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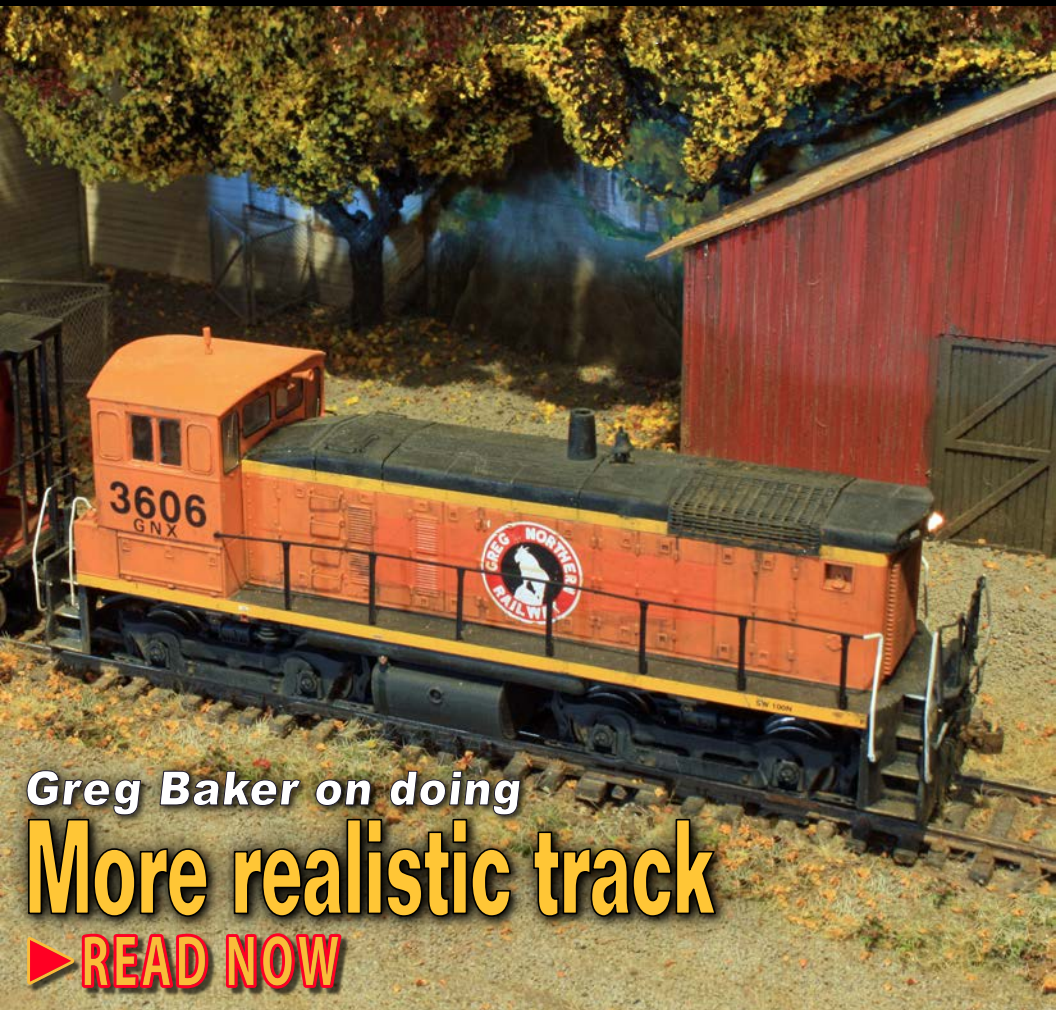
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# MRH

MODEL RAILROAD HOBBYIST

## ALSO:

- Easy DCC loco speed matching
- Applying extra-long static grass
- Perfect storm layout: upgraded ops
- More realistic foreground conifers
- ... *and more inside!*



Greg Baker on doing

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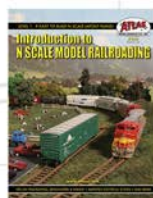
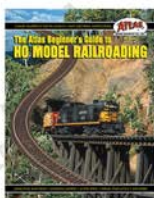
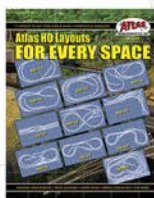
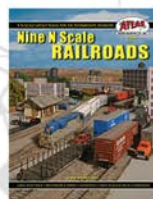
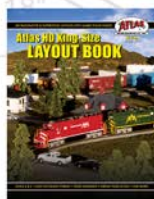
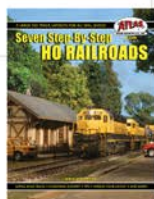
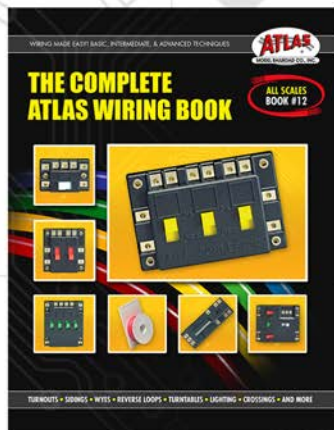
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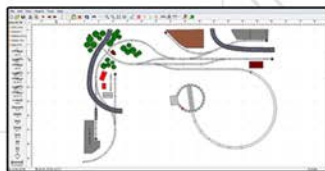
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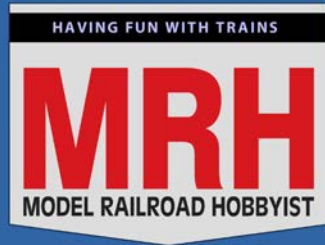


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Model Railroad Hobbyist | February 2022 | #144

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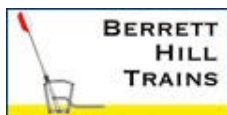
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The screenshot shows the MRH Marketplace website interface. At the top, it says "MRH MARKETPLACE | 2". Below this, there are several advertisement banners for various products and services, including Squawky's Trains, Precision Design Co. (PDC), ScenikinG, and Great Deals. The bottom of the screenshot shows navigation links: INDEX, TABLE OF CONTENTS, MRHMAG.COM, INDEX, and TABLE OF CONTENTS.

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**HO**  
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*JOE FUGATE*



## **MRH Website this month: grade crossing animation, ...**

*Compiled by JOE FUGATE*



## **What's Neat: Working with long static grass ...**

*KEN PATTERSON*



## **Easy DCC loco speed matching**

*JOE FUGATE*



## **Better detail for model turnouts**

*GREG BAKER*



## **Adjusted operation for my "new" layout**

*RICK BALASSAITIS*



## **Savvy Modeler online: More realistic foreground conifers**

*Compiled by the MRH STAFF*



## **February 2022 news and events**

*RICHARD BALE and JEFF SHULTZ*



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# PUBLISHER'S MUSINGS



Model Railroad Hobbyist | February 2022

JOE FUGATE THE FIRST MAJOR TRAIN SHOW RETURNS: AMHERST ...



**IT'S BEEN A LONG TIME COMING**, but the first major public train show is back: The Amherst Railroad Hobby Show in West Springfield, MA. This show has been a mainstay of large hobby shows in late January, and arguably may be the largest model railroad show in North America.

While I think being forced to learn how to do well-produced online / virtual train show events has been good for us, I do feel it's great to see a big public train show again. I'm hoping this is the first of many more big model railroad shows in 2022.

MRH is also planning on attending the NMRA National Train Show in St. Louis this coming August. If you recall, this show



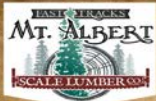
1. Here's the MRH Media booth setup at the Amherst Model Railroad Show a few weeks ago. It was good to be back at a big public model train show again.

was originally to be in St Louis in 2020, but pandemic lockdowns led to this show being cancelled. The NMRA had to also cancel the 2022 show in the UK due to the 2022 Commonwealth Games taking over the facilities, so St Louis petitioned to have their show take this open 2022 slot instead.

Anyhow, back to the 2022 Amherst Show, which took place January 29<sup>th</sup> and 30<sup>th</sup>. MRH had a booth [1] there and our MRH News and Tech guy, Jeff Shultz, attended the show. Since our regulars from Canada, Les Halmos and Jean-François Delisle, could not make the show – we had two volunteers help staff the booth, Barry Rosier and Mike Dettinger [2]. Thanks, guys!

Weather can sometimes be a problem with this January show in West Massachusetts, and that's the case this time with a nasty *nor'easter* winter storm. Fortunately, most of the snow

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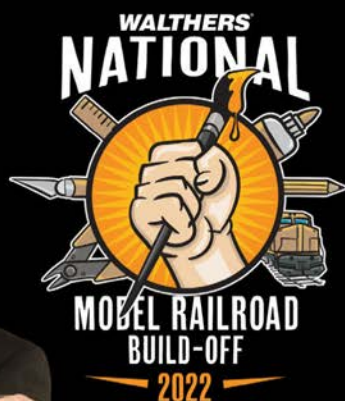
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### PUBLISHER'S MUSINGS | 3

hit a few hundred miles to the east and West Springfield got a dusting of a few inches. Temperatures remained cold, however, getting down near zero each night.



2. We'd like to thank our two booth staffing volunteers, Mike Dettinger (left) and Barry Rosier (right). They're shown here with the Deluxe Materials model that was roaming the show. Deluxe Materials is an MRH Sponsor that made the trip over from the UK to attend the Amherst Show.

Attendance ended up being on the light side this time, coming in at around 6,000 total, compared to past years where attendance has been as high as 20,000. But we need to start



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somewhere and we're thrilled to see this public show back and look forward to getting back to more typical numbers next year and beyond.

## New product announcements at Amherst

It's also nice to see fun new product announcements back as of this show. Our MRH guy on the ground, Jeff Shultz, documented many new announcements, and captured the two most anticipated new announcements from ScaleTrains [3] and Train Control Systems [4].



3. Scale Trains announced their new GP30 line of HO locomotives at Amherst.



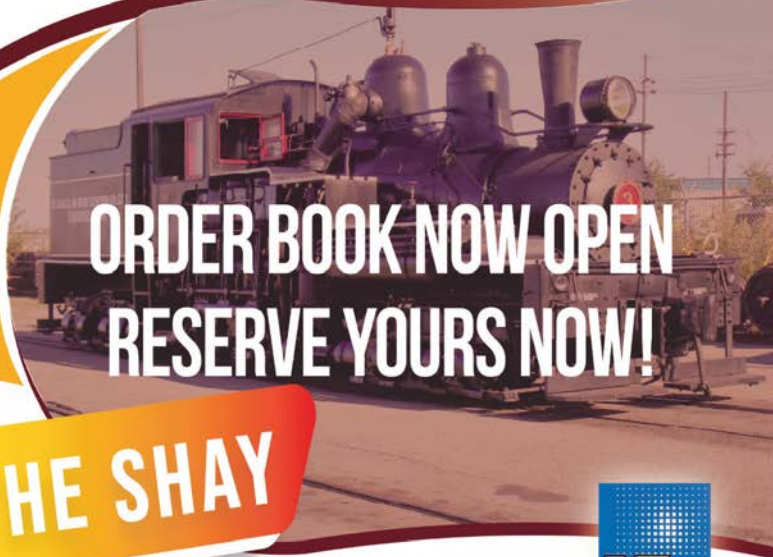
4. In this video, Jeff Shultz interviews Train Control Systems about their new DCC System announcements.



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**THE SHAY**



The Shay locomotive was the most widely used geared steam locomotive. The locomotives were built to the patents of Ephraim Shay, who has been credited with the popularization of the concept of a geared steam locomotive. Although the design of Ephraim Shay's early locomotives differed from later ones, there is a clear line of development that joins all Shays. In 1884, they delivered the first 3-cylinder (Class B) Shay.

### **Class B, Lima-built 50-ton 2-truck Shay**

Our rendition of The Shay will feature ESU LokSound V5 sound decoder. Cast Chassis, working external valve gear and drive shafts. Working directional lamps front and rear.

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**DCC Fitted \$339**

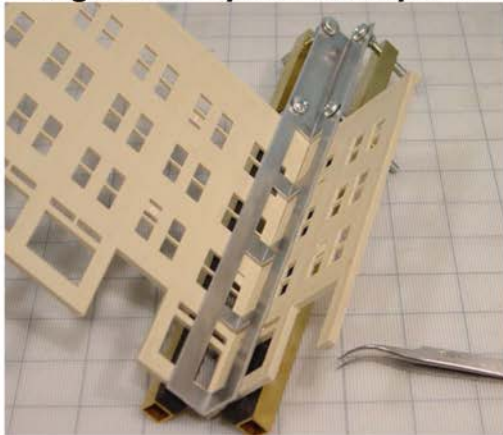
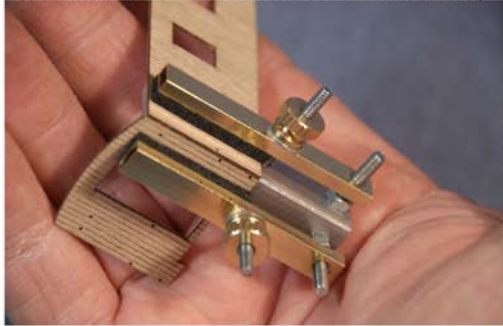
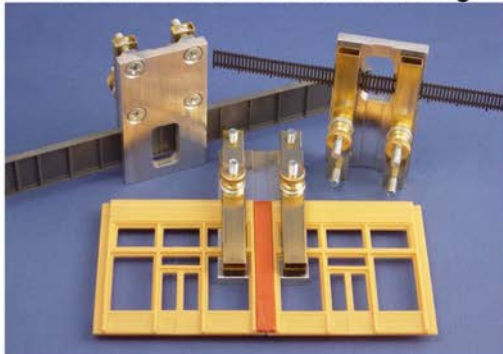
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Train Control Systems has been working on their new DCC system for several years now, and it looks like it's finally starting to materialize. Make sure and check out Jeff Shultz's video [4] for details.

For more thorough coverage of the many products and layouts on display at the Amherst Show, MRH has these forum threads with photos and videos galore:

[Amherst Show, setup](#)

[Amherst Show, Saturday](#)

[Amherst Show, Sunday](#)

[Amherst Show, TCS interview](#)

Others have posted their take on the show as well:

[Walking around the show](#)

[Scale Trains GP30 details](#)

[Delivering steam locomotive](#)

[Monson RR #3 \(real loco\)](#)

If you'd like to know more details of this show, you have several hours of fun photos and videos to peruse.

Thanks to all who attended the show and documented it for the rest of us who could not make it.



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**WOW!**

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- Vented ends & non vented ends
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## Articles we could use

Every so often, let me tell you what articles we would like to have in our backlog when trying to balance an issue. For more on producing an article for us, please see:

<https://forum.mrhmag.com/post/writing-for-mrh-12213363>

Before I delve into the specific topics, let me first say we can always use more N scale article submissions. Thanks to the fact there are two (count them, *two*) N scale-specific magazines, most N scale modelers consider it a feather in their cap to get published in one of those journals.

That means those two N scale magazines siphon off most of the better N scale articles, leaving MRH with far fewer N scale articles than we would like. Roughly one out of 5 articles we publish should be N scale if we're to match the general hobby population as to who models in N scale.

To you N scalers out there, let me make you a deal (read the next few sentences carefully). If you can write an N scale article for us, send us a query asking us if we're interested using this link:

<https://mrhmag.com/authors/query>

If we're interested, we will give you the details on how to proceed. ***And here's the deal:*** If we like your final article, *we will pay you upon acceptance for it*, rather than waiting until publication.

We need more good N scale articles, it's that simple.

Okay, now on to article topics we could use.

We need more scenery articles of any kind. I consider weathering and painting to also be scenery-like, so an article on how to weather a structure counts as scenery. Of course, there's the standard terrain, plastering, applying dirt, rocks, and grass.

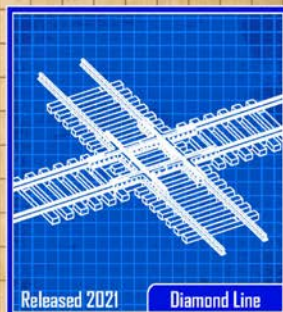
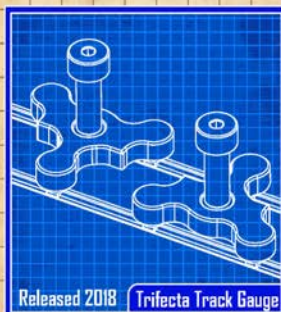
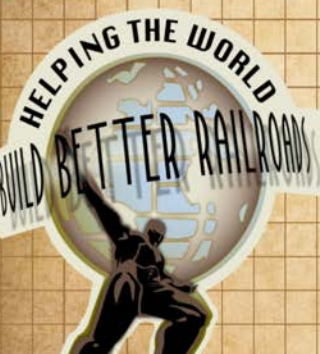
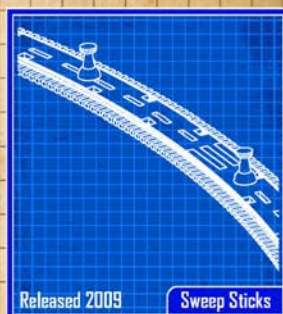
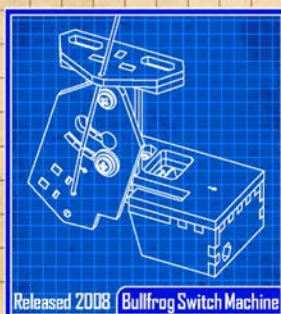
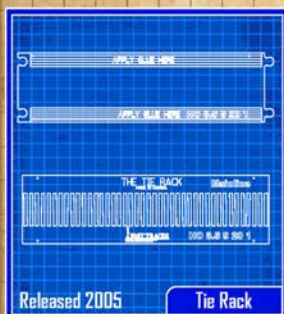
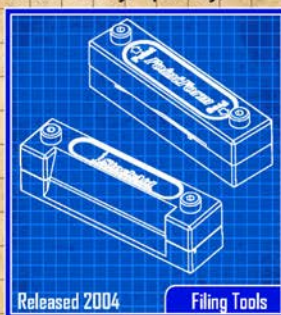
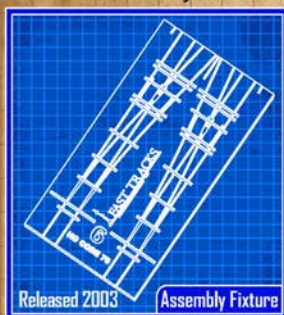
We can also use more articles on making realistic trees, bushes, and water courses. Modeling a dock and the water underneath would also be great. As would modeling ponds, mud puddles, and so on.



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We can also use more articles on wiring and DCC. With DCC, we can use specific DCC install examples in locomotives. Also articles on how you wired reversing sections – a wye, a turntable, or the more common reverse loop would all be great.

Also, how do you program your decoder settings? Once you're done showing us how you installed the decoder, spend time showing us your CV settings, too.

On the electrical side, we can always use clever ways to install feeders so they don't show. We also would love more discussion on doing short management with circuit breaker boards.

Also, how do you wire your turnout throws so they can be activated from two different locations? Does anyone still use diode routing control with their turnout throws?

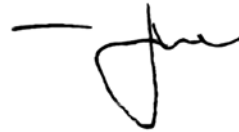
Wiring also includes things like working crossing gates, working semaphores, and structure lighting.

We hope to see more of these submissions in the months ahead. Start with this link to tell us about your article idea:

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If you yourself do not feel able to contribute, but you do know someone who could contribute, can you please pass the word that we're looking for these topics?

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THIS  
MONTH

Model Railroad Hobbyist | February 2022

Compiled by **JOE FUGATE**



## Grade crossing system advice

MRH forum member **NevinW** (Nevin Wilson) asked for advice from forum members on their recommendations for overall “best” grade crossing animation system.

Several stepped in with recommendations, including MRH Sponsor, Chuck Stancil, from Logic Rail. A number of other forum members gave the Logic Rail solution a thumbs up.



[View the full thread on the MRH website](#)

► **MRH'S MONTHLY GREAT MODELER POSTS**



1. New MRH forum member **Blshoop** posted several impressive photos of his car float operation in answer to a request from forum member **cadmaster**.

