

HUB Headlight

HUB Division Inc., Northeastern Region, National Model Railroad Association - Volume 20 Number 3, Jan-Feb 2004
<http://www.hubdiv.org>

RAILFUN TIMETABLE

**BUILDING A DIORAMA:
PART 3. TRACKWORK
AND BALLASTING**
A Hands-On Clinic
By The HUB Clinic Team

8 p.m., Friday, Jan. 16, 2004
Cambridge School of Weston

**BUILDING A DIORAMA:
PART 4. ROCKWORK
FROM MOLDS**
A Hands-On Clinic
By Lyle Sorenson

8 p.m., Friday, Feb. 20, 2004
Cambridge School of Weston

**BUILDING A DIORAMA:
PART 5. TERRAIN
COVERING**
A Hands-On Clinic
By Rudy Slovacek

8 p.m., Friday, Mar. 19, 2004
Cambridge School of Weston

For those people who choose not to hand-lay track, bring cork roadbed and flex track for your diorama. We'll show you how to tack it down and prepare it for ballasting. If you decide to hand-lay track, follow Dick Johannes' instructions and complete the process at home.

Once your track is installed, the HUB Clinic Team will instruct you on how to add ballast. Bring a stiff ½" brush for ballast spreading and a softer 1" to 2" brush for painting a surface preparation on the Styrofoam. An eye dropper, ear syringe or pipette will be useful for dispensing a dilute glue solution. Don't forget to bring your tools and dioramas.

Although participants will be learning steps on how to construct a detailed diorama, the techniques taught in this series are readily applied to your home model railroad as well.

A map to Cambridge School of Weston where HUB Division Railfun meetings are held is shown on page 8.

Everyone who has seen Lyle's "Brockway Mills Module" or attended his clinics will recognize his ability to magically transform the most ordinary of materials into realistic scenes. Our resident master will show you the easy way to make rocks from plaster molds then attach them to your scenery base.

He will also demonstrate his methods for using acrylic washes and stains to color and highlight scenery elements to bring them alive for you. Bring your dioramas and some paint brushes for stains and paints. Even if you are not building a diorama, join us for an entertaining evening.

Andy Reynolds, our Liaison with the Cambridge School of Weston, provides the following information in case bad weather occurs on a Railfun night.

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 school recording is at **781-642-8600**. Be advised to **check** the radio or TV stations **on the morning of Railfun!**

Terrain covering occupies the greatest percentage of area on most dioramas and layouts. This step, presented by Rudy Slovacek, whose module won first place at the NMRA National Convention in Toronto last summer, will show you ways to fill the spaces between the rocks with a blend of sifted dirt and grass type materials from Woodland Scenics. You can line small stream beds with pebbles, twigs, and other detritus matter. Rudy will also cover the basics of concrete, asphalt and dirt road making. Bring your diorama along with your sifting and glue application materials.

If there is enough interest, we'll cover methods for making water in a follow up clinic.

This year, Railfun will present scenery methods that modelers can use, regardless of their scale, era, or geography. We provide the basic materials and instructors to guide you through the process of acquiring scenery skills. If you miss a Railfun meeting, don't worry, just come to the next one and be prepared to learn and have fun.

At each Railfun we request \$3 from each person to cover costs.

GOING DCC: A Further Discussion

By Art Ellis

My previous article answered some of Editor Rich Pitter's questions about how hard is it to get into DCC. As you read, I found it to be much easier than I expected. This answers several other questions he posed.

As I mentioned, a starter system costs \$200-500 depending on the features. The low end is similar to a more expensive conventional system. It costs about \$30 to buy a decoder for each locomotive to be converted. The big advantage of DCC over DC is that the control of the locomotives is much more prototypical. Instead of controlling whatever is sitting in a block of track, you control only a specific locomotive, regardless of what else is on that track.

Nor does it matter whether the locomotive is running or not, or in which direction. Although with DCC it is possible to have head-on collisions, you gain the ability to program multiple locomotives to run in the same consist from one control and the ability to adjust a locomotive's response to the control for starting point and speed range.

