass wool) to resemble water spray. A little gloss medium will make the areas hit by spray appear wet.

Participants with running water on their dioramas should bring the dioramas to receive suggestions from Jeff and others on how to model the water and to see how running water will appear. Bring some paper towels and a small paintbrush, some white paint, and (of course) some toothpicks.

Come out and learn how to model water, even if your diorama doesn't have water or if you haven't started a diorama.

*A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 10.*

### PRESIDENT'S CHOICE:

#### **HUB Mystery Theatre**

Dick Johannes

8 p.m., April 18, 2008

Cambridge School of Weston

### TREES

#### **Building a Diorama, Part 7 of 8**

Gerald Abegg

8 p.m. May 16, 2008

Cambridge School of Weston

While some of our members will be quaffing beers and downing wurst at the Dortmund Modellbau show in Germany, our President has decided to entertain the troops on the home front. Besides being a great storyteller and modeler of all things Guilford, "Doc" as he is affectionately known has regaled us with such notable clinics in the past as "Operations with Shipit," "Track Laying Methods," "Freight Car Weathering," and "New Tools for Hand Laid Turnouts". I cannot imagine what aspect of the hobby he'll tackle next, but to find out what he has up his sleeve you'll just have to attend Railfun night on April 18. If you're not helping us out in Dortmund, be there for a fun time.

Our 50th Anniversary will be celebrated on April 12 at the Milton Sheraton. Spring TRAINing will offer several fine clinics, including Art Fahie's "Make & Take" clinic, which requires pre-registration. Two HUB boxcars are available, so order yours soon. Elections will follow the clinics and we will cap the evening with a banquet (reservations due in advance). See page 11 for forms.

Need a small forest on your layout or module, but you'd rather spend your bucks on rolling stock than commercial trees? If so, you will enjoy this new method of making trees presented in a clinic at the NMRA Convention in Detroit. You will need some dried weeds to provide the basic armatures. We will supply rope, wire for Pine Trees, glue, paint and various colors of ground foam. With a little practice you can make a tree in about 5 minutes. Your new forest can be deciduous trees in spring, summer or fall foliage or conifers in their ever present green. Some of the work may be done outside because of the need to paint the trees before adding the foliage.

Newcomers will be inspired and the old timers will walk away with another tip or two for their own layouts.

### ERRATA

The last issue of the *Headlight* wasn't scot free of errors. Our misspelling of his last name temporarily turned **Jerry McDonald** into a Scot, of sorts. We apologize for the mistake but still think he'd look great in a kilt.

# Shanty Talk

By Rudy Slovacek

**T**here will be a real *shanty* one day, albeit in HO scale. Since the last time I wrote about the "Season of Hopes and Dreams" during the holidays, I've been busy building mine in the form of a lead to my Saratoga Yard. I have also been involved in a two day display at the Norfolk Public Library, where I tested it, and finally I've been busy basking in the glow of that railroad heaven we call Springfield. In days past I've had to split up my Ballston Modules so I could have a lead for the yard, but not any more. I took one of Larry's built up old kits, which I'd been eying, and finally laid some roadbed and track. I wired it up but it was the old vintage so Gerry had to replace the Cinch Jones plugs with our new style connectors. It performed well in Norfolk and my module buddies gave me the thumbs up to finish it off. Now I'm looking forward to a winter of fun ballasting and making some nice scenery. I'll get to practice everything we've learned in the diorama clinics at Railfun and, yes, it will have a small shanty with a stove to warm one's hands on a cold brisk day.

The show in Norfolk was put on by my other railroad hobby interest, the Coastal Mountain Railroad. You see, I'm just like a lot of other modelers, we belong to several groups of enthusiasts to satisfy our seemingly insatiable need to play with (oops, I mean run) trains. A number of our HUB members are either a part of large clubs like the North Shore, South Shore-Weymouth and Cape Cod or participate as regular operators on local individual home layouts.

Springfield was another great event this year and a chance to



B&M's Ipswich, MA Section House, photo by James B. Van Bokkelen.

operate trains while interacting with an appreciative public. While I didn't get to spend much time specifically at the HUB layout, I was busy elsewhere. When I visited it, I would have had to fight for a throttle to get some run time in; the youngsters were having lots of fun.

I was slightly taken aback though when someone remarked they had to come over to the new building to see our layout and scope out the competition for the HUB. I hoped it was said in jest, but it stung me a bit because I remember not too long ago being a part of that simple circular HUB layout with no DCC and only two members permitted to run at a time. The really sad part was that in those days the two operators were the only members at the layout as the others were all out shopping or visiting other neat looking layouts. Displaying with the HUB had become a chore for some with trains just going round in circles and few opportunities for members to actually participate at one time. We've come a long way since then and I am happy to have been a part of the change with not only DCC but the associated complexity of a diamond and branch line for providing additional interchange and switching opportunities. the

radios, tower operator and ball signal, dispatcher and yardmaster positions have all contributed to increase the fun aspects. Later I watched several younger members switching cars on Larry's new end loop modules. It is so amazing that despite the absence of my modules and those of other members which were displayed elsewhere, the HUB still managed to fill its space and even then several members had to leave their modules at home! It was clearly not a case of competition but rather more like the "cup runneth over" now that is growth pure and simple. More new members were introduced to the experience we call Springfield, and we all had fun.