## Modeling car float operations

MRH forum member **cadmaster** (Neil T.) recently asked to see car float operation examples anyone may have built.

New MRH forum member **Blshoop** (Bryan S.) posted some fascinating photos of his car float modeling:

*“Hi, I’m a long time reader, 1st time poster. I’m in the process of building a double deck layout loosely based on the Jersey City Car floats for Lehigh Valley on the lower level. Didn’t have room to model it with both floats so I compressed it into one. Not a lot of scenery down yet, but here is my float and tug boat and the yard that feeds it and the local industries.*

*Mostly LV, CNJ, RDG, and some PRR/PC power and equipment. Late 60s- early 70s. No Chessie or Conrail!”*

Nice! Bryan’s work looks quite good and it’s great to have him on the forum posting his progress. We love watching our fellow modelers’ railroad empires come together on the MRH forum.

[View the full thread on the MRH website](#)



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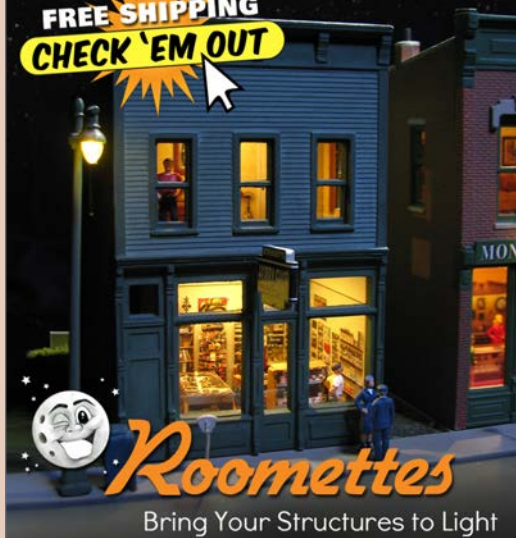


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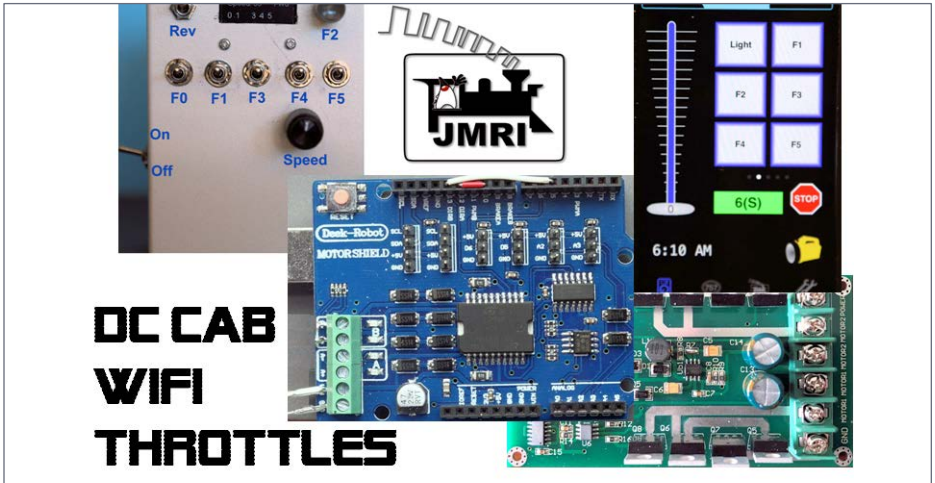
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2. MRH forum member **Geoff Bunza** talks about how you can use JMRI with a DC layout. Wow, Geoff, some great thinking outside the box!

## Making JMRI do DC, believe it or not!

MRH forum member **geoffb** (Geoff Bunza) surprised us all with a thread about using JMRI with DC, no less!

*“There are many modelers who for various reasons, use DC throttles to control the locos and trains on their layouts. What if you could combine the simplicity of a DC throttle with the sophistication of JMRI control, signaling, sensors, and even WiFi throttles? Yup!*

*WiFi throttles for DC train control! And what if you could put such layout control together for less than the cost of an old dual throttle power pack? Interested? Let’s see how it can be done!”*

Geoff goes on to describe what he calls “DC Simplicity with JMRI Sophistication” and then steps through accomplishing all this magic by adapting an Arduino and a motor shield board.

[View the full thread on the MRH website](#)



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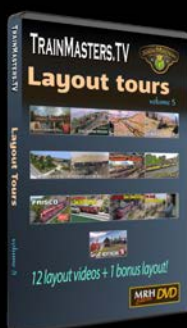
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3. MRH forum member **Bernd** recently got himself this new Comgrow CNC machine at a very reasonable price. He's giving us his blow-by-blow learnings as he explores the limits of its modeling capabilities.

## **New Comgrow CNC machine for the workbench**

MRH forum member **Bernd** (Bernd F.) recently acquired a very reasonably priced Comgrow CNC machine. Bernd wants to explore the limits of what it can do, so he's been taking us through all the trials and tribulations of unboxing, setting it up, and getting it working.

Bernd also wants to determine if this machine might be a more powerful alternative to a Cricut or Silhouette cutter:

*"This small 16.5lb machine will do routing, carving, milling, and laser cutting. I want to see if it will cut like the Cricut/Silhouette cutter machines. If it does, it'll be more versatile than the crafting machines [for a similar price]."*

We're watching this thread closely!

[View the full thread on the MRH website](#)



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## Locomotive backshop modeling photos

Every once in a while, someone posts nice photos of a modeling project. Check out this recent loco backshop thread ...

[View the full post on the \*MRH\* website](#)

4. New *MRH* forum member **RE#1** has been posting his entire build process for an HO engine house he's been building. Now that he's past the initial stages and getting into the finish detailing, the photos he's posting make you do a double-take. Truly "Yes, it's a model" level amazing modeling and inspiring photography.



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5. Here's another of **RE#1**'s engine house modeling. The step platform with its etched walkways and brass wire railings looks great – it's hard to believe this is HO. The workshop tools and debris he keeps adding looks better and better.



# What's new on TMTV

Some recent shining examples ...



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# WHAT'S NEAT

column



Model Railroad Hobbyist | February 2022

**KEN PATTERSON** COVERS HOW TO LAY LONG STATIC GRASS FIBERS, MISSOURI PACIFIC HERITAGE UNIT IN OREGON, BUILDING MULTIPLE-LEVEL DISPLAY SHELVES, AND BACHMANN'S NEW PRODUCTS ...



*click to play video*

**PHOTOS AND VIDEO OF SUPERB MODELS**

**THIS MONTH JENNIFER KIRK SHOWS HOW SHE LAYS LONG STATIC** grass fibers on a hillside, complete with flowers and other scenic touches, *Modeling from Above* features the UP Missouri Pacific Heritage unit running through the Cascade Mountains and Willamette Valley in Oregon, Ken shows how he built the multi-level shelf inserts he uses to display his models, and Larry Harrington from Bachmann joins Ken to announce some new Bachmann products for the upcoming year.

in the **FEBRUARY 2021 MRH RUNNING EXTRA!**

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1. The opening segment of this month's "What's Neat" was created by Michael Scalere.

## Laying long static grass fibers



2. Jennifer Kirk demonstrates laying long fiber length static grass on the layout.



3. Jennifer shows the large-mesh applicator screen on the War World Scenics static grass applicator.



4. Jennifer also shows how to add texture and flower effects using ground foam, called “Scatter” by War World Scenics.



5. The large mesh is designed for use with 10mm and 12mm fibers.



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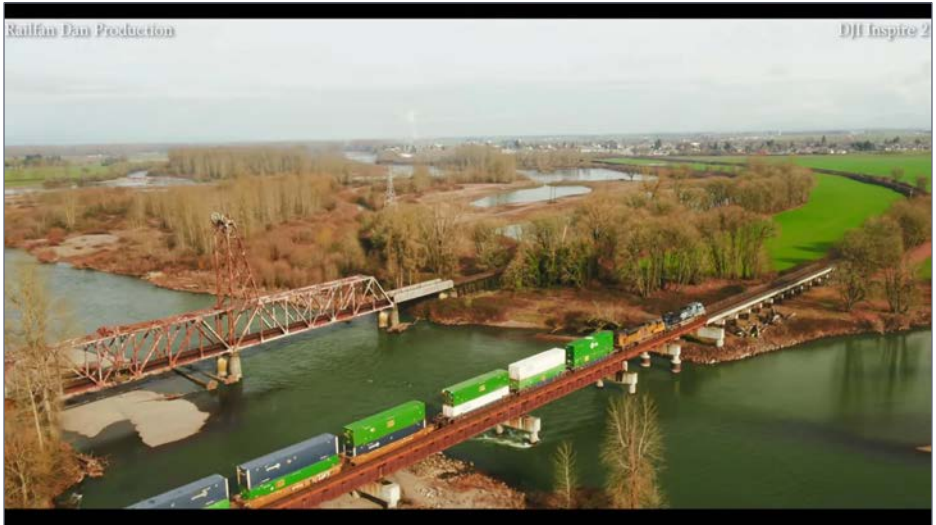


6. Jennifer attached the ground probe of the static grass applicator to the de-energized track on the layout. The hopper of the static grass applicator should be only partially filled, between 1/4 and 1/3 full. Check frequently to make sure the hopper hasn't run out.



7. To glue the static grass down, Jennifer uses War World Scenics Layering Spray. It allows multiple layers of static grass to be built on top of one another.

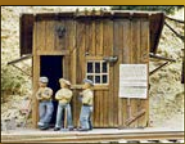
## Modeling from Above – the Missouri Pacific Heritage unit in Oregon



8. Dan Scheidell follows the UP 1982, the Missouri Pacific Heritage unit, through the snow-covered Cascade Mountains and up the Willamette Valley in this month's Modeling from Above sequence. Here the train crosses the Willamette River, with the Portland & Western RR bridge in the background.

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## Building multiple-level display shelves



9. Ken demonstrates how he built the three-level shelf inserts he uses to display his collection of models.



10. The shelves consist of straight 1x4 boards assembled in a stair-step pattern. The vertical parts are ripped on a band saw to a height of 2-½ inches high.





11. Ken uses red oak stain so the inserts match the other furniture in his basement. After drying, three layers of Minwax high-gloss polyurethane are applied.



12. The shelf inserts slip inside the openings in Ken's shelves, which were built out of 2x12 dimensional lumber. The shelves are generally screwed down to secure them.

## New products from Bachmann Trains



13. Bachmann Vice-President Larry Harrington shows the new Phase VI version of the Amtrak Charger locomotive. Also shown are the new concrete track EZ-Track product, and an N scale streamlined PRR K4.



14. Also shown was a test sample of the N scale ALC-42 model, which will feature TCS-WOW Sound and lighting. There will also be an SC-44 version. A test sample of the NYC Express Reefer in HO scale closed out the segment.

For the full video showing the techniques Jennifer used to lay static grass, the full Modeling from Above video, Ken assembling the shelf inserts and the new models shown by Larry Harrington, click the video link at the beginning of this article. ☑

in the **FEBRUARY 2021 MRH RUNNING EXTRA!**

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# Easy DCC loco speed matching



Electrical  
Impulses

Model Railroad Hobbyist | February 2022

1. Speed matching DCC locomotives doesn't have to be difficult. Joe Fugate shows two easy methods you can use from to handle this common DCC layout task.



**JOE FUGATE SHOWS TWO EASY METHODS FOR SPEED MATCHING DCC LOCOS ...**

**SPEED MATCHING DCC LOCOMOTIVES NEED NOT BE HARD.** Once you know the basics, you can speed match any two locos on your layout in less than five minutes.

Let's cover a few setup tips first, then we'll move on to the actual speed matching process.



## BEFORE YOU BEGIN

To make speed matching as simple as possible and to get the most consistent results, always do these steps first:

**1. Warm up the locos:** Run both locos you want to speed match first so they're warm. Running the locos around for 5 minutes should do it. Speed matching cold locos can lead to them not running as you expect later once they're warm.

**2. Set the speed table off:** To start with, turn the speed table off using CV29 in the locos you want to speed match. To set CV29 to 4-digit addressing, 28/128 speed steps, and the speed table off, give it to a value of 34.

**3. Remove all momentum:** Set acceleration (CV3) and deceleration (CV4) off in both locos. To do that, set CV3/4 to zero.

With this done, you're ready to speed match.

## EASY SPEED MATCHING

When I speed match, I like to use a passing siding or a couple of empty yard tracks. I put one loco on each track.

I select one loco to be my reference loco and I adjust the other locomotives to match it.

Speed matching the easy way involves setting just three decoder values: starting speed, top speed, and mid-speed – in that order. As for what values to set these to, see the sidebar: *Setting locomotive speed levels*.

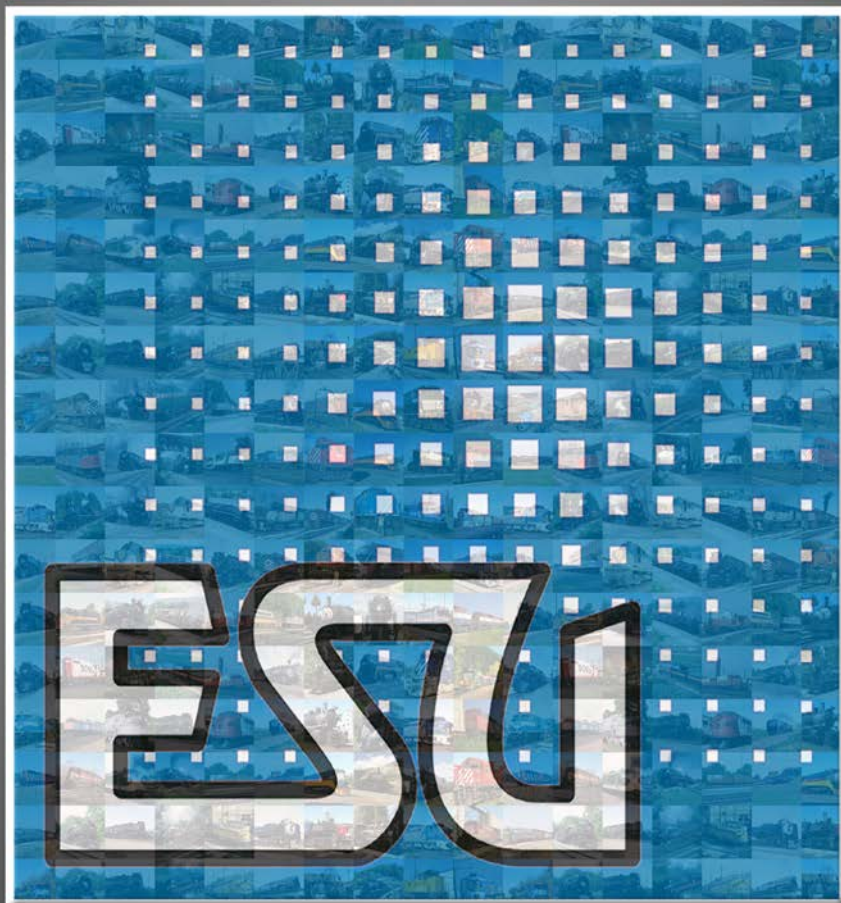
We'll assume you're good with your reference locomotive's starting, top, and mid-level speed and that it starts moving just as you crack the throttle. In my example, I'm using loco 3778 as the *reference* locomotive and 8369 as the *subject* locomotive [2].

**1. Put the two locomotives in a consist:** With one locomotive on each track, put the two locomotives into a consist. This will make both locomotives run together using a single throttle.



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**2. For my speed matching example, I use 3778 and 8369. I'm using a long passing siding area so the two locomotives can run side-by-side, one on each track. That makes it easy to eyeball that the locos are running the same speed.**

Even though the locos are in a consist, you can still use programming on the main (POM) to program the CV values of each individual locomotive. CV values can be from 0 to 255.

**2. Get the starting speed to match:** I use 28 speed steps on the throttle since 128 speed steps are too fine for speed matching.

Just barely open the throttle (speed step 1) and see if the two locos start moving. Adjust the starting speed CV2 in subject loco with POM until it just barely moves as well and closely matches the reference loco. Typically, CV2 will be a small value that's less than 10.

The two locomotives don't have to be identical, but they should be close.

**3. Get the top speed to match:** Next, crank the throttle up to top speed. Adjust CV5 up or down with POM as needed in the subject locomotive until it matches the reference locomotive. Typically, CV5 will be a value from 128-255.

Again, close is good enough, they don't have to match exactly.

**4. Get the mid speed to match:** Finally, set the throttle at 50% and compare the two locos. Adjust the subject loco CV6 mid speed value with POM until the speed matches the reference locomotive. Typically, CV6 will be a value from 40-80.



J. Fugate

## SINGLE OR DOUBLE TRACK?

In my example, I'm recommending you use two tracks to speed match, but you can also use a single track with a bit of care. Just space out the locomotives, keeping them 2-3 feet apart. Once you get the speeds closely matched, you can drop the distance down to just a few inches to fine tune the loco speed so that they won't open or close their spacing even if running a long distance.

If you like, you can use a single loop of track on a card table for speed matching, again spacing the two locos out. The loop of track is continuous, so you can keep the locos running as you adjust the speed values on-the-fly.



**3. Instead of an area of double track, you can also use a stretch of single track to speed match. Just set the locos 2-3 feet apart and watch them closely to make sure they don't collide until you get the speeds closely matched.**

Once you've got the two locos running close to the same speed from just cracking the throttle through 50% throttle and to max throttle, you can put them on the same track separated by about a foot and run them around the layout to see how they do.

If they're close – only slowly closing or widening the gap between the reference loco and the subject loco over several yards of running distance – then that's close enough to go ahead and run them coupled together as a single lashup.



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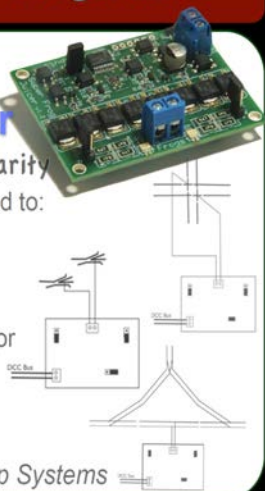
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4. Once the two locos have been speed matched, I can run them side-by-side and they will stay together for several yards. At this point, I can add back in any desired momentum and couple them together into a lashup.

**5. (Optional) Further refinement:** If you want to fine-tune the locos to get them to run even more closely together, you can, although it's not required. Just separate the locos again by about 12" then use POM to further adjust CV2 starting, CV5 max, and CV6 mid up or down one number at a time on the subject loco.

Resist the temptation to adjust the reference loco. That's the "gold standard" for your fleet and you should not touch its speed settings.

**6. Now adjust momentum:** Once the locos run together to your satisfaction, now go ahead and adjust the momentum settings in CV3/4 as desired. You can further compare the two locos to make sure they speed up and slow down consistently. Again, close but not exact is okay.

## SPEED MATCHING WITH A SPEEDOMETER

You can also speed match using a speedometer. With this method, you don't need a reference locomotive, just some standard speeds for starting, mid-level, and max speed.

What speeds should you use for these levels?

See the sidebar, *Setting locomotive speed levels* for a more detailed discussion on what speed levels to choose.



The beauty of using a speedometer accessory to speed match is you can set your entire fleet to run at a given speed from start to max. Then you can freely consist any locomotive you like with any other locomotive and you're good to go!

While you can manually compute loco speed by timing the loco movement between two points on your layout, it's far easier to just purchase or build an electronic speedometer with a speed-trap to automatically measure your loco speed for you.

See the shopping list link at the end of this article for speedometer products you can purchase. They cost from \$40-\$80.

Or if you have an electronics bent, you can build your own speedometer relatively inexpensively (often less than \$20). How to do this has been covered in past *MRH* magazines:

## ■ **DIY running-in-place speedometer**

[forum.mrhmag.com/post/model-railroad-running-stand-speedometer-12216697](http://forum.mrhmag.com/post/model-railroad-running-stand-speedometer-12216697)

## ■ **Arduino speed-trap speedometer**

[forum.mrhmag.com/post/building-an-arduino-speedometer-12218703](http://forum.mrhmag.com/post/building-an-arduino-speedometer-12218703)

In my case, I bought a speed-trap speedometer kit [5] off eBay for \$40. It did involve a bit of soldering, but it wasn't too hard – mainly just some resistors and LEDs. It does require a Windows laptop to run the speedometer software, however.

