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MRH

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Model Railroad Hobbyist | November 2022 | #153

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V1.1 November 16

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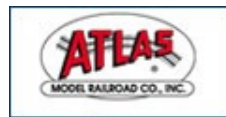
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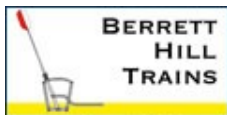
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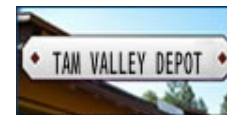
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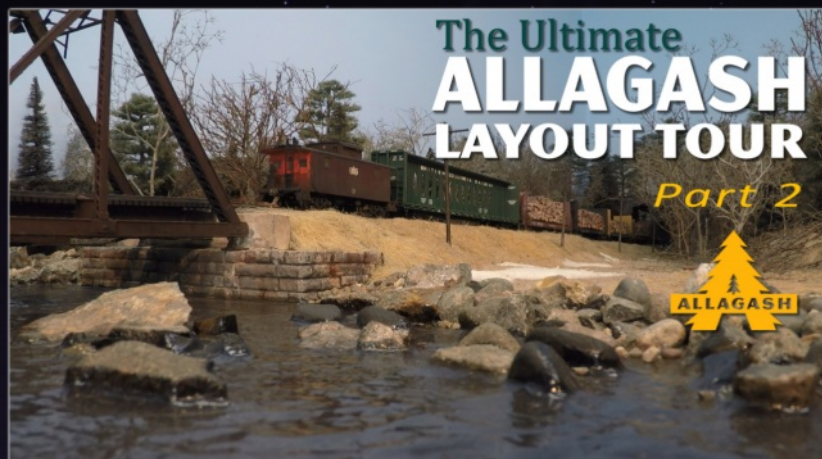


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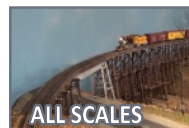
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Publisher's Musings: Remember likes on the new forum
JOE FUGATE



MRH Website this month: Other modelers' workbenches, ...
Compiled by JOE FUGATE



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Going modern on the New Jersey Division
M. R. SNELL



First Look: Soundtraxx Blunami
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Savvy Modeler online: Sound decoder in a Kato GS4
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November 2022 news and events
RICHARD BALE and JEFF SHULTZ



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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | November 2022

JOE FUGATE: FRIENDLY REMINDER: USE
 LIKES LIBERALLY ON THE NEW FORUM



IT'S BEEN ALMOST A YEAR NOW SINCE WE MOVED
TO the new *MRH* Forum.

Overall, I'm pleased with how the move went and with the adoption of the new forum. The notification and private messaging works very well and has been quite handy.

One feature on the new forum has been disappointing, however, and that's the adoption of likes. They're not being used nearly as much as we had hoped. I'd hope to see that change, so here's a friendly reminder to deliberately go out of your way to like good posts until it becomes a habit.

With the move to the new forum, we changed from star ratings to likes for *MRH* content. The adoption of applying likes to *MRH* content has also been quite disappointing. Here's your reminder to *make double sure* you like the article feedback threads for articles you enjoy.

While we don't depend totally on article likes, we do use them to seek out similar articles for those that get well liked. So remember, if you see an article you like in *MRH* or *Running Extra*, please go out of your way to give them a like.

If you're not sure how to give a like, let me show you how.

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Giving an article a like

Each article in *MRH* or *Running Extra* has one or more “Give it a Like” buttons in it.

To give the article a like, click or tap that button [1]. Doing this takes you to a landing page for that article on the *MRH* Forum.

On the opening post for the article, you will find a thumbs up *like* icon in the lower right hand corner [2]. Click or tap that icon to give the article a like.

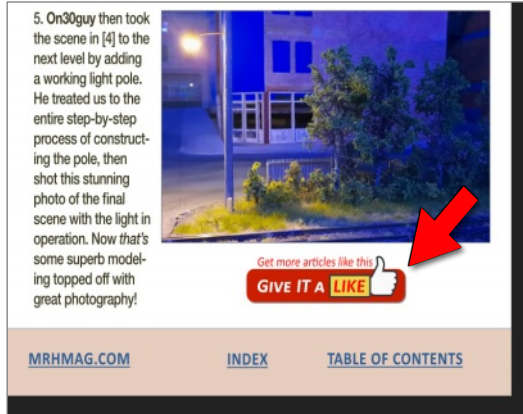
You will know you have successfully given the article a like because the thumbs up icon will turn green and the count will go up by one [3].

If you ever change your mind and wish to unlike an article later, just select the thumbs up icon again and you will reverse your like. This is called an unlike and our forum software tracks unlikes and treats them as especially important, so make sure you really want to unlike the article.

Repeatedly selecting the thumbs up will toggle your vote: like, unlike, like, unlike, and so on. Just stop when its what you want!

Remember to like the overall magazine too

The magazine issue comment landing page also has a like on it, so please also give the magazine a like if you found the overall issue particularly enjoyable this month [4].



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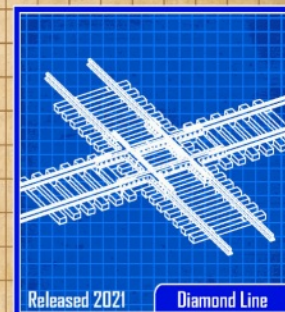
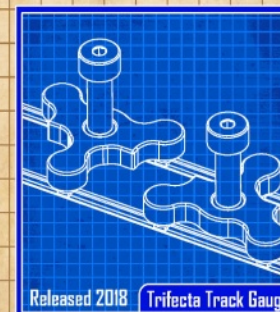
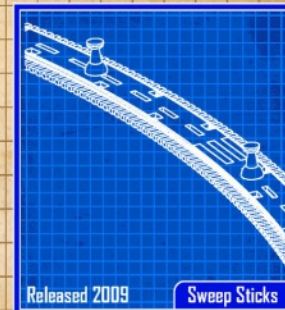
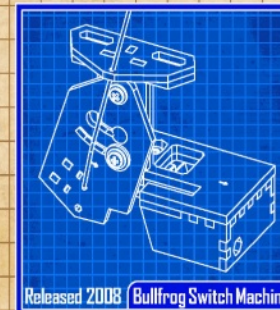
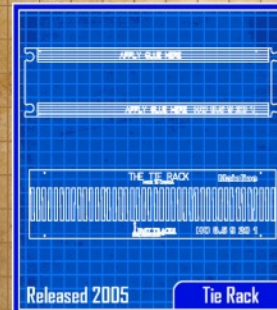
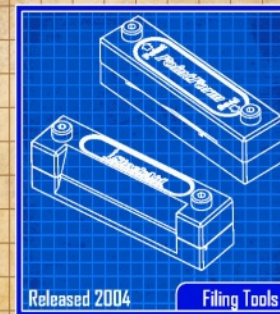
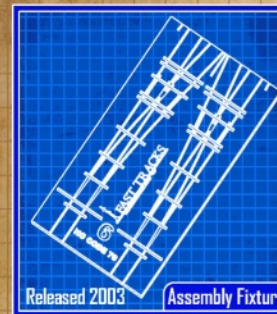
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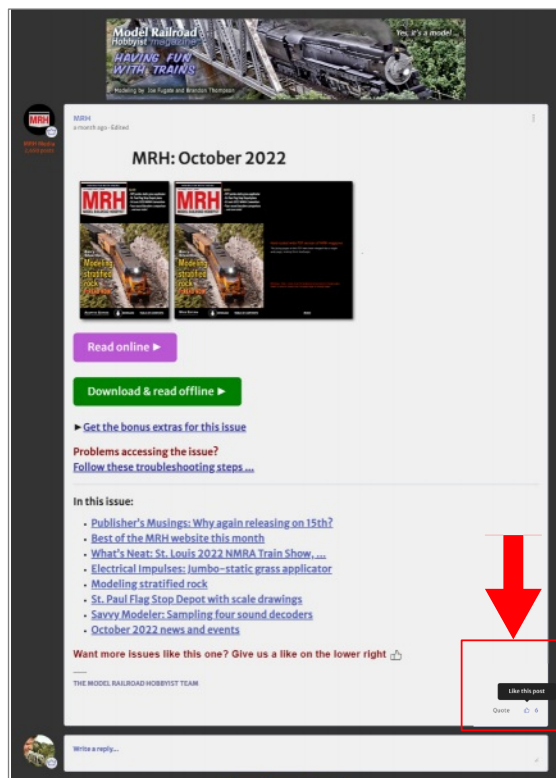
3. You will be able to tell you have successfully clicked/tapped the thumbs up icon because it will turn green and the like count will go up by one as shown here.

Remember posts too

Each post on the *MRH* Forum has a like button in the lower right hand corner.

If you see a post you particularly find useful, remember to go down and click/tap the like button. That tells the poster you found his post helpful and will encourage more such posts on the forum.

4. Keep in mind the issue landing page also has a like button. If you liked the overall issue, give it a like, too.



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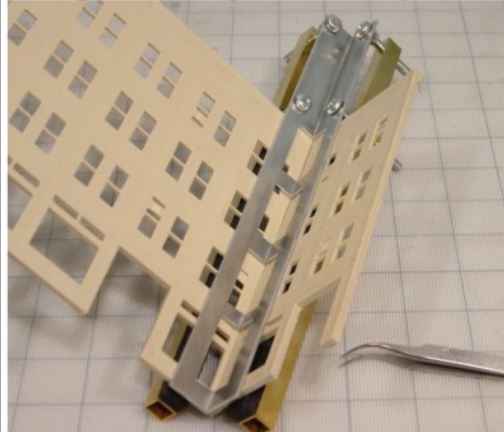
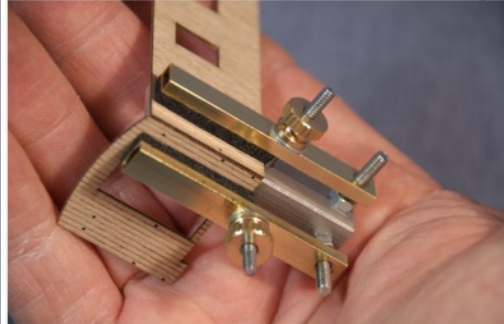
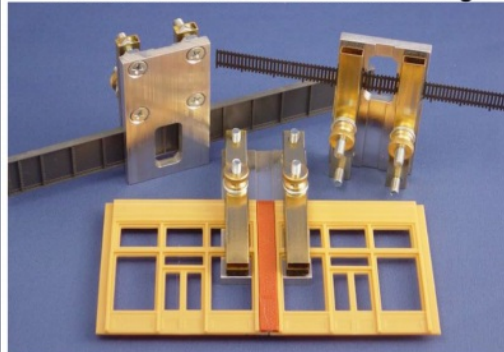
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It's that time of year again as the holidays approach. We often run deep discount specials around Black Friday and on CyberMonday.

This year, we're planning some good discount deals, so watch your emails and the *MRH* Forum for announcements from MRH Media about those sales.

We often offer new subscriber deep discounts. If you've never signed up for TrainMasters TV or *MRH Running Extra*, these sales are a good opportunity to do so at a cut-rate price.

If you are an existing subscriber, you may be wondering if you can take advantage of these deep discounts as well. The answer is you can, but we need to handle it manually since we restrict you from renewing early to limit our business liability to 12 months at a time.



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In the sale notice, watch for a link that says, "Existing subscriber? Click here to get this deal on your next renew."

If you select that link, you can tell us you want the deep discount deal on your next renewal and we will set you up to get that pricing.

Siskiyou Line 2 update

With our move from Portland, Oregon to Tulsa, Oklahoma back in June, my Siskiyou Line 1 layout is no more. We sold the house that had the layout, and we dismantled the layout completely.

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I saved as much of the layout as I could. Of course all the locos, rolling stock, and the DCC system plus throttles came with us. In addition, I saved most of the bridges, structures, details, and a *bazillion* trees. If you know western Oregon, then you know that's just a start – I will need *two or three bazillion* trees on a Siskiyou Line with finished scenery!

Siskiyou 2 will be built in a new 30x60 prefab steel building on our new rural property outside Beggs, Oklahoma. That building will also house the MRH office, the TrainMasters TV studio, a workshop, and the layout. I am planning on about 800 square feet for the layout, which is similar to the space I had for Siskiyou Line 1.

I'll be reporting more details on Siskiyou Line 2 next year as the prefab steel building goes up and we begin work on the new layout. ☑

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Most liked articles in [October 2022 issue](#) of MRH are:

- 1st** Modeling stratified rock
- 2nd** Best of the MRH website this month
- 3rd** Savvy Modeler: Sampling four sound decoders

Most liked articles in [October 2022 issue](#) of *Running Extra* ...

- 1st** Limited Modeler: On to Fremont, Ohio
- 2nd** Getting Real: Modeling Missisquoi Pulp & Paper Company
- 3rd** Publisher's Welcome: Sources of flexible superglue

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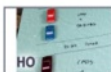
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Limited Modeler: Designing the Fremont layout
JIM SIX



Getting Real: Duryea Auto Parts & Salvage, part 1
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Best of the **MRH** WEBSITE THIS MONTH



Model Railroad Hobbyist | November 2022

Compiled by **JOE FUGATE**



Show off your workbench!

MRH forum member **Patrick 1** (Patrick H.) started a thread back in 2017 asking forum members to post photos of their workbench. One of the more impressive recently posted photos (shown above) comes from forum member **Rail and Tie**.

That is one nice workbench, and forum members agree this one has the best outside view! Read the full thread for lots more examples.



View the full thread on the MRH website

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

BEST OF THE MRH WEBSITE | 2

1. *MRH* forum member **Stan.George** asked is a seven foot ceiling would be adequate for a layout space. To answer, forum member **CP Rail Quebec Subdivision** posted this photo of his layout space with seven-foot being typical and six-foot minimums in some cases.

7' ceiling height?

MRH forum member **Stan .George** asked the *MRH* forum members if a seven-foot ceiling height would work for a layout space.



Several forum members posted that they also had a height-challenged layout space, and that seven feet could be made to work quite adequately. **CP Rail Quebec Subdivision** posted a photo of his space [1]:

"I sanded the floor joists that made up the basement ceiling. I masked the cables, pipes, and braces under tongue and groove planks. I varnished it all to seal it. My house is 97 years old and the floor is uneven, so I have around 84" between the floor and the bottom of the joists. 72" is the minimal height at one spot."

This and other useful examples of limited ceiling height layout spaces populate this thread. It's nice to see real-life solutions that work! Read the full thread for all the details.

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

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2. MRH forum member **gmpullman** posted his example of how he populates the cab of his locomotives. Nicely done!

Engineers in locos?

MRH forum member **Shawnee** wondered about putting scale figures in locomotives, so he asked:

“One of the things that always strikes me as odd is when I see finely detailed locomotives on layouts running with no one at the helm. Especially in HO scale, where it’s quite noticeable, certainly as noticeable as some of the other details. What are your thoughts on scale model engineers in scale model locomotives? Do you do it?”

What followed is many helpful photos of putting scale figures into locomotives and rolling stock, as well as in scale autos and in scenes near the track.

Read the full thread to learn from all the examples given.

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

Floquil/PollyScale stash running out?



MRH has mapped the old familiar colors to readily-available acrylic paints.

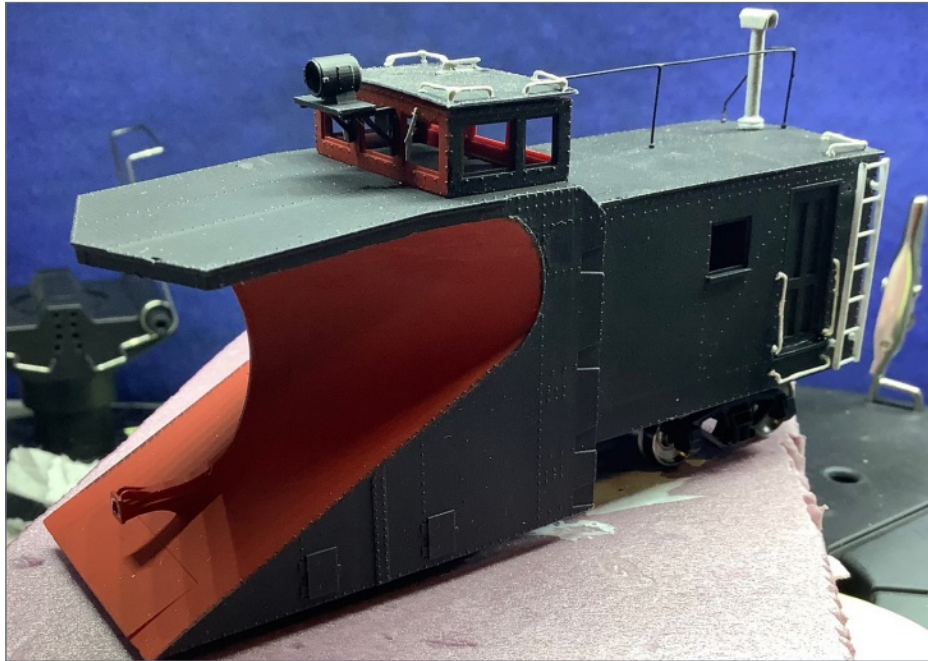


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Primer Gray	MRH 4025	MRH 4025	MRH 4025	MRH 4025
Engine Black	MRH 4025	MRH 4025	MRH 4025	MRH 4025
Black Primer	MRH 4025	MRH 4025	MRH 4025	MRH 4025
Black Primer	MRH 4025	MRH 4025	MRH 4025	MRH 4025
Black Primer	MRH 4025	MRH 4025	MRH 4025	MRH 4025
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Floquil / PollyScale Color Name	MRH Color	MRH Color	MRH Color	MRH Color
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Black Primer	MRH 4025	MRH 4025	MRH 4025	MRH 4025
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3. *MRH* forum member **MikeHughes** posted step-by-step how he built this F&M snowplow kit.

F&M Models CPR snowplow

MRH forum member **MikeHughes** posted all the steps he took in building this F&M Models CPR snowplow kit in HO.

"This kit comes with a lot of very nicely 3D printed parts (my opinion, but I know little about 3D printing) and most of the bits needed to turn this into a gem. The parts are all very straight and level with no bends or warps that I can see. To me, the kit rivets look great. Comes with ten pages of what appear to be well written instructions.."

Mike goes on in this thread to provide photos and text about the entire build. Check out the forum thread for the full build.

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

The Ruphe & Tumbelle Railway Company journal

On30guy (Rick R.) maintains a nice journal/blog on his On30 layout build. Here's a few recent photos from his excellent *MRH* journal.

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

4. *MRH* Forum member **On30guy** recently did some scenery work on his layout and posted this photo. He's done a fine job with the trees, grass, weeds, and bushes. His journal shows the steps he took to get this gorgeous scene.



5. **On30guy** then took the scene in [4] to the next level by adding a working light pole. He treated us to the entire step-by-step process of constructing the pole, then shot this stunning photo of the final scene with the light in operation. Now *that's* some superb modeling topped off with great photography!



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WHAT'S NEAT

column



Model Railroad Hobbyist | November 2022

KEN PATTERSON COVERS THIS MONTH:

- BUILDING THE LIGHTNER TRESTLE ON THE RIO GRANDE SOUTHERN RAILROAD
- NEW PRODUCTS FOR CHRISTMAS FROM BACHMANN



VIEW READER
COMMENTS

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WHAT'S NEAT with Ken Patterson
Building a wood trestle scene

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PHOTOS AND VIDEO OF SUPERB MODELS



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THIS MONTH KEN DEMONSTRATES HOW HE BUILT THE LIGHTNER TRESTLE diorama for Blackstone Models and duplicated a classic prototype photo on it. Doug Blaine from Bachmann shows off the train sets and other products in several scales that they have coming out for Christmas.



1. Ken replicates Lightner Trestle (Bridge 160-A) for Blackstone Models.

in the NOVEMBER 2021 MRH RUNNING EXTRA!

