

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 25 Number 3, Jan-Feb. 2009
<http://www.hubdiv.org>

RAILFUN TIMETABLE

A NIGHT FOR SWAPPING TALES AND SHARING TIPS

by HUB Members
8 p.m. January 16, 2009
Cambridge School of Weston

This month we will do things to encourage new clinicians in a relaxed, non-pressured way. Several people have asked that we hold several ten- to fifteen-minute demos on things like using a new product to help make turnouts. (Thank you, Ken Belovarac, for that suggestion.) This is not a hands-on clinic; rather modelers will share information through short demonstrations.

So, bring your demonstration and we'll give you some time to do your thing. If you have 35 mm slides or a PowerPoint presentation, we'll supply the projector. If you need a table for display, we'll supply the table. Whatever you want to show or tell others about, we'll provide you with the opportunity. We hope to get some great ideas for more comprehensive clinics.

The coffee room will be open for swapping stories and railroading tales, so join us for an enjoyable winter's eve when we gather in a nice warm place and share the hobby with

IN THE ENGINEER'S SEAT

by Peter Watson
8 p.m. February 20, 2009
Cambridge School of Weston

Have you ever wondered what it is like to be an engineer? What do you have to know? What is it like to actually run a train? Pete will show you just what an engineer has to know and what goes on behind the scenes to keep the trains moving.

He'll start out with an overview of the locomotives used by the MBTA on the Commuter Rail system. He'll also discuss some of the systems such as the air brake system and the propulsion system. From there he'll move onto a quick overview of the operating rules and signal system. The presentation will also give us a look at some of the Commuter Rail lines from engineer's perspective.

While most of us just play at being engineers with our model trains, there is at least one among us who actually operates the real thing for a living. So come and meet with Peter Watson and learn what it's really like to be "In the Engineer's Seat."

STOP LOOK AND LISTEN

by Gary Paulino
8 p.m. March 20, 2009
Cambridge School of Weston

This month we'll put you in the engineer's seat of your model locomotives. Using some of the hot new sound systems, you'll climb aboard, start your engine, build up air pressure then ease out the throttle out as you set your train in motion. There is even the slow acceleration due to inertia, along with the squealing of brake shoes when you come to a stop. Oh, and don't forget to use that horn for all crossings and train crew signals.

All this control and activity can be done to the sounds of the real thing. Whether it is a GE prime mover or an EMD second generation unit, there is something out there for all you diesel fans and even those diehard steam enthusiasts. Gary, the owner of Traintek LLC, will present some of the newest products in DCC sound.

So, if you're curious about DCC sound, join us and try your hand at the throttle. I hope you'll STOP in, take a LOOK and LISTEN to the wonderful world of sound in model railroading.

A map to Cambridge School of Weston, where Railfun meetings are held, is provided on page 8.

Hub Division to Host SPRING TRAINING

We will host SPRING TRAINING 2009 from 10 to 4 on Saturday, March 7, at the Holiday Inn, 700 Myles Standish Blvd., Taunton, MA.

Admission is \$5 (free for

children under 14). There will be operating layouts and some dealer tables, but the main feature of the show is the clinics.

Our featured clinician is Allan McClelland, whose V&O pike draws rave reviews. Other fine clinicians will provide a diverse

program with information and tips that every modeler can benefit from.

After the show, Hub Division will hold its annual Spring Banquet at the hotel. Reservations for the banquet must be received before February 23. The reservation form is provided on page 9.

SHANTY TALK

By Rudy Slovacek

Brrrrrr! It's cold out there as I step into the shanty to wrap my ungloved hands around a steaming cup of Joe. The thermometer read 13° F this morning as I bundled up and headed out to work in the wee dark hours of the morning. Why just yesterday, Pearl Harbor day, I was reminded of both the tragedy and beauty this world has to offer. My dad was called up to help fight in that war and it seems we're still being informed every day that another group of our young men are headed off to the Middle East or some troubled hot spot in the world. Now, more than ever, I just wish for peace.

Sunday also held a special meaning for me as it began with a light snowfall, our first of the season. You know the kind, maybe just a half inch but enough to put a pretty white powder dusting on everything. I look forward to it every year when it covers over those dreary grays and browns with a brightness that just lifts my spirit.