The first disadvantage of DCC is that it is change, and change is uncomfortable. The second is that controls cost more and we must modify how we do things. The third disadvantage is that each locomotive to be used with DCC must be equipped with a decoder. At \$30 each not including the installation (\$10-20 for installation at a hobby shop), it could be a considerable expense if you have a lot of locomotives. Finally, not all locomotives are convertible; in many older designs it is not possible to electrically isolate the motor from

the chassis, a necessity for DCC, so some sort of dual control system must be maintained. DCC channel 0, which runs one non-decoder-equipped locomotive, does not run all locomotives, so that is only a partial solution for this problem.

For conventional DC control, larger layouts require more complex wiring. There is an enormous advantage of DCC on a large layout. In contrast, I do not see any advantage in converting a layout that can only run one locomotive at a time, unless of course, you also operate your trains on the HUB modular layout.

Most of us have operating layouts large enough to be divided into blocks for cab control of several locomotives. The decision on whether to convert to DCC here is not as clear cut as the extreme cases. My own layout is such an example. It is an 11x16 ft around-the-wall shelf layout with a center table 4x10 ft. The shelf contains a double track mainline in the same manner as our modules, (one end has a 4 ft cutout that fits a module). The center table contains a branch line. I divided the layout into 5 electrical blocks, each mainline is a whole block and the branch line is divided into 3 blocks. Various yards are sub blocks. In DC control, while one train operates on each of the main line tracks, two more trains can make their way up and down the branch line. By replacing **any one** of my DC cabs with the DCC power system, I can run as many trains as I have DCC throttles, and I am not restricted to the blocking. I have run three locomotives at a time on one of the 55-ft long mainline loops. This length is a bit small to run three trains, and one must stay alert, but I routinely run two trains on one loop. As I add decoders to more

locomotives I will be able to do even more with the layout, but I do not have a deadline to meet, since I can still operate the rest of the layout using DC, in the old way. Thus, DCC has already made an improvement in my operation and I will always be able to run my older locomotives which are not convertible. I am satisfied that, for me, the DCC advantages outweigh the disadvantages and I am happy with my decision.

TIME TO INSTALL SYSTEM

About 2 hours one evening was sufficient to wire the components together and have my locomotive running on DCC.

It took me about 2 hours to install a DCC decoder in a fairly new locomotive that, while not termed DCC-ready, was nevertheless an easy conversion.

The big advantage in DCC is that there is no need for complex wiring. The wiring is no more complex than that required for small single locomotive layout. Also, no special tools are required to wire or install it.

COMPATIBILITY

This is why we can be proud to belong to the NMRA. Any system that advertises that it meets NMRA standards is compatible with systems by all other manufacturers that meet those standards. Stan Ames and his Standards Committee have done a great job

* * *

When I was an Engineering student at Northeastern, a computer was used for lab experiments and required rooms full of vacuum tubes. Now I have a computer chip more powerful than those early computers in a model locomotive. This technology is pulling out of the station. Come on along. **"ALL ABOARD."**

See page 8 for a bio of Arthur Ellis.

TIPS FROM A MODELER

By Michael Marsh

Are you looking for free genuine advertisements to use as signs or building posters on your layout? If so, go to the Internet using your favorite search engine. I model 1899, so I entered the key words "1894 advertisement." I found advertisements for Singer sewing machines, Ipana toothpaste, high top shoes, corsets, etc. It was only a matter of searching them out. One of the cities I model is located in northern California and will have a clipper ship in its harbor. I found a great advertisement for a steamship company to carry passengers to the Klondike! It was in color and really fancy. It now adorns one of the walls of one of the city buildings in my city! There are some really great benefits to getting advertisements this way. First, they are free! Second, if you foul up aging them,

just print another copy and start again!