With speedometer speed matching, you don't need a reference locomotive, instead you have a set of target speeds. In my case, I'm aiming for a starting speed of 1 mph, top speed of 45 mph, and a mid-speed of 25 mph.

**1. Set loco starting speed.** Use the speedometer to check the loco's starting speed. I'm aiming for 1 mph, give or take, if possible. A speed from 0.5 mph to 1.9 mph is acceptable.

If the speed is too slow or too fast, I adjust the CV2 starting speed value up or down as needed using Programming on the



## SETTING LOCOMOTIVE SPEED LEVELS

In the my December 2021 *MRH* Editorial, I make the case for selectively compressing loco speed to make the layout feel larger. You can read all about that here:

[forum.mrhmag.com/post/publishers-musings-selectively-compressing-speed-12219830](http://forum.mrhmag.com/post/publishers-musings-selectively-compressing-speed-12219830)

On my Siskiyou Line 2 layout, I have decided to make the top speed of all my locos 45 mph. I've also decided I want the loco speed to ramp up slightly faster in the first half, so I've set mid speed at 25 mph rather than 22.5 mph.

Ideally, I want the starting speed to be around 1 mph, which looks nice and slow on the model. ■

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Main and retest until I get within my target window of 0.5 mph to 1.9 mph.

Also, I run the locomotive backwards through the trap to see if it runs close to the same speed backward as it does forward. Most locomotives will not run exactly the same speed both directions, so don't be alarmed if the speed is off slightly (a few tenths).

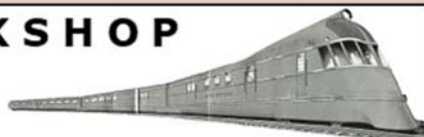
But if the speed difference each direction is significant – say more than 0.5 mph different at speed step 1 – then we may need to look at using forward and reverse trim to get the two speeds to match. More on that later.

If the loco won't run slow enough, then consider getting a better decoder with back EMF, dithering, or some other such slow-speed enhancement feature. If that's not enough, you may need to tune the loco mechanism, looking for any gear binding or burrs.

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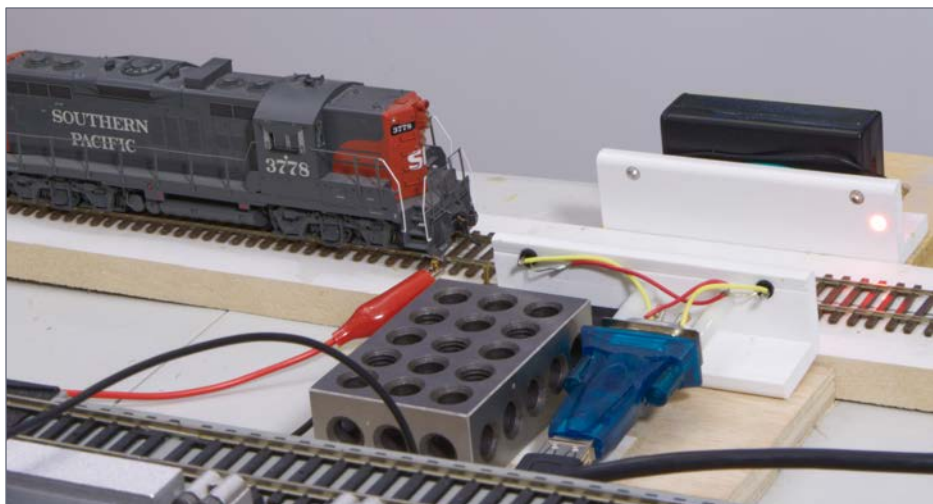
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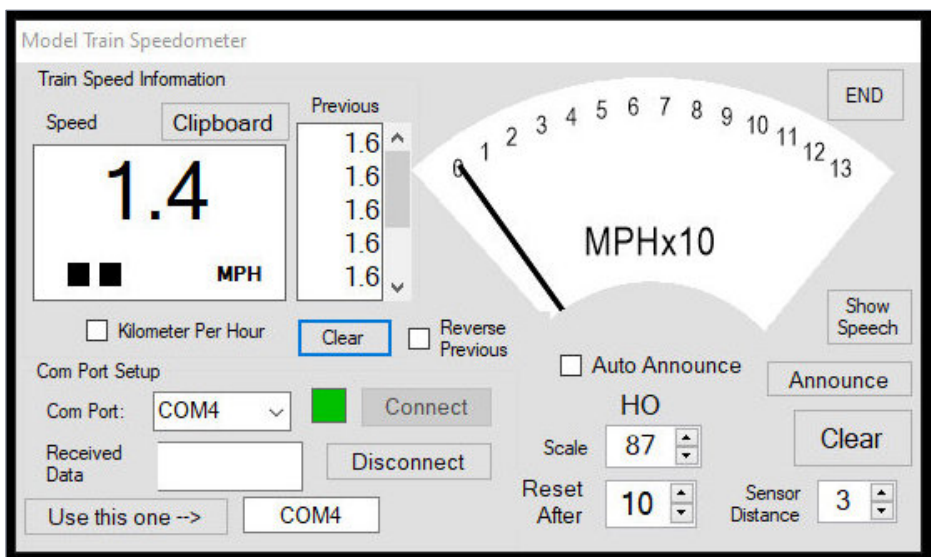
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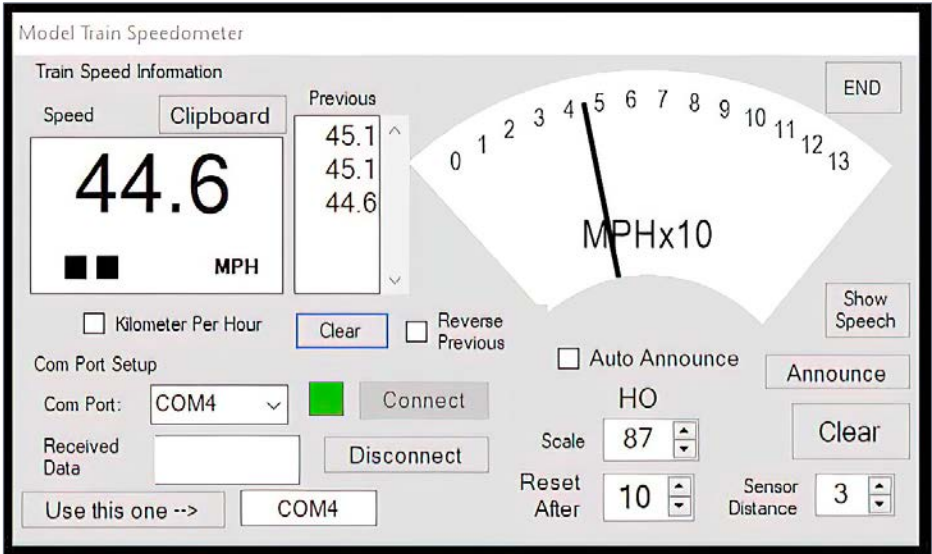
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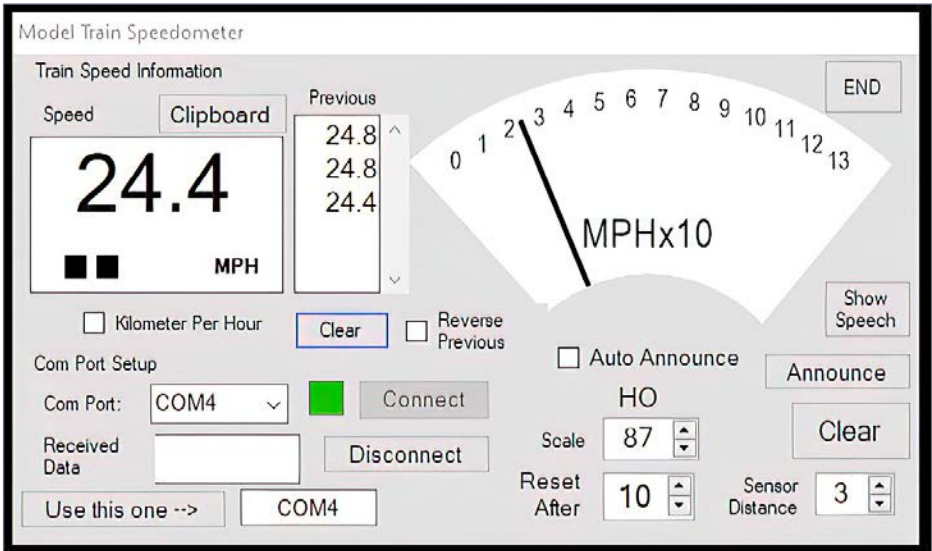
5. I bought this speed-trap speedometer off eBay for \$40. It nicely captures the loco speed as the loco rolls between the two sets of sensors and sends the result to my laptop.



6. I checked the starting speed (speed step 1) of loco 3778 from the previous speed matching example, and this is what I got. It's 1.6 mph forward and 1.4 mph backward. Close enough.



7. I check the top speed (speed step 28) of loco 3778 and adjust CV5 until it meets my goal of ~45 mph max.



8. I check the mid-level speed (speed step 14) of loco 3778 and adjust CV6 until it meets my goal of ~25 MPH.



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Finally lube the loco so it's running as smoothly as possible.

**2. Set loco top speed.** Use the speedometer to check the loco's top speed [7]. I adjust the CV5 max speed value up or down as needed using POM until I get my target max speed of 45 mph. Getting within 1 mph over or under is fine at this level.

I also check the reverse speed. We have lot of wiggle room at top speed: if it's under 5 mph different between the two directions, I'm good. Otherwise, time for forward / reverse trim (next section).

**3. Set loco mid speed.** Use the speedometer to check the loco's mid-level speed [8]. I adjust the CV6 mid speed value up or down as needed with POM until I get my target mid speed of 25 mph. As with top speed, getting within 1 mph either way is fine.

I again check the reverse speed. Like top speed, if it's under 5 mph different between the two directions, I'm good. Otherwise, let's see how to adjust forward / reverse trim.

## FORWARD / REVERSE TRIM

If your loco runs a noticeably different speed going forward than it does in reverse, most decoders have a speed table feature called forward/reverse trim.

The bad news: to enable forward trim (CV65) and reverse trim (CV95) requires a 28-step speed table. We used the far simpler CV2/CV6/CV5 to avoid that complexity.

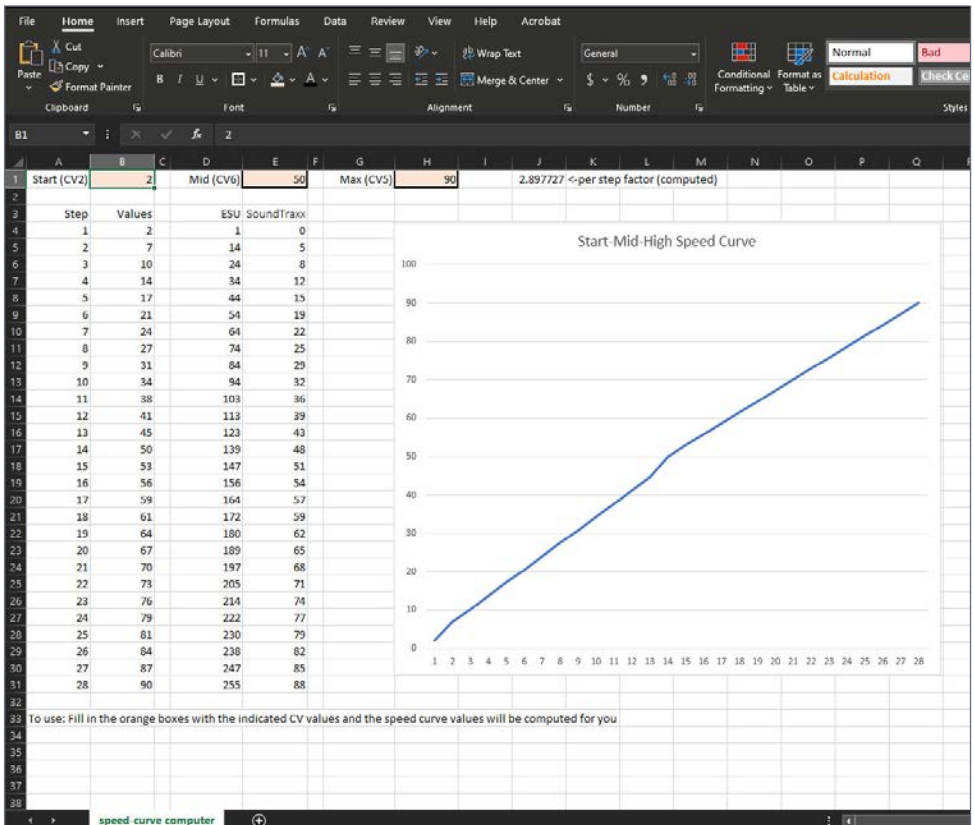
Never fear, I have created a spreadsheet that will compute the 28 different speed step values if you have the values of CV2, CV6, and CV5. Get this spreadsheet in the bonus downloads for this issue ([bonus download link](#)).

Various decoders implement their speed table slightly differently, so check the next section where I summarize decoder speed table differences.

To use this spreadsheet, just enter the starting speed value from CV2, the mid-level speed value from CV6, and the max speed

value from CV5 in the orange boxes [9]. The spreadsheet automatically computes the values for all the speed table steps. It also draws a nice graph of the speed curve. Any tiny “bumps” in the drawn speed curve come rounding in the computations.

I have standardized on ESU decoders, so I have included a column in the spreadsheet that computes the ESU speed table values as well, since it's done a bit differently than most other decoders. Also, SoundTraxx decoders are a bit different too, so I've added them as well (more on these differences coming up).



9. Using this spreadsheet in the bonus downloads allows me to convert a simple CV2/CV6/CV5 speed curve into an identical but more complex 28 speed step one.



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Once I have these spreadsheet values, I can just enter them into the appropriate speed table steps straight from the spreadsheet. It's easiest to do this with a tool like JMRI DecoderPro.

## SPEED TABLE DIFFERENCES IN DECODER BRANDS

NMRA S9.2.2 specifies all decoders must provide CV2 (Vstart).

Providing for CV6 (Vmid) and CV5 (Vhigh) is optional. These are active when CV29 is set to speed table off (bit 4=0).

Speed tables may optionally be implemented and use CVs 66 (Fwd Trim), 67-94 (the actual speed curve), and 95 (Rev Trim). Setting CV29 to speed table on (bit 4=1) activates it.

Various decoder manufacturers implement the speed table feature with slight differences.

**SoundTraxx Tsunami decoders:** When the speed table is active (CV29 bit 4=1), the value in CV2 is not ignored but is effectively added to CVs 67-94 in the speed table, pushing it upwards.

The advantage of this variation from the NMRA standard is that you can tweak the starting speed without reshaping the whole curve, but the disadvantage is that you can effectively flatten the top end of the speed table if the maximum speed was already high.

**QSI decoders:** When the speed table is active (CV29 bit 4=1), the values in CVs 2 and 5 are not ignored.

If CV2 or 5 are non-zero, these become the actual Vstart and/or Vhigh and the effective values in CVs 67-94 are compressed or expanded (scaled) in the decoder, so the actual curve starts and/or ends on the value in Vstart and/or Vhigh.

The advantage of this variation from the NMRA standard is that you can tweak both starting and maximum speeds without reshaping the whole curve. But if your speed table already covered a restricted range, the curve will be expanded, with possible integer multiplication errors producing glitches in the speed table and erratic loco behavior.



**ESU:** When the speed table is active (CV29 bit 4=1), the values in CVs 2 and 5 are not ignored, but specify the actual Vstart and Vhigh of the loco.

In addition, the value of CV67 is fixed (read only) at 1 and the value of CV94 is fixed (read only) at 255.

The speed table curve shape then fits between these fixed end points, and adjusted up or down as needed to fit the end points.

The effective values in CVs 67-94 get compressed in the decoder so the actual curve always starts and ends on the values in Vstart and Vhigh.

The advantage of this variation from the NMRA standard is that you can tweak both starting and maximum speeds without reshaping the whole curve and without the glitchy and erratic speed table errors in the QSI approach.

The ESU LokProgrammer and JMRI DecoderPro software both enforce the restrictions on CVs 67 and 94 so you know what your speed table will actually look like.

In the April issue, we'll look into using JMRI and/or the LokProgrammer to do speed matching and adjusting things like forward and reverse trim.

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Gray Blue	MR 4936	10 FL OZ	MR 4936	
Weathered (Olive) Black	MR 4937	10 FL OZ	MR 4937	
Dark Gray	MR 4938	10 FL OZ	MR 4938	
Dark White	MR 4939	10 FL OZ	MR 4939	
Gray Blue	MR 4940	10 FL OZ	MR 4940	
Orange Red	MR 4941	10 FL OZ	MR 4941	

Floquil / PollyScale Color Name	Brand Name	Volume	MRH Color	Notes
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Midnight Teal	MR 4946	10 FL OZ	MR 4946	
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# Modeling track



GREG BAKER DETAILS A PECO TURNOUT ...



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**I'VE BEEN WORKING ON A SMALL**, photo-realistic layout representing an industrial scene, and needed everything, including the track and turnouts, to look the part. I learned some tricks and techniques for detailing track that I want to pass on. Follow along with this project as I detail and install a commercial turnout to look like part of a well-used industrial spur.

## UN-EVENING THE RAIL HEADS

The evenly cut rail ends of commercial turnouts and commercial track in general have always bothered me [1]. In the real world, square joints like this would create an operational hazard, so railroads almost always stagger their rail joints. My first step was to clip the rail ends so that they were no longer even [2].



1. This out-of-the-box Peco #5 code 83 right hand turnout has some molded-on detail. The rails ends are cut evenly.





2. Cutting off the ties at the turnout ends and nipping the rail ends to make them uneven gave the joints a more prototypical offset.

## ROUGHING-UP THE TIES

Out-of-the-box turnouts also are far too pristine for branch lines or industrial spurs, where the tracks and turnouts, and especially the ties, look like they have been out in the elements for ages. Roughing-up the ties was my next step.

I began roughing-up ties using my rotary tool with a nylon brush in its chuck. I know of no quicker method to distress the ties and give them a worn and rotted look, as if they've been in place for decades [3].

After roughing-up the ties with the rotary tool, I used my #11 X-Acto blade on some to rough them up even more. I made cuts to represent ties that had split, broken, or otherwise fallen apart with age.

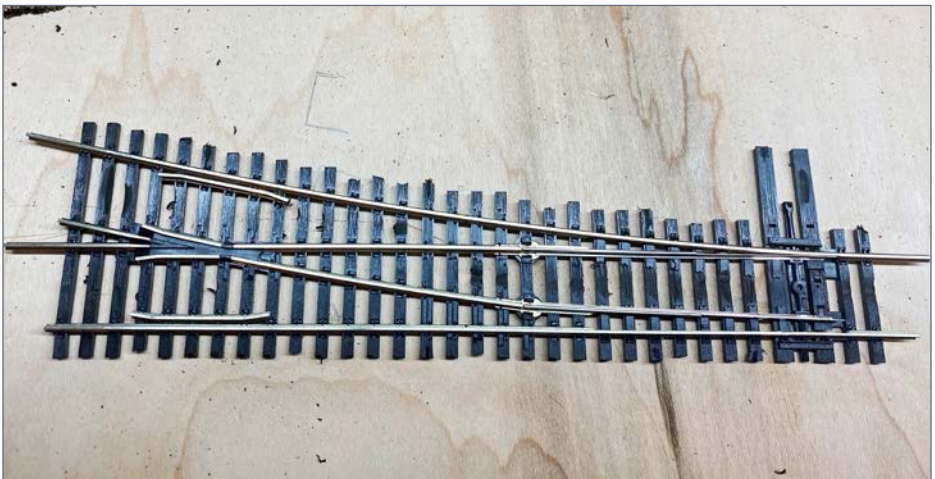
## DETAILING THE TURNOUTS

With all the ties distressed, I could proceed adding details. I used a variety of commercially available products to achieve the look I wanted.