I had been thinking of what I'd write and it definitely had a more somber tone, but yesterday was just such a magical day. It began with an absolute crush of Boy Scouts, all eager to build a boxcar kit in partial fulfillment of the railroading merit badge. Not only was I racing to find enough tools and glue but they were full of questions such as, can you help me identify 10 different types of railroad car? What types of signal systems are used and how does the engineer know what they mean? And finally could I instruct them in at least five different horn or whistle blast combinations to signal the crew members? These are just some of the basics of railroading and as self



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

professed model railroaders we ought to know them all. I know I had to think about them myself before answering.

I also spent time manning the HUB membership table where I sold a one of our nifty club cars and pretty much listened to what people had to say about the NMRA and HUB Division. I even had a few people stop by including one gentlemen who said he always looks forward to getting his Headlight copy and opening it to read the Shanty Talk column. Now how could I not take that as a compliment?

But probably one of the brightest moments came when a friend stopped by with his young daughter and son (both less than 5 and quite shy of strangers) to pick up some custom painted and detailed engines I had worked on. As he proceeded to write out a check I could see the children fidgeting while daddy did his daddy stuff. So I reached over and picked up one of my own ticketed items on the White Elephant table then proceeded to give each child a toy car or truck.

Well, the eyes brightened and a smile spread across their faces and I couldn't help but realize I didn't need a red suit trimmed in white to bring a little joy this season. Later that night I was informed in an e-mail that they played with those toys all day long.

After the show I helped pack up the HUB white elephant table, said a few goodbyes and well wishes for the season, then picked up my Boy Scout wreath and headed out on my wintry drive back home. When I arrived my wife had the football game on and was busy in the kitchen preparing dinner. I hung the wreath outside near the door, then came in and watched an exciting finish as our home team won. We sat down for some pleasant conversation and a delicious hot meal. I called and spoke to my son in California then crawled into bed and thought to myself "how could Jimmy Stewart ever think it was anything but 'A Wonderful Life.'"

With that warm thought I wish you the best of the season and may we one day have peace on earth.

A New Engine Terminal

By Jack Alexander MMR

(second of a series)

The previous issue described how Jack built his Cooke City, Montana enginehouse on his Intermountain Pacific Railroad layout. This issue concludes his article.

This structure (the enginehouse) matched up well with the 4 x 14 inch IHC 650 ton coal bunker kit, that now spans four tracks with end coal chutes to a fifth track. Painted grimy black, it was weathered with Aim Products regular and dark rust powdered chalk. I cut two holes as pits for the coal hoppers to dump their loads, one at each end of the elevator shafts. I cut another hole for the base of a Walthers cinder conveyor, which I placed in front of the coaling stage between tracks 4 and 5. Under each coaling chute, loose coal was sprinkled around the tracks. Under the cinder bucket, I placed a scattering of cigarette ashes, thanks to Bill Parker's generosity.

Two plastic water columns were reworked with Campbell chains added, running from the column to the spout end. These were placed between the lead tracks to serve two tracks apiece. ARix peaked-top tank

provides the water supply. Located just beside the stage, I scratch-built a sand drying house with open bunker, and loaded it with sand, plus a workman with shovel and a wheel barrow. A pipeline leads up to the dryer house roof, across the back side of the coal stage, to reach each track. A sixth track services this area, as well as, for the heating plant addition to the engine house. Montana being cold country, the heating plant was a necessity. I used an old Revell addition for the building. I cut down a film canister and placed it inside for a boiler.

On the opposite end of the facility I created a four-track service area for diesels. Two tracks were done using Walthers fuel and water columns, to which I added two sanding towers by American Limited that were painted gull gray. A Lifelike fuel storage tank was also placed nearby. Atlas flex track was used throughout the whole area, with Woodland Scenics fine cinder ballast and a lot of fine and coarse turf. The turntable pit was covered with foundry sand and its walls painted concrete color and streaked with stain. The final touch was a generous application of Silflor buffalo grass to the site.

Engine Terminal Design

When Jack Alexander submitted his article, your Editor asked him to provide a bit of information on what should be included in a division point engine terminal.

In 1960 at Wishram, WA, where three divisions met on the Spokane, Portland and Seattle, the following structures and facilities were noted: (1) a caboose track, (2) rip track, (3) two scale tracks with scale houses, (4) a three-stall engine house, (5) stock yard spur with six holding pens, (6) machine shop, (7) power house, (8) depot, (9) restaurant, (10) agent's house, (11) crew house, (12) Signal Department building, (13) store house, (14) oil house, (15) tool house, (16) coal shed, (17) two hose sheds, (18) pump house, (19) sand tower, (20) two diesel fuel tanks, (21) underground gas tank, (22) section house, (23) water columns, (24) fuel columns, (25) two hay sheds; and in steam days the terminal also included: (26) turntable, (27) coaling stage, (28) water tank, (29) sand house, (30) ash pit.