The HUB and its module group should be proud they are one of the few bright stars in a hobby that has been on the decline as of late. We should also be proud that they've been asked to represent American Model Railroading in Dortmund Germany this year. While I hope to see you all at Railfun, I would especially like to have you join me in April for our Spring TRAINing event when we celebrate our 50 years in this hobby.

Gotta go now, my crew chief (translate wife) calls me for a warm meal that is waiting in this *Shanty*.

## The President's Car

By Dick Johannes

I want to cover some details on three recent events and highlight one upcoming gala. In the last *Headlight*, I indicated that this would be **Gerald Abegg**'s last Holiday Train Expo as the show chairman. At the right are data Gerald provided the HUB Board of Directors in his final show report. These data are so revealing, I felt the entire membership deserves to see them.

The data present a number of important messages. The transition from a one- to a two-day show admixed with four changes of venue make the results seen in columns 2 and 5 all the more impressive. Also, our gate has shown continuous growth, nearly 10% this year. As well, the show has changed its complexion. Most of the dealers at our show have changed over this period and we are now gaining more manufacturers. We are clearly the largest and best train show in Eastern and Central Massachusetts. Hat's off to Gerald Abegg and get ready for more of the same from **Jerry McDonald**.

Secondly, the Holiday Event is a banner event. We had nearly 40% more people this year. While primarily a trainman's event, this banquet has turned into a great

Year	Tables	Location	Length	Layouts
2002	122	Marlborough High School	1 day	1
2003	103	Boxborough	2 days	1
2004	161	Best Western Hotel	2 days	3
2005	188	Crown Plaza Trade Center	2 days	6
2006	199	Crown Plaza Trade Center	2 days	7
2007	223	Crown Plaza Trade Center	2 days	8

Swap, once monopolized by uniform sized boxes reminiscent of "blue box" Athearn kits, is now full of as many non-railroad as railroad prizes. Furthermore, the vast majority of presents were well masqueraded regardless of what was to be found inside. Plus you haven't lived until you've witnessed Peter Watson as Santa Claus! To those who did attend, please recruit those who missed the Banquet next year. Trust me on this one, you'll enjoy the evening.

Third, I'm writing this while the memories from this year's Amherst Train Show are fresh in my mind. This is **Jeff Gerow**'s first year as our new Module Group Superintendent. Certainly, this is the biggest and most complex show we do. A few curves were thrown at Jeff but he responded very well. As well, I believe the Beef Jerky award changed hands. Yes, **Ron Noret**, you're off the hook!

This year a fourth building was opened at the Big E, but the available space in that building was barely touched. There is an

immense space behind the area used in this show. Nearly 21,000 people came through in the two days of the show.

Finally we're making a lot of progress on our Spring Training/50th Anniversary Event. Two commemorative HUB livery boxcars are being offered! See the order form on page 11. The clinicians and clinic topics are also presented on page 7. Art Fahie's "Make and Take" clinic has limited space and requires registration, so get your registration in early! The form is found on page 11. This show is coming together nicely. Check the website for late developments. The 50th Anniversary Event will include Board of Directors elections and a banquet. Voting is explained on page 8 and candidate bios are on page 9. The banquet registration form is found on page 11.

Speaking of the Web Site, kudos to our new webmaster, **Dan Fretz**, whose work is clearly changing both face and content on our website.

That's it for this installment. Keep 'em rolling!

## Treasurer's Report

By Gerald Covino, Treasurer

As of December 31, 2007, the mid-point in our fiscal year (July 1, 2007 through June 30 2008) stated below is our financial position. Your continued active involvement in the organization helps deliver the programs that support our mission and for that your leadership thankful.

As Treasurer, I wish to express my sincere thanks to all our members who have made a conscious decision, making the Hub Division, Inc. one of their charities to support financially. Our members' generosity in this first

year our organization has made such an appeal has been impressive.

