



# PEDDLER FREIGHT

Division 1 - MCR - NMRA

Akron - Canton - Youngstown Division

Serving Carroll, Columbiana, Harrison, Mahoning, Portage, Stark, Summit, Trumbull, Tuscarawas and Wayne Counties

www.div1-mcr-nmra.org

Volume 30 - Issue 6

March 2023

## Superintendent's Bulletin



Recently I was going through some back issues of some railroad magazines doing some research on Maintenance of Way equipment and came across several short articles on small projects that could be done in a couple of hours. Projects like painting details on a building, adding more detail to a scene, weathering a car or building, adding a derail to a siding, etc. This struck me as being more productive than watching TV or being on the computer. I tucked that

thought in the back of my mind for use at a later date.

One evening when I felt being pulled towards the TV, my brain kicked into train gear and I made a detour to the train room, aka "my" basement. (Side note, there are "his" and "her," two separate, basements in my home.) Once in the train basement I looked around and thought of several improvements I could make to the layout. There was a definite need for more variety of foliage in the area I started to scenic. The area just looked too plain and not natural. I had purchased grass tufts and weeds and dug them out of the scenery storage box. I started by tearing off small sections of the tufts and placing them around the area between two sets of tracks. I opened other packs of different grasses and tufts and adjusted their placement to give the area a more natural look. In what I thought was a short period of time actually turned out to be almost three hours. And in that time I had created a more natural looking scene. So, the moral of this story is that sometimes an unplanned detour to the train room can yield some amazing results. Oh, and if you've never heard my "Tale of Two Basements," feel free to ask me the next time we cross paths.

Our March 19<sup>th</sup> Division meeting clinic will be by Matt Woods on scenery and working with foam. This clinic is not just for the new modules being built, but for everyone. If you've seen Matt's excellent work you know how detail-oriented he is and how natural his scenery looks. Please join us on Sunday, March 19, 2023 to learn how to make natural looking scenery.

All Aboard!!  
Jim DiPaola, Superintendent  
NMRA, MCR, Division 1

## March Clinic Supplies

The March clinic will be hands on. Bring your T-TRAK module and scenic supplies if you have them. Division 1 will have some extra supplies available. Please see Matt Woods' scenery article on pp. 4 - 5 and bring the following or whatever you use for scenery. Also see Matt's article, *12 Essential Modeling & Scenery Supplies* in the October, 2022 issue of the Peddler Freight.

### Scenery supplies for March clinic:

- T-TRAK module, with the top sealed (See Jim DiPaola's Bulletin in the February Peddler Freight)
- 1" foam board (green, pink, blue)
- Foam adhesive, tacky glue, etc.
- Structures you want to include on your module (Ideas for your structures or scenic elements)
- Rust-Oleum camouflage brown spray paint (Division 1 will provide)
- Sculptamold, DAS Air Harding Clay, Celluclay, etc.
- Acrylic paints
- Any scenery material you desire



## 2023 Division 1 Events

March 19 - Portland Locomotive Works  
April 16 - TBA  
May 21 - TBA  
June - Date and Location TBA

**Division 1, MCR, NMRA**  
**Meeting Minutes**  
**February 19, 2023**

**1. Welcome:**

- ~ Call to order: 2:11 PM.
- ~ By: Jim DiPaola, Superintendent
- ~ Participants: 18 members.
- ~ Location: Ravenna Township Offices.

**2. Clerk:** Jeff Stone:

- ~ Previous meeting minutes published in Peddler freight.
- ~ Motion to approve minutes, (Bob Anelli/Lloyd Horst) motion carried.

**3. Treasurer:** Mike Bradley:

- ~ Report presented by treasurer. Available on request.
- ~ Expenses: Module expenses reimbursed: Jim Peters \$191.19, Steve Zapytowski \$289.74, Lloyd Horst \$1,609.49, Chuck Altwies \$572.50, Gary K \$420.00. Western Reserve Insurance \$610.00.
- ~ Received \$36 from 50/50 and \$115 for modules.
- ~ Motion to approve treasurer report, (Steve Zapytowski/Bob Ashley, Jr.) motion carried.