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Diagram labels: Hay Storage Shed, Team Track, L.E. & W. Interchange, Team Track



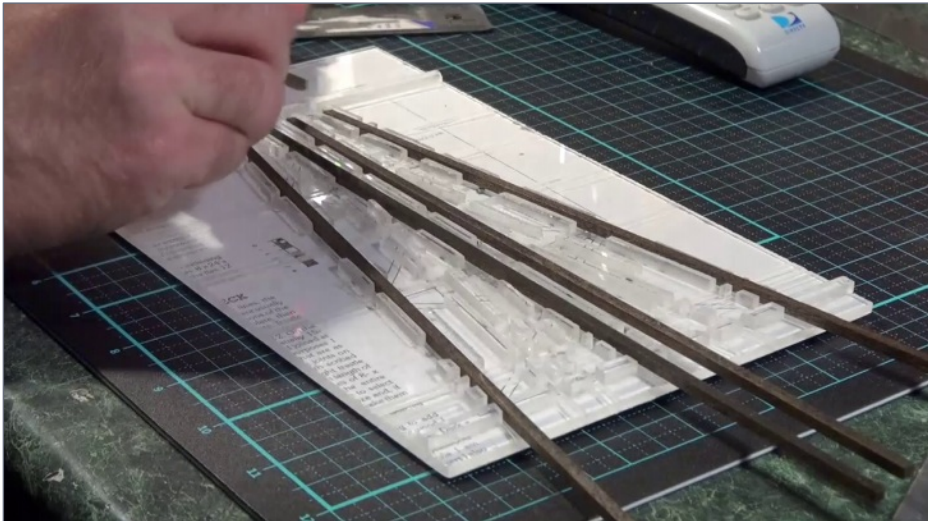
2. Ken started by carving a base out of eight layers of pink Styrofoam.



3. The diorama was commissioned by Blackstone Models to recreate a classic winter photo of an RGS train on the trestle.



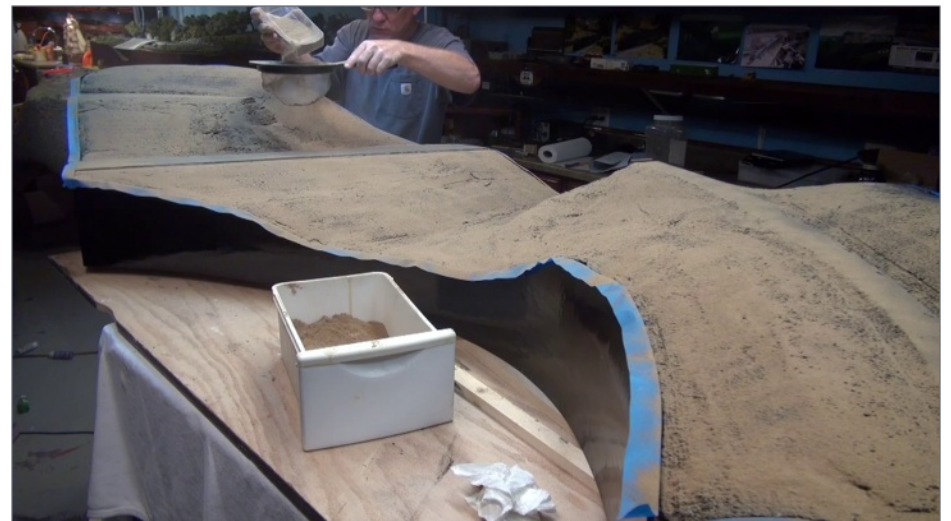
4. Ken collected photos of the top deck of the trestle to use in designing the model. He glued deck ties across the entire bridge before laying the rails.



5. A Plexiglas jig Ken built simplified trestle bent construction.



6. The diorama was strengthened by wrapping it in oak plywood.



7. Scenery was started by sifting dirt onto the painted foam base.





8. Microscale Engineering girders and Evergreen styrene were used for the section of the trestle over Highway 160, which was made with pre-mix concrete patch.



9. Envirotex epoxy was used for the water in Lightner Creek. Clay dams were placed at each end of the creek to prevent the resin from running off the side of the diorama.



10. To reproduce the photo of the train plowing snow off the trestle, Ken used dry plaster powder with cotton to represent the cascade.



11. After taking the photo, Ken vacuumed, blew, and hosed the plaster off the diorama.





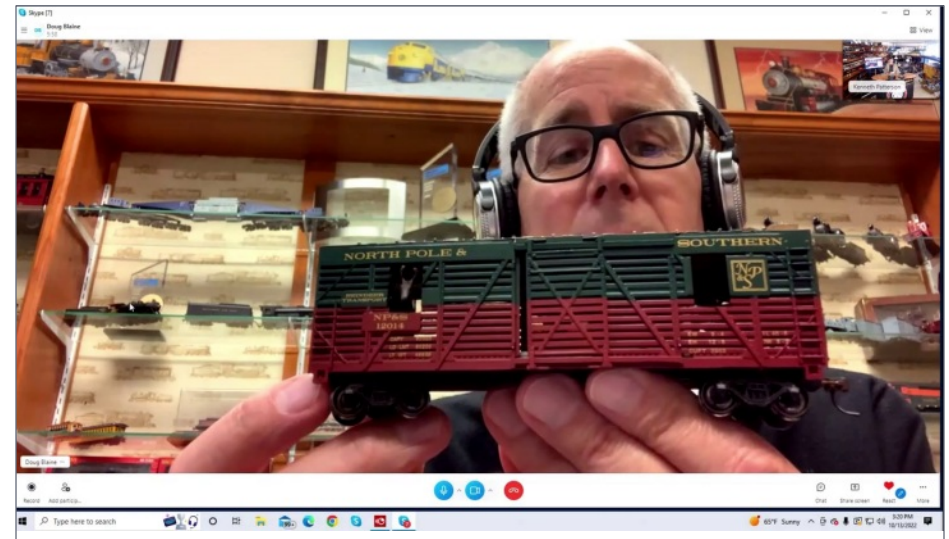
12. The final photo was an excellent replica of the Robert Richardson prototype photo now on display at Denver Union Station.



13. Doug Blaine of Bachmann joined Ken to show some of Bachmann's upcoming products for the Christmas season, including this large scale "The Night Before Christmas" set.



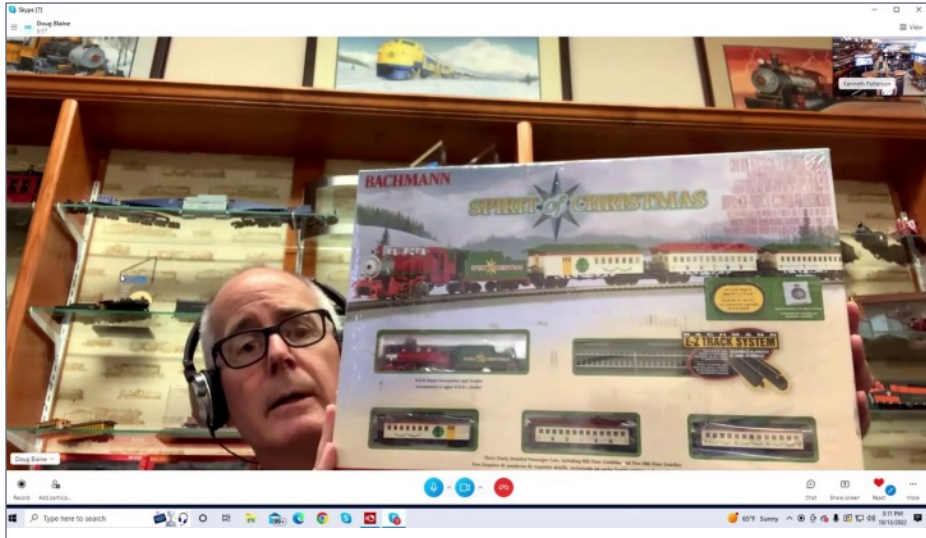
14. The Norman Rockwell's American Christmas is available in On30.



15. Some pieces are available separately, such as this North Pole & Southern stock car in HO scale, which includes reindeer that stick their heads out of the windows.



WHAT'S NEAT | 10



16. Bachmann's Christmas offerings are available in Large Scale, 3-rail O gauge, On30, HO scale, and N scale like this N scale Spirit of Christmas set.

Info: bachmanntrains.com

To see the Ken's complete hour-long video on building the trestle diorama and photographing a winter scene on it, and many of the products Bachmann is introducing for Christmas, click on the video link at the beginning of the article. ☑

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

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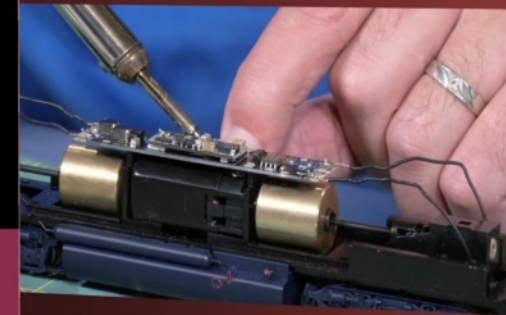
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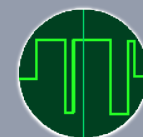
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Portable BoosterBox construction



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Model Railroad Hobbyist | November 2022



LARRY SEBELLEY SHARES HOW TO POWER A MODULAR
LAYOUT WITH PORTABLE DCC BOOSTERS-IN-A-TOOLBOX ...

WHEN CREATING A LARGE FREE-MO LAYOUT, it is desirable to divide the layout into separate districts for power distribution. The districts connect to the DCC command station, but each receives track power from its own separate booster.

I have designed a BoosterBox to minimize setup time with easily accessible connections. Housed in a toolbox, it contains a Digitrax booster, Digitrax power supply, cooling fan, and the necessary connections.

In this article I list the parts and the construction method. If you use the same parts, you can follow the instructions precisely. If



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you substitute similar but compatible parts, simply modify construction accordingly.

The entire project takes about four hours to complete.

Editorial note: Some of the parts used in this article have recently been discontinued. Many of the parts can still be found on eBay as used parts, and more than a few modelers may still own parts such as the Digitrax DB150. Regardless of the *exact* parts used, this BoosterBox idea still applies and can be most useful. See the MRH editorial sidebar: *Updates to the BoosterBox* for equivalent parts currently available.

GATHER THE PARTS, SUPPLIES, AND TOOLS

The first step is to gather the parts and supplies as shown in [2]. I have not priced the Digitrax or NCE parts, as they vary by supplier. You can purchase the electronics from your local electronics store.

I used a Benchmark toolbox [1] from Home Hardware. Any plastic toolbox with similar dimensions and flat areas on the ends should work. See the shopping list link at the end of the article for specifics.

You will need some common hobby and construction tools: utility knife, X-Acto knife, ruler, tape measure, soldering gun, soldering iron, flux and solder, screwdrivers, drill, and drill bits.

A hole saw is helpful to cut the circular hole for the fan. A step-drill bit is also useful to drill other holes. I recommend using a variable-speed cordless drill.



1. Benchmark toolbox used, which has been discontinued. See the shopping list at the end of this article for a link to

the current equivalent Home Handyman toolbox from Home Hardware (A), as well as a very similar toolbox from Amazon.

UPDATES TO THE BOOSTERBOX



1a. DB150 (discontinued) compared to a DCS210+, the current direct replacement.

Even though some of the items Larry uses in this article have been discontinued, the basic BoosterBox idea is still an excellent one.

Many readers who use Digitrax may own a DB150 (Empire Builder) and its associated PS515 power supply – in this case, you're all set to proceed just as Larry shows. But if you're just now looking at getting a Digitrax booster + power supply combination equivalent to the DB150, then you will be wanting a DCS210+ (Evolution Express) and PS615 power supply.

The DB150 is both a booster with auto-reverse capabilities, as well as a command station. The direct replacement for the DB150 is the DCS210+. However, if you want just a booster with auto-reverse capabilities, then the DB210 will suffice.

The dimensions of a DB210, DCS210+ and PS615 differ from a DB150 and PS515. The PS615 is less bulky than the PS515, so fitting inside a toolbox should be easier. The DB210 and DCS210+ are both less deep than a DB150, but slightly wider [1a].

The dimensions of these newer products are close enough they should still fit inside the recommended toolboxes in the shopping list. Just cut a mounting board that fits

PORTABLE BOOSTERBOX CONSTRUCTION | 4

UPDATES TO THE BOOSTERBOX *CONTINUED ...*

inside your chosen toolbox and test fit the parts to find what works.

Also, if you're using a DCC system other than Digitrax such as NCE, the BoosterBox can be adapted to your chosen DCC system. ■

BoosterBox parts list				
Item	Source	Qty	Description	Cost
1	(varies)	1	16-19" toolbox	\$26.00
2	Amazon	1	Surge protector power bar	\$5.00
3	Amazon	3	Solderless spade connector 12-10 AWG	\$1.00
4	eBay	3	Jones 2-pin plug and socket set	\$66.00
5	eBay	2	Banana jack - green	\$2.00
6	eBay	2	Banana plug - green	\$4.00
7	Amazon	1	SPST round on-off rocker switch red	\$8.00
8	Amazon	1	12 VDC 2-inch cooling fan	\$6.00
9	Amazon	1	2-inch finger guard	\$4.00
10	Amazon	1	12 VDC 500ma power supply	\$13.00
11	Amazon	1	IEC C14 AC chassis mount power inlet	\$3.00
12	Amazon	1	110 VAC 3-conductor power cord	\$7.00
13	Amazon	4	RJ12 6P6C plug crimp connector	\$3.50
14	Amazon	2	Anderson pole plugs	\$4.00
15	Amazon	1	6-conductor cable, 25 ft	\$7.00
				\$159.50
	Digitrax	1	DB150 (Discontinued: use DCS210+ instead)	
	Digitrax	1	PS515 (Discontinued: use PS615 instead)	
	NCE	1	Universal throttle panel	

2. A BoosterBox parts list made using a spreadsheet. Editorial note: We updated this spreadsheet with currently available item sources and their prices.

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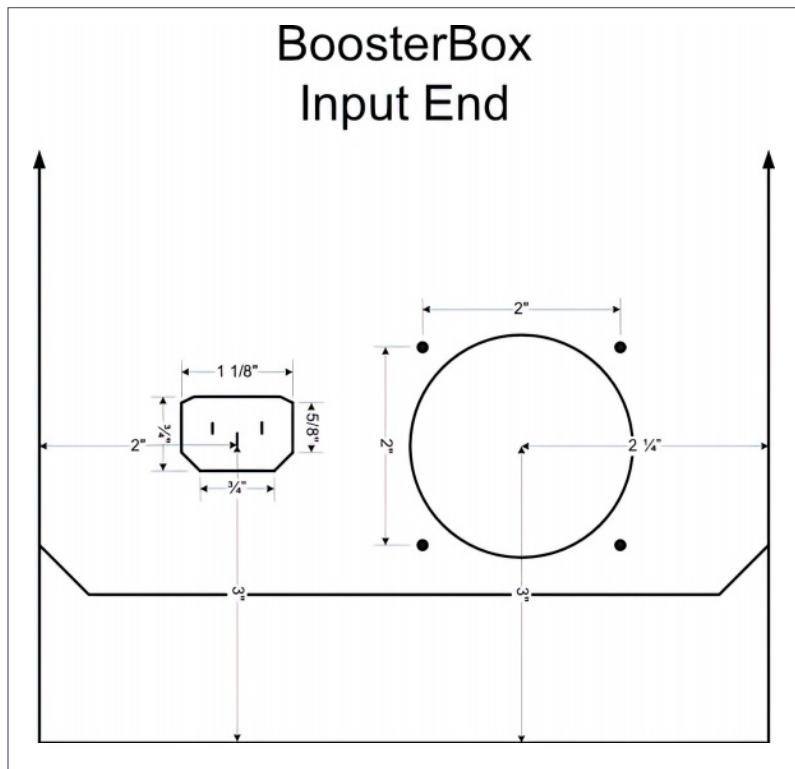
RE RING
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PORTABLE BOOSTERBOX CONSTRUCTION | 5

You also will need stranded #12 wire (white, black, and green), stranded #20 wire (white, black, and red), 1/8" stove bolts, flat washers, lock washers, and nuts.

PREPARATION OF THE BOX INPUT END

Looking at the front of the toolbox, the input end is on the left. We will drill and cut two holes in this: one for the power connector and one for the cooling fan. The dimensions are shown in [3].



3. Input end measurements for the 110 VAC power connector (left) and the cooling fan (right).

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PORTABLE BOOSTERBOX CONSTRUCTION | 6

Measure and mark a spot 3" from the bottom and 2" from the rear of the toolbox. This will be the center of the hole for the IEC C14 AC power connector (parts list, item 11).

Use your utility knife and X-Acto knife to score the outline for a bottom-angled, rectangular hole for the connector, referring to the drawing in [3]. The hole should be 1-1/8" wide by 7/8" tall, with the two bottom corners angled 45 degrees to match the shape of the connector.

Proceed carefully with cutting. This is the most finicky part of the project and there is not much room for error.

Once you have the power connector set in the carved hole, mark the two holes for the mounting screws. Drill these with a 1/8" bit. Trim away any flash around the holes.

The next step is to drill the holes for the cooling fan (parts list, item 8). Measure 3" from the bottom, and 2-1/4" from the front of the toolbox. This will mark the center of the cooling fan.

Drill a 2 1/4" diameter hole with a hole saw. Use low speed to minimize melting the plastic.

Once the fan hole is drilled, use the 2" finger guard to mark the location of the four mounting holes. Drill these with a 1/8" drill bit and trim any flash around the holes. Your prepared input end should look like [4].



4. Completed input end holes.



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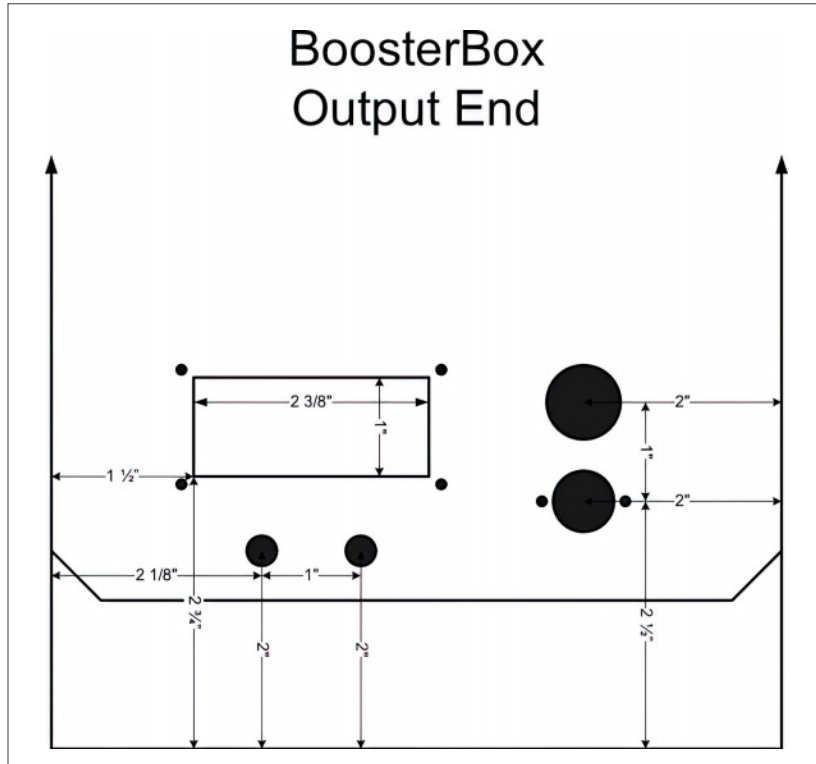


PREPARATION OF THE OUTPUT END

The output end is opposite the input end. We drill and cut five holes: one for the NCE Universal Throttle Panel (UTP), one for the auto-reversing rocker switch, two for the green banana jacks, and one for the flush plate socket (parts list, item 4) [5].

Measure 2-1/2" from the bottom and 1-1/4" from the front of the toolbox. This marks the bottom-left corner of the NCE UTP hole. From that marked point, cut a 2-3/8" by 1" rectangular hole.