## Mid-Year Account Balances

Checkbook	\$ 1,356.48
Unrestricted Savings Account	7,588.06
Life Savings Accounts	10,693.35
USPS Permit Account	7.20
Total Funds Available	\$ <u>19,645.09</u>

## A Look Back to Modeling in the 1950's

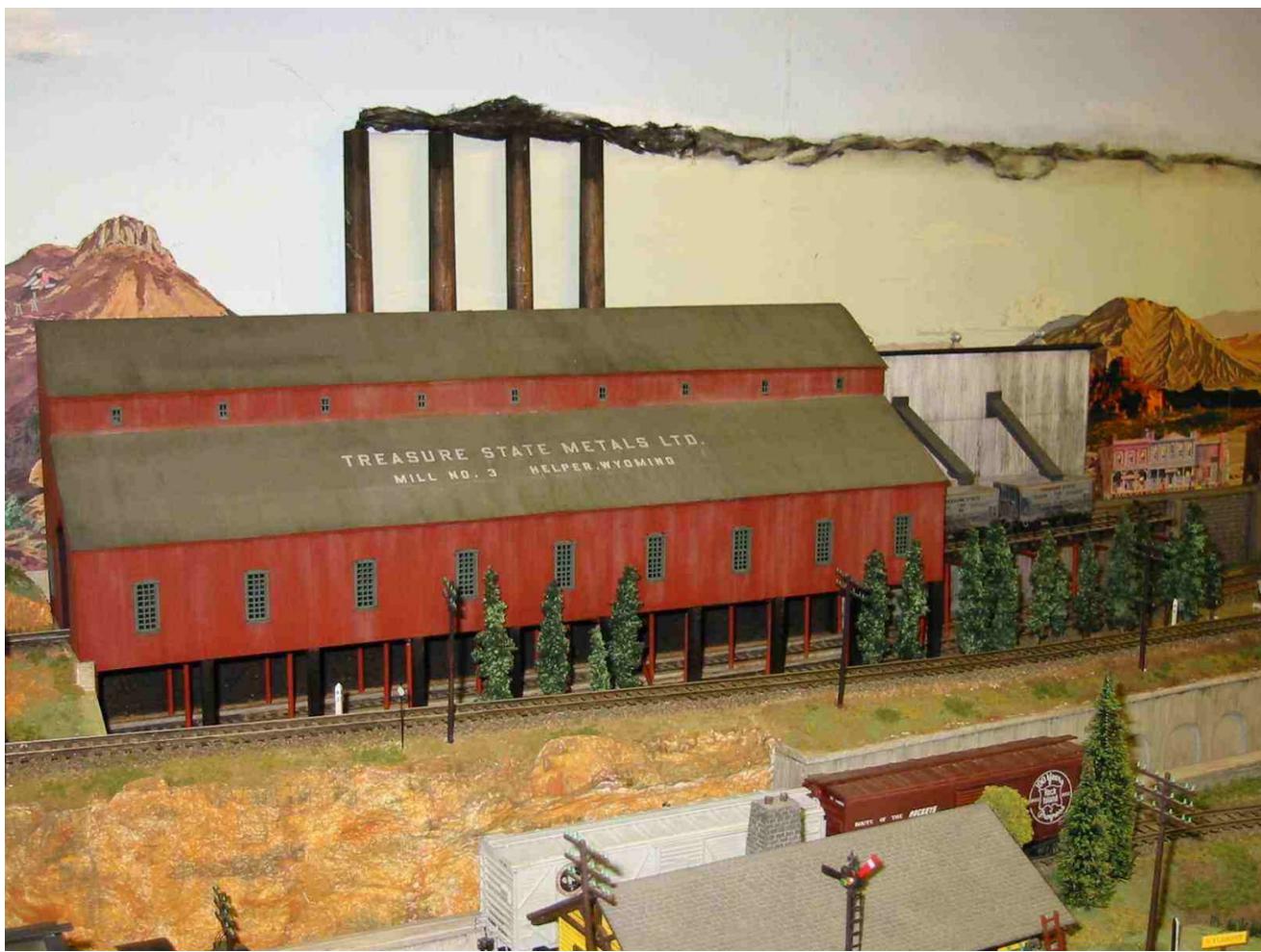
By Jack Alexander

I've recently read accounts that would lead one to believe that, in the '50's, we built top kit models with balsa wood and cardboard. These were some of the earlier days of HO scale model manufacturing, but there was a significant variety in quality of products, nonetheless.

I began modeling in HO scale in 1948. Locomotives had just recently been upgraded from 6 volt operation to 12 volts, for which we thank NMRA. Athearn, who was soon to acquire Globe, made some very nice stamped metal boxcars, reefers, tanks and flat cars with free-standing

ladders and grabs and sliding car doors. The quality and detail was very good. It was standard practice for sprung metal trucks with metal wheels to be included with each kit, and priced at \$2.75. Globe and Thomas were both noted for the quality of their realistic all-metal box cars, stock cars, gondolas, hoppers, and reefers with the grabs and ladders cast integrally. Shortly after this they went to plastic cars. I'm an early fan of their metal ore cars and have over sixty of them on the layout. Their die cast weight aided in good tracking. I often back up a 30-car train of them without trouble. Yes, their ladders were cast on, but only the top two were integral with the body.