**4. Superintendent:** Jim DiPaola:

- ~ Regional Convention 4-7 May. Looking for clinic presenters.
- ~ Received clinic CDs from NMRA. Would like them listed on website so members can see what's available and sign them out.
- ~ For future meetings reports will be published before the meeting and only be corrected and approved at the meeting. Will save time and allow the focus of the meeting to be on clinics.

**5. Peddler Freight Committee:** Bruce Hukill: No report.

**6. Membership Committee:** Jim Peters:

- ~ Membership at 80.
- ~ One new member (Bill Auman)

**7. Clinic Committee:** Jim DiPaola: Next few clinics will focus on the T-TRAK modules.

**8. Achievement Committee:** Lloyd Horst:

**9. Module Committee:** Lloyd Horst:

- ~ Discussed disposition of old modules.
- ~ Motion carried to "Assign responsibility for disposition and pricing of modules to the Module Committee without further approval from the Division members." (Jeff Stone/Don Bonk)

**10. Facebook Committee:** Jim DiPaola: No report.

**11. Website Committee:** Steve Zapytowski: No report.

**12. Old Business:** Jim DiPaola: None.

**13. New Business:** Jim DiPaola: None.

**14. Bring and Brag:**

- ~ Frank Trocchia brought an electric tester for N scale T-TRAK modules. Plugs on to a module like a little tiny module.
- ~ Jim DiPaola brought a 3D printed hot metal caster, his first attempt at 3D printing.
- ~ Patrick Wamsley brought United Brass NKP Berkshire and NKP series 1000 caboose he picked up at the Medina Show.

**15. Good of the Order/Announcements:**

- ~ Don Bonk congratulated Jim DiPaola on the suggestion to seal the modules.
- ~ Bob Gurdak explained how he replaced module levelers with solid blocks in corners. He also drilled out leveler holes to @ 3/8".
- ~ 50/50 won by Jasmine Trocchia.
- ~ Blue/white/white/blue: wiring colors on T-TRAK modules from front to back.
- ~ Red in front, yellow in back: Track color designation from front to back on T-TRAK modules.

**16. Adjournment:**

- ~ Motion to adjourn carried.
- ~ Meeting adjourned at 2:50 PM.

Respectfully submitted,  
Jeff Stone, Clerk, Division 1.

## Membership Report

Welcome Bill Auman as the latest new member, giving us a total of 80 Div. 1 members! And why not, our division has so much to offer. Are you part of the T-TRAK activity? At the last meeting (January), we had a hands-on-clinic and the materials were free thanks to the work of the Module Committee!

On my module I carefully drilled the leveling holes just a little larger and finished the construction of my second module at home. Wonder what we will be doing in February??? Or, I guess I should ask: I wonder what we did since this report will be after February's event.

Bill, you are cordially invited, as all members are, to consider participating in an op session on the LS&MJ. Just send me an email (jpeters711@yahoo.com) and I'll give you the details on the next op session. Even if you do not operate, you are welcome to visit and view the layout during the op session. Coffee & snacks can be found in the crew lounge!

Anyone know Stanley McNeel? Why not reach out to him and see if we can help him re-energize his enthusiasm in our great hobby? Maybe suggest that he contacts me, even if he is not a member, I'd love to have him over for an op session!

Finally, URGENT! Do you have any photos we could use on our promotional display? Please pass them to me at the meeting or send them through the mail if you prefer. Thanks.

Jim Peters  
Membership Chair

## Module Report

Bob Ashley, Jr., and Lloyd Horst are working on assembling the Rolling Command Stations. The next item on the list once these are completed, is constructing the power buses and the Loconet cables that connect to the modules.