President's Car

By Dick Johannes

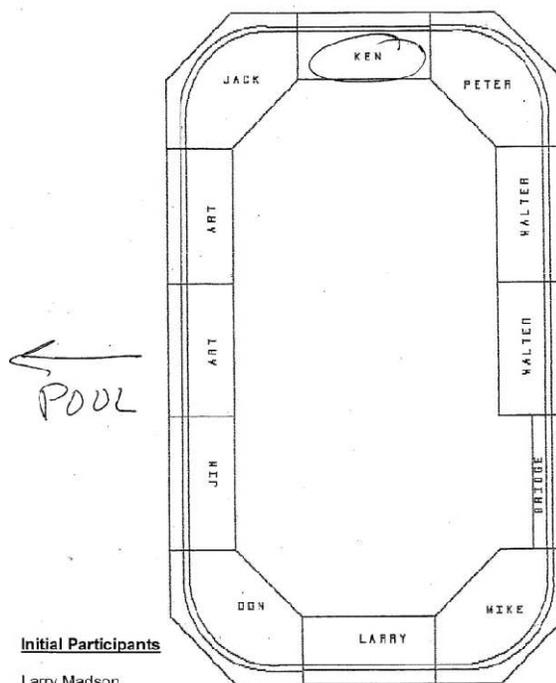
We're now in that part of the year that always feels most intense. The holiday season is filled with community, family and railroading events, and I'm writing this just after our Annual New England Model Train Expo. With the NMRA designating November as Model Railroad Month, it's not surprising that many events occur around this time of year. Nonetheless let me take some stock in where we are this year.

We're now deep into our Railfun schedule for the year. As always, we've had great clinics at Railfun and this year is proving no exception. The Editor of this newsletter, **Rich Pitter**, did a new and phenomenally interesting clinic and scratchbuilding structures with very commonly available and inexpensive materials. In fact, most were paper and cardboard using markers for paint. Add a few commercial window and door frames and you get a very presentable model. Although scratchbuilding is often thought of as a difficult and complex endeavor, Rich certainly melted away any inertia and trepidation to give scratchbuilding a try.

The module group is full swing having displayed on three consecutive weeks at the Greenberg Show, our Model Train Expo and at the National Heritage Museum in Lexington. The module group continues to grow and refine itself. I was so impressed to see a number of modules at the Model Train Expo that were recent additions. This year marks the 20th anniversary of the module group. Just in time for such an historic landmark, **Ken Belovarac** dug out a 20-year-old document showing the very first that has now grown into the CAD diagrams that **Jeff Gerow** distributes prior to each show. The diagram of first display has a number of touches. First of all of the corner modules still exist and three were constructed by Master Model Railroaders or MMRs within the HUB Division. **Jack Alexander** did the Twin Peaks corner, **Peter Watson** did the cow pasture corner, **Don Howd** did the baseball corner. Only the pond corner by **Mike Marsh** has been totally revamped is now the Tipple corner. Many of the people displaying at the first show are still active including Ken Belovarac, **Art Ellis** and of course, **Larry Madson** (whose writing orients the display to the swimming pool). Of note, the bridge was already there, although initially as a fixed bridge between modules. Could any of this intrepid group of nine

modular model railroaders have initially thought this modular railroad would find itself winning numerous awards at NMRA conventions and traveling twice to Europe?

Thanksgiving marks the start of the holiday season and Tour de Chooch occurs on Thanksgiving weekend. Though it is neither a HUB Division nor NMRA event, it is organized by devoted NMRA members and proponents, including **Bruce Robinson** who is the current President of our neighboring sister Seacoast Division. This year was my second year on the Tour using a GPS device for navigation. I'd forego a sound decoder for a GPS for this single weekend in heartbeat as it makes the Tour a cakewalk. They must be getting pretty cheap as I'm now hearing ads for GPS devices for animal collars (anyone who has ever owned a retriever will love them). Ken Belovarac and I have been partners on the Tour for four years now. We had seen most of the layouts before, so we decided to hit fewer but stay a bit longer to catch details we may have missed earlier. One of the layouts we went back to was Sam Novello's New England and North Coast. Sam grew up on the north shore and the knowledge of the fishing industry makes his water scenes stellar. A photo of his Gloucester Marine Railways is shown on page 5 at upper right. I learned an



Initial Participants

Larry Madson
Mike Marsh
Walter Warriner
Peter Watson
Ken Belovarac
Jack Alexander
Ar. Ellis
Jim Lipper
Don Howd

HUB DIVISION
MODULAR LAYOUT
INITIAL SETUP
LEXINGTON MA, APR 3, 1989

ocean of maritime facts talking to Lenny at this layout.