Temporarily insert the NCE UTP, attached to its cover plate, and mark the location of the four mounting holes. Drill these holes with a 1/8" bit and trim any plastic flash.



5. Output end layout and measurements.

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L. Sebelley

WHY NCE UTP VS DIGITRAX UP5?

You may wonder why we use the NCE UTP instead of a Digitrax UP5. The UP5 has certain circuitry that prevents the Railsync signal from exiting through the two front Loconet jacks. I don't know why Digitrax chose to do this, but a booster connected to Loconet through the front of the UP5 will not communicate with the command station.

The NCE UTP does not have such circuitry, and merely shares all 6 Loconet connections among all four of its jacks. I believe that Tony's Train Exchange offers a UTP of their own design, and I believe it works as does the NCE UTP does.

Make one mark 2" from the bottom and 2" from the front of the toolbox, and a second 1" to the right of the first for the two ground cable sockets. Drill these with a 5/16" bit.

Make a mark 3-1/2" from the bottom and 2" from the rear of the toolbox for the on-off rocker switch. Drill this with a 3/4" bit and trim any flash.

Finally, measure 2-1/2" from the bottom and 2" from the rear of the box for the center for the flush plate Jones socket (parts list, item 4). Drill with a 5/8" bit. The step drill bit works well for this step.

Once the hole is drilled, orient the Jones socket horizontally and mark the two mounting holes. Drill these with a 1/8" bit and trim the flash.

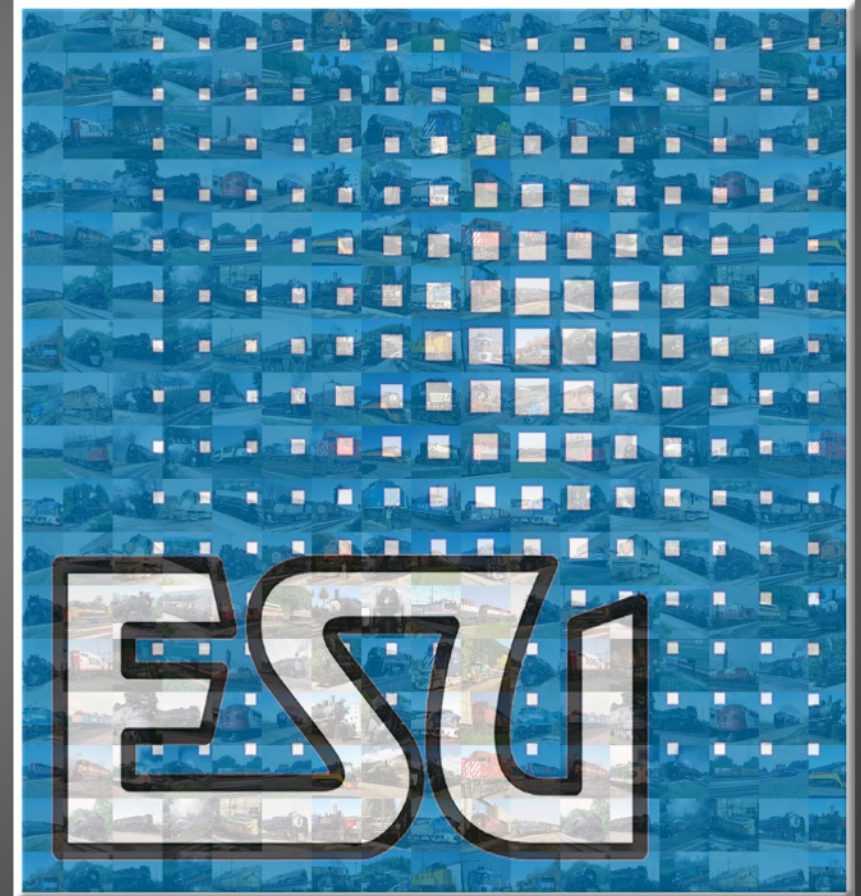
This completes the holes for input end. The result should look like [6].

INSTALLATION OF THE MAJOR COMPONENTS

Begin by cutting a 14-1/2" by 6" piece of 3/8" or 1/2" plywood for the base. The base should fit snugly to the bottom

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6. Output End Holes.



J. Regier

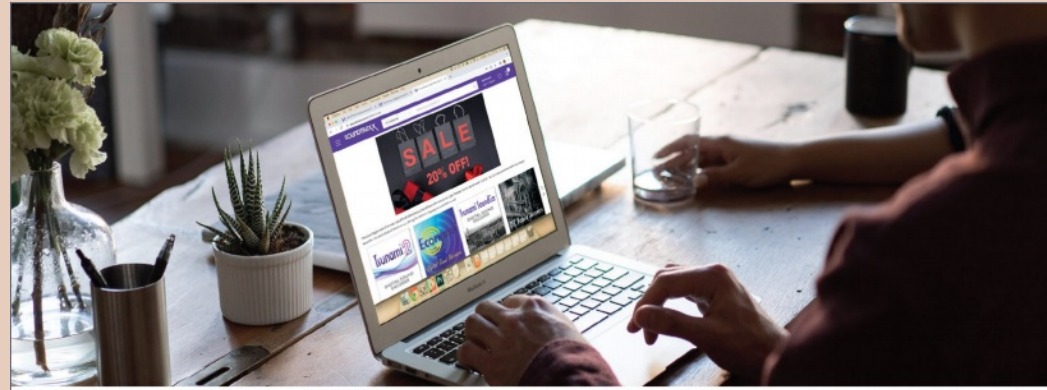
PROPER VENTILATION IS KEY

The author includes a ventilation fan for his BoosterBox project to help keep the electronic components cool. To maximize the fan's effectiveness, it must cause fresh air to flow over the components.

In addition to the holes the author lists, we would recommend drilling a 1" hole or a row of several smaller holes low on the output end to provide a fresh air source. This will allow the fan to pull the fresh air over and around the electronics to keep them cool.

of the toolbox so that it is immobile, yet removable, so adjust these dimensions accordingly for your box [7]. Place the base in the box to determine component placement.

Starting with the power strip, cut the cord at 6", strip the outer insulation 2", and strip 1/4" from each of the three wires. Crimp on three solderless female quick connectors (parts list, item 3).



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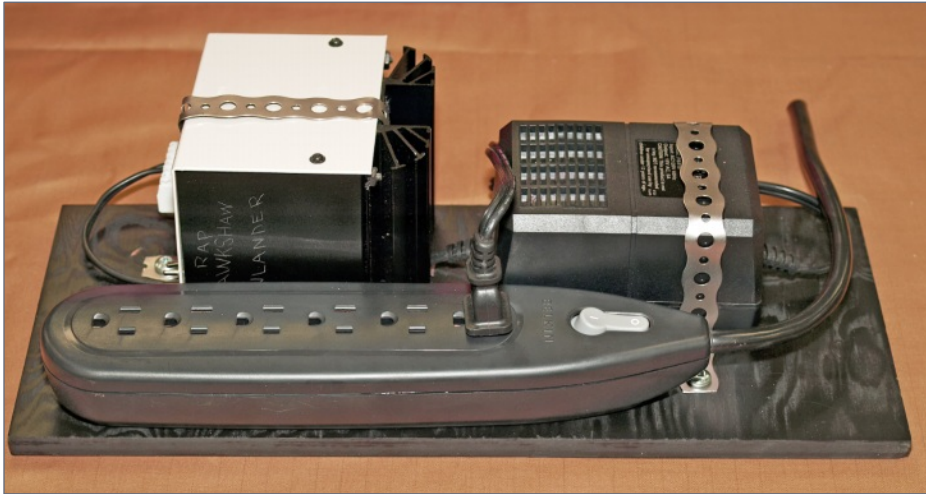
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Place the power strip on the base in the toolbox so it is snug to the back and about 1" from the output end of the toolbox. Trace the location, remove the base from the box, and use two screws to mount the power strip in place.

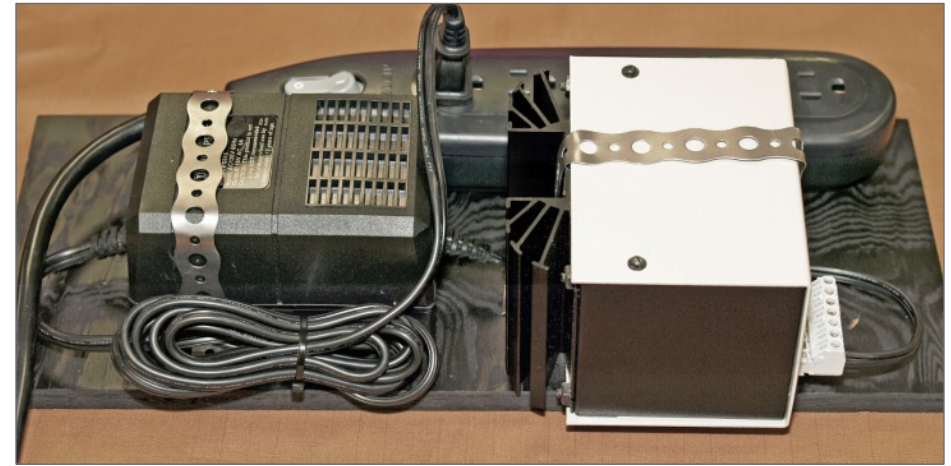
Locate the DB150 booster 3-1/2" from the output end, snug to the side of the power strip. Use metal plumber's strapping and two screws to secure the DB15 to the base.

Route the PS515 output cable underneath the PS515 and DB180, cut it to length, and connect it to the Power In terminals on the DB150. Roll, tie, and tuck the cable to the side of the PS515 and plug it into the power strip.

When finished, the plywood base and components should look like [7] when viewed from the rear and [8] when viewed from the front. Set the base and its components in the bottom of the toolbox.



7. View of the plywood base and the three components mounted to it: DB150 booster at upper left, PS515 power supply at upper right, and power strip at bottom. The power strip will be snug to the rear of the toolbox. I painted my base black to match the toolbox bottom.



8. The base and its components, as viewed from the front.

OUTPUT END MINOR COMPONENTS AND CONNECTING WIRES

Next, install the other components and wire them together. You can either solder the wires in place or use solderless terminal connectors. Begin with the output end of the BoosterBox.

Push the Jones socket into its hole from inside the toolbox, oriented so the wide blade terminal is at bottom, facing inward. Secure it with two 1/8" stove bolts, flat washers, lock washers, and nuts.

Connect the lower, wide blade to the inline socket to the Rail B terminal of the DB150 with black #12 stranded wire. Connect the socket's upper blade to the Rail A terminal with white #12 wire.

From inside the toolbox, push the two green banana jacks into their holes below the rectangular cutout, and secure them with their own nuts. Connect both to the ground terminal of the DB150 with green #12 stranded wire.

From outside of the toolbox, push the rocker switch into its hole above until it snaps in place. Wire one switch pole to the DB150's Config B terminal and the other to the DB150's ground, both with red #20 stranded wire.

Cut and strip a 2" piece of white #20 stranded wire and use it to connect the DB150's ground and Config A terminals. Connecting to the ground terminal may prove challenging with the other wires in place.

Finally, install the NCE UTP board onto its face plate and mount the plate in position. Secure with four 1/8" stove bolts, flat washers, lock washers, and nuts. If you mount the UTP upside-down, the sockets will be in the same orientation as with Digitrax UP5 sockets.

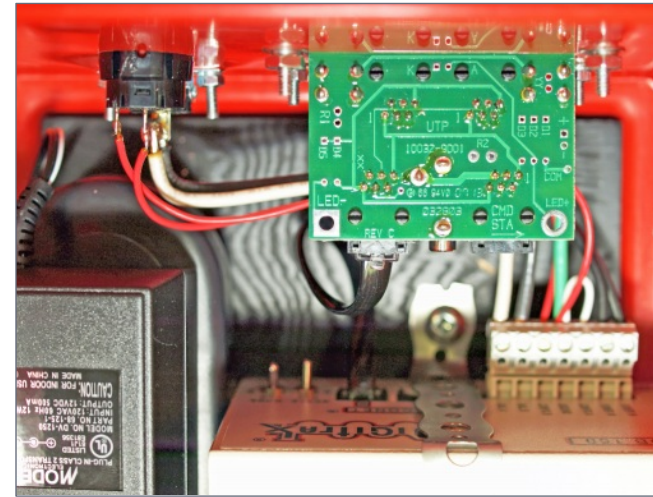
Attach two 6P6C connectors to the ends of a 4" piece of Loconet cable, ensuring that pin 1 matches with pin 1. Plug one end of the cable into the Loconet B socket on the DB150 and the other into one of the rear sockets on the UTP board. You could install an LED on the UTP board per NCE instructions, however because the box is out of sight under the layout, I didn't find this worthwhile.

The output end of the box is now complete. It should look like [9] on the inside and [10] on the outside.

INPUT END MINOR COMPONENTS AND CONNECTING WIRES

Install the minor components and connections of the input end. Insert the power connector from the outside into its prepared hole and secure with two 1/8" flat-head or stove bolts, flat washers, lock washers, and nuts.

Plug the three power bar cord female terminals onto their respective terminals on the back of the IEC AC power jack connector. Looking at the rear of the jack, from left to right, they



9. Output end internal connections.



10. Completed output end connections.





11. Front, outside view (top) and back, inside view (bottom) of the IEC C14 chassis mount connector (item 11, parts list). From the inside view, the black wire from the power strip connects to the left post (live),

the green to the offset center post (ground), and the white to the right post (neutral).

are black, green, and white. Insulate these connections with heat-shrink tubing [11].

Finally, install the cooling fan. A 12VDC adapter plugged into the internal power bar powers it. Cut off the adapter cable's molded-on plug on the other end and strip the wires.

Temporarily connect these wires to the fan and apply power. Mark which direction the fan blows on the fan, then disconnect the adapter from the fan.

Mount the fan to blow out of the BoosterBox. Feed four long 1/8" stove bolts through the finger guard, box side, and the fan frame. Secure the fan to the box with four flat washers, lock washers, and nuts. Cut the power adapter wires to length, add shrink tubing, then solder them to the fan terminals, then move the shrink tubing into place and shrink it.

The complete BoosterBox input end should look like [12].



12. Completed input end connections.

EXTERNAL CONNECTIONS

The cables to connect the BoosterBox to the Digitrax system include a male-to-male track bus cable, a female-to-female adapter cable, a male-to-female phase-reverser cable, a Lo-conet cable, and a ground cable.

For a male-to-male track bus cable to connect the BoosterBox to the power district by cutting 6-foot lengths of black and white #12 stranded wire. Strip each end 1/4".



J. Fugate

FREE-MO POWER BUS PLUG CHANGE

Prior to July 2015, two-pin Jones plugs were the Free-mo track bus standard, and any older modules may still use those plugs. After July 2015, Free-mo moved to Anderson power pole connectors for the track bus. In addition to the other cables the author shows making, also make a Jones plug-to-Anderson power pole connector adapter cable [13].



13. Jones plug to Anderson power pole connector adapter.

Slide the Jones plug covers onto the wires, then solder the white wire to the wide blade on two male Jones plugs, and the black wire to the narrow blade. Snap on the covers and use the round head pin to secure them, completing the bus cable [14].

Construct a female-to-female adapter cable to allow for various connection locations. Aside from using female Jones plugs on either end, this follows the same procedures as for the male-to-male.

To allow for different DCC phases between power districts, construct a male-to-female polarity reverser cable. Cut 6-foot lengths of black and white #12 stranded wire and strip the ends 1/4". Slide the Jones plug covers on, oriented toward the ends of the wire.

Use the white wire to connect the narrow blade of a male Jones plug to the wide blade of a female Jones plug. Use the black wire to connect the wide blade of the male to the narrow blade of the female. Snap and pin the covers in place to complete the adapter cables.

When completed, the reverser cable and adapter cable should look like [15].

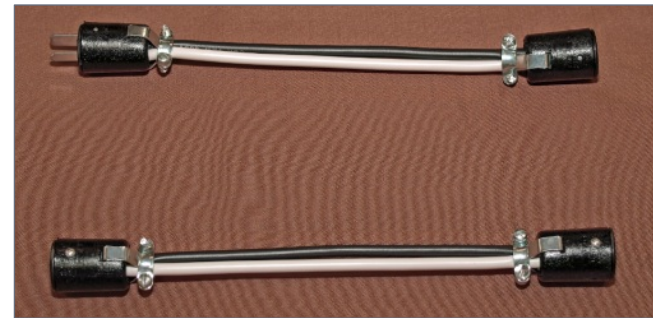


14. Male-to-male track bus cable.

Loconet cables connect the BoosterBox to other BoosterBoxes or to the DCC command station, to provide an independent Loconet network, separate from the network containing the UP5s, stationary decoders, etc. I recommend a cable length of at least 25 feet to span from booster to booster between the power districts, though you can adjust this to your needs.

Construct the Loconet cable using the standard method [16]. Crimp a 6P6C connector to each end of the cable. Ensure that the connectors are oriented in accordance with Digitrax specifications, i.e., pin 1 to pin 1 and pin 6 to pin 6, etc.

Construct the ground cable of green #12 stranded wire the same length as the Loconet cable and slide on two banana jack cover housings, oriented toward the wire ends. Strip each end 1/4", solder a banana plug to each end, slide the cover housings over the jack, and screw them into place [16].



15. The male-to-female phase reverser cable is at top and the female-to-female adapter at bottom.



16. Loconet cable.



TESTING

BoosterBox construction project is complete and ready for testing on an operational layout. Connect a power cord. Plug the track bus cable into the Clinch Jones inline socket and the power district.

Plug one end of the Loconet and ground cables into the BoosterBox, and the other ends to the next booster or the command station. Power-up the command station and booster box, and the BoosterBox power district should come to life.

If there is a phase difference in the new power district, insert the polarity-reversing cable (male-to-female) between the BoosterBox and the power district. If the booster is to perform an auto-reversing function, flip the rocker switch to its "on" position.

If your new BoosterBox does not work, retrace your construction steps to find and correct the problem.

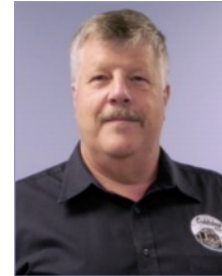
SUMMARY

Not only does this portable BoosterBox make transporting DCC boosters to shows much easier, it makes setting up DCC power districts on modular show layouts simpler. Even if you don't have the exact DCC system I show, this basic idea can be adapted to most any DCC booster supply you may have. ☑

To find a detailed shopping list for this article see: [BoosterBox shopping list link](#). ☑



LARRY SEBELLEY



Larry lives in Chilliwack BC with his wife, Lori. They are very active in the Coldsnap Free-mo group, building, displaying, and operating Free-mo modules.

They had a fledgling interest in model railroading in their 20s, but along came the usual family and work constraints.

In 2000 they learned about the Free-mo concept, and recognized it as the only way to go. They have participated fully with the Coldsnap Free-mo group to build the core group modules, and have continued on to build 7 of their own modules.

Both the group and the Sebelleys have participated in many Free-mo events, locally and at four NMRA NTS (Anaheim, Sacramento, Portland, and Salt Lake City). The ultimate goal is to travel the continent to attend Free-mo events to join in the fun with other like-minded individuals. ■

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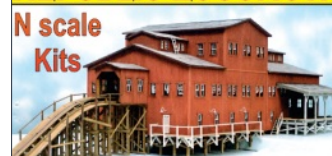
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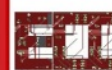
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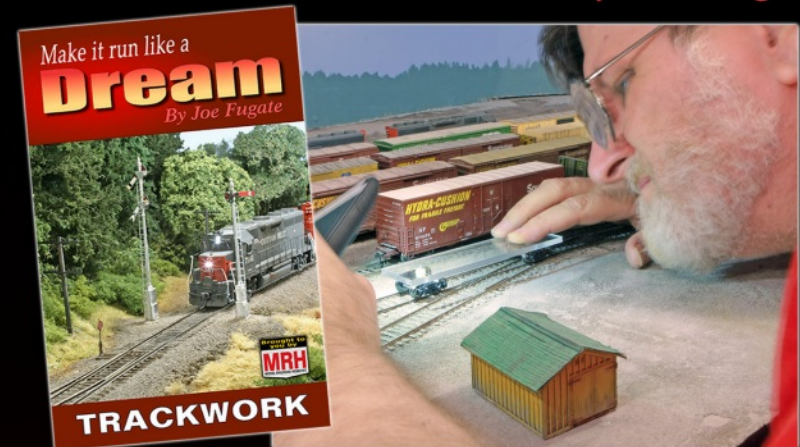
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ALTHOUGH NS AND CSX SPLIT UP CONRAIL IN

1999, the Conrail name lives on today, reorganized into a terminal railroad known as Conrail Shared Assets Operations (CSAO). CSAO provides yard and switching service for both NS and CSX in three districts – North Jersey, South Jersey, and Detroit, Michigan.