As you complete the planning of your module and know what the scenery will be, please let Bruce or Lloyd know the following to enable planning for train show layouts. Please provide the following information:

- **Scale**
- **Single or Double. If you have more than one module, do they need to be set up together as a continuous scene?**
- **Does your module need to be connected with another person's module? If so, include their name.**
- **Number of modules you have in each size.**
- **Theme of each module or set of modules.**
- **Your contact information: phone, address and email.**

In April, we want to test connecting the modules together. At the September meeting, for HO and N scale we want to connect a few modules together, and to the RCS and run trains.

Lloyd Horst  
Module Chair

## Achievement Program Report

To continue the theme from last month on thinking and planning your T-TRAK module, let's consider the Structure Certificate.

To obtain the Structure Certificate, you need to construct twelve scale structures.

What is a structure? It is just about anything on the layout that is man-made and does not fit into one of the other Master Builder categories. Some examples that you could build to earn this certificate: buildings (all kinds), factories, bridges (all kinds), signal towers, oil derricks, docks, power line towers, cranes (stationary or mobile), ships, etc.

Consider a park, there could be a pool house and swimming pool, a separate restroom building, a pavilion, a pedestrian bridge or two, a bridge for cars, ball field with light towers, a press box, bleachers and a concession stand. If an event is being held there may be food vendor trailers, trailers for displaying products for sale, a bandstand with performers, etc.

There must be at least six different types of structures. For example, a wood station and a brick station would be two different types. A wood frame station from Kansas and a wood frame station from California, would probably not.

One of the six types must be a bridge or trestle. It doesn't have to be big enough to span the Grand Canyon, just that it is appropriate and will carry the load that it has to carry. It does not have to be a railroad bridge or even on the layout. An over pass for cars, or a foot bridge would qualify.

At least six of the models must be scratch built. The remaining six, if not scratch built, must be super detailed with scratch built or commercial parts (for extra points).

There are all sorts of ways to add details to structures. Look at the structures you see every day. Exterior lights, signs, ladders, electrical fixtures, window details, roof details, interior details, etc.

One way to save money, and increase your scratch building score, is to buy one particular commercial detail part, and use it as a model to make the rest yourself.

You must earn a score of at least 87 1/2 points on six of the twelve models in either an NMRA sponsored contest or in AP Merit Award judging.

Note that only six of the twelve models must earn 87 1/2 points. They don't even half to be judged!! They do all have to be described on the Statement of Qualification (SOQ).

So, how many structures will you have on your module? Make them all count toward your Structure Certificate!!

Lloyd Horst  
AP Chair

# NMRA MCR Division 1 Scenery Clinic

By Matt Woods

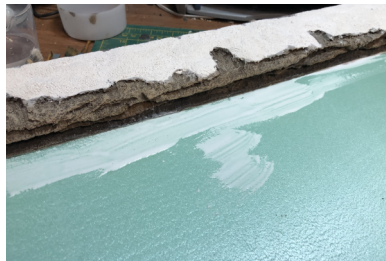
## Introduction

A critical step in the development of the new module layout is the scenic of the individual modules. The challenge will be to allow each modeler to include those elements that interest them while maintaining the appearance of a cohesive whole. The greater the uniformity in quality and appearance between the individual modules, the better. Using standardized colors and materials will enhance the overall appearance of the layout. This article will touch on some of these considerations and cover the information that will be presented in the scenery clinic.

Scenery, although the most artistic aspect of model railroading, can be broken down to a series of simple and reliable steps. Having a plan and accumulating all the necessary materials will make the process more predictable.