Ernie Poole's N-Scale Montana Rail Link layout (photo at lower right) is a tribute to what can be done in the smaller scales. It's visually very impressive and the controls using Easy-DCC and custom control panels were superb,

Finally, I want to comment on our New England Model Train Expo last weekend, December 6-7, 2008. This was **Jerry McDonald's** first year as show chairman and he did a bang up job. **Mark Harlow** also deserves kudos for his efforts coordinating volunteers. Most of our vendors commented that they had a hard time believing we were in a recession. Of note, people seemed to come with a purpose, such as completing a scene with fixed lists of needed items. I've never seen the White Elephant Table so busy. Attendance was great and we the weather didn't hurt us.

The Lexington Musuem show is going on this weekend. The Holiday Banquet is January 3rd, we have a Railfun night which will be a potpourri of tips and ideas and then **SPRINGFIELD!** Yes this is a great time of the year. Happy Holidays and keep 'em rolling.



HUB Division Upcoming Events

Check <http://www.hubdiv.org> for more details about events

2009

Sat., Jan. 3	HUB Holiday Party , Common Market Restaurant, Quincy, MA
Fri., Jan. 16	RAILFUN - 8:00 PM - Cambridge School of Weston
Jan. 24-25	Module Group - Amherst Railway Society's Railroad Hobby Show, West Springfield, MA
Sun, Feb. 1	Deadline for March-April <i>Headlight</i> articles
Fri., Feb. 20	RAILFUN - 8:00 PM - Cambridge School of Weston
Fri., Mar. 20	RAILFUN - 8:00 PM - Cambridge School of Weston
Wed., Apr. 1	Deadline for May-June <i>Headlight</i> articles and photos
Fri., Apr. 17	RAILFUN - 8:00 PM - Cambridge School of Weston
Fri., May 15	RAILFUN - 8:00 PM - Cambridge School of Weston
Fri., June 19	RAILFUN - 8:00 PM - Cambridge School of Weston
July 5-12	NMRA National Convention and National Train Show , Hartford, CT

European Trip for NMRA's HUB Division Module Group

By Rudy Slovacek

This is the third of a series on our Module Group's participation at a show in The Netherlands in 2000.

One party of our module group flew to Amsterdam where they were met by Don Korthout and his wife Karla. The other party, which I joined, booked a flight into Brussels, where we were greeted by Jean Parmentier. A fellow modeler, he graciously served as our unofficial guide and host during the several days we spent there. We were introduced to the culinary treat of mussels in Brussels and spent a delightful afternoon at Jean's home viewing his layout along with his collection of motive power for the American prototype Santa Fe. Much of the rest of our two days was spent touring the city with its towering cathedrals and quaint side streets containing excellent shopping and eating establishments. Oh, did I mention the Belgian brewery tour and of course the chocolate factory museum?