Out-of-the-box Peco turnouts are spring-loaded so they snap into and hold position. If you want the switch action to be free-floating, then you will need to remove a small plastic piece on the underside of the switch point to free the spring. This step is necessary only if you plan to add manual or powered switch machines.

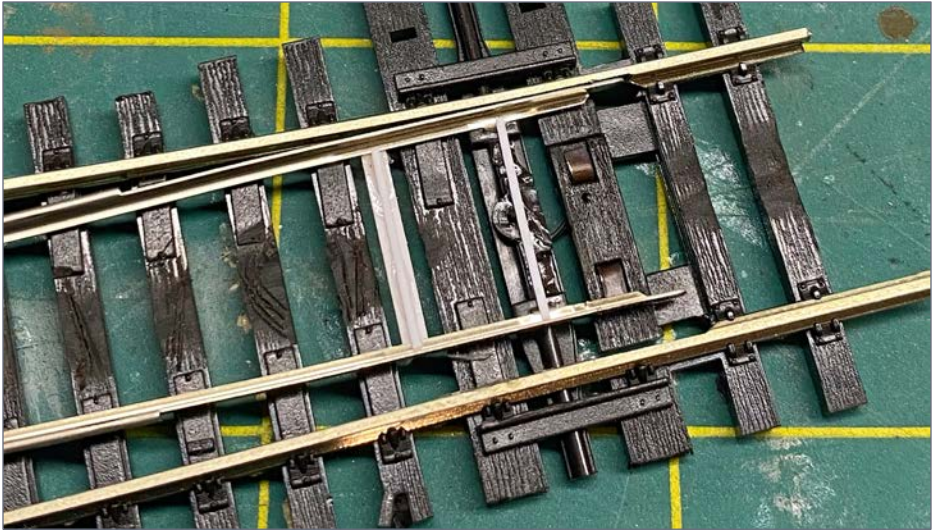
To add support to the throw bars, I carved and cut the area around the throw bar, and flattened it with my #11 blade. I cut two pieces of 0.010" x 0.020" styrene.

I glued one piece to the underside of the switch points between the points and the frog with CA. I split the other one to create a 0.010" x 0.010" piece, and glued the two halves to the top of the throw rod, and added the support piece using Plastic Weld [4].



3. These ties show serious deterioration and distress.





## 4. Turnout supports in place.

Next, I opened the “Throwbars & Point Hinges HO” detail kit from Proto87 Stores (101904). Proto87 Stores makes a variety of photo-etched metal track details, and they are tiny!

I started with the long point detail sets and used medium CA to secure them. I took care not to glue the turnout points in place [5, 6, 7].

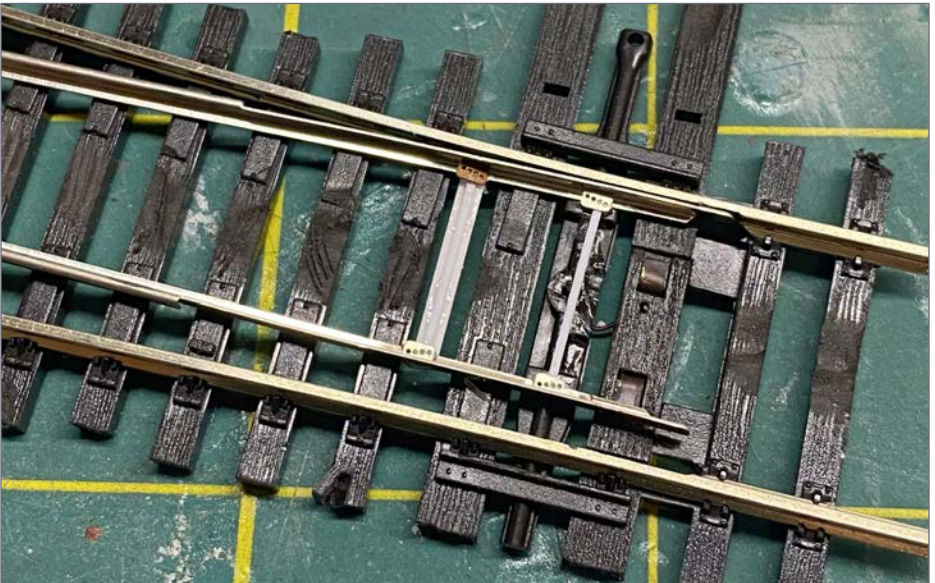
## INSTALLING AND WEATHERING THE TURNOUT

With the turnout detailed, I was just about ready to install it on the layout. I soldered wires to the underside of the rails, drilled holes in the roadbed, and threaded the wires through. I used clear DAP adhesive sealant to secure the turnout to the roadbed [10].

When the adhesive dried, I verified the turnout was secure. I then masked the switch points with tape and sprayed the entire turnout with a coat of brown camouflage paint. With the



5. The point detail is in place. If you look closely, you can see the detailing on the upper point rail.



6. The hinge details are in place.



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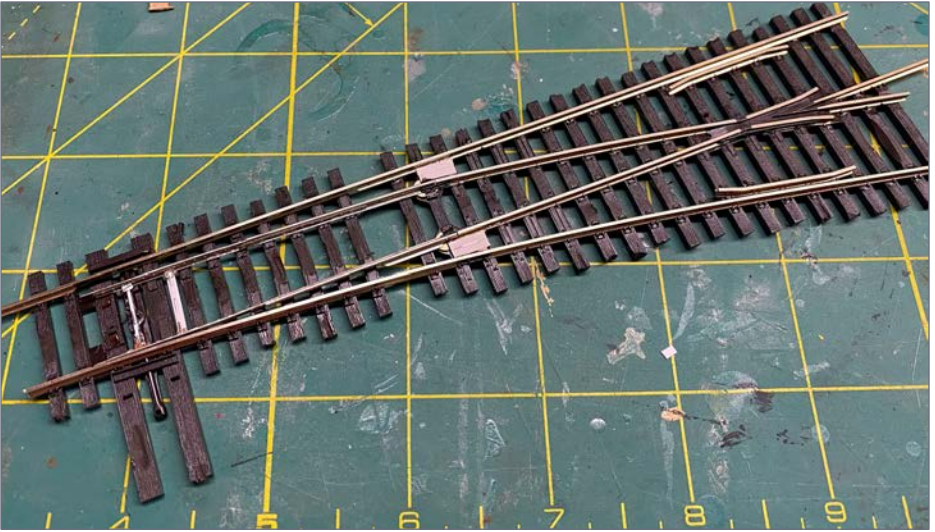


7. The throw rod detailing was the final step. Gluing fine, photo-etched metal details to a 0.010" styrene surface was a challenge. I recommend a set of very small tweezers and some patience during this step.



8. The Proto87 Stores kit had point heel plate details that I also added. I used scrap styrene to represent the heel block, where a switch point is attached to a pivot.





9. With the details on this turnout complete, it was ready to install on the layout.



10. The turnout is in place.

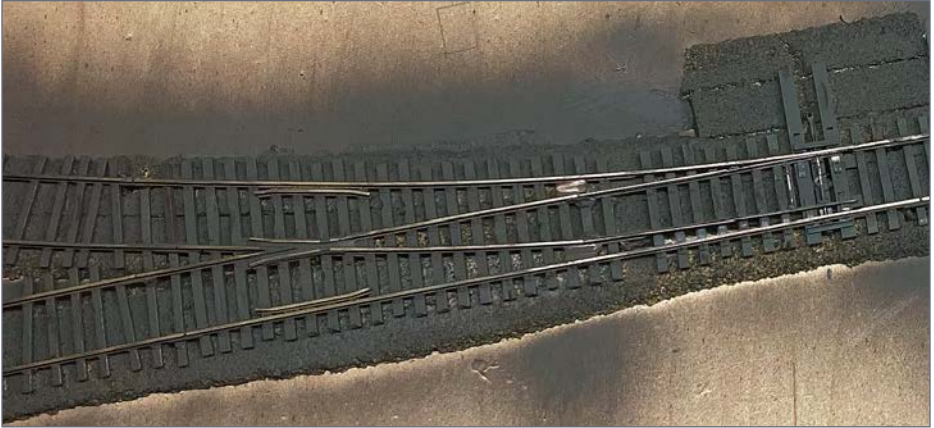


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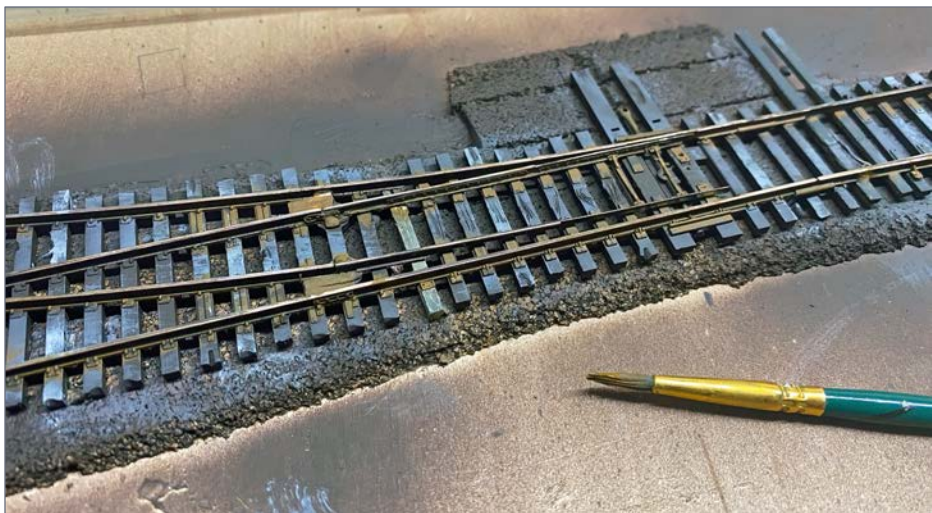
paint still wet, I wiped as much of the paint as I could from the rail heads to make cleaning easier afterwards [11-13].



11. The turnout was sprayed camouflage brown.



12. I weathered the ties using a combination of Vallejo Flat Earth, White, and Gray Black. Since I was modeling some pretty rough track, I made most of the ties gray to represent old, worn-out ties. For newer replacement ties, I used Vallejo Gray Black.



13. I painted the rails and other metal parts Vallejo Earth Brown, a nice base rust color.

## DIRT AND BALLAST



14. I dusted the area with real dirt. Once satisfied with the coverage, I sprayed it with wet water – water with detergent to break the surface tension – and secured it with a 50:50 mix of water and white glue.



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15. With the dirt dry and secure, I sprinkled on some fine gray Woodland Scenics ballast. I went extremely lightly on the ballast since I wanted to represent a light, poorly maintained branch line. I secured it using the same method as for the dirt.



16. When the water and glue dried, I cleaned up the rail head and made sure all switch points were clear and working properly.

## FINISHING TOUCHES

I filled in the areas around the switches with a variety of pre-made grass tufts. I like using my own homemade tufts, though there are a variety of commercial options available.

There are a variety of static grass applicators available, too. I prefer using individual grass tufts rather than using a grass applicator because it gives me better variety and control. This gives a better feel of individual plants and grass stands as they would appear in nature, rather than general overgrowth [17]. ✓

*See final picture next pages ...*

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17. Brush and weeds go with poorly maintained track.



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## GREG BAKER



Greg has been “seriously” model railroading since 2000, but as long as he can remember he has always been fascinated by trains. Greg’s main interest is the Spokane Portland & Seattle Railway and its operations in Oregon in the late 1960s. He enjoys the operations along the Oregon Trunk, but has recently started a modeling project based on Astoria, Oregon.

Greg lives in the Portland, Oregon area, and has started a job with a local transit agency there. He is excited to be back in Oregon and to enjoy everything it has to offer, while spending time with his wife and two kids. He is currently working on remodeling his garage into a workshop and layout room. ■

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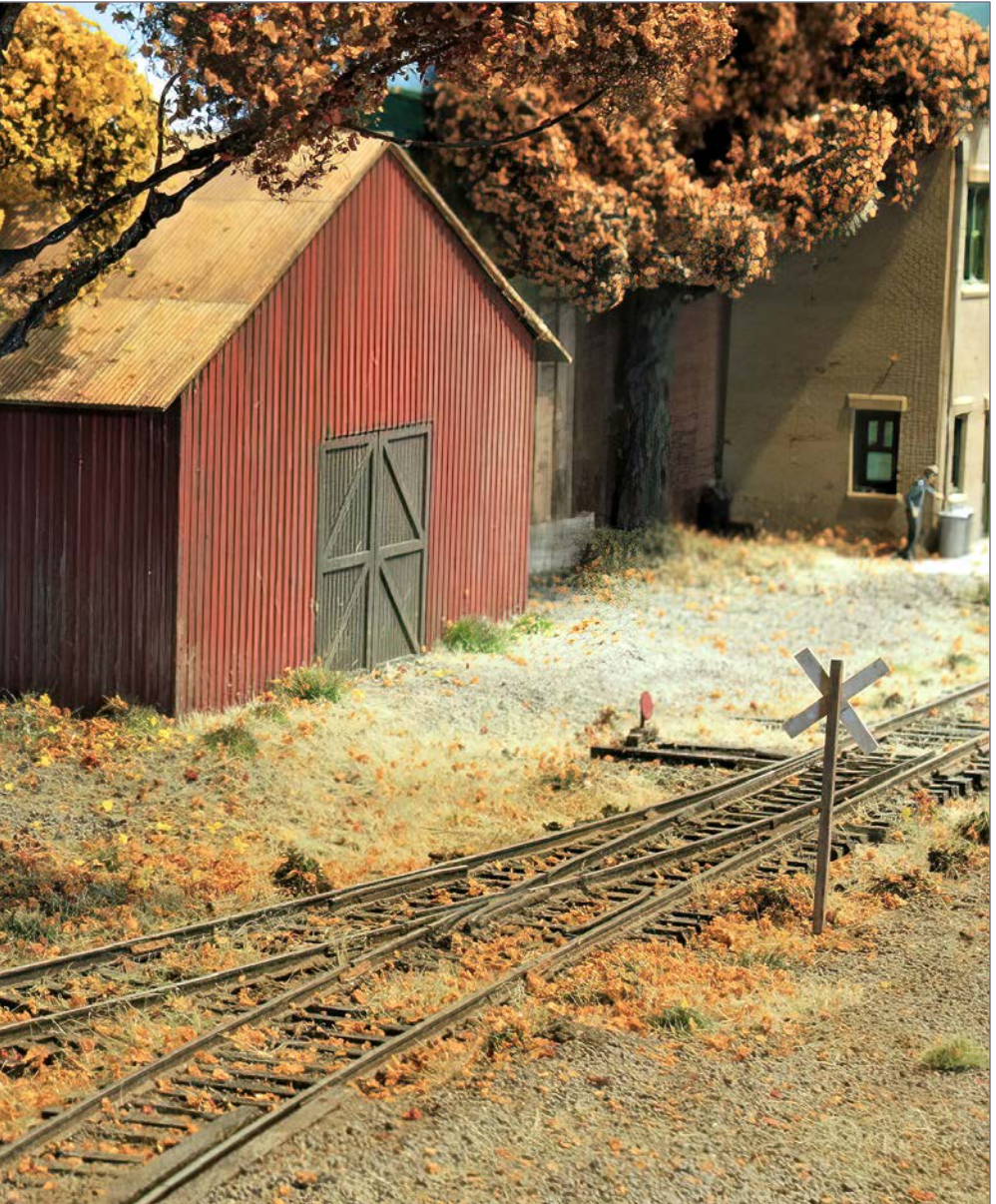
18. With some buildings, a few trees, static grass, and leaf scatter, the scene comes to life. The turnout looks the part of serving an old, run-down spur.



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# Adjusted Ops for my new layout



*Photo from the Bill Lane collection*

Model Railroad Hobbyist | February 2022

**RICK BALASSAITIS** LOOKS AT HOW  
HE ORDERS HIS OPERATIONS ...



**WITH THE STORM BLOWN OVER AND THE DEBRIS CLEANED UP** – “The Perfect Storm,” January 2022 *MRH* ([forum.mrhmag.com/post/the-perfect-storm-12243030](https://forum.mrhmag.com/post/the-perfect-storm-12243030)) – it was time to get the transportation system humming again. We mustered a crew of two and began the first attempt at operations since the cataclysmic rebuild of the Pennsylvania-Reading Seashore Lines.

The normal order of assigned freight runs on the PRSL branches that ran through Woodbury in the 1950s included three turns from Woodbury. A coal drag and the tank sweeper traversed the Deepwater branch, and the Sand Hog traveled the Millville branch [1].

In addition, the Camden Pavonia yard handled freight transfers from Philly and performed local switching in the Camden



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# ADJUSTED OPS ON MY NEW LAYOUT | 2

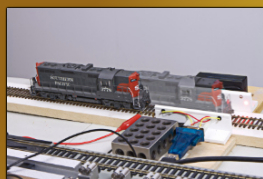
industrial area. (In real life, Pavonia also handled multiple freights on the unmodeled PRSL main lines through Haddonfield to the shore.)

<u>Train #</u>	<u>Type</u>	<u>Origin</u>	<u>Destination</u>	<u>Notes</u>
WY841,40	Coal Drag	Staging	Deepwater	
Philly Transfer	Car Transfers	Staging	Pavonia	
WY843,42	Deepwater Local	Pavonia	Deepwater	
WY33,34	Sand Hog	Staging	Millville	
WY27,26	Millville Local	Pavonia	Millville	
WY51,50	Salem Local	Pavonia	Salem	
WY79,80	Tank Sweeper	Staging	Deepwater	
XXX	Camden Local	Pavonia	Camden	Fit in ASAP

1. The order of freight operations through Woodbury.

*in the* **FEBRUARY 2021 MRH RUNNING EXTRA!**

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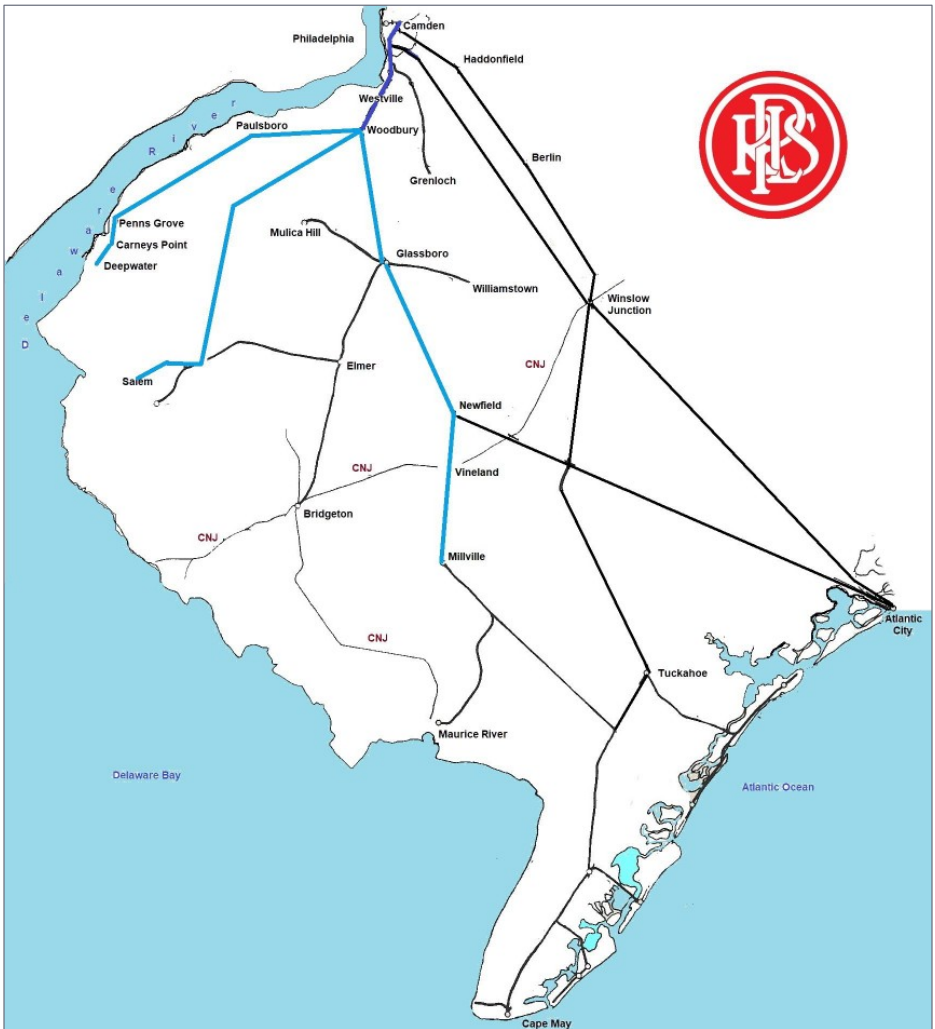
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2. All lines (except those marked for the Central Railroad of New Jersey) are Pennsylvania-Reading Seashore Lines trackage. The thicker dark lines represent the three towns modeled on my PRSL layout. The blue lines show the branches we run off layout.)