The North Jersey Terminal was once part of Conrail's New Jersey Division. It can trace its heritage back to four of the six roads that folded into original Conrail – the Central Railroad of New Jersey, Penn Central (nee Pennsylvania Railroad and New York Central), Lehigh Valley, and the Reading. Using equipment provided by both its parent roads, Conrail Shared Assets provides the local service while Norfolk Southern and CSX provide the long-haul.

The CSAO's North Jersey Terminal operates 35 miles of the Lehigh Line east from Port Reading Junction in Manville, where the CSX Trenton Line from Philadelphia and the NS's Lehigh Line from Allentown meet.

OAK ISLAND YARD

Oak Island is the main classification yard for CSAO's North Jersey Terminal, where most trains end their runs. Upon arrival at Oak Island, the trains are broken down into Conrail locals or transfers. Multi-level autorack trains are spotted at the Doremus Ave. ramp.

Intermodal trains bypass the yard to go to nearby Portside Intermodal Terminal, ethanol unit trains head to the Chemical



2. Our arrival at Oak Island Yard reveals a modern brick office structure and paved parking lot, a far cry from the shanties and dirt lots of the past.

Coast, and one daily MSW trash unit train goes directly to a refuse transfer facility for loading.

Oak Island breaks down five manifest trains each day into five locals and two transfers. One transfer goes to Bayway refinery, the other to Port Reading Yard down the Chemical Coast.

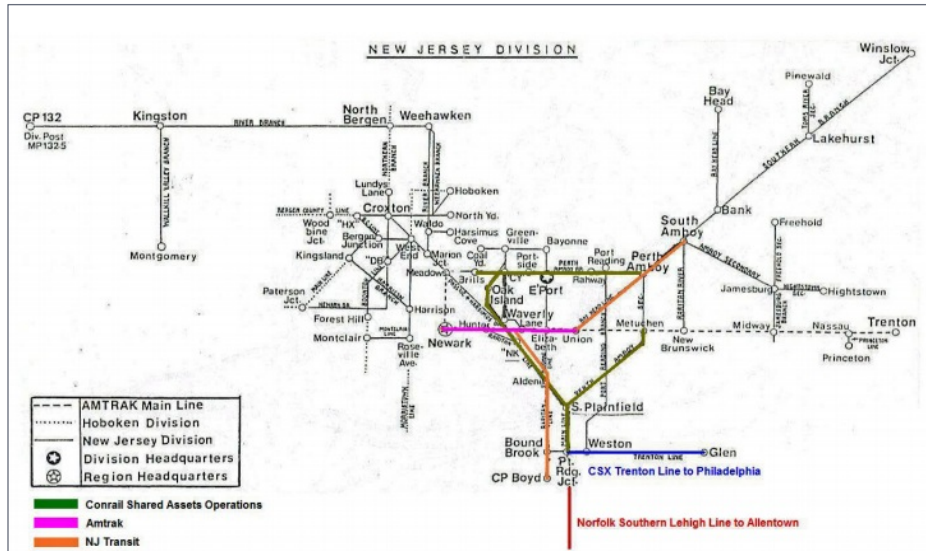
CP Rail, which has trackage rights from Allentown to Newark, delivers a train three times a week. CSAO also handles interchange traffic for the Morristown and Erie, which operates the Rahway Valley Railroad short line. CSAO spots two multilevel autoracks and one MSW unit train for Port Newark each day.

The yard builds westbounds with cars that were picked up throughout the day. The only freight that doesn't pass through

the Island is one job that works out of Manville and handles the west end of the Lehigh Line.

To accommodate this traffic Oak Island has 10 classification tracks with a capacity of 210 cars, two inbound tracks, an outdoor RIP track for repairs, several Maintenance of Way tracks, the Doremus Auto Ramp, and a large engine terminal.

In addition to the yard itself, the Oak Island yardmaster controls the Portside Running Track connecting the Portside Intermodal Terminal to the Lehigh Line and the Oak Island Running Track connecting the Chemical Coast Secondary at the east end of the yard to the Lehigh Line at the west end. As you can imagine, this is a busy place keeping a yardmaster and yard crews busy around the clock.



3. This diagram from the 1976 Conrail Employee Timetable shows the original New Jersey Division. The areas represented on the layout have been color-coded to reflect their present status as Conrail Shared Assets, NJ Transit (created in 1983), and Amtrak.

91 BAY

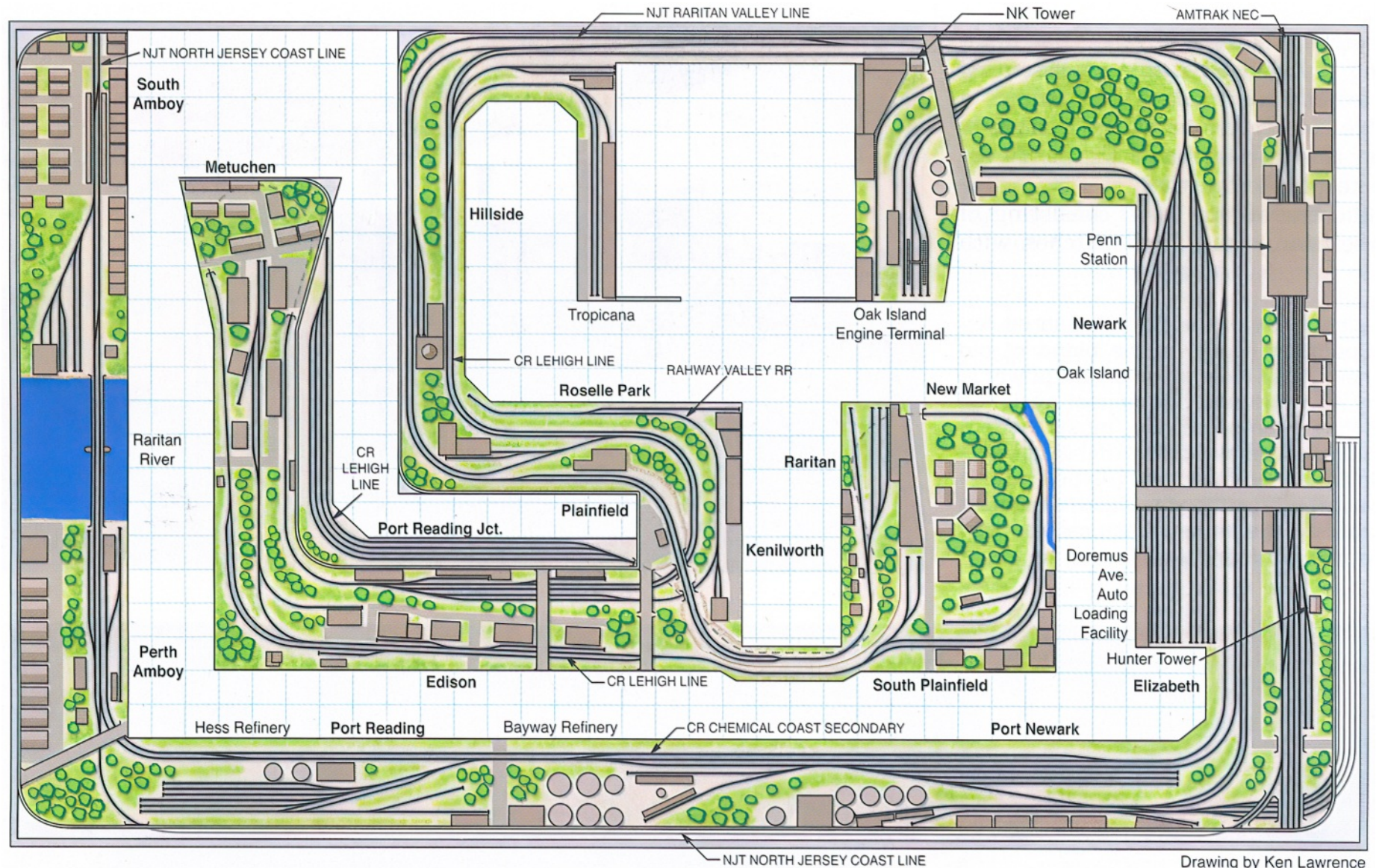
The Oak Island engine house, often referred to as 91 Bay, is responsible for maintaining all local power assigned to the North Jersey Terminal, as well as fueling and servicing all inbound road power.

A quick survey of the engine pit reveals a railfan's delight. Many paint schemes are represented, including multiple schemes of NS and CSX, locomotives still wearing Conrail livery, and foreign power including BNSF and UP.

When NS and CSX split up Conrail, rather than take Conrail power out of service for repainting, the new owners patched the cab with new numbers and owners' marks – PRR or NS for Norfolk Southern and CSXT for CSX. The locomotives will keep their Conrail livery until cycled in for major repairs.

Modern standardization in locomotive radios and run-through agreements that include "power-hour" swapping have led to an increase in foreign power present at Oak Island. Allowing the locomotives to run through to a train's destination is more efficient than swapping them out mid-route.

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4. Track plan of my HO Conrail New Jersey Division.
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5. Oak Island's 10 stub-ended classification tracks. The Doremus Auto ramp is at left. The receiving and running tracks are to the right of the bridge pier.



6. Two of ex-Conrail (nee Erie Lackawanna) SD45-2s power the yard job OI-9. The NS has assigned its 13 ex-Conrail SD45-2s to yard duties in the north and south Jersey terminals.



7. This CSX intermodal occupies the Portside Running Track adjacent to Oak Island Yard. A running track is a connector track requiring different operating rules than a main track.



8. One commodity of modern railroading is finished autos. A small auto ramp requires very little space and only a few tracks, but it provides a destination for enclosed 89-foot cars.



9. Including a RIP or repair track in a yard gives us a place to segregate problem cars until they are repaired. Modeling an outdoor RIP track requires little more than adding a few details such as drums, coupler and truck parts, and spare wheels.



10. The blue flag indicates that equipment must not be coupled to or moved. Modifying this practice to model form can help prevent problems in a busy yard by making tracks, cars, or locomotives “off limits” to everyone other than designated yard personnel.

This efficient modern utilization of assets is a modeler’s dream. Just imagine the possibilities of prototypically lashing up your favorite schemes!

PORTSIDE INTERMODAL TERMINAL

Intermodal traffic was once considered the wave of the future and that future has arrived. It’s estimated that 25 percent of all rail traffic is intermodal and we’re seeing continued growth and evolution of this traffic each day.

An intermodal yard consists of several paved tracks, referred to as “the pad,” that are used to load and unload cars. In addition to the pad, there are usually several tracks for railcar storage and a running track or “runner” used to get in and out of the terminal, allowing trains to be built and broken down without impeding a main track.

Portside receives four scheduled intermodal trains each day – three from NS and one from CSX. An inbound train arrives on the runner, spots the cars on the pad for unloading, and cuts the power off for servicing [14].

Overhead cranes or large specially equipped forklifts remove the trailers and containers, placing the trailers on pavement adjacent to the tracks and the containers on skeletons.

One common misconception is that intermodal operations are boring. The trains just go from A to B and back. Not here – since this is a small yard, we have a yard job to constantly shuffle the cars to keep the yard from clogging.

Since intermodal is a “just-in-time delivery” operation, you have all these trains showing up in a small window every morning with only a two-hour gap between each one – just enough time for the yard job to clear the pad before another arrives [15].

We used to see cabooses at the rear of the train, signaling the end. End of Train devices that signal the end of the train and provide automated telemetry from the rear of the train



11. The changing face of northeast railroading is illustrated here as Conrail blue is slowly replaced with grey and black.



12. Once a rarity, foreign power has become common in the modern era, allowing us to model the equipment of distant roads, yet retain a prototypical balance.



13. Conrail workmen are charged with servicing all inbound road locomotives to insure adequate power for westbounds. If a locomotive requires major repairs, it will be placed into a consist "dead-in-tow" to its home road's shops.



14. 91 Bay is a colorful place in the Shared Assets era. Here we see no fewer than five different paint schemes.



15. Today's power from Norfolk Southern intermodal train 24V has a freshly painted BNSF leader that led the train from Chicago. Having delivered their train to the pad, the pair are on their way to servicing.



16. CSX 1301, a brand new genset locomotive, works Portside yard job YPPN-06, pulling a cut of westbound cars from the intermodal terminal. Genset locomotives use multiple self-contained diesel gensets on a

locomotive frame instead of a single prime mover. The individual gensets could be powered on and off as needed to reduce emissions and fuel consumption. Since each genset is self-contained and swappable, they could also be changed out for maintenance, reducing downtime.

appeared on the scene in the 1980s and 1990s, sending cabooses to the scrap yards by the thousands.

Some survive today, used as shoving platforms" or SPLATS for local freights, giving the conductor a safe place to stand during long reverse moves or shoves [17]. In cases of "rusty rail" sidings that are considered unsafe for heavy locomotives,



17. Local freight OI-12 prepares to shove to the East Coast Warehouse to pick up two boxcars.



18. Local freight OI-67 uses this Conrail caboose as a spacer to prevent the locomotive entering the "rusty rail" track that could cause problems.



caboose also serve as spacers between the power and the cars to be spotted or picked up [18]. Both usages are frequent on the New Jersey Division.



M.R. Snell

CONTROL POINTS, INTERLOCKINGS, SIGNALS, AND ASPECTS

CP stands for Controlled Point such as a junction or crossover under the control of a Dispatcher or Block (Tower) Operator. The Dispatcher controls the switch and signals remotely from an office in Mount Laurel.

The most common misunderstanding among fans is that any red light means Stop. The second is that a signal tells the crew which route they'll be taking. While that's true on some roads it's not true for all.

The combination of signal heads provides what is called an "aspect" that conveys an "indication" telling you what to do and at what speed to do it. Conrail operates under NORAC rules (North-east Operating Rule Advisory Committee), and the idea is that if it's not all red then it's not red at all.

For instance, if a signal is red-over-red-over-red – ALL red – that means stop. Red-over-red-over-yellow is restricting. Proceed at restricted speed until the entire train has cleared all interlocking switches and passed a more favorable signal or entered unsignaled territory.

The combination of boards is generally found on interlocking signals – ones which control a plant that has switches or combinations of signals. Another common interlocking is a crossing between railroads. They're called interlockings because only one route can be aligned at a time, a safety feature to prevent operator error resulting in a crash.

THE CHEMICAL COAST



19. This former Central Railroad of New Jersey line serves multiple refineries between Oak Island in Newark and NJ Transit's North Jersey Coast Line in Perth Amboy.



20. The power from NS 214 splits the signals at CP PN at Bayway as they make their northbound move from the Chemical Coast onto the Oak Island Running Track, headed for 91

Bay. Normally, the power would move back up the Portside Runner, but that must have been occupied in this case.





21. Northbound OI-16 is returning to Oak Island Yard with the transfer run from Port Reading Yard. The cars from the OI-16 will be shuffled to outbound freights from Oak Island. The tank cars to the right are bound for the Bayway Refinery, parked offsite to alleviate congestion at Oak Island.



22. The large Bayway Refinery has its own captive switch job that operates in the afternoon. Even though compressed, the refinery can generate 20 carloads per switch.



23. The Portside Running Track joins the Chemical Coast at Bayway, providing two routes between Oak Island and the Chemical Coast to alleviate congestion. The BNSF duo are bound for Motiva to pick up an ethanol empty.



to Port Reading each week, providing more foreign power and work for local crews that must switch the cars.

24. BNSF 976 and 8251 head north past CP PD with a string of ethanol tank cars. The train is either 65R, bound for Blue Island, IL, or 69Q for St. Louis. Several ethanol unit trains operate





25. NS 5286, a GP38-2 still in Conrail blue, leads local PR-44 past CP PD. Many of the PR-44's cars arrived at Oak Island on OI-16. The signal bridge at CP PD is a holdout from the days of the Central Railroad of New Jersey, and the signal styles show keen observers the heritage of the line.

PORT READING YARD



26. One of the perks of model railroading is the friendships we develop. Operator Bob Bartizek has worked out of Port Reading Yard so many times it's been nicknamed in his honor.



27. Here we see two shoving platforms, one a caboose with the windows and doors plated-over, and a second open style made from an obsolete flatcar. Both can be

interesting modeling projects that will help us fine-tune our styrene skills. The "NYC" marks on the flatcar shoving platform denote that it belongs to CSX. NS cars bear "PRR" markings.



28. The shoving platform in action as PR-8 backs onto the Perth Amboy Industrial Track. The conductor for PR-8 "rides the shove," directing the engineer using a radio he carries.





29. NS 5839 delivers a carload of steel to Raritan River Steel, one of two customers on the Perth Amboy industrial track. Steel has always been a major commodity for railroads. While huge steel plants may not be practical for all layouts, a small distributor requires only a structure and a crane, making it more layout-friendly.



30. PR-8 waits for the interlocking at WC as a southbound New Jersey Transit commuter train whizzes by. On-time commuter performance is the priority for commuter

dispatchers, putting Conrail locals at bottom. Conrail spun off commuter traffic and related trackage in 1983, so some of the lines went to NJ Transit, though Conrail and its successors continue to serve the freight customers on the line.



31. NS 5359 picks up a string of gondolas full of scrap from Goldberg & Sons Scrap Metal. Goldberg is one of the industries Conrail continues to serve on NJT lines.



32. An overhead view from Woodbridge Avenue bridge of CSXT 1972, a GP38 still in Conrail Blue pulls a string of cars from Port Reading Yard track 3. Strings of ethanol tanks

and Hess Refinery are in the background.





33. One of the challenges of modeling urban areas is developing tight scenes such as this view of the connector track at WC Interlocking where the bridge piers form natural view blocks.



34. Having received a favorable signal, OI-16 begins its move north on the Chemical Coast. The track to the right of the lead engine is the Perth Amboy Industrial Track used to reach two local industries.



35. The power for OI-16 rests beside a Port Reading Yard job under the Woodbridge Avenue bridge. Including small vignettes like this help to create interesting photographs.



36. We get one last look at OI-16 as it moves north to the crossover at CP PD before concluding our visit to the Chemical Coast.

KEEPING IT MOVING ON THE NEW JERSEY DIVISION

Following established prototype rules and employing a dispatcher to call the shots keeps everything moving on a busy model railroad like the New Jersey Division. Railroad operations are all about who has authority to occupy a track at a given time.

Unlike timetable and train order operations, modern railroading is more reliant on dispatchers to make case-by-case decisions affecting authority and operations. The New Jersey Division takes this approach.

The dispatcher makes decisions on movements based on several factors including the type of train, congestion on the lines or in yards, and how long a train's work will take. A mainline intermodal would have priority over a local freight, for example, but that doesn't mean the local will must sit idle until the intermodal is down the line.

Modern dispatching systems divide the railroad into blocks. The dispatcher can control the signals and main track switches using computers or CTC panels to allow trains to enter and exit each block. A signal indication will tell the train crew what to do.

My New Jersey Division employs "CTC Light." Since mainline runs are short, the Dispatcher controls the main track switches – crossovers and switches from single to double track – and signals for each line. Signal control using turnout position, combined with track occupancy detection provides trains with lineside signal indications. ■

Sidebar continues on the next page ...