Ulrich was another favorite manufacturer of mine. Their 2-bay and 3-bay hoppers still retain a prominent place on the Intermountain Pacific Railroad, my 1959 era pike. I don't have a problem with fallen flags since the flurry of mergers and abandonments had not yet occurred. Also, this is an era where the caboose markers completed the train. One early company who made some very nice wood cabooses was Silver Streak. They also did a fine job with old wood box and refrigerator cars, and I still run some of them. It was easy to apply separate hand grabs. Ambroid was a glue maker who also produced wood cars with the aid of Northeastern Scale Models. They made some unique models such as



*The theme industry on Jack Alexander's Intermountain Pacific Railroad is Treasure State Metals, Ltd., which smelts copper ore and produces finished products, creating lots of rail traffic. Photo by Rich Pitter*

an SP door and a half-outside-braced box car. I still remember the workout I had in constructing a pair of their outside-braced cabooses, which I capped with Silver Streak cupolas to lend a family resemblance on my line. Another long-gone maker is AC Models, who had some unusual and well-detailed kits, such as a vinegar tank car and a pickle tank with four vertical tanks. These sold for the huge price of \$1.75 without trucks. I have a pickle tank and it's an eye-catching model. For some special car kits, Red Ball did a first class job in wood with metal detail parts. I still treasure one of their CB&Q drover's cabooses.

Varney is a name well remembered from the past. Their sheet metal box and refrigerator cars had one end fabricated together with a side and little bottom tabs that bent under the floor to hold the car securely. Not many know this but Gordon Varney told me that at one time he owned the Brockton, MA airport. Of course that is also long gone. He was an early advertiser on the back cover of Model Railroader magazine with delightful scenes done by John Allen on his Gorre and Daphetid Railroad in the early 50's. Varney was also one of the first manufacturers to turn from metal cars to plastic. I especially remember Varney for good running locomotives in this period. Not great, but good. I still have four Varney NW-2 locos regeared with Hobbytown drive systems that are stellar performers as switchers. Those metal bodies were sure tough to drill through for handrails, though.

Another engine maker of this period was Bowser, whose UP Challenger was a work of art in 1952, when my wife presented me with one for Christmas. These were the days when you riveted the valve gear together and by gosh I didn't lose a single one. These locos didn't come

with a tender, but Pacific Fast Mail imported a suitable brass centipede job that I put a smoke unit into and piped the smoke all the way forward to the double stack. This is now a mantelpiece model. It just overwhelms my mountain railroad. I love articulated's but 2-6-6-2's are now my largest power, five Bachmans and five brass Sierras make it up the 2 1/2% grade as needed. This is another advantage to modeling 1959, since both N&W and UP still ran steam into 1960.

Another active manufacturer of this era was Mantua, with a variety of kits. I run a number of their metal flat cars of this period, most of them with interesting loads, but I never owned any of their engines. Earlier I mentioned Hobbytown. Their diesels would really pull, but needed some fine tuning to get good performance. I used to chuck their gear mechanism into my power drill to loosen them up. I still own a half dozen RS-3's but newer power of today, such as Atlas, Kato, Stewart, Proto 2000, and Broadway, leave them shelved most of the time. Their hoods were overly wide, too.

When it comes to passenger cars, Walthers made some nice heavyweights, especially their open platform observation, but they took quite a bit of work on their roof contours. Some other long-gone models were produced by American Beauty Models, whose gorgeous passenger stock would rival today's production with their quality finished metal sides with wood roof and underbody. My favorite was and still is Kasiner/O.K. with their extruded aluminum full-length cars for my name train, "The Bison." Their domes used to be a pitiful representation, but I cut the domes out of Athearn cars and, with the aid of Squadron green putty, got a nice tight fit on my three dome cars.

The one dismal factor in those days in HO was the coupler situation. If you wanted operation, it meant the Mantua loop or else dummies. I can remember looking forward to Paul Mallory's NMRA coupler committee's study, only to finally look at the horn-hook in disbelief. Fortunately, Kadee came to the rescue. First it was the straight pin below the knuckle, then the magnetic, and later delayed uncoupling.

My present layout was started in 1964 with 125 feet of hand-laid mainline track in place. It serves 24 industries in 8 towns in southwestern Montana's Absaroka Range and features copper mining and processing. The IPR runs a streamliner from Billings through Red Lodge to Silver Gate, which is the northeast entrance to Yellowstone Park. The original railroad room of 12 x 20 feet could not accommodate any further development, so three years ago I began an extension through a mountain wall into a new 9 x 11-foot area at the rear of my workshop. It provides 26 more feet of mainline run, a couple of new towns, and 10 new industries. Almost all of the trackage is in place and most industries are completed, thanks to retirement. I've been having a ball with some of today's structure production. Several Walthers Cornerstone buildings grace my new area, such as the grain elevator, coke quenching complex, meat packing plant and a brewery composed of two kits, the Hardware and Furniture buildings. These kits nicely lend themselves to bashing as I rarely build kits per plan. I'm due to have all of this on display for the 2009 NMRA National Convention in Hartford, but modelers are welcome any time with a phone call to 508-378-3401. I'm located in East Bridgewater, MA.