## WY841 Deepwater coal drag



3. We begin the weekday with WY841, the coal drag to the Deepwater power plants. Reading tended to outbid the Pennsy in supplying power plant coal in southern NJ and multiple RS-3s usually headed their coal drags.



4. I am sure the Woodbury commuters did not find the swirling coal dust enjoyable during WY841's run-by!

## The Philly transfer



5. The Philadelphia transfer arrives in the Camden Pavonia yard with loads and empties from the frontier (anything beyond southern New Jersey). As in real life, a Pennsy Baldwin RT624 handles the assignment. A pair of Baldwin S-12s head out to meet it and get started on the breakdown and reclassification of the freight cars.



6. Baldwin B12s were the only PRSL diesel yard switchers on their roster and had long useful lives in southern NJ.



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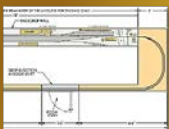
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7. The Pennsylvania Railroad and the Reading Company sent their aging steam locomotives to NJ to die, an intermediate stop on the way to the scrap yard. Here a PRR K4 4-6-2 Pacific takes on coal. In just a few years the water towers would be torn down, and the coaling towers would become dilapidated monuments to the bygone age of steam.

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## WY843, 842 Deepwater local

After adding cars from the Philly transfer, WY843 the Deepwater local leaves next to serve Buzby Bros. in Westville, and a concentration of chemical plants and refineries in Woodbury and along the Delaware River.

All trains on these branches are dispatched as “turns.” They leave the Camden freight yards, go to one of the three branch terminuses (Millville / Salem / Deepwater), and return the same day.



8. WY843 delivers loads of sand and cement to Buzby Bros. in Westville.



9. PRR H30 covered hoppers at Buzby Brothers.



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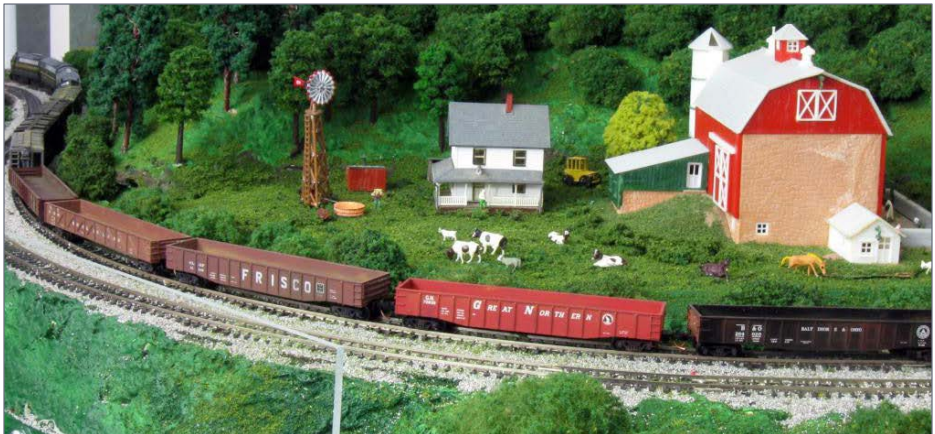
## WY33, 34 the sand hog

South Jersey is built on a firm foundation of sand. In the early 1950s, sand was one of our premier exports. The construction of the American interstate highways was gearing up.

Pennsylvania provided the concrete and New Jersey the fine sand to mix with it. Once again, the railroads got to support their biggest competitor, the trucking industry, by the building of their highways.

## WY 27, 26 the Millville local

The Millville branch handled glass-making and mid-sized manufacturing, in addition to produce and a thriving group of vineyards. Wheaton Glass and Owens-Corning were among the businesses shipping by rail. GP38s – anachronistic for the 1950s era because they did not arrive on the PRSL until 1967 – typically handle this train. Before 1967, Baldwin AS-16s were the PRSL's sole home road power.



10. WY33 heads south with a string of empty gondolas and covered hoppers. Here we see it passing the Haines-Falcone dairy farm.





## 11. WY27 heads south through Westville with time-warped PRSL GP-38s in the lead.

Alas, nobody produces AS-16s in N scale. PRSL's joint owners, the Pennsylvania and Reading Railroads, assigned a variety of locomotive power to the PRSL that are available in N scale. The GP38s are a compromise to represent PRSL home road power.

## WY51, 50 the Salem local

WY51 heads through Woodbury and off to the lush farmlands in the heart of South Jersey. It always contains large blocks of reefers. Woodbury contains a small icing facility, so most of the reefers are iced here and the newer mechanical reefers take on fuel.

## WY79, 80 the tank sweeper

The final departure of the day is the tank sweeper. It is off to the refineries in Westville and Paulsboro.

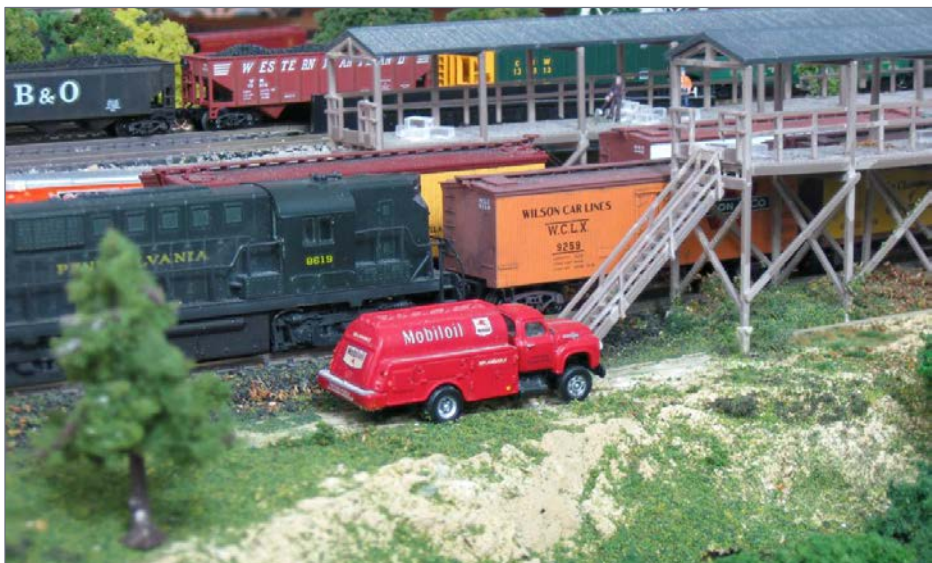
## The missing local

The Philly transfer has already returned to Philadelphia with loads from South Jersey and unneeded empties, and during some idle time, the Pavonia yard crew built the Camden local and headed out. The yard switcher will scoot across the

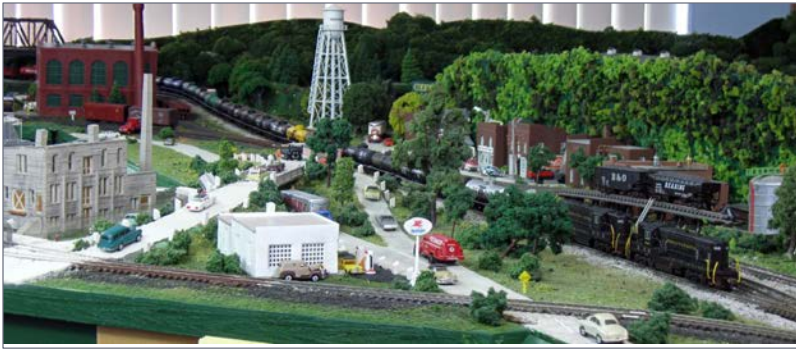




12. WY51 passes Broad Street Lake in Woodbury.



13. WY51 works the icing tracks in South Woodbury



## 14. The Tank Sweeper southbound through Westville.

RR	Car#	Type	WY27	Tuesday Switch List	Next CL#	Notes
PRR	220306	H *	P PRSL Power Plant	Westville, NJ	Empty	X99
PRR	220538	H *	P PRSL Power Plant	Westville, NJ	Empty	X99
RDG	17055	B *	D Coney Davis Lumber	Westville Team Trk	Finished Lumber	
RDG	196504	B *	P Broadway Feed Co.	Westville Team Trk	Empty	Y00
PRR	244877	H Co	P Buzby Bros.	Westville, NJ	Empty	Y00
PLE	20375	B *	D Texaco	Westville, NJ	Big Parts	
BO	276383	B *	P Hollaway Lumber	Westville, NJ	Empty	Y00
FBX	5300	R *	D Woodbury Icing Track	Woodbury, NJ	Empty	
WCL	9259	R *	P Woodbury Icing Track	Woodbury, NJ	Produce	M08
LV	79006	B *	P Armstrong Cork	Vineland, NJ	Cork Roadbed	X99
BO	380645	B *	D Sears, Roebuck, & Co	Vineland, NJ	TVS	
PRR	104287	B *	P Vineland Winery	Vineland, NJ	Bottled Wine	X99
GN	18748	B *	D T.C. Wheaton Co.	Milville, NJ	Empty	
LV	37048	G *	D Ricci Bros. Sand Co.	Port Norris, NJ	Empty	
ERIE	79006	B *	D Hack & Sons Pipe Co.	North Woodbury, NJ	Metal Paint	
PRR	342617	G *	P Hack & Sons Pipe Co.	North Woodbury, NJ	Water Pipes	X99
SRLX	5199	R *	P Del Monte	Westville, NJ	Frozen Foods	M57
RDG	64395	H *	P Barry Bros.	Westville, NJ	Empty	X99
BO	30842	H *	P Barry Bros.	Westville, NJ	Empty	X99
Drops: 7		PickUps: 12				

15. This is the drops/pickups switch list for WY27 the Millville Local. We originally ran a standard four-cycle Waybill card system but as the train sizes grew, the operating crew became less happy with handling a large stack of cards so I transferred the card cycles onto a spreadsheet, copied them to a Microsoft Access database and using SQL generated a switch list for each train. Now we can handle up to eight waybill cycles for cars being shipped off line and eventually returning on-line.



mainline to RCA, Campbell Soup, Van Sciver, and the NY Shipyard, then scurry back in time to declassify some of the returning road jobs.

## HOME AGAIN

During this time, many of the turns have reached their destinations at the three termini that radiate from the junction at Woodbury, served their customers there, done the runarounds, and headed back to Camden.

When WY80 (tank sweeper) finally limps home, the day will be over... and we can do it all again tomorrow! ☑

in the **FEBRUARY 2021 MRH RUNNING EXTRA!**

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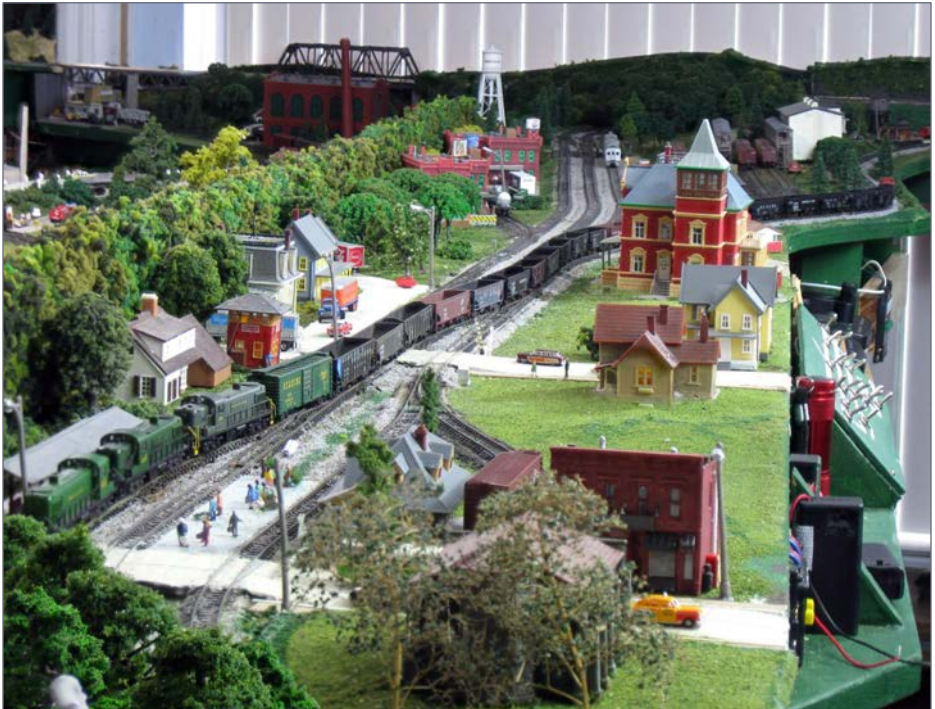
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16. WY79 serving the Texaco refinery in Westville.



17. Soup's On! Or soon will be. The Camden local slides by the RCA spur to Campbell Soup to deliver another cooled load of local vegetables.



18. WY840 is now straggling home with empties. It had to cross over three tracks in Woodbury to continue right-hand running back to the yards.





19. The Millville Local, now designated WY26 drops a loaded coal car at Barry Bros. Fuel in Westville. Most spurs along the double-tracked main line are convenient trailing-point sidings.



20. WY33 is now WY34, the loaded sand hog, here leaving North Woodbury.

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21. The sand hog passes through Westville.



22. WY50 Salem local returning home to Pavonia Yard.



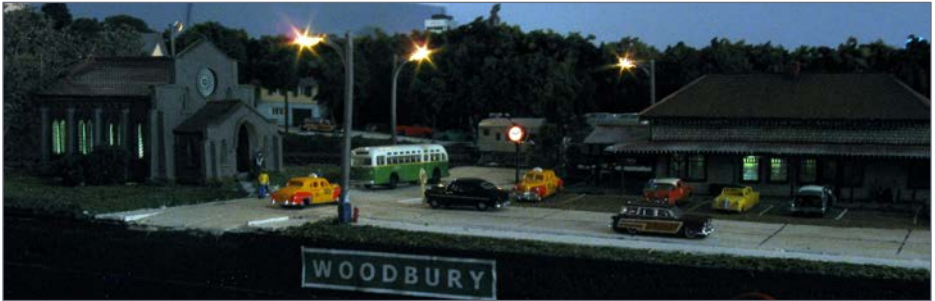
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23. WY842 makes a delivery at the Woodbury Bottling Co.



24. Right On Track Models has produced an accurate laser model of the Woodbury station (in multiple scales). The N Scale version is now the crowning centerpiece of my layout.

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## RICK BALASSAITIS



Rick grew up in Westville and Woodbury Heights, always within a block of the PRSL. Although he preferred coal mountain railroading, he knew eventually he would model his hometown railroad with its ugly “black” Baldwins. Woodbury is the junction for 3 southern NJ branchlines to Millville (manufacturing), Salem (farm), and Deepwater (chemical/petroleum).

Right on Track Models created a kit of the Woodbury station. Most of the industries serviced in Westville and Woodbury have fairly accurate stock buildings, and the Walther’s Union station is a stand-in for the Philadelphia 30th street station.

Rick has a stable of Atlas Baldwin VO-1000s which handle the yard switching, but no one makes the Baldwin AS16 road switchers in N scale. Fortunately the PRSL’s parent companies sent all their old steam and diesel engines to live out their last days on PRSL tracks, so most of their smaller engines are legitimate to run.

The freight cars are steam diesel era with a mix of 30% PRR, 15% Reading and 5% of the adjoining railroads (CNJ, B&O, LV, Erie, NYC, C&O, N&W), 15% miscellaneous, and 5% PFE just because he likes them better than Pennsy’s FGE.

Rick has been married almost 50 years, and God has blessed him with 4 children, 13 grandchildren, and one great-grandchild. ■

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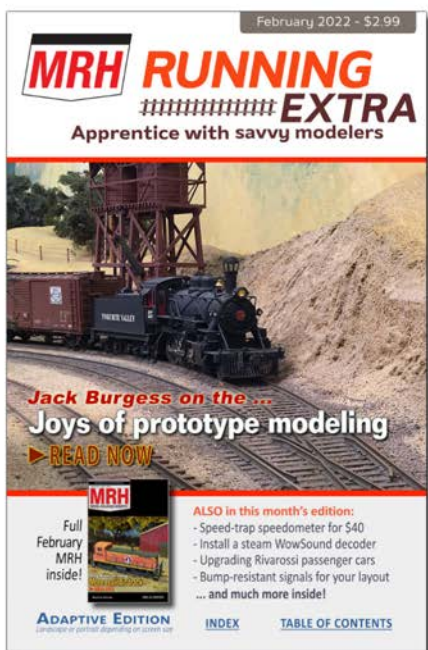
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## Making great looking conifer trees

YouTube channel **Creative Art** has some interesting videos about how to make model trees. This particular “wordless” video shows the step-by-step process without any narration. They also make their own fine ground foam, but you can just buy that if you like.

This process is a bit tedious, but it does make superb looking conifer/spruce-type model trees. Give it a try, it makes some quite realistic foreground conifers. ☑



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# FEBRUARY NEWS

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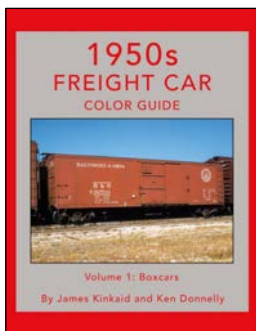
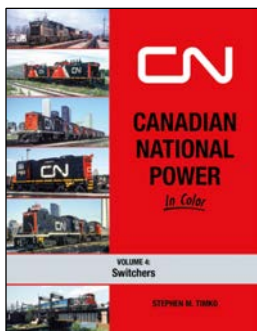


Model Railroad Hobbyist | February 2022

RICHARD BALE AND JEFF SHULTZ  
REPORT THE LATEST HOBBY  
INDUSTRY NEWS ...



## NEW PRODUCTS FOR ALL SCALES



New titles from **Morning Sun Books** include *Canadian National Power: Switchers*. Edited by Stephen M. Timko, this fourth volume in the CN power series covers General Electric's industrial-size units and the standard switchers of

Alco/MLW, EMD/GMD, and CLC end-cab units. A handful of Whitcombs are included, as are the GMD/CN-built units.

Of special interest to prototype modelers is Morning Sun's *1950s Freight Car Color Guide, Volume 1, Box Cars*. This book covers the classic period that pre-dates mergers that would erase many venerable roads. In the 1950s, boxcar red was everywhere, but colorful new looks were arriving. It was the final decade of solid bearing trucks, running boards, and the ultimate years of stock cars, ice-bunker refrigerator cars, and the XM 40' boxcar.

THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS



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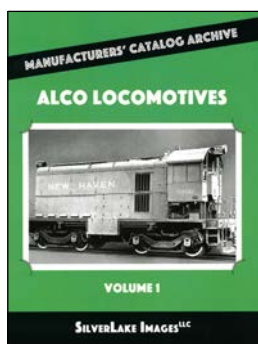
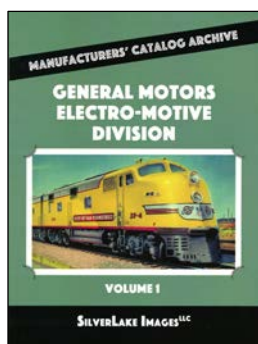
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New softcover books coming from Morning Sun include *Soo Line Color Portfolio*, that features the distinctive red and white locos, freight cars, and early wine-colored equipment of the Soo Line. Caboose, passenger and freight trains, equipment and structures are all included in this full-color book. Morning Sun has also released volume 5 of *Observation Car Color Portfolio: SAL – YW*. Reporting marks presented in this softcover volume include SAL, SCL, Sierra, SLSF, SOU, SP, SP&S, SSW, T&P, TSE, UCRS, UP, USA, USN, VIA, WAB, WM, WP, and YW.

Info: [www.morningsunbooks.com](http://www.morningsunbooks.com)

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New publications from **Silver Lake Images** includes reproductions of manufacturer's catalogs for *General Motors Electro-Motive Division* and *Alco Locomotives*. The GM book includes reprints of sales brochures titled *Electro-*

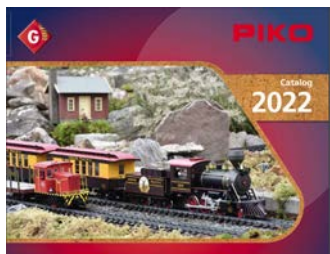
*Motive Division Presents the F3*, *Passenger Traffic is Profitable*, and a brief look at EMD and its facilities in *Welcome to Electro-Motive Division of General Motors*.

Silver Lake's Alco publication includes reprints of *Diesel Switching Locomotives*, *Freight Locomotives for the Delaware & Hudson*, *Alco Three Cylinder Locomotives*, and a look at some of the engines built by MLW from the 1920s to 1940s in *Montreal Locomotive*.

Info: [www.ronsbooks.com](http://www.ronsbooks.com)

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## LARGE SCALE PRODUCT NEWS



**PIKO America** has a new catalog of large scale models available for download at:

[cdn.shopify.com/s/files/1/1960/4221/files/99702\\_US\\_G-Catalog\\_2022\\_1-121-lowres.pdf?v=1641401248](https://cdn.shopify.com/s/files/1/1960/4221/files/99702_US_G-Catalog_2022_1-121-lowres.pdf?v=1641401248)

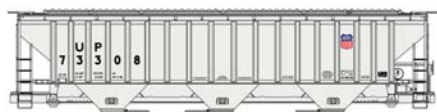
## HO SCALE PRODUCT NEWS



New HO scale freight car kits announced by **Accurail** include an undecorated 40' wood stock car. The economy-priced model comes with a horizontal brake wheel atop a vertical brake shaft, and Bettendorf-style solid bearing trucks.



This Reading twin-bay coal hopper with panel-sides is available singly and in 3-packs with different road numbers. The HO scale model represents a Reading class HTj car built in 1919.



This Union Pacific class CH-100-26 triple-bay covered hopper was built for UP by Pullman-Standard. Accurail's HO version is available in a 3-car set with different road numbers.



Accurail has an HO scale kit for an ACF 2970 cu. ft. Center Flow twin-bay covered hopper available in two road names. In addition to the brown BNSF version, the model is also available decorated as an Erie Lackawanna car ACF built in June 1967.



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All Accurail HO scale freight car kits come with Accumate knuckle couplers and appropriate trucks with Delrin wheelsets.

Info: [www.accurail.com](http://www.accurail.com)

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**American Limited Models**, division of San Juan Model Company, has completed the 4th production run of a Trinity Railcar 3281 cu. ft. twin-bay covered

hopper. The HO scale model accurately replicates the 41' 11" prototype Trinity introduced in the 1990s.



Spotting features that distinguish the 3281 from earlier twin-bay covered hoppers include the overhanging arched roof, heavy top reinforcement stiffener, and folded jack pads at the bolster.



Paint schemes with six road numbers include ERCX-Excel Railcar, GNAX-Holcium, CMEX-Cemex, and HWCX-Halliburton.



Features on the ready-to-run model include wire grab irons, coupler cut bars, photoetched roof walk and coupler cross-over, and lower shelf knuckle couplers. The model comes with 100-ton roller-bearing trucks

with metal wheelsets and rotating bearing caps. An interesting detail is the car road number printed on the trucks.

Info: [www.americanlimitedmodels.com](http://www.americanlimitedmodels.com)

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**Athearn** is introducing an HO scale model of the EMD GP18 locomotive. Produced between 1958 and 1963, its 567D1 prime mover featured 1,800hp, 50hp more than the GP9's 1,750hp. Featuring new radiator grills, it was also available from the factory with either a high or low short hood.



Scheduled for a March 2023 release, the model will be available decorated for Lehigh Valley, Conrail, Missouri Pacific, Rock Island, Seaboard Coast Line, and Grand Trunk Western.



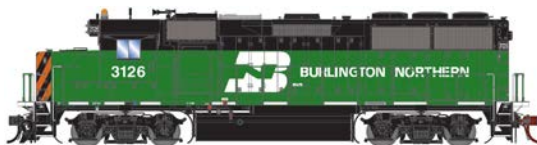
The Genesis model will come with a full cab interior, coupler cut levers, wire grab irons, flexible rubber trainline hose and MU hoses, and other wire and etched metal detail parts.



All models will come equipped with either a SoundTraxx Tsunami2 DCC sound decoder with dual cube speakers or DCC-ready with a 21-pin DCC quick-plug NEM connector.



Athearn's March 2023 production also includes a Genesis GP50 locomotive in HO scale. It will be available in both high-nose and low nose configurations, and in two body phases.



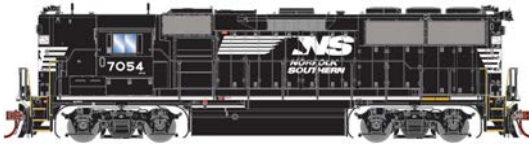
Roadnames included in this run are Burlington Northern, BNSF (Santa Fe patch), Chicago & Northwestern, Norfolk Southern, and Santa Fe.



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All models will come equipped with either a SoundTraxx Tsunami2 DCC sound decoder with dual cube speakers or NEM connector.

DCC-ready with a 21-pin DCC quick-plug



A Genesis HO scale 50' PC&F Youngstown plug-door boxcar with both 6' & 8' doors is also on the March 2023 schedule.



The model will be available decorated for Southern Pacific, Southern Pacific Speed Letter, Golden West Service, and

Wisconsin Central. Primed for Grime models will be Golden West Service cars patched for Southern Pacific and St. Louis Southwestern/Cotton Belt.



The cars will feature separate wire grab irons and coupler lift bars, etched metal coupler walkovers, rotating

bearing caps, trainline hoses, and machined black wheels with RP25 contours. Body-mounted McHenry double-shelf knuckle couplers are standard.



In the Ready-To-Run line, Athearn is releasing a run of HO scale 5-bay rapid discharge hoppers in seven roadnames and paint schemes.



Cars decorated for The Andersons (ITGX) will be available in white, red, or

black, and other roadnames are Helm Leasing (HLMX), Cape Breton & Central Nova Scotia (CBNS), Electric Fuels Corp (ELFX), and Georgia Power Co. (GGPX).



The ELFX and GGPX cars are used in coal service, the others for sugar beets.

ITGX cars will come with separate etched upper

extensions. All cars are available either singly or in 5-packs with unique road numbers. Wire grab irons, a separately applied brake wheel, and removable loads are standard.



Also in the Ready To Run line, Athearn is releasing an HO scale 50' FMC combination door boxcar. Appropriate for

1974 to the current era, roadnames in this release are Railbox – Early, Railbox – Late, Railbox (Primed for Grime), Burlington Northern, Minnesota, Dakota & Western; and Missouri Pacific.



Equipped with separately applied wire grab irons and etched end platforms, the cars also come with McHenry scale

knuckle couplers and machined metal wheels with RP25 contours.



Included in the March 2023 production run is the

Ready To Run HO scale Gunderson Maxi 1 5-unit articulated well-car set. Roadnames for the standard car set are TTX/Burlington Northern (DTTX), Santa Fe Leasing (SLFC), Trailer Train/Southern Pacific (DTTX), and K-Line/Rail Bridge (RBCX).



A set of cars decorated for DDTX also includes five Hapag-Lloyd 40'

containers. All cars include fine ladder detail, wire grab irons, etched walkways, and separately applied brake piping and trainline

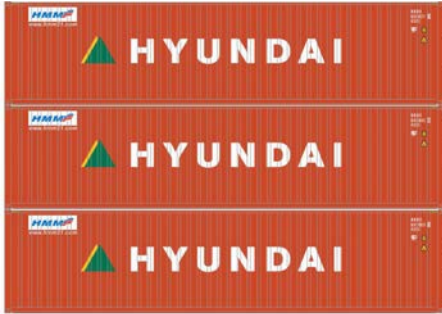


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hoses. Prototypically correct 33" and 38" nickel silver wheels with RP25 contours are standard.



Athearn is also releasing four new sets of 40' High-Cube containers. Roadnames in the run are Hyundai, Wan Hai, CMA-CGM, and Hapag-Lloyd. The containers are fully assembled, stackable, and individually numbered.



Continuing the line of UPS branded equipment from Athearn is a 28' drop-sill trailer. To be released in both a no logo and large logo paint scheme, the trailers are equipped with rubber tires, painted wheels, and are fully assembled.



In Athearn's **Roundhouse** line, the venerable F-unit locomotive model has been updated with LED lighting.



Roadnames in this release are Amtrak, Burlington Northern, CSX, Kansas City Southern, Pan Am Railways, and Union Pacific.



The DCC-ready locomotives are equipped with a 21-pin plug and feature separately applied horns, a 5-pole motor with flywheels,

single or dual headlight per the prototype, and machined metal wheels with RP25 contours.



Accompanying the F-units above, Roundhouse is also releasing HO streamlined passenger cars. The coaches are available separately and the diner, dome, and observation cars will be a three-car set.



Roadnames include Amtrak, Burlington Northern, CSX, Kansas City Southern, Pan Am Railways, and Union Pacific. The observation car features a decorated drumhead. The cars are equipped with machined metal wheels and body-mounted McHenry scale knuckle couplers.

Info: [athearn.com](http://athearn.com)



**Atlas'** production schedule for the 4th quarter of this year includes a new release of HO scale GP-38 diesel locomotives.



Features on the Master series model will include golden-white LEDs, directional lighting, cab interior details with crew, separately-installed windshield wipers, metal grab irons and handrails, movable drop steps, walkway safety tread, coupler cut bars, MU and trainline hoses, and a snowplow pilot.



Road names in this release will be Central Maine & Quebec Railway, Chesapeake & Delaware, Chicago & North Western, FURX, Indiana Harbor Belt, Providence & Worcester, Rock Island,



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Union Pacific, Conrail, Norfolk & Western, Tennessee, Alabama & Georgia; and Florida, Gulf & Atlantic in Bicentennial paint. Atlas Gold series DCC sound models will be available, as well as Silver series DC models with a DCC-ready 8-pin connector.



Also coming from Atlas during the 4th quarter of this year is a Fairbanks Morse H24-66 Train Master road switcher. The HO scale model is based on the massive 2,400hp diesel locomotive FM produced in the early 1950s.



Road names scheduled for this release are Chihuahua Pacific, Lackawanna, Jersey Central, Reading, Southern Pacific,

Canadian Pacific, and Pennsylvania. DCC Gold series locomotives with ESU LokSound and Atlas Silver series DC versions will be available in this release.



R. Bale

## PULLMAN 10-1-1 SLEEPER

The Pullman Company built and operated thousands of heavy steel passenger cars during the first twenty years of the 20th century. Beginning in the late 1920s many of the earlier cars were rebuilt with private rooms replacing some of the open sections. They were also modernized with mechanical air conditioning with ducting added to the clearstory roof over the sleeping areas. Typical of the upgrades, some of which remained in operation into the late 1950s, was Pullman plan 3973, which had 10 sections, 1 drawing room and 1 compartment. Sections were open area with seats for daytime travel that were converted to an upper and lower berth at night. For privacy heavy green curtains were hung over the open section. This was the most common and least expensive sleeping accommodation. Drawing Rooms featured an enclosed room with a small couch opposite a seating section. At night the seats were converted to upper and lower berths and the couch became a bed. These rooms were equipped with a sink and toilet. Compartments were smaller than drawing rooms and did not have a sofa/bed. Pullman 10-1-1 sleepers had two large restrooms at opposite ends of the car. They were fitted with sinks and a toilet. The ladies restroom included a vanity table. The men's room, which also served as a smoking lounge, was larger since more men than women traveled during that era.



Atlas has included a selection of Pullman 10-1-1 sleeping cars in its 4th quarter

production schedule. The 10 section-1 drawing room-1 compartment design was among Pullman's most common sleeping car configurations. After Pullman disbanded in the late 1940s, many of the 10-1-1 sleepers were sold to individual railroads where they continued in service into the 1950s.



Pullman owned cars in this run include Island Charm, Island Glade, Island Peer,

Macintyre Range, and Sentinel Range. Former Pullman cars owned by Union Pacific include Douglas Fir, Inland Empire, and Silver Spruce. Chicago & Eastern Illinois 10-1-1 sleepers in C&EI's Georgian paint scheme will be available for Chief Garry, Chief Red Shield, and Chief Joseph.



Atlantic Coast Line cars include Island Home, La Boheme, and La Gioconda.

Chief series cars in Northern Pacific livery will include Chief Black Foot, Chief Red Cloud, and Chief Taholah. Completing this release is an Illinois Central car wearing the name of Chief Goliah.



Atlas' HO Pullman models feature full underbody details, operating

diaphragms, interior detailing, and window glazing. The six-wheel trucks are fitted with metal wheelsets. A minimum track radius of 24" is recommended. These cars are being produced from the excellent tooling originally developed by Branchline.



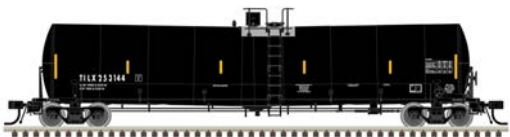
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Atlas plans to release its HO scale Master series Trinity 25,500 gallon insulated tank car late this year with five new road names.



The insulated general purpose tank car commonly carries such commodities as vegetable

oil, tallow, styrene, benzene, asphalt, biodiesel, acrylates, and other chemicals. Trinity is still producing the prototype which was introduced in 1986. Decorating schemes available on this release include TILX (2019 repaint), GATX (Owensboro Grain), TILX (AGP), GATX (Soy Power Bio Fuels), and NATX (UTCX repaint). The model will be available singly and in 3-packs with different road numbers.



Atlas plans to release its ACF 4650 triple-bay Center Flow covered hopper with new paint schemes and road names late this year. The

Master series HO scale model will have an etched metal roof walk and 100-ton roller-bearing trucks with body-mounted Accumate knuckle couplers.



Decorating schemes will be Engelhard, Georgia Kaolin, Tabor & Co., Farmland Co-op, Union Pacific (ex-SP patch), Canadian National,

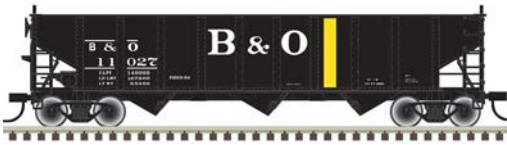
Wisconsin Central, and Southern Pacific.



Atlas' 4th quarter production schedule includes a Trainman 70-ton triple-bay open hopper.

The HO scale ready-to-run model will be available for Baltimore & Ohio, Alaska Railway, Peabody Coal, Chicago & Eastern Illinois,





Western Maryland, and Reading. A removable coal load is included with each model.



Completing Atlas' 4th quarter release of HO scale models is a Trainman series C&O steel cupola caboose. The specially decorated model celebrates the 50th anniversary of Operation Lifesaver.

A portion of the proceeds from the sale of this model will be donated to Operation Lifesaver to assist their continued efforts to provide crucial rail safety education.

Info: [www.atlasrr.com](http://www.atlasrr.com)

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R. Bale

## SD30C-ECO LOCOMOTIVE

The SD30C-ECO is a 3,000hp diesel electric locomotive built between 2013 and 2016 by EMD for the Canadian Pacific Railway. The SD30C-ECO diesel meets EPA emission standards and the CP's crashworthiness requirement. The C suffix in the model designation denotes crashworthiness of the cab, frame, and fuel tank. The cabs and fuel tanks on SD30C-ECOs were built new, but the frames, trucks, and numerous internal components were recycled from the CP's fleet of aging SD40-2s. Several different phases of SD40-2s were used as donor locomotives which resulted in variations in the configuration of some rooftop elements in the new SD30C-ECOs. With the increased emissions requirement, the SD30C-ECO received flared radiators similar to those on SD45s. With the exception of the headlights and ditch lights, all other lights in the SD30C-ECO are LED.



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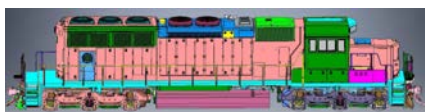


Photo courtesy Steve Thomas

**Bowser** plans to deliver a group of Canadian Pacific SD30C-ECO diesel locomotives early next year.



Specific details of the HO scale Executive Line model include individual air hoses, windshield wipers, coupler lift bars, and an operating headlight.



DCC sound versions of the SD30C-ECO will have a factory installed LokSound V5 decoder. Analog DC versions will have a

21-pin plug for an aftermarket DCC decoder. Pre orders are being accepted through March 31, 2022.



R. Bale

## ALCO RS-3 ROAD SWITCHER

The American Locomotive Company introduced the 1,600hp RS-3 road switcher locomotive in May 1950.

Designed specifically to compete with EMD's GP7, the RS-3 would become the most commonly seen Alco locomotive across the country. Schenectady-based Alco and its Canadian counterpart, Montreal Locomotive Works, built 1363 of these versatile locomotives before production ended in late 1956. Spotting features of the familiar and reliable RS-3 included pronounced rounding at the corners on the cab and long, low hoods, giving the locomotive a more streamlined appearance than its RS-1 predecessor. The radiator-fan housing was also rounded. The short hood could accommodate a steam generator. Because of this option, and the RS-3s good looks, some railroads elected to employ theirs in passenger/commuter service.



Bowser has announced plans to produce another production run of Alco RS-3 Phase 3 diesel

locomotives. Delivery is scheduled for early 2023 with preorders for guaranteed delivery being accepted through March 31, 2022.



Specific details on the HO scale ready-to-run model include individual air hoses, windshield wipers,

grab irons, coupler lift bars, and an operating headlight. The power trucks feature blackened wheels.



DCC sound versions of the RS-3 locomotive will have a factory installed LokSound V5 decoder.

Analog DC versions will have a 21-pin plug for an aftermarket DCC decoder.



Road names on this release will include Burlington Northern, Boston & Maine, Chesapeake

& Ohio, Lehigh Valley, Long Island, and Lake Superior & Ishpeming Marron.



Additional road names will be Maine Central, Missouri Pacific, Nickel Plate Road, Norfolk

Southern, Pennsylvania, Spokane, Portland & Seattle; and Western Maryland.

Info: [www.bowser-trains.com](http://www.bowser-trains.com)

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**Broadway Limited** plans to release an HO scale version of EMD's E series diesel locomotives this month. The ATSF E



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units in this production run will be available in two detail arrangements (pre-1946 and postwar), and three Warbonnet paint schemes – a

1940 version with the as-delivered red-orange color, a pre-1946 version with the traditional red, and a postwar version.



Since the E-units EMD built for Baltimore & Ohio and Gulf, Mobile & Ohio were similar to the ATSF units, Broadway Limited has included them in

the December release. The BLI models feature an ABS molded body on a diecast metal chassis. Details include etched metal grilles and individually applied grab irons, handrails, horn, bell, and windshield wipers.



The locomotives will be equipped with Paragon4 Rolling Thunder sound and dual DC and DCC control system.

Info: [www.broadway-limited.com](http://www.broadway-limited.com)



**ExactRail** has released another production run of its HO scale Bethlehem 3483 cu. ft. quadruple-bay coal hopper car. The

accurately-detailed model features numerous prototypical components including a new draft box, with accurate striker contours and appropriate key detail.