I print the ads on off-white, antique white, light yellow or orange paper. By printing the sign on a full sheet of paper and aging before trimming it down, I do not have to worry about ripping it. I use George Sellios' method of aging signs, with a few variations. I scrape lightly up and down with the flat edge of an Exacto knife. This lightens and fades some of the color. Before sanding the back of the ad, I rub ash up and down or from right to left onto the ad. (I am a smoker and this is about the only good thing about it.) Wet your finger and put some ash on it and lightly touch the ad and drag up or down for instant aging. When I sand the back, I sand around the edges a little more, then I trim the ad to size. Apply glue to the back and press the ad onto the building. Using your finger, first press down on the center and work from the center outwards. This pushes glue to the edge where you can clean up the excess. If you're applying the ad

to a brick building, you can press the ad into the lines of brick to make it look like it is pasted onto the brick.

With the two art programs on my computer, Corel Draw and Arts & Letters, it is easy to make up custom ads. There are over 200 buildings on my layout. All five of my children and all seven of my grandchildren have businesses on the layout, and they don't look out of place. For instance, I have a 'Brothers Citizen Bank'. Under the name of the bank are the three brother/owners. They also happen to be three of my grandsons! One of my granddaughters was very prim and proper when growing up (she's outgrown that!) You will find a "Miss Emily's School for Young Ladies" as one of the businesses in on the layout, complete with 1894 artwork of a high button shoe! All it takes is a little time. Happy modeling!

Michael Marsh is a Life Member of the HUB Division and was on the HUB Board of Directors prior to moving to Pennsylvania. See page 8 for more information about him.



This photograph of Mike's layout, the Crammet & Manglett RR (named for how he built it), shows some of his free building posters, including the Ipana toothpaste advertisement mentioned in his article. The combination of Internet resources and graphic arts software are powerful new tools that modelers can use to produce a variety of custom signs and posters for their layout needs.

The Headlight plans to present an additional article or two by Mike regarding interesting ideas on how to populate your layout.

Superintendent's Report

By Frank Kastenholtz

Children's Hospital Show

We held our annual show at Boston's Children's Hospital on October 23, 2003. Thomas the Tank Engine debuted at the show. The HUB Division recently acquired this train for public relations purposes. The kids loved it.

Over the summer we put DCC jacks on the fronts of HUB-owned modules. Several members also did this to their modules. This lets people operate trains from the front, so the train operator can easily deal with derailments and more readily interact with the crowd. It also provides a means for the public to operate trains under our supervision. This was a success on all counts. The kids at Children's especially enjoyed being able to run trains. We made some sick kids very happy that day. I encourage members to put DCC jacks on the fronts of their modules.

I took Polaroid photos of kids running the trains and gave them the photos. This, too, was very exciting for the youngsters. It's great PR and may help bring the kids (and their parents!) into model railroading and the NMRA.

Everything went just fine during the show, with no operational problems during the show. (See Tips from the Track Gang.) **Dick Johannes** and **Rudy Slovacek** arranged it for us to be there. **Jeff Gerow**, **Bill Goldthwait**, **Rudy Slovacek**, **Mark Harlow**, **Andy Reynolds**, **Gerry Covino**, **Bill Powers** and **Mike Clements** participated.

I always find it very satisfying to go to Children's. No one likes to think about or see sick children, and there are some very sick kids there.

But when we operate the railroad, the kids forget their pain and illness for an hour or two and the show really makes their day. For the most part, our hobby is something that we do because we enjoy it, it makes us happy. This show is something we do to make **other people** happy, and that is probably one of the most satisfying things we can do.

HUB Division Fall Show

The HUB Division fall show was held at Boxboro on November 15-16, 2003. The Module Group operated a 48'x28' layout.

Mike Clements' module of "Thompson Wire Works" won the Best Module Award. Mike has set a high standard for the rest of us to live up to. Congratulations to Mike for a job well done.

It is my pleasure as your Superintendent to announce that no one won the Beef Jerky Award for the simple reason that no collisions occurred. Everyone deserves congratulations for this. Let's keep up the good work!

Layouts of this size should have two trains running on each main line. The layout is so large that the time between trains is too long when there is only one train on each main.

We did not have crowd stand-off in place along one side of the layout. This was not a problem. The public got a closer look at things and did not touch or otherwise interfere with the layout. We may eliminate part or all of the crowd barrier at some future shows to draw the public in and give them an opportunity to see things up close and personal.