## LETTERS

**B**eing the Editor is fun for me, especially considering my hearing loss. How else would I get so many people to write to me about model railroading? The letters are appreciated, even if they don't get published. Contributions are usually submitted as separate ".doc" files, but sometimes people say significant things in email. Digital photos are also welcome. Send them as attached jpg files, please. I present some of my mailbag items here for the readership.

Michael Marsh, one of the founders of our Module Group, has moved to Georgia, where he reports that model railroading is alive and kicking. The Piedmont Division meets monthly and usually has over 100 people show up. Last year, members of the division opened 56 layouts to the public during November, for something they call the Pilgrimage. They publish a booklet with the layouts (and paid advertisements) and place them in hobby shops. Last year they had 2500 visitors.

At one Piedmont Division meeting, the speaker, who did her Masters Thesis on whether or not adding an LGB layout to botanical gardens would attract visitors, talked about Chicago's experience. They spent \$250,000 to build an LGB

layout in their botanical gardens and got their money back in increased admissions within six months!

I'm waiting to see how long it takes Michael to set up and scenic a new layout.

On a somber note, Art Ellis writes about his recent experience.

"There was a couple who my wife and I were friendly with for many years through different hobby interests. We had been fairly good friends but the common interest had diminished and we saw them only occasionally. Word came to us through the women's grapevine that he was terminally ill. We expressed our concern but became involved when she sent word to Marietta that he would like to visit my railroad. He had seen it before, and indicated interest in it, but not recently.

"Of course the invitation was extended and the visit arranged. We spent a couple of hours one afternoon at the railroad, noting the changes, new models, operating it, and explaining operation with DCC. He seemed to enjoy operating it. When we parted, he said that he enjoyed it; 'I always wanted to do something like that.'

"A week later, he was gone. His remark made me realize how glad I was to have had a chance to do the railroad. I believe it was a minister who said that no one on their death bed ever said, 'I wish I had spent more time in the office!'"

## CHILD'S PLAY

**D**an Fretz's third-grade son wrote this composition for school after attending a Railfun meeting on how to weather freight cars:

### How To Make a Toy Train Car Look Dirty

By Ben Fretz

You want to make a toy train car look dirty. Well you came to the right place. The materials you need are crushed brown and gray artist chalk, a tooth brush, a paint brush, a towel and two film canisters. First you put the train car on a clean towel. Make sure the train car is clean too. Put the crushed chalk in the film canisters. Then take the paint brush and get a little chalk on it. Dab the paint brush on the car in different places. After that take the tooth brush and brush the car enough so it is not too dirty in one place. Last you spray something called Dull Coat [sic] on the car so the chalk stays on. Now your car is really dirty!



*Ghost Depot. Model by Ken Kirkwood.  
Photo by Rich Pitter.*

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## HUB Division Upcoming Events

### 2008

- Fri. Mar. 21
- Sat-Sun. Mar 29-30
- Wed. Apr. 2
- Sat. Apr 12
- Apr. 16-20
- Fri., May 16

- RAILFUN** - 8:00 PM - Cambridge School of Weston
- MODULAR GROUP:** Greenburg Show, Wilmington, MA
- HEADLIGHT Submission Deadline for May-June issue**
- HUB Division's SPRING TRAINing**, Sheraton Milford (50 yr Anniversary)
- MODULAR GROUP:** Intermodellbau 2008, Dortmund, Germany
- RAILFUN** - 8:00 PM - Cambridge School of Weston

## Spring Show Clinics

### Tony Koester

*Lessons Learned on Tony's  
NKP St. Louis Div.*

**T**ony Koester, editor of MODEL RAILROAD PLANNING and contributing editor and Trains of Thought columnist for MODEL RAILROADER, will review challenges encountered with his new Nickel Plate Road HO layout set in 1954. A focal point will be the design and construction of the upper level, with its built-in lighting system for the lower level.

### William Schaumberg *Pennsylvania Slate*

**T**his presentation looks at the slate industry in Pennsylvania and covers quarrying, milling and the railroad connection. A hands-on opportunity will be provided for the audience to try their hands at being "slaters" and split their own trivets from Genuine Albion Run slate. Bill is the Editor of Railroad Model Craftsman and has presented numerous clinics for the HUB and Nationally.

### Earl Smallshaw *Tour of Middletown and Mystic Mines RR*

**M**ystic is a small town on my model RR, Middletown & Mystic & Mines. It was built in a small corner of my layout and I encountered all the problems in developing a town on any layout. The clinic gets into the planning of the town, including roads, structure placement, and forced perspective. I use mostly commercial structures, so that anyone can duplicate my efforts. Most structures, however, were changed to suit my town and make each commercial structure unique. I'll discuss these changes in detail.