We can approach scenic of the modules as the following steps:

- 1) Establishing the scenery base and contours. This involves layers of extruded polystyrene foam. Lowe's offers 2' x 2' craft sheets of one inch green foam. One sheet should be enough material for two to four modules. The foam can be carved and shaped to the desired scenery contours. Take into consideration having smooth transitions from one module to the next. Those with multiple modules can maintain consistent terrain and theme between their adjacent modules. The foam can be secured to the wooden diorama base with either foam compatible liquid nails or wood or tacky glue. Ideally, it should be weighted until dry. It is not absolutely necessary to build up the scenery contours with foam, but having vertical elevation adds interest. A typical approach is to have the scenery rising above the track level from front to back with the majority of the scenic elements above track level.
- 2) The next step in the scenery process is the blending of scenic layers and creating smooth and realistic transitions. This can be accomplished with Sculptamold, DAS Air Dry Clay, or CelluClay.



One inch green foam serves as the base for Matt's module. Blue or pink foam will work as well.

The material used will dictate the drying time and sculptability. My preference is DAS Clay. It can be spread and smoothed with a wet finger, then textured with a cut off China bristle brush. Sculpting tools can be used to create rock work. The drying time for all of the above products is about 24 hours, possibly more for Sculptamold. Everything should be completely dry before moving onto painting the ground work.

- 3) The third step in our scenery process is painting the base ground work with earth toned paint. I prefer a base of raw umber craft or artist acrylic. You can build up to a lighter color, but the raw umber creates a depth and weight to the scenery. Other earth colors can be stippled or dry brushed on.



- 4) If any rock work has been carved or rock castings used, they should be colored at this time. Dry brushing of tan, light gray, burnt or raw sienna will create realistic rock coloration. A dilute black wash can be used to bring out the rock detail. Additional dry brushing can be used to highlight the hard edges. The rock work doesn't need to be perfect. Subsequent steps of adding foliage will help disguise transitions.
- 5) The next step is to determine the location of any structures. For rural scenery, structures will be minimal. The key is to avoid overcrowding of the relatively small T-TRAK modules. One focal element or vignette is probably sufficient. A farm scene, a couple of small retail buildings, a gas station, or a farm market would all compliment a rural scene. Due to the short length of the modules, industrial sidings with major industrial buildings will be hard to execute well. Keep it simple and be disciplined in your choices. All structures should have a flat base to set them on. This may involve attaching a piece of 1/4 inch foam core and blending in the edges with additional clay or Sculptamold. All structures should be planted in the scenery and be permanent parts of the module.
- 6) Scenic features, such as roads, culverts, and ditches can be incorporated as part of the basic ground work. Quarter inch foam core attached to

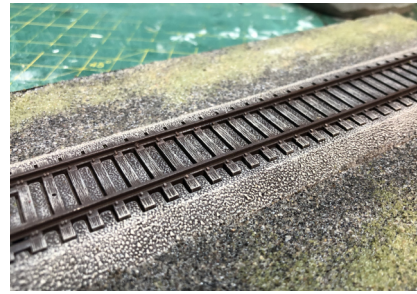
Muted colors are used to hide the foam and sculpting clay. A wash of black will bring out rock details.



Number 2 sits quietly as laborers contemplate the task ahead. The focal point of this scene is a small weathered trackside platform.

## Painting and Weathering the Track

One of the challenges in using the KATO Unitrack will be disguising its appearance and improving the realism. Some modelers may be reluctant to do anything that they



KATO Unitrack with the rail painted and the ties and roadbed dry brushed. Rust-Oleum earth brown camouflage has been sprayed on the rails.

think might affect operation and performance, but once the railheads are cleaned, there should be no operational problems. The Unitrack has a very uniform and plastic appearance which, if left unweathered, will detract from quality scenery.

I would suggest

after the track is mounted and wired, and after the basic scenery contours are created, the Unitrack can be spray painted with a light coating of Rust-Oleum camouflage dark brown. This color imparts a realistic rust tone to the rail. Once dry, both the plastic simulated ballast roadbed can be dry brushed with a light gray, along with the plastic ties. This simple step alone will greatly improve the appearance of the track. Oil stains or cinders can be simulated with weathering powders streaked down the middle of the ties. Once dry, the rail heads can be cleaned off with a Bright Boy track eraser. The ground cover can be brought up to the edge of the plastic roadbed to disguise the transition. Some modelers may want to reduce the height and steepness of the molded roadbed by bringing air dry clay up the sides and texturing it with a cut off China bristle brush. Lining both sides of the roadbed with cinder ballast will also improve the transition and be appropriate for steam era modeling. One can of Rust-Oleum paint would be more than adequate for painting the track on all the Division modules, both N and HO. I have done some test pieces and the effect was convincing.

the scenic base and blended with DAS Clay makes a good country road.