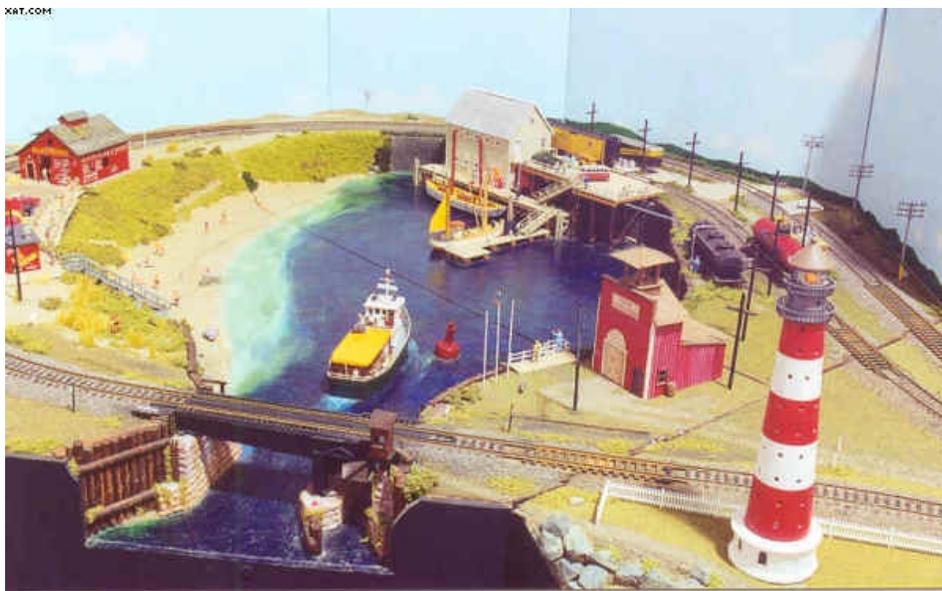
Our time in Brussels flew by and on Tuesday morning we headed to Amsterdam by train. Several members had scouted out the Brussels train station earlier and purchased tickets for the whole group ahead of time; however, we knew their real motive was to capture on film the variety of electric motive power and the rainbow of trains which passed daily through the station at a non-stop pace. In a short two and one-half hour ride we were carried through the lush Dutch countryside to the city of Amsterdam. After a trolley ride to our hotel we were back on the streets, but not for long. A tour of the city by

one of the canal cruises was our first order of business and apart from a bicycle it is one of the most efficient ways of getting to know the city's historic sections first hand. For the second day our group split again. The train aficionados headed into the county to visit a train museum and the other members spent time visiting the Anne Frank house and a large Maritime Museum on the harbor. Didn't Henry Hudson sail for the Dutch or am I confused with that famous New York State river as well as the namesake for a classic NYC locomotive? Over an excellent dinner of local Dutch specialties we rejoined the rest of our traveling companions to recount our travel experiences and plan for the next days journey to S'Hertogenbosch and the show.

After an enjoyable train trip and taxi ride, we arrived about noon at Brabant Hallen where the 'Rail 2000' show was to be held. There in the exhibition hall stood 15 crates and the power tools needed to disassemble them as provided by Don and his crew. We formed teams to disassemble the crates,

unpack the modules and physically set them up for placement. With some help from our hosts, Rick Dresia, Kees van Eyk, Hans Helge, Rob van de Leur (members of the local NMRA contact group) the entire layout was completely assembled and running in less than four hours without a single hitch. We became so efficient that upon reversing the process, after the show, we would complete the breakdown and packing in a record two hours flat! From the very beginning, through all the subsequent packing, shipping and set-up stages we could find absolutely no damage, save for one dislodged building window. We knew we were in good hands as Don anticipated our set-up needs and Karla administered life sustaining coffee and food. Even Steve Park, British Region Trustee of the NMRA was on hand to mark the event.

That evening we were transported by a restored antique bus to our accommodations at the resort of Birksee Bergen. The damp fall weather and our full show schedule



The Agate Bay loop modules have that lazy summer beach feeling of Cape Cod but owner Bob Blick has named them for a location on the Northwestern Pacific coast near the old Northern Pacific Rail line.



Bob Blick's Ocean Spray Warehouse module is the site of both rail and trucking activity. What could be more New England than a shipment of cranberries?

gave us little time to explore although we managed a few short morning walks. There was also a friendly inter-cabin rivalry which ended in some good-natured bartering for the last fresh eggs in exchange for the last orange juice for our departure breakfast.

The show itself was an unbelievable cornucopia of leisure technologies with approximately 2/3 of the space dedicated to the hobby of model railroading and 1/3 to the other hobbies. For example, one whole building contained just the display and operations of all things radio controlled, including some sophisticated construction and military vehicles and yes, a working flyable model 747 jet aircraft! This was not like some of the smaller train shows in the US where dealers would sell items from multiple manufacturers. It was organized around the distributors for the individual manufacturers, much like the larger US trade shows. One booth contained everything Marklin™ and another everything Faller, etc. However, there were also a number of smaller companies represented, like the one selling

etched brass HO scale toys which I'd never seen before. In one hall alone there must have been fifty booths with clinicians demonstrating all sorts of building and scenic techniques. In another large building the area was filled with a live steam layout and displays by various historical and preservation societies, including a restored Van (equivalent to our boxcar). There were countless

layouts of all shapes, sizes and gauges on display and one had to be impressed by the number of individuals whose exquisitely detailed and professional looking railroad dioramas further enlivened the show. We were, especially honored to be chosen as one of the nominees for the popular vote layout contest.