37, 38. Five CTC Panels wrap around the dispatcher's office, controlling movements on each rail line.



39. These base radios at the Dispatcher's desk provide contact with trains, yards, and support personnel, such as track foremen or the car department. This allows the dispatcher to control movements directly, allowing trains to pass each other without waiting for priority trains to arrive at a specific destination.

M.R. SNELL



M.R. (Matt) Snell has been a model railroader and railfan for 30 years. His interest in railroading grew while growing up in New Jersey surrounded by freight and passenger rail lines.

Presently residing in Ohio, Matt and his wife Debie share the hobby, modeling the area he grew up in: north-central New Jersey.

Their "Conrail New Jersey Division" layout has been featured in *Great Model Railroads*, *Rail Model Journal*, and in the Allen Keller *Great Model Railroads* DVD series. Matt has had articles in *Railroad Model Craftsman*, *RailModel Journal*, *Scale Rails*, and *Model Railroader*, as well as online at railroad.net. ■

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LOOK column

Model Railroad Hobbyist | November 2022



Soundtraxx Blunami

JEFF SHULTZ SHOWS US A SOUND DECODER THAT CAN BE USED WITH **DC, DCC, AND BLUETOOTH WIRELESS CONTROL ...**

I RECEIVED THE NEWEST DECODER FROM SOUNDTRAXX, capable of running on DC, with DCC, and by direct Bluetooth wireless. Then I broke it the first time I applied power to it. Read on to avoid being me.

The BLU-2200 Blunami from SoundTraxx is an impressive device. Based on the dual-mode TSU-2200 Tsunami2 sound decoder, the BLU-2200 includes a Bluetooth front end, which works with the Blunami app on Apple iOS devices. Derived from the previous BlueRail app, the Blunami app will still control older BlueRail devices.

Like the TSU-2200, the BLU-2200 comes with a wiring harness that is plugged into a JST-9 connector on the decoder, although it may require some minor trimming away of the heat-shrink to

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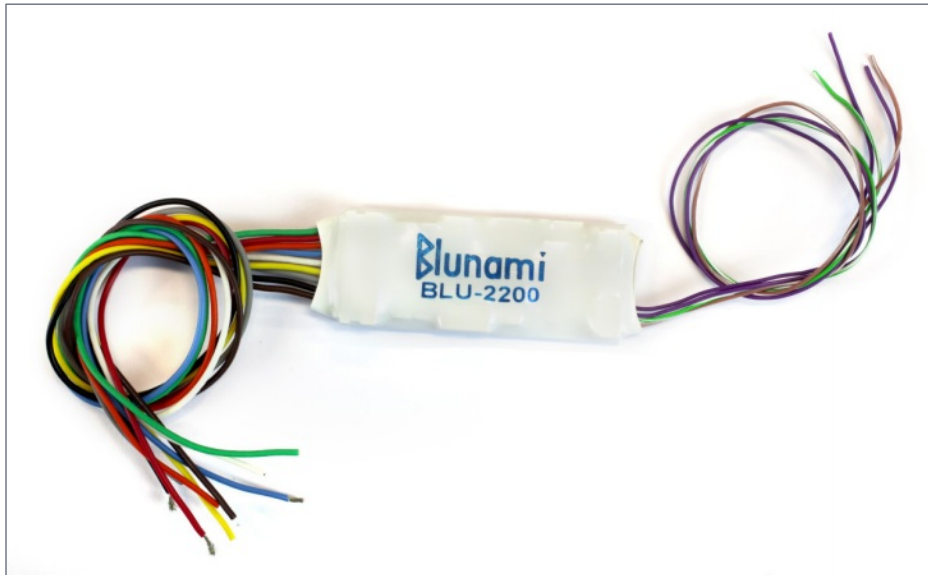
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remove the harness to plug the decoder into a locomotive motherboard. The nine wires at that end include the two rail pickups, the motor wires, front and rear headlights, FX3, FX4, and function common.

Trimming away the heat-shrink on the other end of the decoder reveals the plug for a CurrentKeeper, SoundTraxx's capacitor-based keep-alive product. The four wires from that end of the decoder are for the speaker, FX5, and FX6 [1].

I installed the Blunami SoundTraxx provided in a Proto2000 (Now Walther'sProto) GP9. Equipped with a motherboard-mounted JST-9 plug, installation consisted of removing the harness from the BLU-2200 and connecting the decoder to the locomotive motherboard. I then plugged in a CurrentKeeper.



1. The Blunami BLU-2200 Bluetooth decoder. It is 41.9 x 18.8 x 6.8mm in size.

The locomotive did not include a speaker, so I installed a sugar cube speaker in the space in the frame for the cab – and this is where I made my mistake. Sugar cube speakers are generally rated at only 1 watt, 8 ohms, and the BLU-2200 speaker output is rated at 2 watts, 8 ohms.

As soon as I applied power to the locomotive and connected with the Blunami app, the decoder brought up the prime mover sound at full volume. Very rapidly that sound included a lot of static.

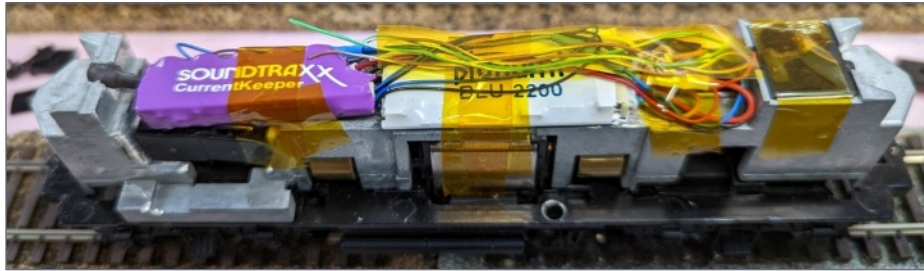
I checked with George Bogatiuk, one of SoundTraxx's Sales and Support engineers. He agreed that I had blown out the speaker and suggested I test with a larger 2-watt speaker to determine if I had damaged the amp on the decoder as well. The short story is that I had, and the decoder needed to go back to SoundTraxx.

Fortunately, while I was at the train store buying a 2-watt and two 1-watt speakers, I was able to purchase a replacement BLU-2200 with the same EMD sound set.

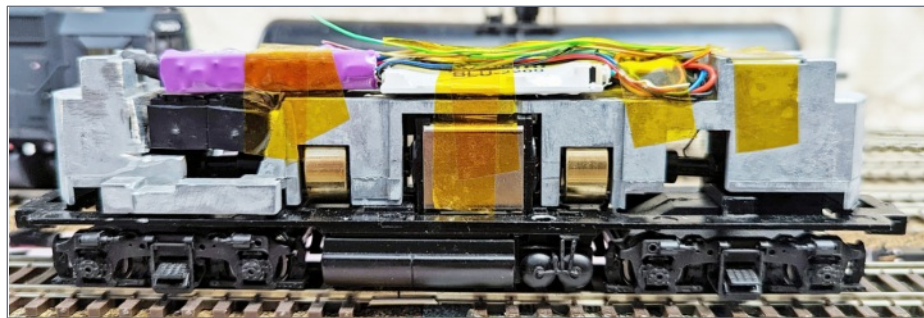
Before installing it in place of the first Blunami, I used a rotary tool with a diamond cutting disc and a sanding cylinder to enlarge the opening in the frame so I could install the two 1W, 8-ohm speakers in series. This increased the impedance to 16 ohms, but that doesn't appear to be as important as the two speakers together being able to handle 2 watts.

Once it was installed properly [2, 3], the Blunami behaved like a SoundTraxx Tsunami2, with the full set of user-selectable prime mover, horn, bell, and other sounds and over 20 Hyperlight lighting effects. While there isn't a Blunami decoder file in JMRI Decoder Pro yet, I was able to use the TSU-2200 EMD file to pull the CVs off the decoder with my SPROG 3, change CV values, and use the Engine Driver throttle to run the locomotive.

I also tested the Blunami on my CVP DCC system, picking it up with the iPhone/Blunami app in mid-run. I was not able to pass control back to my DCC system, even by turning off the iPhone. I was unable to check its performance on DC, since I don't have a suitable transformer.



2. Top view of the Blunami decoder installation with CurrentKeeper and two sugar cube speakers.



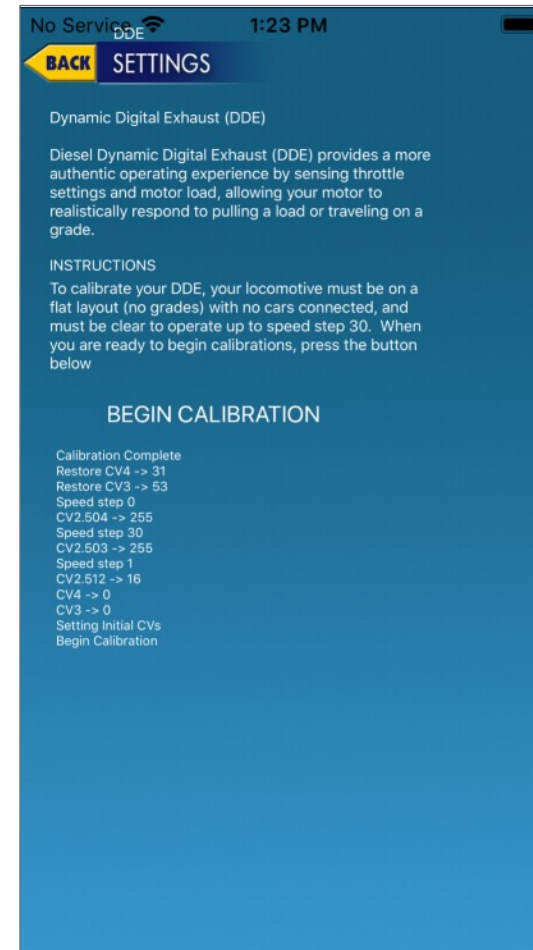
3. Side view of the Blunami decoder installation.

Two features of SoundTraxx sound decoders are Dynamic Digital Exhaust (DDE) and an onboard high-pass filter and eight-band equalizer. DDE uses back-EMF to adjust the sounds the locomotive makes to simulate greater power requirements on slopes and with heavy loads, as well as adjusting them for lower-power needs when going downhill. The filter and equalizer optimize the sounds for a particular speaker size and frequency range.

Setting up DDE was simply a few taps on the screen confirming I wanted to set it [4]. The Blunami program and decoder took it from there, moving across about 50 inches of level track on my

layout. I had to run it twice before I believed it had been that simple [4].

My layout does not have much in the way of slopes, but the engine sounds did adjust when pushing a string of cars up a 1-2% slope followed by a curve on my mainline. The equalizer comes with presets for micro, small, medium, and large speakers, and an option to set it up manually. I used the preset for micro (sub-1") speakers and the difference in sound from the "flat" setting was impressive, with a noticeable increase in bass tones [5].



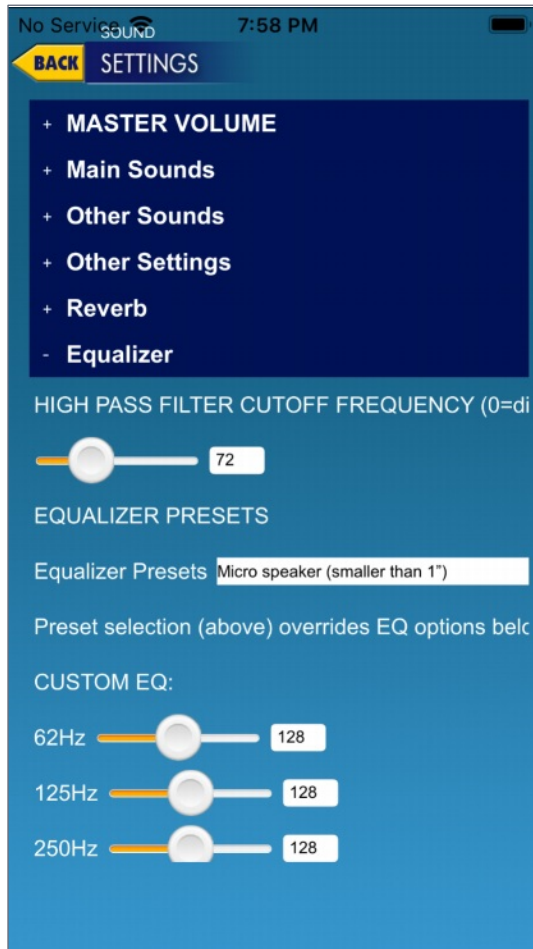
4. The DDE calibration screen after running.



FIRST LOOK | 6

The original Blunami arrived back, having had the amplifier repaired or replaced, on the day of my deadline for finishing this article. I quickly installed it, minus a Current Keeper, in the sister Proto2000 GP9 of the original install.

I purchased these locomotives as a matched set for comparison tests, and they have always been very close in performance, whether with the original Digitrax DH123 decoder or Ring RailPro LM3(S) wireless locomotive modules.



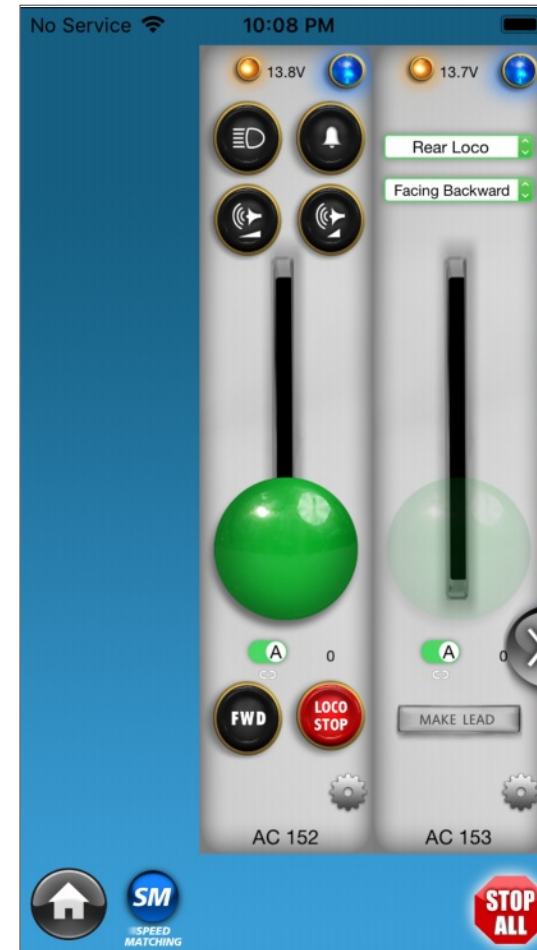
5. Equalizer settings screen.

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I modified the speed and motor settings of the second locomotive to match the first one, watched the SoundTraxx YouTube video (link below) on consisting with the Blunami, and sent them around the track.

They maintained nearly constant spacing from starting until I stopped them halfway around the layout. If they hadn't, I could have used the Speed Matching feature of the Blunami app.

Bring up the consisted throttles in Multi-Locomotive view [6], and a "SM" icon shows up at the bottom of the screen. In Speed



6. Multi-Train throttle view with consisted throttles.



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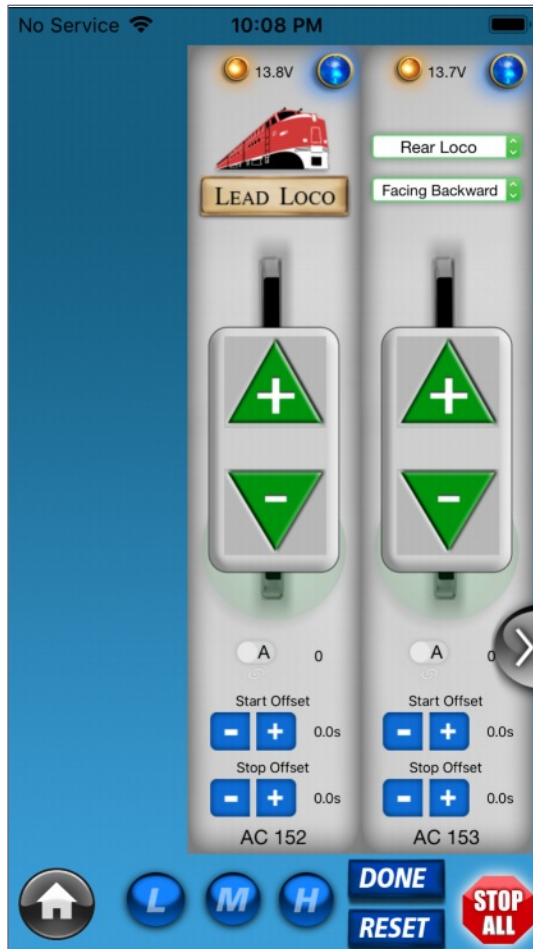
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Matching, the user can adjust the speeds of the locomotives to match at low, medium, and high speeds [7], which is easier than doing it one locomotive at a time in JMRI or by programming CVs directly.

As the visible part of the system, the Blunami app is the star of the show, allowing you to configure many of the common settings through the graphical interface, and providing direct access to the CVs for everything else [8-12]. Since it is a visual

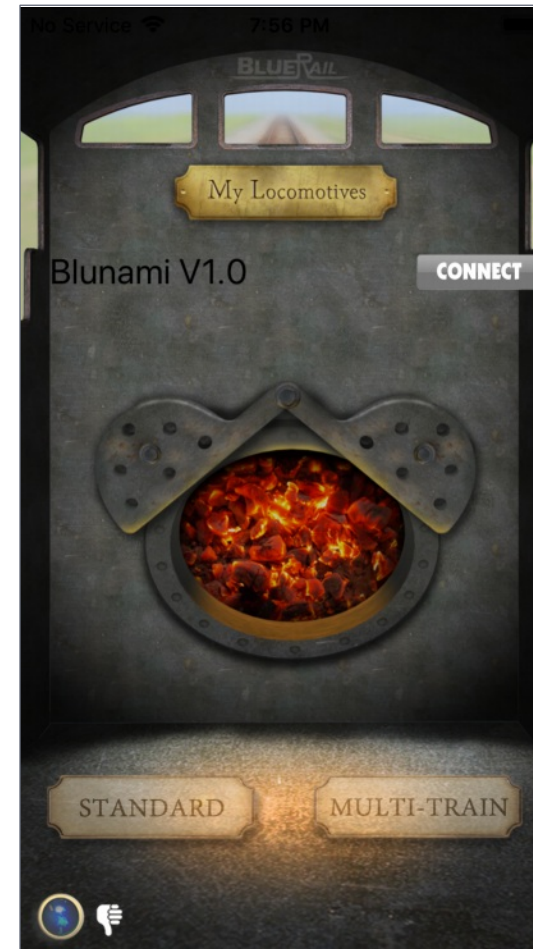


7. Speed Matching screen.

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interface, SoundTraxx has several videos on YouTube instructing users on the features of the app and how it interacts with the decoder. (www.youtube.com/playlist?list=PLwWuwya-crVbx2ACssZJUsI79tmZC09Kf)

I installed the Blunami app on an iPhone 6+ running iOS 12.5.6, the same phone that I ran the BlueRail app on previously, and the improvement in performance between the Blunami app and the BLU-2200 decoder was significant over a previous version of the BlueRail app and a Tam Valley BlueRail DCC receiver.

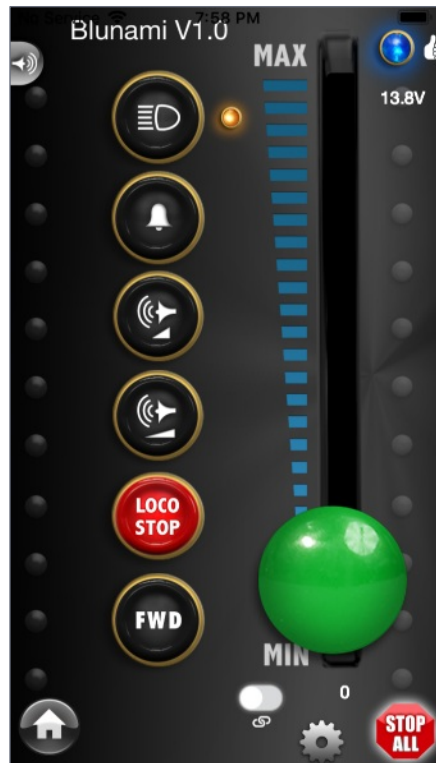


8. Start screen, prior to connecting locomotives. The [CONNECT] turns to [DISCONNECT] when the Bluetooth connection is made.