In addition, I'll discuss lighting, signs, background trees and foliage, and some interior details. There will be a

number of "fool-the-eye" techniques used in the town development.

### Michael Tylick *Digital Photography*

**A**lthough digital photography has quickly changed the way we take pictures, many of the principles of photographic technique remain. Storage and retrieval of images is much more efficient, and computer aided photo processing has completely transformed the control possible in the dark room. While enhancing photographs remains controversial, it is nonetheless a reality that should be explored by any serious worker.

This clinic discusses the classic methods that are still relevant, and through examples provides an introduction to photo manipulation on the computer. It will also discuss the selection of a suitable camera and software for model photography and some classic techniques of lighting and exposure. Examples of several images that have been improved by the use of computer enhancement round out the presentation.

### Dick Johannes *Kitbashing, the Art of Creative Destruction*

**K**itbashing is a practice in which a new scale model is created by combining elements from existing, commercially-available model kits. In this clinic Dick will talk about kitbashing nearly every possible material from wood to plastic to plaster to brass. The key is that only a minor modification is needed to qualify as a kitbash using the above definition. We'll talk about tools. Of these, sanding tools are the kitbashers best friend. Cuts can be pretty darn rough but a good set of files and sandpapers can fix the most wobbly of cuts. Lastly, looking through catalogs for that added building segment of window frame or downspout actually becomes half the fun. Finally, I will submit that at some level the point where kitbashing ends

and scratch building begins is pretty much the same discussion as finding the level where mist ends and drizzle begins.

### Arthur Fahie *Model Building with Art Fahie*

**A**rt Fahie from Bar Mills Models will be doing a "Make and Take" clinic. It will involve building a small Bar Mills Model and will cover various construction, painting and detailing methods. This clinic will take place over several clinic periods and will require pre-registration (see page 11). Noted modelers Jack Ellis, Earl Smallshaw and Mike Tyllic will be assisting Art. Look for further details on the Web site.

### Jeffrey Turner *A Basic Primer for Northeast Intermodal Trains*

**T**he presentation will be a basic, albeit, detailed, introduction to the intermodal trains that run on CSX, P&W, and Guilford Rail System between New England and the Midwest. Where these trains run, what type of containers and trailers make up their consists, along with how and why certain trains are blocked to handle certain traffic. The overall basic goal is to teach Northeast modelers that the piggyback and double-stack trains you see out on the mainline serve specific purposes and how the actual containers and trailers used reflect this.

### Ted Anderson *Making Realistic Roads*

**T**ed Anderson will cover the basics of working with Real Road to create realistic looking roads and concrete structures. Ted will discuss how to accurately model the roads to fit your layout, making sidewalks, abutments, and bridges and how to accurately reproduce road systems from historical maps.

The HUB Division elections will be held on Saturday, April 12, 2008 at the Annual Meeting at the Sheraton Milford Hotel, immediately following our Spring TRAINing event. The meeting will start at approximately 5:00 p.m.

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## METHODS OF VOTING

**E**ligible voters are not always able to make it to the Annual Meeting. In lieu of voting in person at the Annual Meeting, a HUB member may cast one ballot using one of the three (3) following methods:

### 1. MAIL:

Ballots found in the Mar-Apr 2008 edition of the HUB Headlight may be copied or cut out and mailed to the Registrar. The HUB member must write his Name and Membership Number on the outside of the envelope to certify the ballot enclosed. The ballot shall be mailed to:

**Bill Goldthwait, Registrar  
30 Baker Ave.  
Lexington, MA 02421-6204**

Mail ballots must be received by the Registrar no later than April 9, 2008. The Registrar will verify the ballot and record the member as having voted.

### 2. E-MAIL:

A ballot may be cast by sending an e-mail to the Registrar. The e-mail must be sent from the

HUB member's Official e-mail address that is on file with the HUB Office Manager. It is the responsibility of each HUB member to ensure the HUB Office Manager has their correct e-mail address. Only one Official e-mail address is allowed per member. Note that your e-mail address may not yet be entered as your Official e-mail address. Before you send your ballot to the Registrar, you may set or confirm your Official e-mail address, send e-mail to the Hub Office Manager at: **OfficeManager@hubdiv.org**

A valid e-mail Ballot shall contain the HUB member's Name and Membership Number in the Email Subject Line. All votes shall be placed in the body of the E-mail as follows:

A. BOD Vacancies: Place ONLY the names of the Candidates, for whom the member is casting votes. The three names can be the candidate names included on the ballot or write-in candidates. Write-in candidates must be members in

good standing of the NMRA HUB Division.

B. E-mail the ballot to:  
**elections@hubdiv.org**

E-mail ballots must be received by the Registrar no later than April 10, 2008. The Registrar will verify the ballot and record the member as having voted.