We attempted prototypical operations on Saturday afternoon and Sunday morning. We did OK, but not great. We will keep the same operating rules for the next several shows to improve our skills.

We had some electrical and

mechanical problems. Some switches in the Upton yard throat had problems and will be fixed. The wireless radio base station acted up on Saturday, although it worked fine on Sunday. With the increased activity, we were shorthanded on Lenz handheld throttles when the wireless system was down. We also experienced some communications static, which will be fixed.

Membership, under **Curtis Nutt**, recruited 16 new members. Some of these new members were directed to the layout, where they introduced themselves and were invited to run trains. This was good, as it immediately brought new members into the group. We are also considering other activities for new members, such as running Thomas the Tank Engine for a new member's child, and inviting new members inside the layout for a tour and to meet members. There is nothing better than to hand a throttle and headset to a new member and say, "Here, play!" This is an excellent way get the new member enthusiastic about becoming an active HUB member.

Bill Goldthwait, **Rudy Slovacek**, **Gregg Antonuccio**, **Cap'n Baker**, **Andy Reynolds**, **Gerry Covino**, **James VanBokkelen**, **Dick Johannes**, **Jim Harter**, **Sue Zukowski**, **Mike Clements**, **Gerald Abegg**, **Curtis Nutt**, **Ron Noret**, **John Cipar**, **Art Ellis**, **John Barrington**, **Claudio Topolcic**, **Bill Powers**, **Derek Matyas**, **Keith Shoneman**, **Skipper Farwell**, and **Mark Harlow** participated. **Jim Harter**, **Sue Zukowski**, **Gerald Abegg**, and **Gerry Covino** deserve special recognition. They brought their modules but spent all of their time helping to run the show and did not get to operate any trains. Also, we thank **Gerald Abegg** for putting together a great show.

Membership Report

By Curtis Nutt

We had a fantastic turnout at the HUB Division Fall Show in Boxborough. The group received 16 new membership applications, which is extraordinary. In comparison, we received about 6 new memberships at the last Amherst Big E show in West Springfield. We are inviting new members to the Railfun meetings and other events. Hopefully, they will attend. As you "old-timers" see new faces at our meetings, don't be shy. Introduce yourself. If you wear your HUB name tag, they can get to know your name easier.

Thank you to HUB members who signed up to the membership table to provide their experiences with the organization. I appreciate your assistance working the table. Thank you is also directed to Gerry Covino for getting the membership signs ready in time for the show.

A special thank you is directed to each new member. Hop in and let's share the fun of model railroading. If you are interested in developing new skills or learning more about specific railroads, let us know and we'll help you become acquainted with some members. Also, if you would like to present talks or clinics, let us know. We're interested in learning. Recruitment of new members is a key for keeping the HUB Division sound for years to come!

Tips From The Track Gang

By Rudy Slovacek

If you have a modeling tip, please send it to our *Headlight* Editor at RichPitter@aol.com. We all come in contact with good ideas every now and then. Some are concepts with nice theory but not easily implemented. Others are often simple field-tested ideas that become your "tricks of the trade" and would greatly benefit others. If you find yourself describing it to others, it probably should be written down for wider distribution so that we can all elevate our craft.

At Children's Hospital and again at our Fall Show we introduced the use of 'Thomas the Tank Engine' to our members and to a huge public following comprised of several tens to maybe a hundred youngsters who recognized and became excited at the sight of Thomas, Annie and Clarabell. What has this got to do with tips? Well actually an awful lot, for even though I installed a back-EMF decoder and added some weight to the little fellow, there is nothing that destroys the fun and illusion as much as a finicky running engine. In this case, we're not talking about a nice smooth running Atlas or Kato diesel or even one of the second-generation Spectrum 2-8-0 steam engines with all wheel pickups and a can or skew-wound armature motor. Rather, in Thomas we are dealing with a rigid frame three-axle tank engine that senses every electrical discontinuity imaginable. The only thing more sensitive would be a two axle beast.