Separately applied details include coupler cut levers, wire grab irons, brake rods and levers, bell

cranks, air hoses, and Wine door locks. The model comes with Kadee No. 158 metal couplers and ASF 100-ton Ride-Control trucks with machined metal wheelsets.



ExactRail's ready-to-run model is available now in three Denver & Rio Grande Western paint schemes

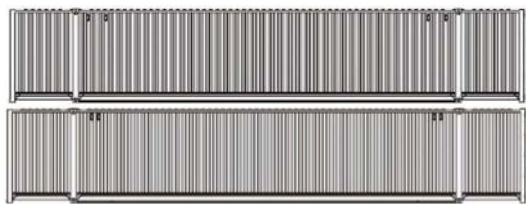
and two schemes each for Chicago & North Western and Reading & Northern. Each car comes with two styles of removable coal load. An undecorated version is also available. Info: [www.exactrail.com](http://www.exactrail.com)

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**Jacksonville Terminal Company** has announced its first HO scale product, an Ocean 53' 6-42-6 container with IBC corner castings. It will have three door styles, per the prototype and include

the JTC magnetic connecting system. The containers will be available in several roadnames, including the Oceanex "LTL" scheme, which will be sold as a single container, and Trailer Bridge (ex-APL), APL (early), and Crowley (blue), which will be sold in 3-packs. Orders are being taken through February 28th and the run is being "built to order."



Two other versions, a 6-42-6 53' corrugated container without corner IBCs and a 8-55-8 53' corrugated container are expected later this year.

Info: [www.jtcmodeltrains.com](http://www.jtcmodeltrains.com)

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**Kadee's** newest release is a 50' PS-1 boxcar decorated for the Missouri-Kansas-Texas Railroad Company. The HO scale model



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replicates a car built by Pullman-Standard in 1955 with 8' six-panel Superior sliding doors.



The Kadee model features accurately-detailed ladders, grab irons, and stirrup steps; and see-through running boards and brake step. The Ajax model 3059 brake wheel is correctly detailed including the proper dished contour. The ready-to-run model comes with Kadee metal couplers and self-centering trucks with metal wheelsets.

Info: [www.kadee.com](http://www.kadee.com)

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**KatoUSA** has added an HO scale diner and a coach-baggage to its selection of Amtrak Superliner Phase VI cars. The ready-to-run models have full interior

detailing and flush tinted windows.

Info: [www.katousa.com](http://www.katousa.com)

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**MAC Rail** has released two versions of a Protein Feed Hopper Top. Used to cover wet corn byproducts in Bethgon hoppers, the Hopper Top comes in two styles, High and Low. The kit consists of a 3D printed hopper top in an aluminum finish and an adhesive vinyl "tarp" that is installed by the modeler. It fits many of the HO scale Bethgons



available on the market.



MAC Rail has also announced a 3D printed kit to convert Athearn Hertzog HZGZ 40000 series Thrall hoppers into middle or end ballast conveyor cars. The kit includes the Phase 1 “receiving” and “delivering” conveyor panels, electrical boxes for the side of the railcar, and a link to full color instructions. Expected in May 2022. Phase 2 delivery car and Phase 3 power car kits are anticipated for fall 2022.



Also from MAC Rail is an HO scale GE Dash 9 stack cap. It is a 3D printed detail part of a feature commonly found on BNSF Dash 9 and AC4400

locomotives. Each package includes two caps that will fit on either Athearn or Scale Trains locomotive models.

Info: [macrailproducts.com](http://macrailproducts.com)

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previously unavailable in HO, cover the time period from the mid-1950s through the 1970s.

**Rapido** is working toward a late 2022 release for three groups of fully-detailed piggyback trailers. The three body types,



schemes will be Union Pacific, Boston & Maine, New Haven,

For the 1955 to 1960 era, Rapido will offer a 35' Fruehauf integral-post trailer with ribbed sides and rounded front corners. Decorating



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Nickel Plate Road, and Delaware, Lackawanna & Western. A 35' trailer decorated for Pennsylvania Railroad will have a curb side loading door.



Two 40' Fruehauf trailers, an exterior-post design and one with fluted sides, will reflect prototype practice in the 1960s.

Exterior-post trailers will be available for Erie Lackawanna, and Western Maryland. Trailers decorated for Penn Central, Lehigh Valley, Pennsylvania Railroad, and Republic Carloading will all have side doors.



Fruehauf 40' trailers with fluted sides and curb side doors will be available for Santa Fe, Great Northern, Northern Pacific, and Southern Pacific.



Per prototype practice, a 40' Navajo trailer with fluted sides will have rear doors only. All schemes will be offered in three individual numbers.

Info: [www.rapido-trains.com](http://www.rapido-trains.com)

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R. Bale

## EMD GP30 DIESEL LOCOMOTIVE

The GP30 was a 2,250hp diesel electric locomotive built from 1961 through 1963 by the Electro Motive Division of General Motors. EMD developed the GP30 to compete with General Electric's new U25B. The GP30 is readily identified by its high profile and stepped cab roof. EMD used a GP20 frame for the GP30 and since equipment for the centralized air system required more room behind the cab, additional space was achieved by raising the height of the locomotive, giving room for the central air system, turbocharger and electrical cabinet. This extra height behind the cab meant that the body style used for previous GP units was not suitable. Designers from GM's Automotive Styling Center created the GP30's signature hump and cab roof profile. The hump-like bulge started at the front of the cab and encased the air intakes for the enlarged air system and the dynamic brake blister. GP30 marketing literature claimed 30 distinct improvements over the GP20 and this was the reason for the GP30 designation. A total of 948 GP30s were built including 40 cableless GP30B units ordered by the Union Pacific Railroad. Many GP30s have been preserved by museums and tourist railways.



**Scale Trains** has added an EMD GP30 diesel to its growing list of accurately detailed HO scale locomotives.



The Rivet Counter model will have LED lighting in the front, rear, and side walkway lights; ground lights, number boards, and ditch lights.



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Road specific details include variations in the cab, dynamic brakes, doors, grilles, and trucks.



The initial release, tentatively scheduled for September 2022, will be available for Pennsylvania, Norfolk & Western, Chicago & North Western, and two schemes for Denver & Rio Grande Western.

A CSX RDMT road slug is also part of the release.



Four Union Pacific units will be available, including cab-less GP30B passenger and freight units, a standard GP30 with a cab,

and GP30 No. 844, which replicates a prototype preserved at the Nevada State Railroad Museum in Boulder City, NV with faded gray paint.



The HO scale Rivet Counter models will be available for DC (DCC-ready) operation, and with factory installed DCC and sound.



Scale Trains has scheduled a July release date for a group of Conrail Bethgon coal gondolas. The HO scale Rivet Counter model accurately replicates Conrail class G52X cars built in 1997.



Notable details on Scale Trains HO version include unique COTS and end data, photo-etched metal see-through end crossover platforms, full brake and underbody details, 32 wire grab irons,



type E knuckle couplers, and 100-ton ASF Motion-Control trucks with 36" machined metal wheels and rotating bearing caps. Two types of coal loads, offset and symmetrical, are available as a separate purchase.

Info: [www.scaletrains.com](http://www.scaletrains.com)

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prototype cars built by Greenville Steel Car Company in the 1969-1970 period for auto parts service.

**Tangent** has introduced an HO scale model of an 86' Greenville high-cube boxcar with four plug doors per side. The ready-to-run model replicates a group of



Tangent offers the quad door boxcar with several road specific options including two underframe styles (center-of-car cushioning and end-of-car cushioning),

three brands of etched-metal end crossover platforms (Gypsum, Apex, or Morton), and several prototypically-accurate brake wheels and gear boxes (Ajax, Universal, Equipco, Miner, Champion-Peacock, or Elcon-National). The models come with flexible rubber air hoses, Kadee metal knuckle couplers, and Tangent's new 70-ton roller-bearing trucks with 33" machined metal wheels and rotating bearing caps.



The list of road names begins with a B&O car in a Chessie 1979 repaint scheme. The B&O car comes with Morton crossover platforms and an Ajax power



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hand brake. Two Conrail schemes represent 1988 repaints of former Penn Central cars built in 1970. Tangent's quad door boxcars are also available in a Southern Railway post-merger scheme, and in a 2011 SP/UP 2011 repaint with delineators and a center-of-car cushioning system.



GTW was the largest purchaser of Greenville's quad door box car design. Tangent's version features Gypsum crossover platforms, and an Ajax

geared hand brake housing. The GTW model is available in eight road numbers; all others are available in four.

Info: [www.tangentscalemodels.com](http://www.tangentscalemodels.com)



**Walthers** has released a new production run of PC&F 57' mechanical reefers. The HO scale models are based on prototype cars Pacific Car & Foundry built for Pacific Fruit Express beginning in 1967.

& Foundry built for Pacific Fruit Express beginning in 1967.



Details on Walthers ready-to-run model include short ladders and low hand brakes, 9' Youngstown plug doors with separate latch

bars, Stanray peaked, ribbed roof; and either Keystone or Hydra-Cushion underframe detail as appropriate to the road name being modeled.



Additional details include 70-ton roller-bearing trucks with 33" machined metal wheelsets and metal knuckle couplers.



Northern Pacific NPM, Southern Pacific Fruit Express SPFE, and Union Pacific Fruit Express.



An undecorated model is also available in this release.

Walthers has scheduled a March release for a group of Thrall rebuilt 40' well-cars. The HO scale models will be available as single cars and in five-unit sets. The models are based on prototype cars introduced in 2003. They are designed to carry 20' and 40' containers in the well, with 40' or 53' containers on top.



Walthers HO scale ready-to-run models feature separate deck-mounted brake detail with piping, IBC storage

boxes, and a heavy diecast metal frame for reliable operation whether the cars are empty or loaded. Single cars will be available decorated for DDTX with black and white TTX logos and a choice of white or yellow delineators. Additional DDTX cars will be available with a small red TTX logo, and with a large red TTX Forward Thinking logo.



Five-unit cars will be available decorated for BNSF, SFLC-Santa Fe Leasing, DTTX with large red logo, a

small red logo and DTTX with a large black and white logo.

Walthers is quoting an August release date for a selection of HO scale EMD SW7 diesel switchers. SW7 spotting features



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include a pair of tall conical exhaust stacks, a large front radiator grille, and six louvered side doors with letterboard gaps. A Phase I SW7, as built from 1949 to 1950 with arched front cab windows and a louvered radiator cover, will be



available decorated for Southern Railway and Chesapeake & Ohio.



A Phase II body representing units built from 1950 to 1951 with straight front cab windows and wire grille radiator cover will be

included in this release. Phase II units with footboards will be available for Detroit, Toledo & Ironton; Kansas City Southern, Pennsylvania Railroad, and Seaboard Coast Line. A Phase II SW7 without footboards will be available decorated for Conrail.



Walthers Mainline series SW7 will be available for standard DC operation and with factory installed DCC ESU Sound.



A 36' 3-dome tank car is part of the March 2022 release. Used for hauling petroleum, chemicals, and other liquids in its three components, the car was in service from the late 1920s to the 1960s. The model is equipped with AB brakes.



Roadnames include Sunoco, ACF Industries (ACFX - two paint schemes), General American

(GATX), Gulf Oil, Shippers Car Line , and Union Tank Car Line.  
Info: [www.walthers.com](http://www.walthers.com)

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**Westerfield** has released HO scale resin kits for three versions of a 40' single-sheathed boxcar built in the 1920s for the Chicago & North Western Railway and its subsidiary Chicago, St. Paul,

Minneapolis & Omaha Railway. The cars eight side panels and diagonal bracing in a Howe pattern make them appear to be copies of the USRA design, however they have numerous improvements and are slightly lower than the earlier USRA cars.



The cars were built in three groups: 1923, 1925 and 1927. The earliest version had a Hutchins Dry Lading roof, Murphy 7/8 corrugated ends, metal reinforced wood doors, K brakes and a vertical hand

brake staff. The most visible change in the 1925 production was the application of Ureco hand brakes and an enclosed gear box at the base of the brake staff.

The 1927 production version of the car came with a Chicago-Cleveland Viking Roof, Union Metal 4/4 Dreadnaught ends, Youngstown top-mounted corrugated steel doors, Ajax power hand brakes and K brakes. Cars from all three production runs had wood running boards.



The kits are composed of a cast urethane one-piece body, additional cast details, Hi-Tech rubber air hoses, Yarmouth etched bronze corner steps,



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appropriate hand brakes, and decals. Trucks and couplers are not included.

Info: [www.westerfieldmodels.com](http://www.westerfieldmodels.com)

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## N SCALE PRODUCT NEWS



**Athearn** has announced an N scale FMC combination door boxcar for its March 2023 production run.



Roadnames in this run are Railbox – Early, Railbox – late, Railbox (Primed for Grime), Burlington Northern, Minnesota, Dakota & Western, and

Missouri Pacific. The models will include screw-mounted roller-bearing style trucks, body mounted McHenry scale knuckle couplers, a scale profile brake wheel, and machined metal wheels for operation on Code 55 and 80 rail.

Info: [www.athearn.com](http://www.athearn.com)

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**Atlas** has released its 4th quarter production schedule for N scale models. Heading the list is an EMD GP-7/9

that will be available for DCC operation with an ESU LokSound decoder. A DC version will be DCC-ready with a speaker already installed.



Road names for the Atlas Master series model will be New York Central, Chesapeake & Ohio, Santa Fe,

Rock Island, Erie Lackawanna, New Haven, Toronto, Hamilton & Buffalo; Wabash, Grand Trunk, and Southern Pacific. The ready-to-run N scale model will have directional lighting with golden-white LEDs.





Atlas has developed an all-new N scale model of a Trinity 3230 cu. ft. PD (Pressure Differential) covered hopper. Trinity developed the prototype 3230 to handle dense, heavy lading such as cement. The design was based on Trinity's larger 5660 PD which was itself based on a 1990 Thrall design.



Atlas's new Master series N scale model features an etched metal roofwalk and metal wheelsets. Road names on this initial release will include CRDX Chicago Freight, RCCX Roanoke Cement, TILX Trinity Industries Leasing, GBRX, GACX General American, and CBFX CIT Group.



Atlas plans to release new road names for its Master series N scale Trinity 25,500 gallon general-purpose tank car late this year.



Also coming from Atlas during the 4th quarter of this year is a Fairbanks Morse H24-66 Train Master road switcher. The N scale model is based on the massive 2,400hp diesel locomotive FM produced in the early 1950s.



The insulated tank car commonly carries such commodities as vegetable oil, tallow, styrene, benzene, asphalt, biodiesel, acrylates, and other chemicals. Trinity is still producing the prototype which was introduced in 1986. Decorating schemes available on this release include ADMX (Kung Fu Graffiti), TILX (2019 repaint), GATX (Owensboro Grain), TILX (AGP), and GATX Soy Power Bio Fuels.



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Road names scheduled for this release are Chihuahua Pacific, Lackawanna, Jersey Central, Reading, Southern Pacific, Canadian Pacific, and Pennsylvania. DCC Gold series locomotives with ESU LokSound and Atlas Silver series DC versions will be available in this release.

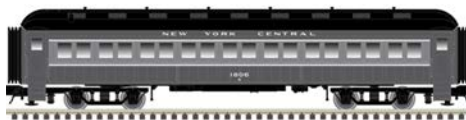


Atlas has included a new run of ACF Center Flow pressure hopper cars in its 4th quarter schedule. The specialized covered hoppers feature eight loading hatches and four discharge outlets.



Details include an etched metal roof walk, and 100-ton roller-bearing trucks with body-mounted Accumate knuckle couplers.

Road names available in this release will be ADM (molecule scheme), ADM (leaf scheme), Luzenac America, Grace Davison, OMYA, and three ACFX-Venturi versions (with an orange sill and with and without conspicuity stripes).



A 60' heavyweight coach with interior details and separately applied diaphragms is coming from Atlas in the 4th quarter of 2022.



The Trainman series N scale model, which is based on a C&NW and CNJ prototype, will be available decorated for Erie Lackawanna, New York Central,

Rock Island, Wabash Chesapeake & Ohio, New Haven, and Toronto, Hamilton & Buffalo.



An Atlas Trainman series 40' boxcar with double sliding Youngstown doors and Improved Dreadnaught steel ends is

scheduled for release during the 4th quarter of 2022.



Road names will be Baltimore & Ohio, Canadian National, Denver & Rio Grande Western, Illinois Central, Lehigh Valley, Southern

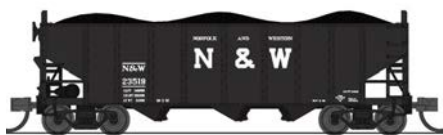
Pacific, Great Northern, and Gulf, Mobile & Ohio.



Completing Atlas' 4th quarter release of new N scale models is a Trainman series C&O steel cupola caboose. The specially decorated model celebrates

the 50th anniversary of Operation Lifesaver. A portion of the proceeds from the sale of this model will be donated to Operation Lifesaver to assist their continued efforts to provide crucial rail safety education.

Info: [www.atlasrr.com](http://www.atlasrr.com)



**Broadway Limited** is currently selling N scale models of two popular hopper cars. An open top car is based on a Norfolk & Western 70-ton

class H2a triple-bay coal hopper car with peaked ends.



Authentic road names include three N&W schemes, and one each for Baltimore & Ohio and Pennsylvania Railroad. Fantasy

liveries for systems that operated similar cars include Western Maryland, Santa Fe, Chesapeake & Ohio, Appalachian Bituminous, Peabody Coal, and Consolidated Power & Light.



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represents an all-welded class H32 car built in 1948.



railroads that operated similar equipment are available for Santa Fe, Chesapeake & Ohio, Canadian Pacific, Great Northern, Milwaukee Road, Union Pacific, Atlantic Sugar, and FMC Chemical.



with separately applied details. The H2a comes with a removable coal load.

Info: [www.broadway-limited.com](http://www.broadway-limited.com)

A covered hopper car with five-outlets is also available now from Broadway Limited. The N scale model

Paint schemes include Conrail, Penn Central, and six Pennsylvania variations. Fantasy schemes for

Broadway Limited's N scale H2a and H32 models are both composed of ABS plastic chassis and body



names. The N scale models feature an etched metal roofwalk and machined metal wheelsets.



Kansas City Southern, TILX Imperial Sugar, Potash, and Dakota, Minnesota & Eastern.

**InterMountain** has released an N scale Trinity 5161 cu. ft. triple-bay covered hopper in 22 road

Road names include Canadian Pacific/SOO, CSX, Norfolk Southern, BNSF, AGP, ADM (Leaf), Union Pacific/CMO, Kan-



BNSF heritage schemes are available for Great Northern, Frisco, Burlington Northern, Fort Worth & Denver,

Northern Pacific, Burlington Route, Colorado & Southern, Santa Fe, and Spokane, Portland & Seattle.

Info: [www.intermountain-railway.com](http://www.intermountain-railway.com)

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**Jacksonville Terminal Company (JTC)** is releasing 53' 8-55-8 corrugated

containers decorated for APL Logistics, Walmart, YRC (Yellow Roadway), and Swift.



Additionally, JTC is releasing 20' standard height containers decorated for Hapag-Lloyd and NYK Logistics.



40' HC containers in the January release include Bridgehead, Maersk, Florens, MOL (Mitsubishi Orient Lines), SEACO, available in 2-packs. Mixed pack 40' containers are Genstar and CNC Line, and

Capital Intermodal and HMM.



A new product under development that was on display at the 2022 Railroad Hobby Show in West Springfield, MA was an N scale refrigerated container. It included a magnetically attached gendset. Several variations on the reefer container are being tooled.



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Also under development are three different container chassis, with 3-axles, 2-axles, and a 20' foot chassis.

Info: [jtcmodeltrains.com](http://jtcmodeltrains.com)

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car which represents Amtrak's latest addition to its fleet of single-level cars.

Info: [www.katousa.com](http://www.katousa.com)

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heavyweight railroad business car. The model decorated for Chicago & North Western rides on six-wheel trucks. It represents a car built in 1925 for the Baltimore & Ohio before being acquired by C&NW in 1948.