During the show, a constant parade of inquisitive onlookers were often times observed to be at least three layers deep around our layout. There was a lot of interest in our sound units and apparently many had heard of the systems so the most frequent question was, "Is that one of them?" There were also many questions about the DCC control system since the manufacturer has a stronger presence in Europe and we were using new features such as the multi-unit consist which had not yet been introduced to the general user population.

The series conclude in a future issue with a tour of the modules displayed and the group's operations during the show.



The second return loop module by Jeff Turner depicts the Mount Tom power plant. With our current energy shortage it is in much demand these days so it requires feeding by strings of hoppers in unit coal trains.

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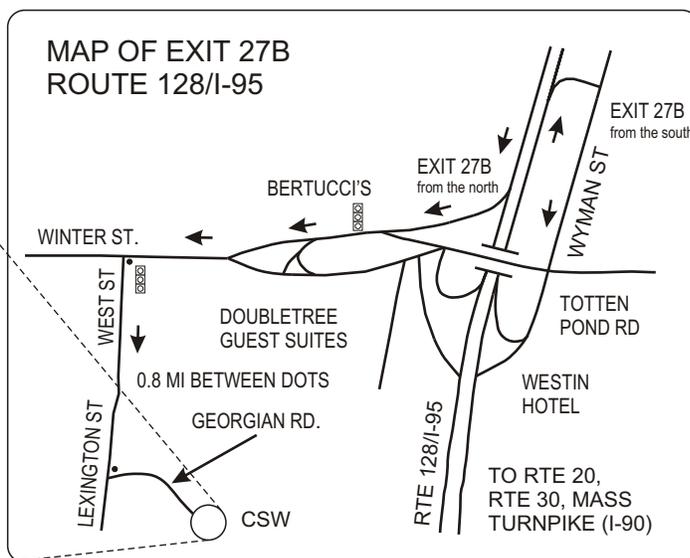
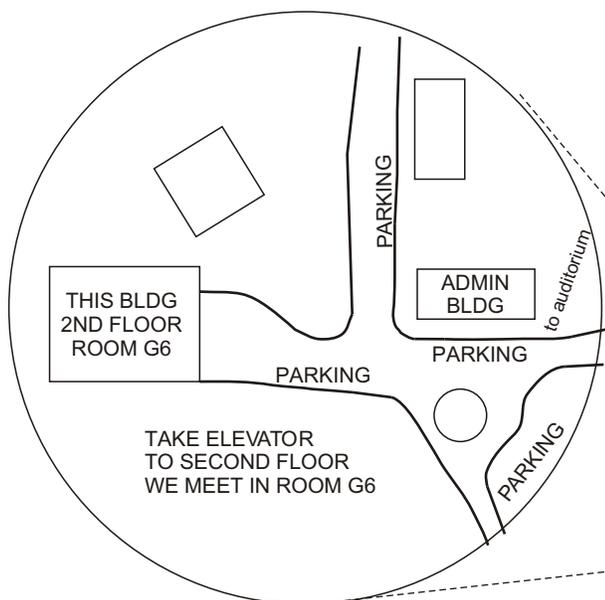
HUB Headlight, published by the HUB Division Inc., Northeastern Region, National Model Railroad Association, is issued in January, March, May, September and November. Contributions may be sent by email to the Editor or by mail to the Office Manager.

<p>President Rich Johannes president@hubdiv.org</p> <p>Vice President Jack Alexander vp@hubdiv.org</p> <p>Treasurer Gerry Covino treasurer@hubdiv.org</p>	<p>HUB Division Board of Directors</p> <p>Membership Chairman Curtis Nutt Membership.chairman@hubdiv.org</p> <p>Dan Fretz HUBboard5@hubdiv.org</p> <p>Bill Barry HUBboard6@hubdiv.org</p>	<p>Office Manager Pete Watson Officemanager@hubdiv.org 65 Branch Road East Bridgewater, MA 02333-1601</p> <p>Bill Roach HUBboard2@hubdiv.org</p> <p>Manny Escobar HUBboard1@hubdiv.org</p>
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 Versatile Printing Services, Inc.
 Burlington, MA

MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

SPRING TRAINING Banquet Reservation Form

March 7, 2009

Name: _____
Phone: _____
Email: _____

Menu: Garden Salad, Turkey with gravy, Stuffing, Glazed carrots, Rolls and butter, Apple Crisp with Whipped Cream, Coffee, Tea & Decaf.