### 3. PROXY:

Any HUB member eligible to vote in the election may **designate in writing** that another eligible HUB member may cast their vote at the election.

A. The Letter of Proxy **MUST** contain the **HUB member's name, Membership Number, and Signature**. The Letter of Proxy must also declare the **name of the HUB member acting as proxy**.

B. The HUB member acting as proxy will present the Letter of Proxy at the Annual Meeting to obtain the eligible member's ballot for voting purposes.

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## 2008 HUB DIVISION BALLOT

(see instructions above)

**Board of Directors (3-year terms). Vote for up to three candidates:**

**\_\_\_\_ William H. Barry**

**\_\_\_\_ Gerry Covino**

**\_\_\_\_ Dan Fretz**

**\_\_\_\_ Leonard H. Pinaud**

**write in: \_\_\_\_\_**

**write in: \_\_\_\_\_**

**write in: \_\_\_\_\_**

## BOARD OF DIRECTOR CANDIDATE STATEMENTS

### William H. Barry

Many of you know me from my 12-plus years of membership in the HUB division, but I will give you a brief history. I got started in model railroading on my 14th birthday, when I received a layout book and inherited my older brother's discarded model railroad equipment. I started my first layout on my own, but during high school, I joined a club in Vermont and started leaning more about the hobby. I attended college in Worcester and decided to stick around because there is a lot more engineering work in Boston, than rural Vermont.

Soon after graduating, I joined the HUB Division and have been an active member since. I have helped out with the module group and at our shows. As most of you remember I have given Railfun night clinics on bridges and buildings. When I was one of clinicians at the second HUB sponsored "Unconventional" conventions in North Conway, I got my first taste of the behind the scenes process. This eventually resulted in my being asked to run for the NER Board of Directors (BOD). Since being elected in 2006, I have finished the re-write of the NER bylaws and started attending the HUB BOD meetings to stay apprised of the Division activities.

The HUB Division is a great organization and I would like to do my part to help make it even better at serving its members and promoting the hobby of Model Railroading.

### Dan Fretz

I am thankful for the opportunity to run for a seat on the HUB Division Board of Directors. I was born in Pennsylvania and spent my early years near Philadelphia and later in western PA, not far from the West Virginia border. My modeling interests therefore lean toward the B&O, Chessie System and Conrail. Model railroading was my favorite hobby as a kid, but my involvement fell dormant from high school up until I had my own children. I had been bringing my sons to model railroading shows, including the Hub shows, for over ten years before finally joining the Hub at the 2006 Train Expo.

Since joining, I've participated and helped the Hub in many ways, along with my youngest son Ben. We helped with setup and teardown of the modular display at many shows last year, and spent two full days working at the most recent Train Expo, helping wherever needed to support the show. In addition, the Board appointed me webmaster for the Hub's website, effective last Fall. Since then, I have spent many hours updating the site and adding new material. As a member of your Board, I would continue to work hard to support and promote this wonderful hobby, and hopefully increase Hub participation and membership along the way! I thank you for your consideration, and ask for your vote.

### Gerry Covino

I have now completed two terms as a member of your Board of Directors and continue to serve as Treasurer of our Division. As a member of your Board I have continued to work in improving our organization. One of my largest accomplishments, our two-day fund raising show, continues to grow in public attendance as well as the number/quality of the dealers selling modeling goods. I've actively supported the Division, providing learning materials to members and the public alike who participate in the program, since our mission is one of education. I proposed this year a change in our Spring Show format, limiting the number of dealers while increasing the number of display layouts, free admission to the public, and a wider range of clinics, again in the spirit of education to entice more interest in the hobby, especially with younger people. I am an active member of the module group and can often be seen teaching children to use our DCC throttles to operate trains at our various display events. I ask for your vote so I can continue to actively work on your behalf to make further improvements and bring additional new ideas to enhance your modeling experience.

### Leonard H. Pinaud

I spent my childhood summers in Nova Scotia, Canada, which was a two-day train trip from Boston. Two of my uncles worked for the Canadian National Railroad on the Scotia, the ferry that carried the trains across the Straight of Canso from Mulgrave, NS to Point Tupper, Cape Breton Island. My uncles would occasionally allow me to go to work with them. Much to my mother's dismay, I learned many "new words" from the train crews trying to move the cars up or down the apron to the ferry, especially during extreme tides and inclement weather. At home I had a few passenger cars, a steam engine, an oval of track and my plywood "Scotia" with 4 rows of track on it, reliving my NS summers.

Model Railroading has long been my hobby. Presently, I am working on a module and have converted many of my engines to DCC. Building dioramas and experimenting with backdrops are of great interest to me.

With an art school education, I was Art Director for a major corporation and will bring management and organizational skills to the Hub Division. I was a District Chairman for several years in BSA and am a past officer of a fraternal organization. I enjoy photography, rail fanning, and at every opportunity, my wife and I travel by rail.