- 7) The final part of the basic scenery is applying ground cover. Before sprinkling anything on your module, you should clearly define your season and color palette. The more consensus that can be established between the group and adjacent modules, the better. Go for muted colors and build texture through layers.

A base of Woodland Scenics mixed turf is a good mutual starting point. From there, you can essentially model any season. Err on the muted side, even for spring and summer.

Accumulate any tufts, underbrush, and trees you might need before you start the scenery. Don't just use whatever you have in stock, if it doesn't fit into your plan and vision. Scenery materials can be obtained very quickly from Scenic Express or other online sources. Follow the three layer approach of a dried grass layer, a brownish underbrush or middle layer, and a tree layer, using SuperTree materials. A tree line or hedge row can create a natural backdrop and disguise the border between modules.



Ground cover begins to bring life to the scene. Tufts are available in many varieties.

SuperTree material adds another scenic layer. Note the muted colors.



## Conclusion

As previously mentioned, the challenge with any club or modular layout is allowing for individual freedom and creativity while establishing certain standards and achieving some uniformity. There are many approaches to scenery and a huge array of quality products available. The information to be presented in the scenery clinic will serve as a framework and suggestions for achieving a realistic module. The information provided should not be dogmatically followed, but is one approach to the challenge of quality model scenery. Due to drying time and the need for planning and adequate supplies, it will be challenging to have a hands-on clinic, but we will see how it goes. Everyone should have a good idea of what they would like on their module and drawing a basic sketch ahead of time will help with the planning.

# T-TRAK Experience

By Jim Peters

I am a novice working on T-TRAK and am learning by making mistakes! Although my experience comes from working on N-scale T-TRAK modules, it might also be helpful to HO modelers. Painting is routine but I am adding a harness to the wiring.

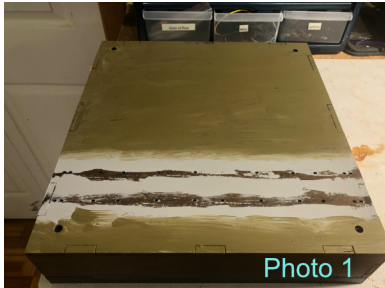


Photo 1

## Painting:

I protected both my Ukrainian birch from CMR and MDF modules by coating them with polyurethane. After curing a few days, I applied gray where the roadbed will go, a brackish brown-green mix where I envision my scenery, and finally and I think most importantly a flat black to the fascia. (photo 1)

## Laying Track:

Using #4 screws was suggested for both HO & N scales. In photo 2 you can see how the tab for the screw was damaged trying to screw the #4 in.

Clearly, the #4 is too large for N scale. Use

a smaller screw (left side of photo 2). Maybe someone in the division can tell what size I used. I found them in my miscellaneous hardware drawer. To the best of my knowledge, the local home improvement does not handle anything smaller than the #4.

## Wiring:

I have the Kato Terminal UniJoiners (24-818, Photo 2).

You should have received two packets with your free module. Otherwise, I purchased additional packets from

Powerwerx. Remove the rail joiners embedded in the plastic clips between the longer and shorter section for your module using the handy and easy to use tool Kato provides.