Number _____ at \$24.00 Total Enclosed: \$ _____

Make check payable to **The HUB Division, Inc.**

Return this form to Gerry Covino before February 23, 2009

Mail to: The Hub Division, Inc.
P.O. Box 1154
Burlington, MA 01803-6154

Order Form - Hub Division Apparel

Short Sleeve Shirts (\$25.00 each)

Wheat color shirt with Hub Division Logo and your name.

Sizes available: S M L XL XXL XXXL

Circle one option: With pocket Without pocket

Name on shirt: _____

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

Long Sleeve Sweatshirts (price depends on weight)

Wheat color sweatshirt with Hub Division Logo.

Sizes available: S M L XL XXL XXXL

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

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

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Name on shirt: _____

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

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Mail to:

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P.O. Box 1154
Burlington, MA 01803-6154

You will be contacted if there are any questions with your order and you will be notified when your order arrives. People may pick up their orders at Railfun meetings or shows to avoid the additional mailing costs.

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

The Hub Division, Inc.

P.O. Box 1154

Burlington, MA 01803-6154

It Takes All of Us Working Together!

() \$25.00 () \$50.00 () \$100.00 () Other \$ _____

___ **YES**, I am happy to support the **Hub Division, Inc** to foster railroading through displays, modeling and educational opportunities to members and the public at large. I show support with the enclosed gift.

NAME _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

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

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ALL ABOARD!

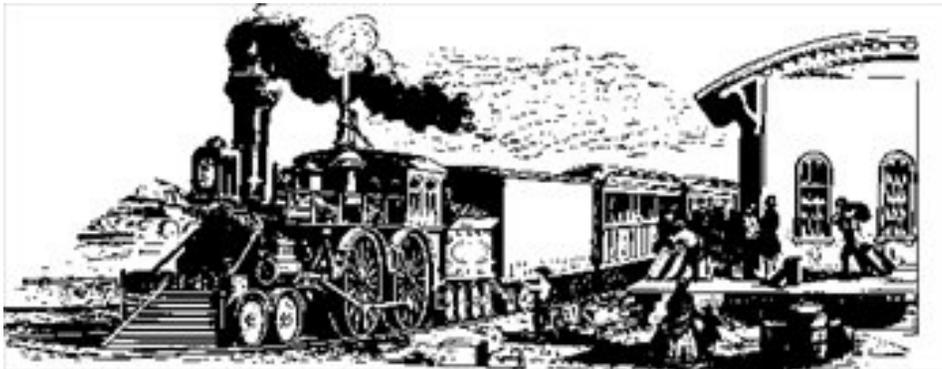
for

SPRING TRAINing 2009

sponsored by
The Hub Division, Inc.
of the Northeastern Region
National Model Railroad Association

held at the
Holiday Inn
700 Myles Standish Boulevard
Taunton, MA
Located off of Interstate 495 (exit 9) Bay Street

Featured Clinician: Allan McClelland



SATURDAY, March 7, 2009
10:00 a.m. to 4:00 p.m.
Admission \$5.00
Children under 14 Free

For Information:

Event Manager:
Springtraining@hubdiv.org
General Information or
requests:
Info@hubdiv.org
Website for clinics details:
<http://www.hubdiv.org>

All the clinics are
included in the
bargain admission!

Operating Layouts
Limited number of
Dealer Tables

Food Service
Free Parking
Handicapped Accessible

ALL-STAR clinicians will
cover fundamentals and
advanced modeling
techniques

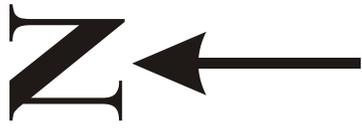
Rookies and seasoned pros
will get ideas for projects

Bring your mitt and try out
a digital hand-held throttle
on an operating layout

Come out and have a ball

It's a double header,
featuring operating layouts
and clinics

What a STEAL!



to
**Boston, Providence
and Worcester**

I-495

to
Cape Cod

Exit 9

traffic light



Bay St

Bay St

S Washington St

Industrial Park Rd

**Holiday
Inn**



Myles Standish Blvd

1/2 mile

**Taunton-Foxboro Area Holiday Inn
700 Myles Standish Blvd
Taunton, MA**