New ready-to-run N scale models from **Micro-Trains** includes two versions of an 83'



Shops in the mid-1920s. The car went through several modifications over the years including the installation of an ice-activated cooling system which was later replaced with mechanical air conditioning.

The Pennsylvania version in Tuscan red represents a modernized business car built in PRR's Altoona



American Car & Foundry built the prototype of this GNBC-Farmrail triple-bay covered hopper car in 1965. Micro-

Trains ready-to-run N scale model is fitted with Barber roller-bearing trucks.



rides on Bettendorf solid-bearing trucks.

This 39' GATX tank car is based on a prototype leased to Industrial Molasses Corporation of Leonia, New Jersey. The N scale model



rides on Bettendorf solid-bearing trucks. The weathered model patched for Seaboard Coast Line represents an ex-Seaboard Air Line car acquired by SCL in the late 1960s. Micro-Trains N scale version has 10' six-panel Superior sliding doors.

Micro-Trains has released two versions of a Pullman Standard 50' boxcar without running boards and with shortened ladders. The



the car state "Ammunition Loading Only." Info: Contact a dealer.

The Rock Island version of the Pullman Standard 50' boxcar has 8' Youngstown sliding doors. Detailed instructions on the side of



Wabash 12-4 sleepers: Blue Horizon and Western View. Built by American Car & Foundry and delivered in 1950, Blue Horizon was assigned to the Chicago-San Antonio connection of The Texas Special in 1956. AC&F delivered Western View in UP's yellow & gray scheme. It was repainted in the Wabash blue scheme in the late 50's. RailSmith has tooled new parts and used existing

## Railsmith Models

is booking reservations for two



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Pullman components to create this unique N scale sleeper.

Info: [www.lowellsmith.net](http://www.lowellsmith.net)

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covered hopper cars.

**Scale Trains** has scheduled a summer 2022 release for a new production run of N scale 5188 cu. ft. triple-bay



with red logo), five BNSF schemes (standard, horizontal ribs, Santa Fe heritage, Fort Worth & Denver heritage, and Great Northern heritage), CMO/GATX, NOKL, SOXX (ex-BNSF patched), and Union Pacific.

Twelve decorating schemes will be available including three KCS versions (Southern Belle, gray patched, and gray



Info: [www.ScaleTrains.com](http://www.ScaleTrains.com)

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## STRUCTURES & SCENIC SUPPLIES

**Atlas** has scheduled the release of both N and HO scale whip style street lights for late this year. Single and dual arm versions will both be available. The lights fixtures will come in 3-packs with installation instructions and correct resistors for the LED lights.

Info: [www.atlasrr.com](http://www.atlasrr.com)

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**Berkshire Valley Models** has a new HO scale craftsman kit for a two-story barber shop. The kit includes laser-cut wood parts, signage, and white metal details including the barber pole. The kit is designed to allow the addition of interior details if desired. The assembled building has a foot print of 1.875 x 5.25 inches.



Also new from Berkshire Valley is a kit for a hearse wagon, coffin, and a team of horses. The kits are composed of laser-cut wood and white metal details. Kits for both O and HO scale are

available. Additional coffins are available as a separate purchase.

Info: [berkshirevalley@gmail.com](mailto:berkshirevalley@gmail.com)



**East Coast Circuits** has a new LED equipped model based on a 1:87 scale SceneMaster ambulance. Equipped with an International 7600 cab, the model features 24 LEDs, including alternating headlights, front and rear light bars, taillights, and two scene lights.

Info: [www.eastcoastcircuits.com](http://www.eastcoastcircuits.com)



www.fosscalemodels.com © 2012

**Fos Scale Models** has re-issued its HO scale craftsman kit for Red Hook Wharf, a complex of eight waterfront businesses on a pier that measures 8 x 24 inches. The individual structures in this

impressive kit include Goldring Oysters, Langford Ice, Sternad



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Freight, Grove Marine Paint, Knapp Ship Chandlers, Kidwell Spar & Mast, Red Hook Fish Oil, and the brick Sea Hag Bar & Grill. The structures can be positioned on the wharf in a variety of sequences.

The kit includes eight structures with laser-cut walls, Tichy plastic doors and windows, a variety of roofing material, and color signage. Additional components include a wood piling pier, wood jib crane, Tichy plastic jib crane, metal detail parts, assembly templates, and detailed instructions. Figures and vehicles shown in the photograph are not included. The kits are produced in batches to fill pre-paid orders.

Info: [www.fosscalemodels.com](http://www.fosscalemodels.com)

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**Frenchman River Model Works** has several announcements this month, starting with the 1/47 scale Barnaby Black & Company Leather Goods. Designed by Thomas Yorke, it is a small false front building. Materials in the kit include two side walls, front wall, false front wall, resin cornice, resin rear wall, corrugated roofing,

wooden barrel, boardwalk, and rocks for the foundation, all of which are resin. Other parts include a smokestack, signage decal and aluminum flashing material. Dimensions are 2.75" wide, 3.375" deep, and 5" tall.



Also designed by Thomas Yorke is The Standard Mercantile Store, an old-time general store. Resin parts in the kit include the front wall, the false front, a cornice, four side walls plus a wall section with a gable end, a rear wall, a boardwalk, wood strip, decorative

corbels, a door, two finials, two trash cans, a wooden barrel, a gas pump and base, and 13 rocks. The kit also includes scale lumber, stair risers and treads, multiple types of roofing

material and other items. Dimensions are 3.75" wide, 8.575" long, and 6.675" tall.

Info: [frenchmanriver.com](http://frenchmanriver.com)

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**Motrak Models** has announced "The Clam Box." Located in Ipswich, MA since 1935, The Clam Box is a structure with a unique appearance, with sides that angle out like the top flaps of a box. It will be available in N, HO, S, and O scales. Info: [motrakmodelsusa.com](http://motrakmodelsusa.com)

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**Walthers** has announced an HO scale Quonset hut kit with delivery expected in April 2022. The kit builds a military style Quonset hut, which was originally introduced by the allies in 1941. Corrugated inserts make the windows optional. Molded in three colors and clear plastic, the finished model measures 6 9/16" x 2 3/4" x 1 3/8".



Also announced for April is a converted Quonset hut, which includes a brick false front attached to the standard Quonset hut. Add-on window air conditioners and an electric meter are included. Dimensions of the finished kit are 6 9/16" x 2 3/4" x 1-3/8".



Expected in May 2022, Walthers has announced a 3-Rail Farm Fence Kit in HO scale. The kit includes 28 single fence sections, 4 corner fence sections, 18 gate sections in two sizes, and 8 fence posts. The kit is very



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configurable, from an enclosure with double gates measuring 12 9/16" x 13 23/32", to straight fences up to 38 11/16" long, depending on the modeler's choice of gates.

Info: [walthers.com](http://walthers.com)

## NEW DECALS, SIGNS AND FINISHING PRODUCTS



**Mask Island Decals** has released a new HO scale water slide lettering set for a 53' Soo Line white mill gondola. The set includes material to letter two cars with four

data options. Jason Korth of the Soo Line Historical & Technical Society prepared the art work for this prototypically accurate lettering set.



Additional new HO scale lettering sets from Mask Island include decals for Nickel Plate Road and Akron, Canton & Youngstown 55-ton twin-bay hopper cars.



Also new are decals for Delaware, Lackawanna & Western 3800 series quadruple-bay covered hopper cars.



Decals for Midland Valley Railroad and Kansas, Oklahoma & Gulf Railway gondolas are available now.

HO scale decals for mill gondolas for the Conemaugh & Black Lick Railroad, and Rock Island Railroad complete Mask



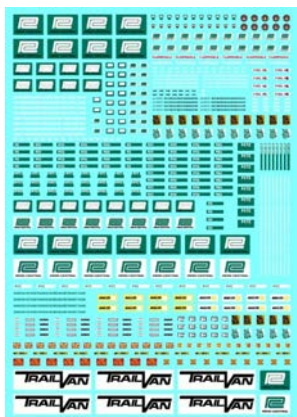
Island's latest release.  
Info: [maskislanddecals.com](http://maskislanddecals.com)



**National Scale Car** has released a new HO scale decal for a Chicago, Milwaukee, St. Paul & Pacific

Railroad USRA single-sheathed boxcar. The lettering set (D229) covers the 4000 cars Haskell and Barker, American Car & Foundry, and Bettendorf built for the Milwaukee Road. The set contains enough material to decorate two cars.

Info: [www.nationalscalecar.com](http://www.nationalscalecar.com)



**The Penn Central Historical Society** is selling a comprehensive HO scale decal set for accurately decorating just about every type of PC vehicle and truck trailer. The multi-colored decal includes, but is not limited to, Excelsior Leasing, PRR, PCZ, PCTZ, POCU, NYCU, NYCZ, Availco, Flexi-Van, TrailVan, ICC data panels, and builders' plates for Strick and Fruehauf. The artwork for this project was created by Gene Fusco with research by Jim Homoki and Gene Fusco.

Info: [www.pcrrhs.org](http://www.pcrrhs.org)

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# SELECTED EVENTS



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FEBRUARY

***Due to COVID-19 restrictions, please check with any organization hosting an in-person event for the latest status of the event.***

## Ongoing 2021

**ONLINE, Zoom**, dates vary, see website. Operation Special Interest Group Meetups – limited attendance available.

Info: [www.opsig.org/Virtual](http://www.opsig.org/Virtual)

Archive: [www.opsig.org/Virtual/Past](http://www.opsig.org/Virtual/Past)

**ONLINE, Zoom & YouTube**, Wednesday & Saturday, see Facebook page. “New Tracks” Meetup, hosted by Jim Kellow, MMR.

Info: [newtracksmodeling.com](http://newtracksmodeling.com)

**ONLINE, Facebook & YouTube**, dates vary, see Facebook page. “NMRax” organized by Gordy Robinson, Martyn Jenkins, Gert Muller, Jordan Kramer.

Info: [www.facebook.com/groups/nmragroup](http://www.facebook.com/groups/nmragroup)

**ONLINE, YouTube**, every other Saturday. 4th Division, Pacific Northwest Region, NMRA hosts online layout tours and clinics.

Archive: [www.youtube.com/c/4DPNRMovies](http://www.youtube.com/c/4DPNRMovies)

**ONLINE, Zoom**, Second Tuesdays, 8pm EST. “Off the Beaten Track” featuring Narrow Gauge layouts, clinics and manufacturers.

Info: [groups.io/g/NNG](http://groups.io/g/NNG)

**AROUND THE USA, IN-PERSON**, Various dates.

ScaleTrains.com Road Trip.

Info: [www.scaletrains.com/roadtrip](http://www.scaletrains.com/roadtrip)

## February – March 2022

**FLORIDA, PALMETTO**, February 19-20, 2022, 43rd Annual RealRail Model Train Show, hosted by RealRail: The Railroad Education and Learning Center of Florida. Bradenton Area Convention Center, 1 Hazen Blvd.

Info: [realrail.org/upcoming-events/rail-pass](http://realrail.org/upcoming-events/rail-pass)

**GEORGIA, CARTERSVILLE**, March 12-13, 2022. Piedmont Division 2022 Model Train Show. Clarence Brown Conference Center, 5450 GA Hwy 20.

Info: [www.themodeltrainshow.com](http://www.themodeltrainshow.com)

**GEORGIA, SAVANNAH**, March 25-26, 2022. Savannah Prototype Modeler's Meet. Southside Assembly of God, 401 Tibet Ave.

Info: [www.savannahrpm.com](http://www.savannahrpm.com)

**ILLINOIS, URBANA**, March 26-27, 2022, Lincoln Square Train Show, sponsored by the Illinois Terminal Division, NMRA. Lincoln Square Village, 100 W High St.

Info: [itd.illinoisterminaldivision.org/show/show.htm](http://itd.illinoisterminaldivision.org/show/show.htm)

**OKLAHOMA, TULSA**, March 18-20, 2022, Layout, Design, Operation Weekend (LDOP), sponsored by the Indian Nations Division of the NMRA. Akdar Shrine Center, 2808 S Sheridan Road.

Info: [www.tulsanmra.org](http://www.tulsanmra.org)

**OREGON, CORVALLIS**, March 19-20, 2022. Winterail 2022, Railroad photography exposition and collectables sale. Corvallis High School, 1400 NW Buchanan Avenue.

Info: [www.winterail.com](http://www.winterail.com)

**OREGON, PORTLAND**, March 12, 2022, Willamette Model Railroad Club 2022 Model Railroad Swap Meet. Kliever Armory, 10000 NE 33rd Dr.

Info: [wmrrc.com](http://wmrrc.com)



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**PENNSYLVANIA, MALVERN**, March 24-27, 2022, Valley Forge Railroad Prototype Modelers 2022. Desmond Malvern Conference Center.

Info: [www.rpmvalleyforge.com](http://www.rpmvalleyforge.com)

**WASHINGTON, SPOKANE**, March 6, 2022. Model Train Show, presented by The River City Modelers Train Club. Spokane County Fair & Expo Center, Buildings A, B, &C, Gate G-404 North Havana.

Info: [www.rivercitymodelers.org/rcm-train-show-info.html](http://www.rivercitymodelers.org/rcm-train-show-info.html)

**WEST VIRGINIA, CHARLESTON**, March 12-13, 2022. 16th Annual Train & Craft Show, sponsored by the Kanawha Valley Railroad Association. Charleston Coliseum and Convention Center, 200 Civic Center Drive.

Info: [www.kvrailroad.org](http://www.kvrailroad.org)

**WISCONSIN, MADISON**, February 19-20, 2022. Mad City Model Railroad Show and Sale. Exhibition Hall, Alliant Energy Center, 1919 Alliant Energy Center Way.

Info: [www.nmra-scwd.org](http://www.nmra-scwd.org)

## **Future 2022-2023 by location**

**NEW ZEALAND, CHRISTCHURCH**, April 15-18, 2022. Back on Track National Model Railway Convention 2022. St. Andrews College, 347 Papanui Rd.

Info: [www.modelrailcon.nz](http://www.modelrailcon.nz)

**NEW ZEALAND, DUNEDIN**, 7-8 May 2022, Dunedin Model Train Show. Taieri Bowling Club, 12 Wickliffe Street, Mosgiel.

Info: [dunedinmodeltrainshow@gmail.com](mailto:dunedinmodeltrainshow@gmail.com)

**CALIFORNIA, ROHNERT PARK**, April 21-24, 2022. Return to the Redwoods, Pacific Coast Region NMRA Convention. Doubletree by Hilton Hotel Sonoma Wine Country, One Doubletree Drive.

Info: [www.pcrnmra.org/conv2022](http://www.pcrnmra.org/conv2022)

**CALIFORNIA, SANTA CLARA**, May 26-28, 2022, O scale - S scale - Narrow Gauge West. Hyatt Regency Hotel, 5101 Great America Parkway.

Info: [www.oscalewest.com](http://www.oscalewest.com)



**COLORADO, DENVER**, April 2-3, 2022, Rocky Mountain Train Show – Spring 2022. National Western Complex, 4655 Humboldt St.

Info: [rockymountaintrainshow.com](http://rockymountaintrainshow.com)

**COLORADO, LAKEWOOD**, June 2-5, 2022 Sn3 Symposium. Sheraton Denver West, 360 Union Boulevard.

Info: [groups.io/g/NNG/topic/87954737#1335](https://groups.io/g/NNG/topic/87954737#1335)

**INDIANA, INDIANAPOLIS**, May 18-23, 2022. Indy Junction 2022, the Midwest, Mid-Central, and North Central Regions NMRA Convention. Indianapolis Marriott East, 7202 East 21st Street.

Info: [www.indyjunction2022.org](http://www.indyjunction2022.org)

**MAINE, WESTBROOK**, May 14, 2022. Southern Main Model Railroad Club Train Show. Westbrook Community Center, 426 Bridge St, off exit 48 I-95).

Info: [southernmainemrc.wordpress.com](http://southernmainemrc.wordpress.com)

**MISSOURI, St. LOUIS**, August 7-14, 2022, NMRA National Convention and National Train Show. St. Louis Marriott Grand Hotel, 800 Washington Avenue.

Info: [gateway2022.org](http://gateway2022.org)

**OREGON, ELSIE**, April 2, 2022. 2022 Pacific Model Loggers' Congress. Camp 18 Restaurant & Museum, 42362 Highway 26.

Info: [pacificmodelloggerscongress.org](http://pacificmodelloggerscongress.org)

**OREGON, EUGENE**, May 10-14, 2022. PNR 2022 Regional Convention, Valley River Inn.

Info: [pnr.nmra.org/1div/Eugene2020/home.htm](http://pnr.nmra.org/1div/Eugene2020/home.htm)

**PENNSYLVANIA, HARRISBURG**, June 10-11, 2022. 2022 Harrisburg Narrow O Summer Meet. New Hope Church, 584 Colonial Club Drive.

Info: [www.facebook.com/modelingevents](https://www.facebook.com/modelingevents)

**TENNESSEE, JOHNSON CITY**, June 3-4, 2022, George L. Carter Railroad Museum Big Train Show, East Tennessee State University Mini-Dome, State of Franklin Road.

Info: [www.etsu.edu/railroad/events.php](http://www.etsu.edu/railroad/events.php)



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**TENNESSEE, NASHVILLE**, June 15-19, 2022. 28th Annual National N Scale Convention, Sheraton Music City, 777 McGavock Pike.

Info: [www.nationalscaleconvention.com](http://www.nationalscaleconvention.com)

**TEXAS, GRAPEVINE (Dallas Area)**, Summer 2023. NMRA National Convention, Gaylord Texan Resort & Convention Center, 1501 Gaylord Trail.

Info: [www.2023texasexpress.com](http://www.2023texasexpress.com)

**VERMONT, WHITE RIVER JUNCTION**, October 16, 2022. Upper Valley Model Railroad Show, sponsored by the Connecticut Valley Model Railroad Club. Connecticut Valley Auto Auction Building, 1567 VT-14.

Info: [cvrr.railfan.net/cvmrr](http://cvrr.railfan.net/cvmrr)

**WASHINGTON, TACOMA**, September 1-4, 2022. 42nd National Narrow-Gauge Convention, Hotel Murano, 1320 Broadway.

Info: [www.seattlenngc.com](http://www.seattlenngc.com)

**WYOMING, CHEYENNE**, May 14-15, 2022. Sherman Hill Train Show. Event Center – Archer, 3801 Archer Parkway.

Info: [www.shermanhillrails.org/trainshow](http://www.shermanhillrails.org/trainshow)

**WYOMING, CHEYENNE**, May 11-14, 2022, Union Pacific Historical Society Convention. Red Lion Hotel, 204 West Fox Farm Road.

Info: [uphs.org/conventions/future-conventions](http://uphs.org/conventions/future-conventions) ■

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Rick Balassaitis on getting more realistic turnback loops ...



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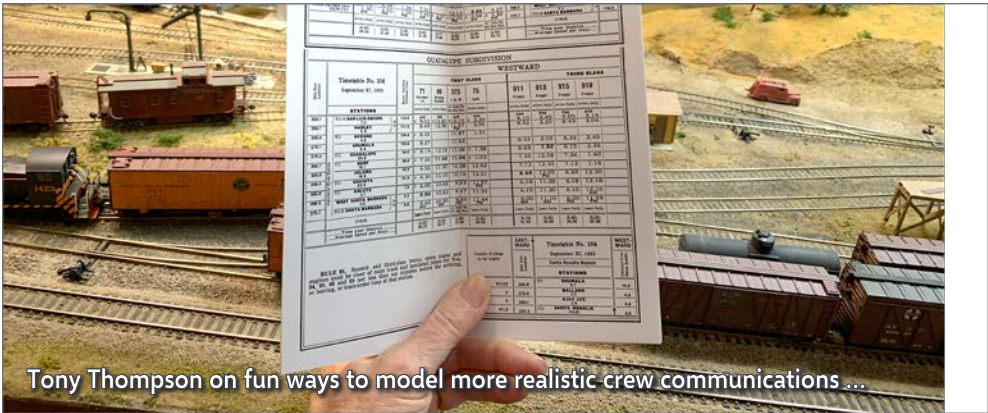
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