Consequently, as we ran around Friday evening before the show, we noted every spot on each of the two mainlines where Thomas stumbled to a stop. Sure enough, either dirty track resulting from storage (who knows where), spillages of glue from some all too recent scenery upgrades, or oxidized switch points were the culprits in almost all cases. When these problems were addressed through proper cleaning procedures, Thomas ran smoothly and subsequently provided hours of enjoyment at the show over the entire weekend.

The added benefit here was that we uncovered several troublesome sectors that we might not have otherwise seen, except for the use of Thomas as a 'Test Engine.' So the next time you go to test out a layout at home, club or otherwise, try using a short wheelbase rigid frame locomotive known for it's unforgiving electrical pickup problems. If you solve the problem of maintaining electrical track continuity for this locomotive, chances are you will get trouble-free operation with your regular locomotives. Many years ago I had given up on using 0-4-0 and 0-6-0 switcher steam engines because of their unreliability. It took Thomas and more than a few years of experience to understand and to solve the problem. Thomas may be a delight to the young children, but with me he has earned an additional place of respect as 'Thomas The Test Engine.'

PS: I always thought Ringo made a better conductor or station-master than George Karlin.

2003 HOLIDAY PARTY

The 2003 HUB Holiday Party at Nick's Restaurant was cancelled due to heavy snow. People who made reservations may

request refunds or may donate the amount to the HUB Division. Since the HUB Division is a non-profit organization, donations are tax deductible. The HUB Division will

provide receipts for all donations. If you placed reservations for the Holiday Party, please contact Ken Belovarac and inform him of your decision.

Operation: The Fastest Growing Segment of Model Railroading

By Keith Shoneman

Operating a model railroad can significantly enhance the enjoyment we get from our railroads. Prominent authors in the model railroading press, including Frank Ellison and Bruce Chubb, use the analogy of going to a play at the theater. The stage and props can be very well done and you can observe and enjoy them, but only for so long. However, when the actors enter and begin the dialogue, we are drawn into the action and are absorbed into an enjoyable experience for the duration. So it is with our railroads. The scenery, our stage, is an important part of model railroading. But when we begin to operate our trains with a purpose, our railroad becomes alive and an entire afternoon or evening of operating passes quickly.

When we operate our railroads, we run trains for a purpose--to deliver goods and services to customers like prototype railroads do. Defining the purpose of your model railroad is the key to getting started in operations. Once you define the purpose, your trains become the dynamic elements that bring your railroad to life. Just like the prototype, model railroads are set in a variety of geographies and have different purposes. A model railroad may exist, as many prototypes, to transport goods and commodities. Another may primarily carry passengers as a commuter line would. Branch lines may carry specific products and may need to negotiate difficult terrain. All of these railroads have reasons for existence. Once you define your purpose, you can identify the trains

that will run on your railroad and what they will do.

Trains, train orders, timetables, waybills, yards, yardmasters, and dispatchers are all important elements of operations on a model railroad, just as they are on the prototype. The objective of any model railroad operating system is to keep it as simple as possible while providing the operator with an experience similar to that of the prototype. There are many references available to help modelers to determine the system that is best for their layout.

To understand what it might be like to operate at a typical operating session, let's follow Engineer Ron as he moves through a operating typical day on a layout.

*Ron arrives at the yard with his conductor Pete. They learn that they have **Train 304S** today. They receive their **train orders** from the **yardmaster**. These orders identify the work that they will do during their run. After getting their power from the engine terminal, Ron couples onto his train, checks his air and calls the **dispatcher**, who issues clearance for the train. Ron slowly eases through the yard and onto the mainline. During the run, Pete manages the work they do at the interchange and industries by referring to his **waybills** for each car. All the while, Ron keeps up a running conversation with dispatch concerning their progress and clearance. At the end of their run, they climb down and turn over their power. Reviewing the **timetable**, they verify that they have time to get some coffee, snacks, and rest until they report for their next run, a local turn.*

Operation is a growing part of model railroading. Operating sessions have become a key program element at NMRA national

and regional conventions. There is an active NMRA operations SIG (special interest group) that publishes "the Dispatchers Office" on a quarterly basis. Articles on operation frequently appear in model railroad journals. The NMRA website at <http://www.nmra.org> has resources on operations. If you're interested in learning more about model railroad operation and participating in operating sessions, please see the following announcement.