My only issues with the app involved trying to download an update to it – the Apple iTunes ecosystem had decided that the iPhone 6+ is no longer worthy of receiving updates, and a 40+ minute online chat with Apple Support was unable to fix the issue. However, I tried again the next day and it worked normally. An Android version of the software is reportedly under development.

Engineering samples of the 4-Amp BLU-4400, for larger scale locomotives, were demonstrated at the 2022 National Train Show and the 2022 National Narrow-Gauge Convention in August. ☑



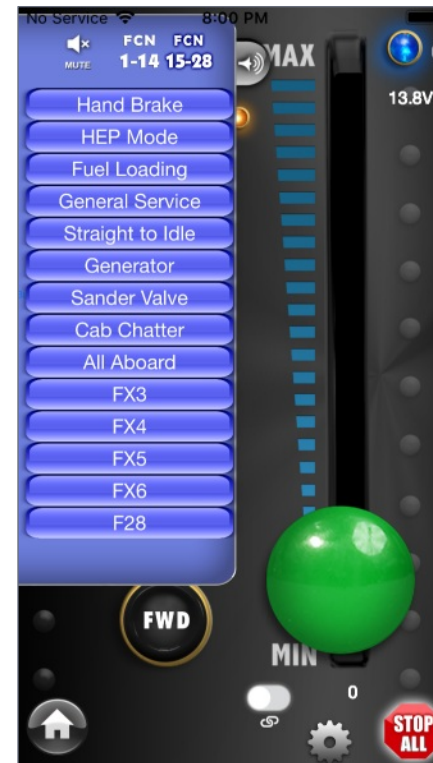
9. Single-train throttle screen.



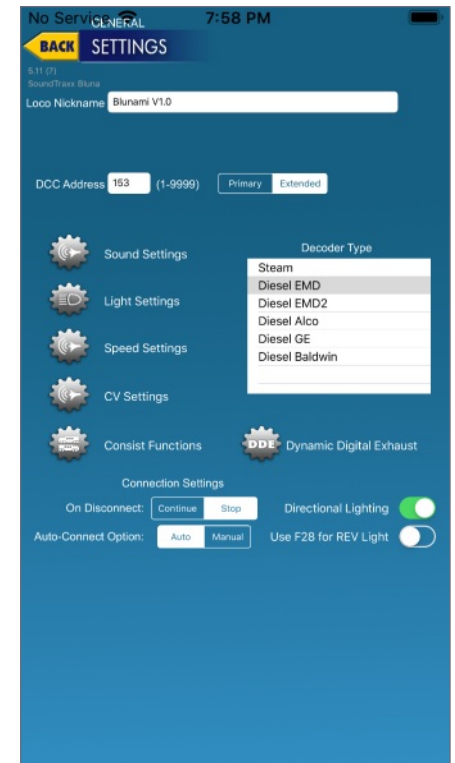
10. Throttle screen with Functions 1-14.

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11. Throttle screen with Functions 15-28.



12. Primary settings screen.

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Install a sound decoder in a Kato GS4

YouTuber **Jayzo & Boulder Creek Railroad** installs an ESU 58731 sound decoder into a Kato N scale GS4. **Jayzo** does a nice job explaining the install process with some decent camera work – which can be a real accomplishment with N scale.

Once he has finished the install, **Jayzo** takes some time to put the loco through its paces so you can hear how the install went. Worth a watch, even if you don't model in N. ☒



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NOVEMBER NEWS

column



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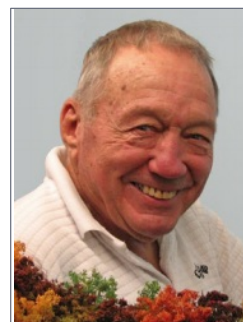
RICHARD BALE AND JEFF SHULTZ

REPORT THE LATEST HOBBY
INDUSTRY NEWS ...



INDUSTRY NEWS

Dick Elwell 1935-2022



Richard A. Elwell, builder of the famous HO scale Hoosac Valley Railroad, passed away on October 21, 2022. He had been fighting cancer for more than 10 years. Beginning in 1961, Elwell devoted the next several decades to building an exquisite freelance layout that featured beautifully detailed scenes, numerous scratchbuilt structures, and a logical roster of mid-century locomotives and rolling stock. Recognition of Elwell's modeling skills began in 1978 when the initial version of the Hoosac Valley RR graced the cover of the June issue of *Railroad Model Craftsman*. The second version of the Hoosac Valley was featured in the 1996 and 2008 editions of *Great Model Railroads*. An extended article appeared in the August 2017 issue of *Model Railroader* magazine. The Hoosac Valley was also featured in a Great Model Railroad video series produced by Allen Keller and a DVD from Scottymason.com Presents. It also appeared in a segment of the Tracks Ahead

THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS

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television show. Elwell was a genial host during regular operating sessions on the well-designed layout. Dick Elwell's spectacular Hoosac Valley Railroad became a significant influence for hobbyists for several decades.

Stan Kistler 1930-2022



Ninety-one-year-old Stanley Albert Kistler, a pioneer of railroad photography, historian of Western railroading, and one of the last photographers of the golden age of railroading, passed away September 29, 2022 at his home in Grass Valley CA. He began his photography career at the age of 12, followed by 80 years of documenting railroading in the Western United States. In

1996 the Railway & Locomotive Historical Society recognized Kistler's accomplishments with the prestigious Railroad History Award for Photography. He co-authored *Santa Fe: Steel Rails Through California*, with Donald Duke in 1963, and in 2009 the Santa Fe Society published Stan Kistler's *Santa Fe in Black and White*, a deluxe black-and-white showcase edition of some of Kistler's finest work. Other credits for Kistler include founding member of the Southern California Chapter of the Railroad & Locomotive Historical Society, and later director of the Pacific Coast Chapter of the society. Kistler was also active in preserving the sound of steam locomotives. His published recordings, including *Whistles in the Woods* and *Night Freight* among others, were pioneering for the time. Stan Kistler's photograph legacy has been preserved by the Wisconsin-based Center for Railroad Photography & Art.

Allen McClelland 1934-2022

Walter Allen McClelland, creator of the famous Virginian & Ohio HO railroad, passed away October 28, 2022, following a stroke. The V&O became famous in the model railroading world for setting a new standard for freelanced model railroads designed to operate in a prototypical manner.



McClelland's V&O became familiar to other modelers through a series of articles in *Railroad Model Craftsman*, magazine that explored the innovative walk-in layout including operation and the philosophy behind the linear design. McClelland's HO empire was among the most influential model railroads in the last 50 years. His genial personality and thoughtful operating sessions also became legendary. Kalmbach

Media is scheduled to release *Allen McClelland and His Virginian & Ohio: The Man Who Changed Everything* authored by his longtime friend Tony Koester, in January 2023. Allen McClelland earned MMR No. 76 and received the NMRA Distinguished Service Award in 2001.

Iain Rice 1948-2022

Iain Rice, one of Britain's best-known model railway authors, died October 8, 2022. He was active in the model railroad industry as a designer, pattern maker, custom builder, and, most notably, as a prolific author of more than 400 magazine articles. UK residents also know Rice for his work in fine scale modeling in 4mm and HO scales. He was a frequent contributor to *Model Railroader Magazine* and *Model Railroad Planning*. He authored more than 20 modeling books including *Small, Smart & Practical Track Plans*, *Mid-Sized & Manageable Track Plans*, *Shelf Layouts for Model Railroads*, and *Compact Layout Design*. He also authored several prototype railroad books and articles. He was a resident of Devon in southwest England.

Signature Press Closing

Signature Press, a publisher of quality railroad books, is closing at the end of this year. Founded by Tony Thompson and Bob Church more than 30 years ago, Signature Press built a reputation for publishing high-quality, authoritative books by some of the most respected authors in the railroad community. Beginning in 1992 with *Pacific Fruit Express* co-authored by Thompson and Church, Signature Press built an impressive

collection of authors including John Signor, Richard Steinheimer, Chard Walker, G. M. Best, Jack Burgess, Ed Kaminski, Richard Hendrickson, and others. All inventory is currently being liquidated.

Info: www.signaturepress.com

NEW CLUB CARS

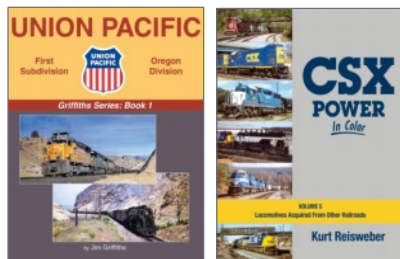


The **Kankakee Model Railroad Club** is selling an HO scale kit for a triple-bay open hopper car with offset sides. The model is

decorated for KMRC-Lehigh Stone and is available in three road numbers. The kit was produced by Accurail and includes appropriate trucks and couplers.

Info: www accurail.com/accurail/ART/CUSTOM/2022/LehighStone.pdf

NEW PRODUCTS FOR ALL SCALES



November releases from **Morning Sun Books** include *Union Pacific - First Subdivision, Oregon Division* that features the photographic journeys of Hank and Jim Griffiths in the Blue Mountains of Oregon. Union Pacific's operations from Huntington to La Grande from

1947 through 1980 are covered including the last days of steam on the Sumpter Valley Railway.

Morning Sun has also released Volume 5 of Kurt Reisweber's *CSX Power In Color*, which focuses on locomotives CSX acquired from other railroads. Units from Conrail and the RF&P are included, as are former Delaware & Hudson, Susquehanna, Monongahela, EMD, and Amtrak power.

Info: www.morningsunbooks.com

O SCALE PRODUCT NEWS



Atlas O has announced a list of models scheduled for release during the second quarter of 2023. Both 2-

rail and 3-rail versions will be available for each new model. Heading the list is an ES44AC locomotive. Road names will be BNSF, Canadian Pacific, Canadian National, Kansas City Southern, and Union Pacific. ES44DC models will be available decorated for CSX.



Road names for a new quadruple-bay coal hopper will be Alaska Railroad, Burlington Northern, Chicago & Eastern Illinois, Conrail, Denver & Rio Grande Western, and Southern Pacific.



Atlas O's second quarter schedule includes this four-truck depressed-center flatcar. Road names will be Kasgro Rail Lines, Penn Central, Western Pacific, Pittsburgh & Lake Erie, Conrail, TTX, and Santa Fe. The model comes with a load.



This 20,000-gallon tank car will be available decorated for Chevron, CSX, Dupont, Cargill, Olympic Coating, and GATX.



Completing the list of Atlas O items scheduled for release during the second quarter of next year is a Northeastern-style caboose decorated for Central Railroad of New Jersey, CNW/UP, Conrail, Lehigh Valley, Maine Central, Norfolk & Western, and Reading.



New O
scale
models
coming

from Atlas O during the fourth quarter of 2023 that includes a 3-unit set of Maxi-Stack IV well cars. Decorating schemes include BNSF and six variations of TTX.



This 40' steel reefer decorated for FGE, Pepper Packing Co., ART, Ballantine Ale, BN MOW, WFEX, Bangor & Aroostook, and MDT is scheduled for release late next year.



The final item on Atlas O's extended list of new models is a 40' Hy-Cube boxcar. Road names will be CSX, GE, Southern Pacific, CB&Q, Santa Fe, and Union Pacific. Info: shop.atlasrr.com



New from **Accurail** is an HO scale kit for this 36' Nashville, Chattanooga & Saint Louis double-sheathed wood boxcar. The model depicts a prototype built with a steel roof and wood ends by ACF in March 1908.



Accurail's HO scale kit for this Toledo Peoria & Western 4650 cu. ft. triple-bay covered hopper is based on a prototype built by ACF in September 1964.



The prototype of this 40' Chicago & North Western single-sheathed wood boxcar has steel doors and ends. It was built in May 1924 and rebuilt in 1940.

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

Info: www.accurail.com



R. Bale

GENERAL ELECTRIC AC4400CW DIESEL LOCOMOTIVE

The GE AC4400CW, sometimes referred as the AC44CW, is a 4,400-horsepower diesel electric locomotive built by GE Transportation Systems between 1993 and 2004. A total of 2,834 were produced. Although it looks like a Dash 9-44W, the AC4400CW is equipped with AC traction motors instead of DC, with a separate inverter for each motor. Early AC4400CWs were delivered with hi-adhesion trucks and the AC4400CW became the first GE locomotive to offer an optional self-steering truck, which was designed to increase adhesion and reduce wear on the railhead. Some railroads, including CSX, ordered the AC4400CW locomotives with 20,000 lb. extra weight to increase tractive effort. As a result of more stringent emissions requirements that became effective in January 2005, GE replaced the AC4400CW with the ES44AC.

HO SCALE PRODUCT NEWS



Athearn has announced its list of new HO scale models scheduled for release in December 2023. At the top of the list is a Genesis GE AC4400CW locomotive. Units decorated for Burlington Northern Santa Fe will have a small pilot plow and ditch lights mounted on the deck above the pilot.



Athearn AC4400CW units decorated for Ferromex will have a large plow, self-steering trucks, and ditch lights mounted on the pilot.



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Models of CP Rail System locomotives will feature a large plow, low mount number boards, and ditch lights mounted on the walkway above the pilot.



Kansas City Southern AC4400CW units will also have ditch lights mounted on the walkway.

Additional features to KCS locomotives will be a large pilot plow, high mount number boards, and GE self-steering trucks.



Additional road names in this release include Quebec Cartier Railway and Union Pacific.



R. Bale

EMD GP7 DIESEL LOCOMOTIVE

Introduced in 1949, the GP7 was the first model in EMD's general purpose (GP) series of locomotives. It was also the first EMD road locomotive to utilize a hood instead of a full car body design. Although narrow enough to allow outside walkways, the full height hood comfortably accommodated EMD's 1,500 horsepower 16-cylinder 567 diesel engine. The hood concept was an immediate success since it cost less to build, was cheaper and easier to maintain, and offered much better fore and aft visibility for the operating crew. When shopping for new locomotives, many railroads found it more economical to rebuild their reliable GP7s rather than to purchase new equipment.



Athearn has included a Genesis GP7 in its December 2023 production of HO scale models.

Santa Fe versions of the GP7 will be available in two lettering styles. Optional ATSF style spark arrestors will be included with the model for installation by the modeler if desired.



A Western Pacific unit will have canvas sunshades, full frame skirting, and dynamic brakes.



Models decorated for Conrail, Reading, and Maine Central will be configured for operation with the long hood forward. DCC sound equipped versions of Athearn's AC4400CW and GP7 mentioned in this report will have a factory installed DCC decoder with SoundTraxx Tsunami2 sound and dual sugar-cube speakers.



Athearn is completing new tooling for an HO scale NSC 6400 cu. ft. gondola. A special

removable load is also being prepared for the Genesis model. Variations in the basic car include multiple body styles, ends and top chords. Other details include lost wax cast brass stirrups, metal grab irons, etched metal crossover platforms, and newly tooled 100-ton Barber S-2-E trucks with metal wheelsets and rotating bearing caps. The new gondola is scheduled for release in December 2023 with the following road names; American Iron & Metal, Cardella, DEAX, Murphy Road Recycling, Residco, and IWXX.



A GATC 2600 cu. ft. Airslide hopper will be available from Athearn in December 2023. The Genesis HO scale model will

be available singly and as drawbar-connected two-car sets. Road names will be Missouri Pacific, Northern Pacific, Santa Fe, Delaware & Hudson, Pennsylvania, and Revere Sugar. Road name variations include three different body styles, rectangular or oval shaker brackets, pneumatic or gravity outlets, and machined metal wheelsets mounted in roller-bearing or Bettendorf-type plain-bearing trucks.

Athearn's December 2023 production schedule includes a 50' PC&F boxcar with double 8' Youngstown doors. The model will



have wire grab irons, etched metal end platforms, coupler lift bars, brake and trainline hoses, and appropriate roller-bearing trucks with machined metal wheels and rotating bearing caps.



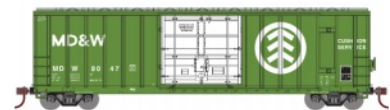
A minimum track radius of 22" is recommended. Road names will include Evergreen, three Southern Pacific schemes, and data only.



This twin-bay covered hopper car will be available from Athearn late next year. The HO scale model will be based on a PS-2 2003 cu. ft. prototype.



Models decorated for Santa Fe, Baltimore & Ohio, Burlington Northern, Florida East Coast, Rock Island, and Wabash are all included in the December 2023 release.



Athearn has included a 50' FMC 5327 cu. ft. plug-door boxcar in its December 2023 production schedule. Road names for the HO scale model will be Bay Line, Canadian Pacific, New Orleans Public Belt, Minnesota, Dakota & Western; and Quebec-Gatineau Railway.

Info: www.athearn.com



Bachmann Trains has announced several new paint schemes for their HO scale USRA 0-6-0 steam locomotive. Locomotives with

Vanderbilt tenders are decorated for Erie and Baltimore & Ohio, while slope-back tender equipped locomotives come in Chesapeake & Ohio, Pennsylvania, and Baldwin Locomotive Works schemes.



The locomotives feature an operating smoke unit, die-cast chassis, metal wheels and side rods, and E-Z Mate Mark II

couplers. Bachmann recommends 18" radius or larger curves. Vanderbilt tender equipped models are available as DC only, and slope back tender equipped models include a DCC ON BOARD decoder.

Info: shop.bachmanntrains.com



Bowser has opened pre-orders for several more paint schemes for the Alco RS-3 locomotive in Canadian and Phase 3 versions.

Paint schemes in this run include CN black, CN green, CP block, CP script, CP Multimark, Ontario Northland, Delaware & Hudson, Interstate, L&N, Long Island Metro, Northern Pacific, Boston & Maine, and Spokane, Portland & Seattle #97 in an experimental blue and white scheme.



The RS-3s feature locomotive specific details including air hoses, windshield wipers, grab irons, coupler lift bars, and fuel

tank. The blackened wheels include RP25 flanges. Models are available in a DC version with a 21-pin DCC plug or with ESU LokSound 5 DCC Sound. Pre-orders are due 12/2/2022.

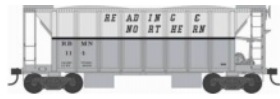


Bowser has released three versions of a 42' triple-bay coal hopper car. HO scale models available now

include Penn Central and Pennsylvania class H37b cars with PRR Crown trucks. The third variation of the 70-ton 13-panel car is a Pennsylvania class H37b with AAR trucks as rebuilt from class H36 cars in August 1958.



Bowser has also released 70-ton twin-bay ballast cars with side chutes.



Road names include Denver & Rio Grande, Erie Lackawanna, Louisville & Nashville, Maine Central, Morrison-Knudsen, Ontario Northland, Reading & Northern, Seaboard, DM&E, Penn Central, and two schemes each for Conrail and Santa Fe.



Bowser ready-to-run models in this report come with knuckle couplers and metal wheelsets.

Info: www.bowser-trains.com



R. Bale

CHESAPEAKE & OHIO K-2 MIKADO

The American Locomotive Company delivered 50 K-2 class 2-8-2 Mikado steam locomotives to the Chesapeake & Ohio Railroad in 1924. They were substantial upgrades over the 13-year-old K-1's, with larger drive wheels at 63" diameter, Baker valve gear, 200 psi boiler pressure, automatic stokers, and boosters on the trailing truck combining to give the K-2s a tractive effort of 63,467 lbs. In typical C&O fashion, the dual compound air compressors were mounted on the front of the smokebox giving the K-2's a robust and intimidating appearance. The K-2's handled all types of freight service for the C&O, from heavy drag freights, to helper service, to expedited freight on level trackage. Many were upgraded with 16-VC six-axle 16,000-gallon Vanderbilt tenders that were almost as long as the locomotive. With freight traffic spiking during the years of WWII, the K-2's outperformed expectations by handling massive war time freight trains. Beginning in the early 1950s, diesel locomotives began to replace the 25-year-old K-2s.