I would appreciate your vote and support for membership on the Board of Directors. I will work diligently to perpetuate and achieve the goals and objectives of the Hub Division.

## HUB Headlight

### Volume 24, Number 4, March-April, 2008

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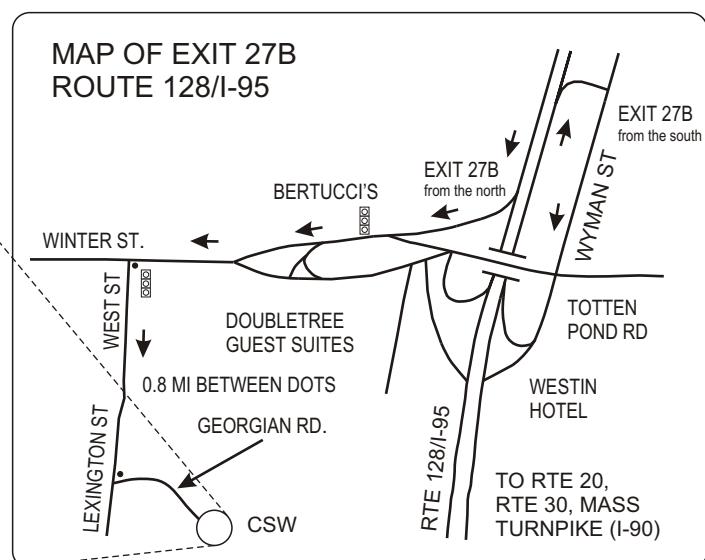
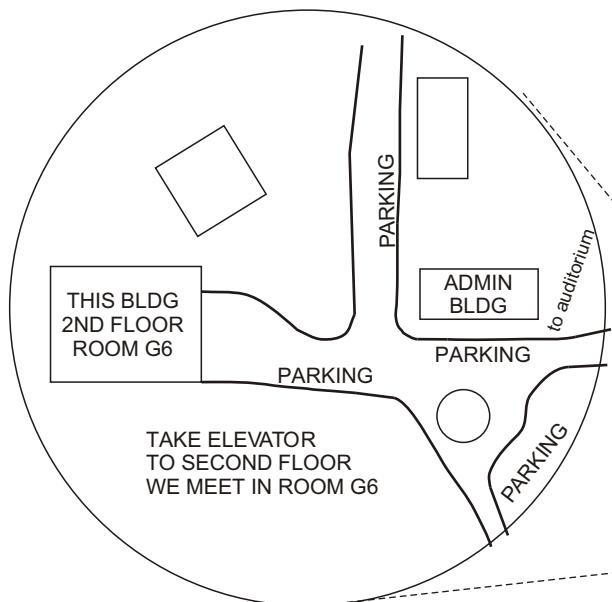
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**Headlight Printers**  
Versatile Printing Services, Inc.  
Burlington, MA

## MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

**HUB DIVISION'S 50th ANNIVERSARY  
COMBINED REGISTRATION FORM**

**1. BANQUET**

As part of our 50th Anniversary year we will have a banquet in conjunction with our Spring Training and Annual Meeting event at the **Sheraton Milford Hotel** on **April 12, 2008**. Reservations and meal selections must be received by **APRIL 6, 2008**. **You have your choice of three meals:**



## 2. FIFTIETH ANNIVERSARY FREIGHT CAR

Place your order now. Two car kits being offered, both are fifty-foot models.

**Price per kit - \$15.00 to Hub members, \$20.00 to Non-Hub Members**

- Car #1 a transition car, with roof walks #HUBX 1958 @ \$15.00 Total \$ \_\_\_\_\_ @ \$20.00 Total \$ \_\_\_\_\_  
   Car #2 modern era, #HUBX 2008 @ \$15.00 Total \$ \_\_\_\_\_ @ \$20.00 Total \$ \_\_\_\_\_

## Total Included for Anniversary Cars \$

### **3. ART FAHIE'S "MAKE AND TAKE" CLINIC**

Art Fahie from Bar Mills Models will present a “**Make and Take**” clinic. It will involve building a small Bar Mills Model and will cover various construction, painting and detailing methods. **This clinic will take place over several clinic periods and will require pre-registration.** Noted modelers Jack Ellis, Earl Smallshaw and Mike Tyllic will assist. Sign up soon, limited admission; first come, first served.

**Total Included for Art Fahie's Clinic \$**

**TOTAL FOR BANQUET, ANNIVERSARY CARS, AND CLINIC \$**

Name: \_\_\_\_\_

**Address:** \_\_\_\_\_

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E-mail: \_\_\_\_\_ Tel #: \_\_\_\_\_

**Make check payable to: The Hub Division, Inc. Mail to: P.O. Box 1154; Burlington, MA 01803-6154**

The Hub Division, Inc.

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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**

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## ADDRESS

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

Send your payment to the address above