Keith Shoneman holds operating sessions on his Boston & Main Transportation System. See page 8 for more information about Keith.

Announcement

Expand your enjoyment of the hobby and experience an operating session or two. You will feel the railroad come alive as it serves it's customers with a continuous flow of local and time-sensitive trains.

Keith Shoneman will schedule 3 or 4 sessions this winter and spring to give HUB Division members an opportunity to serve as a guest engineer or yard assistant. He is working with several clubs and individuals with home layouts who would welcome members of the HUB Division as guests.

Sign up for information now!

Contact Keith Shoneman at kshoneman@earthlink.net

He will add you to a mailing list and keep you informed of opportunities. Operating groups will necessarily be limited in size, but his hope is for everyone who is interested in operations to get 1 or 2 chances to attend operating sessions during the first half of 2004.

Den Bosch

By Rudy Slovacek

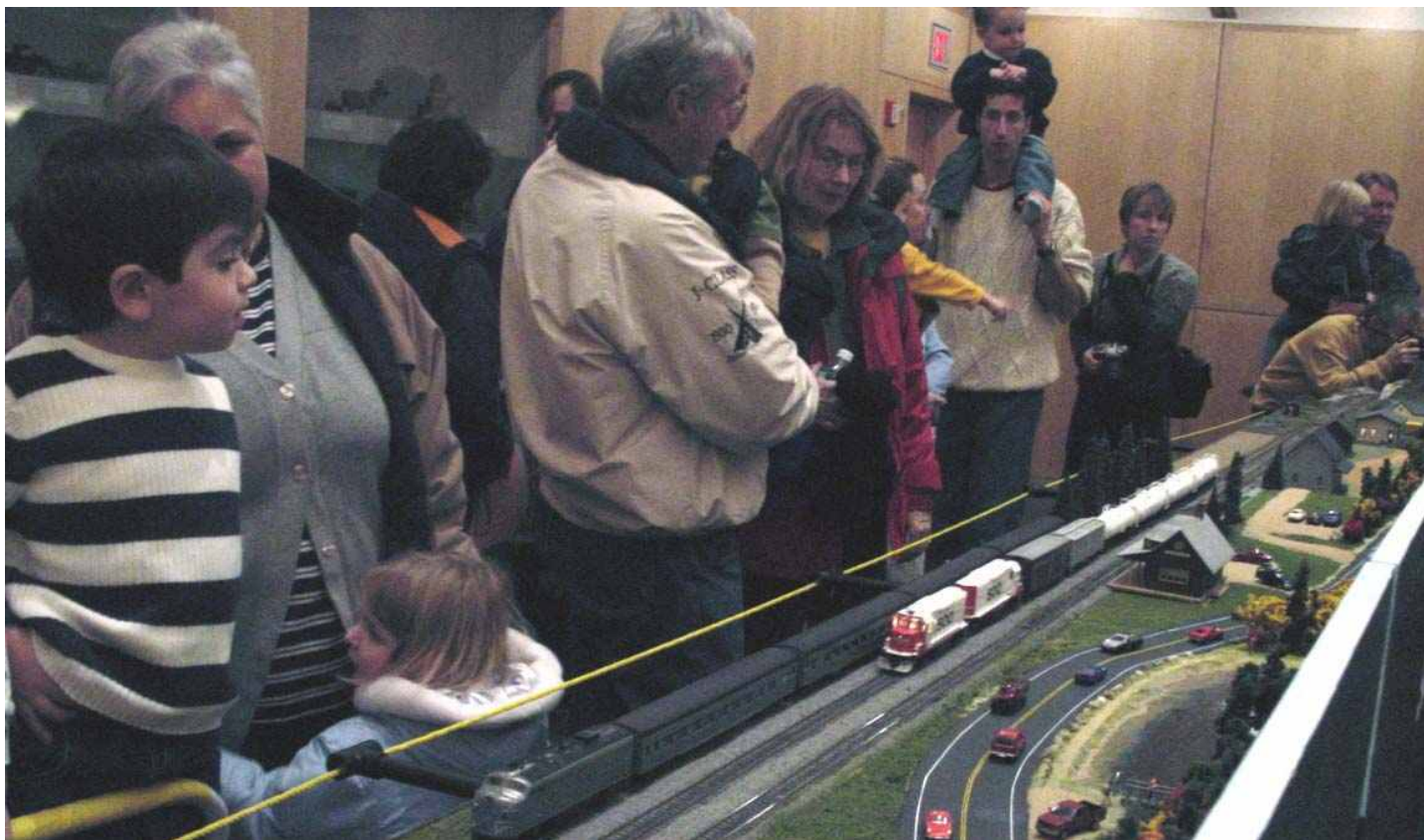
Several years ago I was one of the HUB Module Group members who raised some money and transported a fifty-foot linear layout to the Netherlands for display at the large Dutch Hobby show *Rail 2000*, held in October of 2000 at S'Hertogenbosch. Our most recent trip outside the borders of the US to the NMRA Convention in Toronto was another very memorable event in itself for the hospitality and kindness shown to us by the Canadians. It triggered a flood of warm memories from our earlier international experience. One memory in particular stands out.