Broadway Limited has announced plans to release an HO scale

version of Chesapeake & Ohio's K-2 class 2-8-2 Mikado. BLI's HO scale version will be detailed as the work horse K-2 appeared in the 1940s. Three road numbers will be available for the K-2 as delivered with a 12-VC 12,000-gallon 15-ton capacity Vanderbilt tender. Three different road numbers will be available for a K-2 as upgraded with a 16-VC 16,000-gallon 20-ton tender.



Painted but unlettered versions of both locomotives,

as well as a brass painted model will also be available in this release. The locomotives are of hybrid construction with hand-crafted brass boilers, cabs, and tender bodies; and diecast locomotive and tender chassis. Availability is scheduled for March 2023.



Broadway Limited has scheduled a January 2023 release for an EMD SD40

road switcher. The HO scale diesel will be available decorated for ATSF, Chesapeake & Ohio, Canadian National, Canadian Pacific, Conrail, CSX, Pennsylvania, Southern, Southern Pacific, and Union Pacific. An unpainted model will also be available in this release.



Both the K-2 Mikado steam locomotive and the SD40 diesel will feature

BLI's Paragon4 Sound/DC/DCC sound system with GoPack capacitors for uninterrupted electrical contact.

Info: www.broadway-limited.com

ExactRail is scheduled to release HO scale models of a P-S 50' 5277 cu. ft. waffle-side boxcar in late December. Originated in 1974 by Pullman-Standard for the Southern Railway, the car



featured multiple impressions stamped into the side panels to accommodate lading equipment. The unique design earned the nickname waffle car. ExactRail's well-detailed model accurately replicates the distinctive prototype.



Models available in this release will include cars from the original 1976 order with Sidewell door openers; readily

identified by the yellow operating wheel. Identical cars assigned to the Georgia Southern & Florida Railway were identified by small GS&F lettering in the upper right-hand corner of the car.



Southern cars assigned to the Central of Georgia in the 1976 as delivered paint scheme are included in this production run

as well as cars repainted in the 1980s including the 1984 Europa scheme. Features on these Platinum series models include etched metal crossover walks, wire grab irons, and Barber 70-ton S-2 trucks with machined metal wheels.

Info: www.exactrail.com



HomeShops has released a special "small batch" run of Tangent Scale Models' HO scale 1917-design 10,000-gallon tank car decorated for the

Virginian & Ohio Railroad of the late Allen McClelland. Allen and Brad McClelland were on the design team for the HomeShops V&O project. Available in four road numbers, each number has a unique V&O shop assignment stencil and is marked as a company service waste oil car. The car features the details, trucks, wheels, and couplers of a standard Tangent tank car.

Info: homeshops.net



InterMountain's latest release is a group of ten 4750 cu. ft. triple-bay covered hopper cars. The HO scale models feature

etched metal roof walks and appropriate trucks with machined metal wheelsets.



In addition to Rock Island, road names available on the current release include Terminal Grain, Canadian National/Chicago

Central & Pacific, Searles Valley Minerals, Missouri Pacific, Morrison-Quirk Grain, Rocky Mountain Brokerage, Frisco, Chicago & North Western, and Illinois Central Gulf.

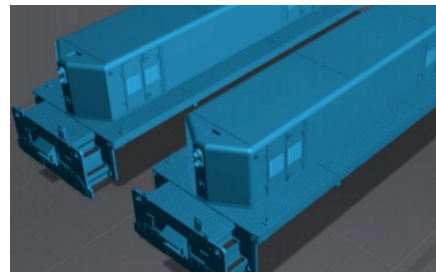
Info: www.intermountain-railway.com



Kaddey's latest release is a 40' PS-1 boxcar decorated for Grand Trunk Western. The HO scale ready-to-run model is based on a prototype Pullman-Standard built in 1957. The

car wears as-built red oxide paint and comes with Kaddey couplers, Bettendorf-style plain-bearing trucks, and 8' 6-panel Superior sliding doors. The Superior Car Door Company advertised that their welded panel doors were lighter (less dead weight) than either a Youngstown corrugated door or a Pullman-Standard stamped panel door.

Info: www.kaddey.com



Maple Leaf Trains has announced the availability of a GP9 slug shell in two different body styles.

Both kits include a body shell, etched metal detail parts, underframe components and



pipings, air tanks, MU boxes, brake wheel, and wire formed grab irons and handrails. While the trucks, mechanism and weight are not included, the kit is designed to accept either Atlas or NWSL's Stanton trucks. Info: www.mapleleaftrains.com



National Scale Car has released a mini-kit that an experienced hobbyist can use to convert a plastic boxcar into a prototypically accurate model of Great Northern or Spokane, Portland

& Seattle 12-panel boxcars. The mini kit is based on a series of prototype cars GN built in 1948-1951 with 12-panel sides, a 10' interior height, welded underframe, 4-6-6 Youngstown doors, and 7-rib Improved Dreadnaught ends.



The kit includes correct Improved Dreadnaught resin ends, laser-cut plywood placard boards and route card holders, slack adjuster, and accurate GN and SP&S decals. The

modeler must supply an InterMountain 40' 12-panel 10' IH boxcar, Southwest 4-6-6 Youngstown doors (item #FC 612), 0.010" x 0.080" styrene strip, couplers, and paint.

Additional parts suggested but not mandatory include AB brake set, phosphor bronze wire, Tichy turn buckles, Tangent 50-ton ASF A3 Ride-Control trucks, Yarmouth eye bolts, brake levers, 8-rung ladders with 16" spacing, and 18" rungs; a Plano Apex etched running board, and Kadee bracket grabs.

Info: nationalscalecar.com

The Northern Pacific Railway Historical Association is selling an HO scale resin kit that builds into a prototypically



accurate model of an NP 59000 series 41' steel gondola. The model is based on NP cars built by American Car & Foundry in 1952-53. AC&F produced a nearly identical car for Great Northern and Spokane, Portland & Seattle.

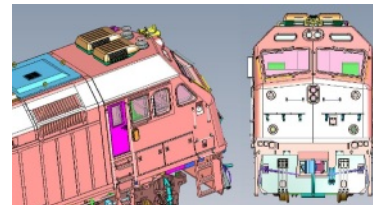
The kit includes all detail parts needed to build the model except wheelsets and decals. Correct decals are available from NPRHA as a separate purchase. Assembly instructions and a history of the car are available at www.nprha.org/Modeling/ACF%20Gondola%20Instructions.pdf

Info: store.nprha.org



Rapido Trains has announced plans to produce an F40PHM-2 locomotive. The HO scale model will replicate the units Metra ordered to replace the popular, but aging, Burlington Northern E units in commuter service in the Chicago area. Delivered

by EMD in 1991-92, the 30 F40PHM-2s helped form the backbone of the Metra system. A rebuilding program that included the application of the new paint schemes began in 2016.



In addition to the standard Metra paint schemes, Rapido will include No. 211 which received a special CB&Q-inspired heritage scheme in 2019.

Rapido's HO scale version will feature dual rooftop air conditioners, wire grab irons, full underbody detail, see-through etched-metal radiator and dynamic brake grilles,



full cab interior, and correct pilot plow.

The working light package will include headlight, backup light, marker lights, Gyalite, and ditch

lights. DC and DCC versions will be available. An order deadline and delivery date are TBA.



Rapido has also announced a second run of the Amtrak NPCU, or "Cabbage." Created by removing the prime mover from retired F40PH locomotives, many of the NPCUs used the space created for baggage. Retaining the engineer controls, the NPCUs operated as cab cars on regional trains such as the Cascades in Oregon and Washington, and the Downeaster in New England.



Paint schemes in this run include Amtrak Phase 3, Amtrak Phase 5, Amtrak Phase 5 "Downeaster," and Amtrak "Salutes our Veterans." The Rapido NPCUs are fully powered available in DC with a 21-pin plug or with a dual-mode DC/DCC sound decoder.



Other new models under development at Rapido include prototypically accurate HO scale versions of Southern Pacific B-50-15 and B-50-16 boxcars. Variations covering the life of the cars include different sides, roofs, ends, era-appropriate K or AB brake systems, and several different paint schemes. Additional features include separate ladders and grab irons, metal stirrup steps, Carmer uncoupling bars, and new Bettendorf T-section trucks with 33" machined metal wheelsets.



SP B-50-1 boxcars as built with wood sides, Murphy roofs and corrugated ends will be available in both the 1931-1946 and 1946-1952 schemes.



SP B-50-15 boxcars as built with Viking roofs will be available in the 1931-1946 and 1946-1952 schemes, in passenger service green, and in SP MOW service.



B-50-15 cars rebuilt with steel sides and Viking roof will be available in the 1931-1946 paint scheme and in this early version of Southern Pacific Overnight service.

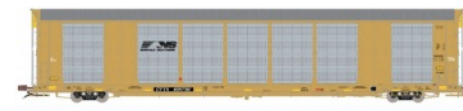


B-50-16 cars as built with Viking roofs and Dreadnaught ends will be available in SP's 1931-1946 scheme as well as decorated for San Diego & Arizona Eastern.

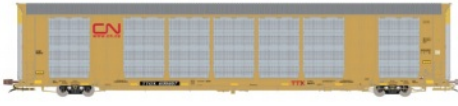


Models of Southern Pacific B-50-16 cars rebuilt with steel sides will be available in SP's 1931-1946, 1946-1952, and post 1956 schemes. The B-50-16 will also be available in SP's Overnight scheme.

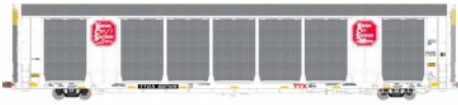
Info: www.rapidotrains.com



ScaleTrains.Com has scheduled a production run of its Rivet Counter Gunderson Multi-Max Autoracks with a planned release date of June 2023. The feature-laden HO scale models will have 14 photo-etched metal side panels, two different types of upper and lower side panel mountings, separate end door rods and hardware, metal grab irons, cut levers, trainline hoses, and ASF swing-motion trucks with rotating axle bearing caps.

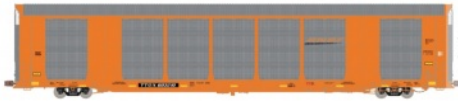


A choice of 14 road names and paint schemes will be in this release including TTX (leased to Florida East Coast), three BNSF schemes, and two different schemes each for Canadian National, Canadian Pacific, CSX, Norfolk Southern, and Union Pacific.



In addition to the Rivet Counter model, ScaleTrains will offer a less-detailed

Operator version of the car. To augment the basic Operator model, ScaleTrains will offer a separate detail kit (Item SXT81270) with door rods and hardware, metal grab irons, coupler cut levers, trainline hoses, and other details the modeler can install if desired.



Road names for the Operator version will be BNSF, Canadian National, CSX, Kan-

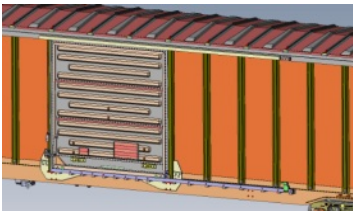
sas City Southern, Norfolk Southern, Union Pacific, and two Canadian Pacific schemes.

Info: www.scaletrains.com



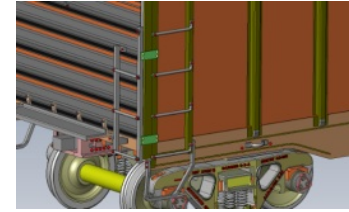
Smoky Mountain Model Works plans to begin shipping an HO scale resin kit for a 5277-cu. ft. 12-post boxcar Pullman Standard built for the Southern Railway beginning in 1971. Two years later PS built the

same car for Norfolk Southern.



The resin kits feature a one-piece urethane body, separate urethane underframe, 3D-printed detail parts (end ladders, side grabs, and brake components), Accurail truck frames, Kadee 33" wheelsets, and Kadee

#158 couplers. Door castings are separate to make it easier for modelers wanting to use alternate doors. Completing the kit are Highball Graphics decals and a mini-CD with instructions and photos.



Prepaid orders will be accepted through November 28, with a planned release date of late December.

Info:

smokymountainmodelworks.com/HO-SOU-NS-5277-box.html



Tangent Scale Models has released another production run of its well-detailed HO scale General American 8,000-gallon radial course tank cars.



Decorating schemes include DMSX-Dunbar Molasses, CONX-Continental Oil, CSOX-Cities Service, and DRX-Deep Rock.



Also available are cars decorated for UTLX-Union Tank, GATX-Union Starch & Refining, VENX-North American Lease, Spokane, Portland & Seattle, and BN water service.



Tangent's HO scale models come with Kadee couplers and ASF spring-plank trucks with 33" machined metal wheelsets.

Info: www.tangentscalemodels.com



R. Bale

EMD GP9 DIESEL LOCOMOTIVE

In 1954 EMD boosted the horsepower of its GP7 from 1,500 to 1,750. Dubbed GP9, the appearance of the new locomotive was the same as its predecessor; however, later production units had variations in the arrangement of the side louvers and fans. The GP7 and GP9 were both reliable workhorses and many railroads found it more economical to upgrade them rather than purchase new locomotives



sealed beam headlights and a Leslie A2-156-CA air horn. All other road names in this release will have Phase II details.



Walthers plans to release a Proto series EMD GP9 next spring. The list of road names begins with a Phase I CB&Q unit with Pyle dual

A Grand Trunk Western GP9 will have air tanks mounted on the roof.



Special details on a Nickel Plate Road Phase II GP9 include S-2M and S-3 air horns and Mars dual headlights.



Southern Pacific GP9s will be available in two decorating schemes. Both will have dynamic brakes with 48" fans and the unique SP light package. All GP9s in this release will have wire grab irons and lift rings, LED constant and directional headlights, and Blomberg-B roller-bearing trucks. DC models will be available as well as DCC units with an ESU LokSound 5 Sound and DCC decoder.

Walthers has set a spring 2023 release date for a new run of Gunderson rebuilt 53' well cars. The HO scale Proto series



models are based on surplus 48' cars that had new sections welded in place at each end of the car. Road names for this release will be Florida East Coast, St. Mary's West, and two TTX schemes.



Details include etched metal see-through walkways, wire grab irons, and a heavy diecast metal body. The ready-to-run cars will come with metal knuckle couplers and trucks with 33" metal wheelsets.



A new production run of 34' 100-ton twin-bay open hopper cars is coming from Walthers next winter. The Mainline series HO scale model will come with appropriate trucks with 36" machined metal wheelsets.



Road names will be Gifford Hill, Granite Rock, Golden West Services, Union Pacific (with WP reporting marks), Wisconsin Central, Southern Pacific, Norfolk Southern, and two Southern Railway schemes.

Info: www.walthers.com

N SCALE PRODUCT NEWS



An N scale GATC 2600 cu. ft. Airslide hopper, upgraded with Genesis quality features, will be available from **Athearn** in December 2023. The model will be available singly and as drawbar-connected two-car sets. Genesis features include newly tooled coupler cut levers, rubber trainline hoses, wire grab irons, and separately applied roof hatches. Road name specifics include machined metal wheelsets mounted in roller-bearing or Bettendorf-type plain-bearing



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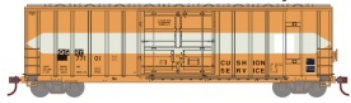
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trucks. Road names on this late 2023 release will be Missouri Pacific, Northern Pacific, Santa Fe, Delaware & Hudson, Pennsylvania, and Revere Sugar.



Athearn has included a 50' FMC 5327 cu. ft. plug-door boxcar in its December 2023 production schedule.

The N scale model will have screw-mounted roller-bearing trucks with machined metal wheels. Road names for the N scale model will be Bay Line, Canadian Pacific, New Orleans Public Belt, Minnesota, Dakota & Western; and Quebec-Gatineau Railway. Info: www.athearn.com



Bluford Shops plans to release N scale Pullman-Standard 86' auto parts boxcars with double plug doors in December.



The model will have wire grab irons, etched metal end platforms, and 70-ton roller-bearing trucks with metal wheels.



Road names will be CP Rail, Santa Fe, CSXT, Conrail, Detroit, Toledo & Ironton; Grand Trunk Western, Norfolk & Western, Norfolk Southern, Western Pacific, Chicago & North Western, and Penn Central.



Bluford Shops has also announced another release of its quad door 86' boxcar. The arrangement of four plug-doors on each side of the auto parts car was originally requested by General Motors. The concept proved successful and was soon picked up by other auto parts manufacturers.



Road names on this release will include CSX-B&O, Norfolk

Southern, Rock Island, Conrail, Union Pacific, Missouri Pacific, Grand Trunk Western, New York Central, Southern, and Canadian National.



Pre-orders will be booked through November 28, 2022, with a release date planned for the second half of 2023.

Info: www.bluford-shops.com



InterMountain's latest N scale release is a 4750-cu. ft. triple-bay covered hopper car. Details on the model include etched metal roof walks and appropriate trucks with machined metal wheelsets.



Road names include Illinois Central Gulf, Rock Island, Terminal Grain, Canadian National/Chicago Central & Pacific, Searles Valley Minerals,

Missouri Pacific, Morrison-Quirk Grain, Rocky Mountain Brokerage, and Chicago & North Western.

Info: www.intermountain-railway.com

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R. Bale

SIEMENS' ALC-42 CHARGER

Amtrak's ALC-42 Charger is a modified version of the Siemens inter-city and commuter service SC-44. The designation ALC-42 -- which stands for Amtrak Long-distance Charger, 4,200 horsepower -- will serve as the new face of Amtrak. Spotting features include a redesigned nose and remodeled headlight. To support longer routes the ALC-42 has greater fuel capacity than the current SC-44 and increased power-generating capacity for longer trains. The initial six engines from Amtrak were all designed with special paint schemes, with one receiving a Day One heritage paint scheme that recalls the first Amtrak paint scheme applied to E8 No. 4316 in 1971.



Kato is scheduled to release a new ALC-42 Charger locomotive

next month. The N scale model is based on engines Amtrak ordered from Siemens for long distance service. Details include an extended nose section, expanded fuel tank and an engine compartment visible through body side grilles.



Additional features include directional golden white LED

headlights and illuminated preprinted number boards. Decorating schemes will include Amtrak Day One and Amtrak Phase VI. DC models come with a pre-built speaker housing space in the fuel tank. Models will be available with a choice of Digitrax DCC, SoundTraxx DCC and sound, or DC only with a speaker housing space in the fuel tank.



Kato has also announced pre-orders for a new run of

SD70M "flat radiator" locomotives in N scale. Included in this run are Norfolk Southern, Union Pacific, Union Pacific #4015

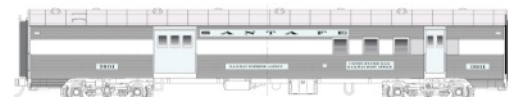
Excursion Version, and Union Pacific #1979 "We Are One" paint schemes. The models will be available in DC suitable for a drop-in DCC decoder, or ESU LokSound DCC/Sound by special order.



This month Kato plans to release twin-bay covered hopper cars with closed sides. The model is based on cars built in the 1950s by American Car & Foundry.

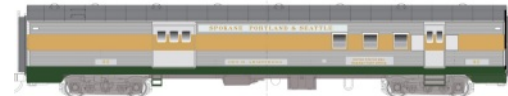


Road names in this release will be Santa Fe, Chesapeake & Ohio, Union Pacific, and Chicago, Burlington & Quincy. Info: www.katousa.com



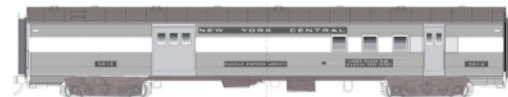
RailSmith is developing a series of lightweight Baggage/Railway Post

Office (RPO) cars -- among the first to be offered in N scale. The models will represent 72' cars with fluted sides.