The most rewarding moment, at least for me and probably for all of us, came near the end of the

Netherlands show. Remember now, this was a big International Train and Toy Show with set-up on a Thursday and three full, highly interactive days open to the public. As we began to wrap up late Sunday afternoon, with our own internal adrenalin supplies running low, an individual approached and indicated that his young son wanted to know if we could run the Conrail units since he hadn't seen them run yet. We did something much better than to grant his humble request. We reattached the still-warm over-worked motive power units to the long freight we were about to pack away, then placed a hand-held controller into the wide-eyed young boy's hands! With his father quietly translating our instructions on how to operate the controller, the boy guided that "Big Blue" freight around the layout, running at prototypical

speeds and, with some coaching, gave the horn and flashing ditch light signals at each crossing. When the amazed youngster was finished, the father explained to us, "You Americans are truly amazing; you are not only so open and friendly but unexpectedly giving because none of the exhibitors would have so easily placed the controls to such treasured equipment in my son's hands as you've just done."

The opportunity to capture the imagination of a young child and perhaps make him a model railroader for life does not come along often, so one should be prepared to act when it does. As representatives of the NMRA HUB Division, we would have been remiss for not recognizing this moment, whether it be in the United States, Canada, or in this case, the Netherlands.



The HUB Division's Modular Railroad display at the National Heritage Museum in Lexington on December 13-14, 2003 was well attended, as this photo shows. Children found delight in the special Christmas Train with Hershey's kisses in its hopper, and with Thomas the Tank Engine. Photo by Jim Harter.

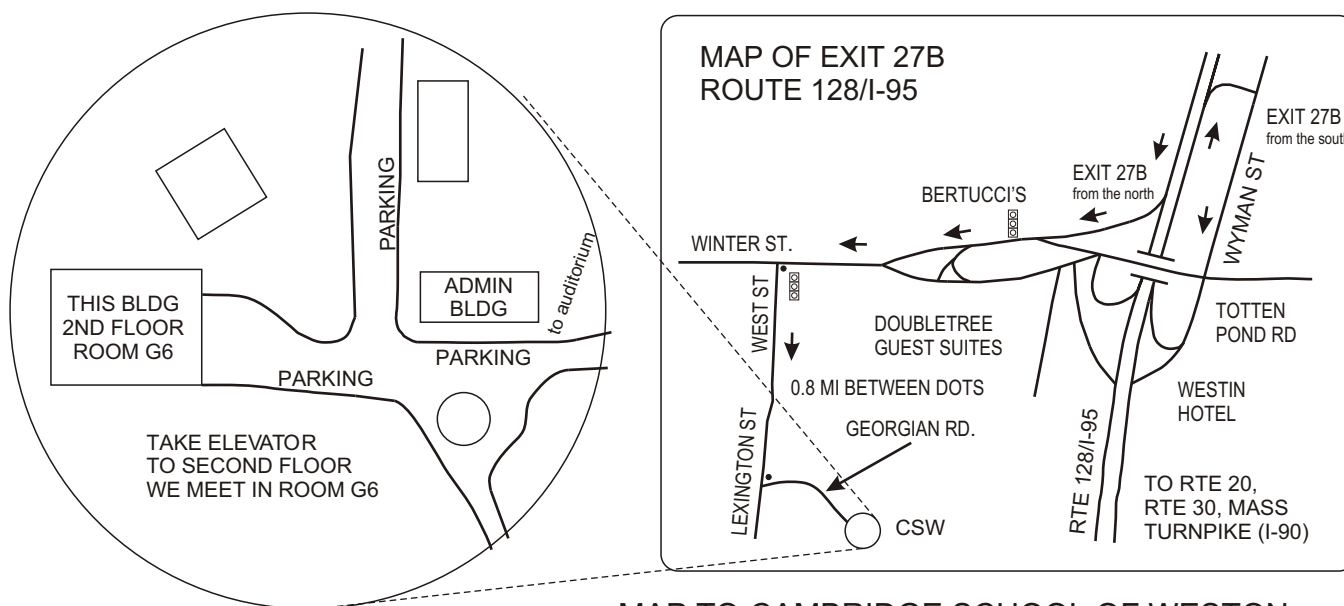
Arthur Ellis is a member of the NMRA and the B&M RR Historical Society. Last spring he presented an historical talk on this subject for the Friends of Bedford Depot Park, including models of equipment and structures and a diorama of the Bedford Railroad yard ca. 1877.

Rudy Slovacek is a member of the HUB Board of Directors and serves as the NER Representative for the HUB Division and the Railfun Chairman. Rudy contributes to the Headlight by providing Railfun announcements and articles for Shanty Talk and Tips from the Track Gang.

Michael Marsh (a.k.a. John Marsh) holds NMRA Achievement Awards in Structures, Scenery and Volunteer. He and Larry Madson were among the founders of the HUB Modular Group. His layout is L-shaped, 38'x28', and depicts a railroad from Colorado to northern California through Utah and Nevada. All of his rail cars and engines are detailed and weathered. Every building is detailed, some with interior details. There are more than 5000 figures on the layout.

Keith Shoneman has been a member of the NMRA and HUB Division since 1993. He is active in the Module Group, Railfun nights, and convention activities. His Boston and Maine Transportation System has been open for NER Conventions in the area and holds two or three open houses a year. Keith has been involved in operations for several years and the B&M has held operating sessions for the past year. Keith is also active in the NMRA Achievement Program, having earned several merit awards.

MAP TO RAILFUN MEETINGS



MAP TO CAMBRIDGE SCHOOL OF WESTON

HUB Division Upcoming Events

- | | |
|------------------|--|
| Jan. 16, 2004 | RAILFUN - 8:00 PM Cambridge School of Weston |
| Feb. 7-8, 2004 | HUB Modular Railroad Display, Amherst Show, West Springfield, MA |
| Feb. 20, 2004 | RAILFUN - 8:00 PM Cambridge School of Weston |
| March 19, 2004 | RAILFUN - 8:00 PM Cambridge School of Weston |
| March 28, 2004 | HUB Modular Railroad, South Shore Model Railway Club Spring Show, Weymouth, MA |
| April 16, 2004 | RAILFUN - 8:00 PM Cambridge School of Weston |
| April 24, 2004 | HUB Spring Show & Convention , Holiday Inn, Peabody, MA |
| May 21, 2004 | RAILFUN - 8:00 PM Cambridge School of Weston |
| June 4-6, 2004 | NER Spring Convention, Fishkill, NY |
| June 18, 2004 | RAILFUN - 8:00 PM Cambridge School of Weston |
| Dec. 11-12, 2004 | HUB Fall Show , Royal Plaza Hotel, Marlborough, MA |

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Viewers need to look closely to see the fine interior details on Greg Antonuccio's module, as seen at the HUB Division's Fall Show in Boxborough last November. Photo by Rich Pitter.