The models replicate cars that have been in service for some time, and like the prototype, their skirts have

been removed to facilitate maintenance.



Road names and decorating schemes will be Santa Fe, New York Central, MKT (Texas Special), and Spokane, Portland & Seattle. They are scheduled for release in the summer of 2023.



Scheduled for release in September 2023 is a Rock Island baggage/RPO with

full skirts.

Info: lowellsmith.net



Rapido is developing N scale models of Santa Fe Rr-56/60/61 mechanical reefers. Santa Fe slogans on the Rr-56 models will include Chief, Super Chief, San Francisco Chief, Texas Chief, El Capitan and Santa Fe all the way.



Rapido's N scale class Rr-60 and Rr-61 reefers will be available for the San Francisco Chief and Santa Fe all the way.



The N scale model will have separate door posts, door latches and coupler cut levers; detailed underframe including piping and equipment, positionable roof hatch, and see-through side grilles. A Trane diesel generator will be included.



Rapido has released an N scale Procor 5820-cu. ft. plastic pellet covered hopper car with quadruple discharge bays. Designed by Procor, approximately 1500 of these hoppers were built from the late 1970s through the early 1990s.

Features on Rapido's Procor 5820 hopper include etched metal walkways and full end cage details. Options include three styles of roof hatches (round, round with ribs and 20" vented cover); and two styles of outlet gates (pneumatic and Miner). Additional roof hatches included with the model allow hobbyists to modify the car for different eras.



Decorating schemes will be PROCOR (two blue and three black), BF Goodrich, DLCX-Dow Chemical, EHSX-Essex Hybrid, and UNPX-Union Carbide.

Info: www.rapidotrains.com

STRUCTURES & SCENIC SUPPLIES



Berkshire Valley Models is selling O, S, and HO scale laser-cut kits for the Tell House, a wood residence that stood in Telluride, CO for many years.

Info: www.berkshirevalleymodels.com



Fos Scale Models' newest kit is Charlie's Groceries. The HO scale craftsman style kit features laser-cut walls and windows, and full color signage. The assembled model has a footprint of 2" x 5".



For hobbyists working in O/On30 scale, Fos has introduced 3D printed details including an assortment of trash cans, and a cluster of

50-gallon drums, welding tanks and a trash can.

Info: www.fosscalemodels.com



Frenchman River Model Works has released a 1:48 O/On30 kit for a Framed Warehouse. Designed by Thomas Yorke, the small building can be repurposed for a variety of structures such as a freight depot, utility shed, or farm storage building. The foundation blocks, front

step and four separate walls are all cast resin. Detailed barrels and sacks are also resin. Corrugated metal roofing material, flashing and signs complete the model. The model has a footprint of 6.75" by 3.675".

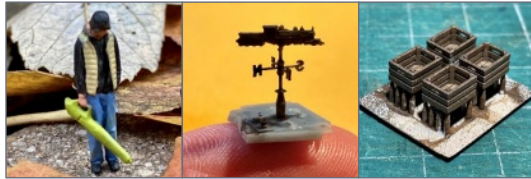
Info: www.frenchmanriver.com



Mine Mount Models has announced a new line of 3D-printed detail parts, available in HO, S, and O scales. Details available include assorted bottles,

cinder blocks both in stacks and piles, trash cans, tires, chimneys, fire hydrants, roof and wall vents, and furniture.

Info: minemountmodels.com



miniprints has released several new 3D-printed resin figures, including Leaf Blower Guy, a train weather vane, and a set of four apple crates. Leaf

Blower Guy was taken from a 3D scan of miniprints owner Bernard Hellen's 16-year-old son. All 3D prints come unpainted and some may still be attached to the supports for durability in shipping.

Info: miniprints.com



Oxford Diecast has released several new 1:87th scale vehicles including a 1955

Buick Century 2-door hardtop in red and black paint with wide white wall tires, and a 1961 Chrysler 300 red convertible with tan interior.



Oxford's latest release includes a 1948 Dodge B-1B ½ ton pickup with wood side rails and heavy-duty wheels.

Additional new vehicles include

a red and yellow taxi based on a 1946-48 Desoto Suburban, an early Ford Mustang convertible with a red interior, and a 1950 Oldsmobile Rocket 88 coupe.

Info: www.walthers.com



Summit-USA has an HO scale kit for Casey's General Store. The kit includes all building parts, pumps, ice boxes and signs. The parking lot base is not included. Components are milled in styrene and laser-cut in white and clear acrylic and self-

adhesive micro plywood. The model requires painting. The main building has a footprint of 13.25" x 5.75". The canopy above the gas pumps is 14.75" x 2.75".

Info: www.summit-customcuts.com

NEW DECALS, SIGNS AND FINISHING PRODUCTS



National Scale Car has an HO scale decal that will accurately

decorate one Great Northern AC&F gondola. The lettering set was originally prepared for kits offered by Sunshine and the Northern Pacific Historical Society.

Info: nationalscalecar.com

ALL SCALES – ELECTRICAL

Atlas has updated its Track Planning Software to Version 1.9.2. New features and fixes include additional options for restoring of the reminder messages, previously hidden with the *Do not show this message again* check box, and extended zoom-out factor for extremely large track plans. The track library has been expanded with additional HO plans for Trainkids.

Info: shop.atlasrr.com



! BRIEFLY NOTED AT PRESS TIME ...

Bowser has announced Alco RS-3m chop nose, GMD SD40-2, SD40-3, and SD40-2f locomotives in HO scale for delivery in late 2023 and early 2024. More information and photos will be in the December *MRH News*.

Kadee's 2022 Christmas car is a specially decorated twin-bay hopper with offset sides. The HO scale RTR model comes with a removable coal load ...

Moloco is taking reservations for an HO scale 50' ACF Plate C boxcar. It will be available both with and without waffle sides ...

Rapido has announced an N scale version of the NSC Barrel Ore Hopper car. The order deadline is TBA with an expected delivery date of mid-late 2023.

New Mainline items coming from **Walthers** during the winter of 2023 include an EMD F40PH diesel locomotive in seven paint schemes, a 60' Pullman-Standard bulkhead flatcar and a Trinity 3281 cu. ft. twin-bay covered hopper. Coming from Walthers Scenemaster are 20, 40 and 53-foot container chassis with tandem wheels. New Cornerstone kits include a quick oil change facility, two gas stations, and a variety of gas station details ... ■



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Model Railroad Hobbyist | November 2022

NOVEMBER

Please check with any organization hosting an in-person event for the latest status of the event.

Ongoing 2022

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

Info: www.opsig.org/Virtual

Archive: www.opsig.org/Virtual/Past

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

Info: 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

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

Archive: www.youtube.com/c/4DPNRMovies

ONLINE, Zoom, Second Tuesdays, 8pm Eastern. "Off the Beaten Track" featuring Narrow Gauge layouts, clinics and manufacturers. Info: groups.io/g/NNG

AROUND THE USA, IN-PERSON, Various dates. ScaleTrains.com Road Trip. Info: www.scaletrains.com/roadtrip

November - December 2022

CANADA, ONTARIO, MARKHAM, November 26, 2022. Railview Historical Society Open House. 55 Alden Rd, Unit 201 (above George's Trains). Info: www.facebook.com/profile.php?id=100067690577195

COLORADO, LOVELAND, November 26-27, 2022. Rocky Mountain Train Show. The Ranch Events Complex, First National Bank Exhibition Building, Larimer County Fairgrounds, 5280 Arena Circle. Info: rockymountaintrainshow.com

GEORGIA, ATLANTA area, Weekends, October 22 - November 20, 2022. The Piedmont Pilgrimage layout tours, sponsored by the Piedmont Division, Southeastern Region, NMRA. Info: piedmont-div.org/pilgrimage

ILLINOIS, CHICAGO, December 3, 2022. Lake Shore Model Railroad Association Open House. Calumet Park Cultural Center/Field House, 9801 South Avenue G. Info: www.lakeshoremodelrr.org/index.html

ILLINOIS, SPRINGFIELD, November 19, 2022. Springfield 2022 Model Railroad Club Open House. Basement of the Washington Park Pavilion, 1400 Williams Blvd. Info: www.facebook.com/events/841373970338909

INDIANA, FORT WAYNE, November 19, 2022. Maumee Valley Railroad Club Model Railroad Show and Swap. Coliseum Bingo, 911 W. Washington Center Rd. Info: maumeevalleyrailroad.com

INDIANA, HOBART, November 26, 2022. Ron Jackson's 32nd Model Railroad Swap and Sell Meet. St. Bridget Parish Center, 102 Center St.

Info: www.facebook.com/photo/?fbid=10222070228168314&set=g.1631824717062940

MAINE, BREWER, November 19, 2022. Eastern Main Model Railroad Club Annual Show. Jeff's Catering, 15 Coffin Ave, East West Industrial Park.

Info: dahak@roadrunner.com

MARYLAND, TIMONIUM, December 3-4, 2022. Greenberg's Train & Toy Show. Maryland State Fairgrounds, 2200 York Rd. Info: trainshow.com

MARYLAND, WESTMINSTER, November 20, 2022. The Westminster Toy Train Show, sponsored by the Deer Park Lions Club. Carroll County Agricultural Center, Building 1, 700 Smith Ave.

Info: <mailto:richard.lion@comcast.net>

MASSACHUSETTS, ORLEANS, Saturdays, November 26-December 17, 2022. Nauset Model Railroad Club Holiday Open House Days. Rear Lower Level, Hilltop Plaza, 180 Rte 6A.

Info: www.nausetmodelrrclub.com

MICHIGAN, SHELBY TWP, November 26, 2022. Model Train Show. Packard Proving Grounds Historic Site, 49965 Van Dyke Ave. Info: packardprovinggrounds.org/event/model-train-show-2022

NEW JERSEY, BROOKLAWN, November 19, 2022. Brooklawn Train Show. Brooklawn American Legion Post #72 Hall, 11 Railroad Ave.

Info: www.facebook.com/StrasburgModelRailroadNJ

NEW JERSEY, OCEAN CITY, December 3-4, 2022. Ocean City, New Jersey 2022 Train Show. Ocean City Music Pier, Moorlyn Terrace & Boardwalk.

Info: oceancityvacation.com/event/4196-train-show.html

NEW YORK, ALBANY, December 4, 2022. Great Train Extravaganza. Empire State Convention Center, underneath The Egg.
Info: gtealbany.com

NEW YORK, HAMBURG (Buffalo), November 19-20, 2022. WNYRHS Train & Toy Show. Fairgrounds Event Center, 5820 South Park Ave.
Info: www.trainweb.org/wnyrhs/trainshow.htm

NEW YORK, NORWICH, November 26, 2022. BMRS Annual Train-Toy Show, sponsored by the Bullthistle Model Railroad Society. Broad Street Methodist Church, 74 North Broad St.
Info: bmrs.org

NORTH CAROLINA, HENDERSONVILLE, November 19, 26, December 3, 10, 17, 2022. French Broad e'N'pire Model Railroad Club Open House. 5033 7th Ave E.
Info: www.facebook.com/events/1662176470841399/1662179954174384

OHIO, MONROEVILLE, December 11, 2022. Monroeville Model Railroad Group Open House. 3 South Main Street.
Info: www.facebook.com/events/634330934843360

OREGON, ADAIR VILLAGE, November 19-20, 26-27, 2022. Corvallis Society of Model Engineers Open House (New location). 6070 William Carr Ave.
Info: csmeclub1959.com

OREGON, CENTRAL POINT, November 26-27, 2022. 43rd Annual Rogue Valley Railroad Show to benefit the Medford Railroad Park. Jackson County Expo, 1 Peniger Road.
Info: www.facebook.com/roguevalleyrailroadshowmedfordpark

OREGON, PORTLAND, November 12-13, 19-20, 26-27, December 3-4, 2022. Columbia Gorge Model Railroad Club 75th Anniversary Model Railroad Show. 2505 N Vancouver Avenue.
Info: cgmrc.com/events

OREGON, RICKREALL, November 19, 2022. Polk Station Rail Model Train Swap Meet with Operating Model Railroad. Rickreall Grange Hall, 280 Main St (Hwy 99).
Info: www.facebook.com/groups/PolkStationRRClub

OREGON, RICKREALL, December 3, 2022. Willamette Valley Model Railroad Museum Swap Meet, Polk County Fairgrounds, 520 S. Pacific Hwy West.
Info: www.co.polk.or.us/fair/railroad-show-5

Future 2022-2023 by location

WEST VIRGINIA, HUNTINGTON, November 25-27, 2022. 64th Annual Model Railroad Show (again with arts and crafts), sponsored by the Appalachian Model Railroad Society. Mountain Health Arena (Huntington Civic Center), One Civic Center Plaza.
Info: www.facebook.com/groups/118339741512692

ALABAMA, MOBILE, March 4-5, 2023. SWARM Model Train Show, sponsored by the South West Alabama Railroad Modelers. Mobile Via Health, Fitness, and Enrichment Center, Arlene F. Mitchell Campus, 1717 Dauphin Street.
Info: www.facebook.com/profile.php?id=100070094629309
or Glenn Samuel
Gasamuel@aol.com

GEORGIA, CARTERSVILLE, March 11-12, 2023. The 2023 Piedmont Division 25th Anniversary Model Train Show. Clarence Brown Conference Center, 5450 Georgia Highway 20.
Info: www.themodeltrainshow.com

ILLINOIS, DUPO, April 8, 2023. The Sons of The American Legion Spring Train Show. Dupo American Legion Post #485, 200 S 5th St.
Mailto: comptrain2002@yahoo.com

ILLINOIS, ST. CHARLES, June 11, 2023, Kane County Railroadiana & Model Train Show and Sale. Kane County Fairgrounds (Front Building), 525 South Randall Rd.
Info: www.rrshows.com

ILLINOIS, MATTOON, January 21-22, 2023. Cross County Mall Train Show. 700 Broadway Ave East.
Info: Jim Ruef, (217) 317-3009

ILLINOIS, SPRINGFIELD, March 12, 2023. Springfield Train Fair, sponsored by the Springfield Model Railroad Society. Orr Building, Illinois State Fairgrounds, 66 4H Road.

Info: www.springfieldtrainfair.com

KANSAS, MCPHERSON, January 14-15, 2023. Model Train Convention & Expo. McPherson Community Building, 122 E Marlin St.

Mailto: staff@mcphersoncountymakerspace.org

MASSACHUSETTS, WEST SPRINGFIELD, January 28-29, 2023, Railroad Hobby Show, sponsored by the Amherst Railway Society. Eastern States Exposition Fairgrounds, 1305 Memorial Avenue.

Info: www.railroadhobbyshow.com

MICHIGAN, FARMINGTON HILLS, January 22, 2023, 2nd Annual Model Railroad Sale, hosted by Division 6, NCR-NMRA. Costick Community Center, 28600 W Eleven Mile Rd.

Info: www.ncrnmra.org

MISSOURI, PACIFIC, February 18, 2023. Pacific Eagles Train Show. 707 W. Congress St.

Mailto: floraselectrictrains@yahoo.com

MISSOURI, ST. CHARLES, January 7, 2023. Trainfair 2023, sponsored by the St. Charles Model Railroad Club. St. Charles West High School, 3601 Dr.

Info: www.stcharlesrailroadclub.org

MISSOURI, ST. LOUIS, March 11, 2023. Boeing Employees' Railroad Club – St. Louis Railroad Swap Meet. Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd.

Info: www.berrc-stl.com/V3.0p/index.html

OREGON, ELSIE, March 11, 2023. Pacific Model Loggers' Congress. Camp 18 Restaurant and Logging Museum, Milepost 18, 42362 Highway 26.

Info: pacificmodelloggerscongress.org

OREGON, PORTLAND, March 11, 2023, Willamette Model RR Club Annual Swap Meet. Kliever Armory, 10000 NE 33rd Drive. **TEXAS, GRAPEVINE (DALLAS AREA)**, August 20-26, 2023. NMRA National Convention, Gaylord Texan Resort & Convention Center, 1501 Gaylord Trail.

Info: www.2023texasexpress.com

TEXAS, GRAPEVINE (Dallas Area), August 25-27, 2023. National Train Show, Gaylord Texan Resort & Convention Center, 1501 Gaylord Trail.

Info: www.nationaltrainshow.org/2023/ntsdfw.html

TEXAS, PASADENA (Houston), February 18, 2023. The Greater Houston Train Show, sponsored by the San Jacinto Model Railroad Club. Pasadena Convention Center, 7902 Fairmont Parkway.

Info: sanjacmodeltrains.org

TEXAS, PLANO, January 21-22, 2023. Dallas Area Train Show, 2000 East Spring Creek Parkway.

Info: dfwtrainshows.com/page/dallas-area-train-show-january-21-22-2023

WISCONSIN, STEVENS POINT, January 21-22, 2023. Arctic Run - Central Wisconsin Model Railroader's 25th Annual Model Railroad Show. Holiday Inn Convention Center Hotel, 1001 Amber Ave.

Info: Jim Miller, (715) 340-0265 jimbro67@gmail.com or Don Anderson (715) 340-8105 crm114@tds.net ■

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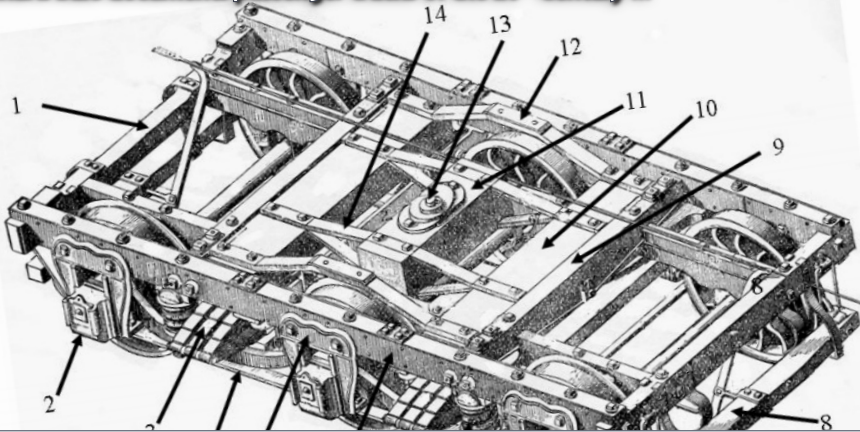
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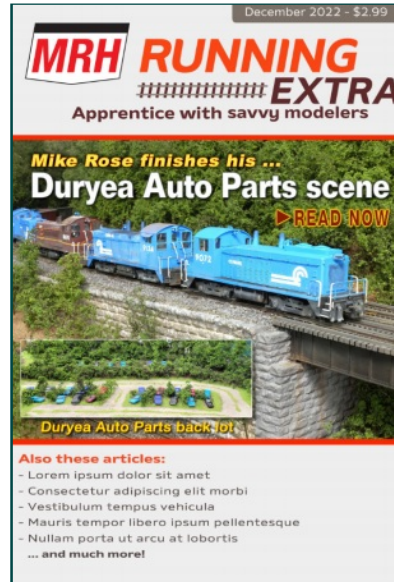
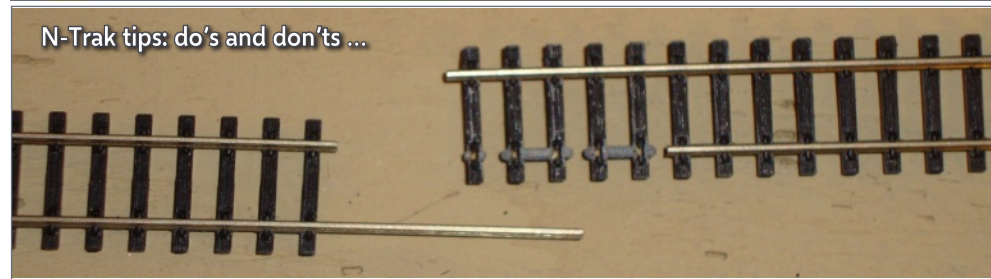
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