Now, replace them with the Terminal UniJoiner. You will

need to drill an additional hole under the track through the module top. Note you can press the wires into the bottom



Photo 3

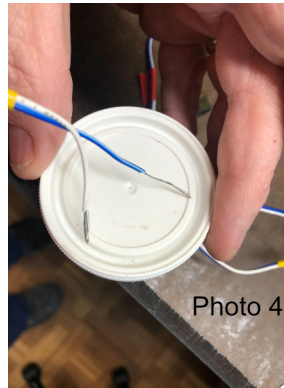


Photo 4



Photo 5



Photo 6

of the plastic rail joiner clip. Be sure to give it enough room so the electricians tape does not interfere with pushing down the track. Don't forget: BW – WB for the feeders. Now, I cut the wire in half as suggested by Josh Murrah. <https://youtu.be/4RIA1acD0bc> (If you are reading a hardcopy of the PF, you will need to do a search under YouTube:

T-TRAK Wiring). Next, strip off enough insulation to be able to double its thickness by folding it in half, since the small connector is still too large even when crimped (photo 4). Slide it in and crimp. Now, insert the crimp hump side up into the Power Pole connector with the hood side up (photo 5). You will need a small screw driver to push the connector until it clicks. Powerwerx actually sells a tool for this job for you tool collectors. Not clicking? Remember, for this to work both the convex side up on the connector and the hood up on the Power Pole connector.

## Reasoning for wiring change:

Why add the connectors to prepare for the harness? See the little cut out in back, it is made to fit a Chassis Mount (photo 6), the tiny plastic connector box and will keep the wires flush on the back of your module (cool and practical imho), eliminating the chance of snagging your wires during transport. You will need to build the harness and I will explain that next time or watch the video. By the way, since I ran out of Power Pole

connectors, I ordered more (my first calculations as to the number were wrong) and they are fast. If you chose to build a harness, you will need: (2) 1327 red connectors, (2) 1327 G16 yellow, (4) 1327 G6 Black. They deliver fast: Ordered Monday night and will arrive Friday. Hope this helped.

# THIS MONTH'S MEETING

Sunday, March 19, 2022  
Portland Locomotive Works  
7600 South Range Road  
Salem, Ohio 44460

Enter through the double doors on the west side of the building.  
Bring your scenery supplies (see page 1). The Division will have a  
limited supply of scenery materials.

2 PM

11<sup>th</sup> Year



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Northwestern Oregon Circa 1912 — HO and HO<sub>n</sub>3



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Jim Peters  
Interested in operation send email:  
jpeters711@yahoo.com

# T-TRAK Resources

by Lloyd Horst

*Editor's note: At the Division meeting in February there was much discussion and confusion about Kato Unitrack and how it works with the T-TRAK modules. All T-TRAK modules use Kato Unitrack sections which eliminates the need to cut track. Just snap together and secure to the module. Kato switches also fit in with no cutting. The following will help clear up any questions one may have on which track to use. When reading the below information, please refer to the Kato HO Unitrack guide on pp. 9-10 and the Kato N Unitrack guide on page 11-12..*

## **N SCALE DOUBLE NO SWITCH:**

- 620 mm for **each** RED LINE and YELLOW LINE, #2 OF 20-000 (248 mm) and #1 of 20-020 (124 mm)
- Total track needed: #4 20-000 and #2 20-020

## **N SCALE DOUBLE WITH SWITCH:**

- RED LINE: 620 mm of track - #2 OF 20-000 (248 mm) and #1 of 20-020 (124 mm)
- YELLOW LINE: #2 OF 20-020 (124 mm), #1 OF 20-010 (186 mm), #1 OF 20-202 OR 20-203 SWITCH (#6)

## **HO DOUBLE NO SWITCH:**

- 1221 mm for **each** RED LINE and YELLOW LINE, #1 of 2-120 (114mm), #1 of 2-140 (123 mm), #1 of 2-150 (246 mm), #2 of 2-180 (369 mm)
- Total track needed: #2 of 2-120 (114mm), #2 of 2-140 (123 mm), #2 of 2-150 (246 mm), #4 of 2-180 (369 mm)

## **HO DOUBLE WITH SWITCH:**

- RED LINE: 1221 mm of track - #1 of 2-120 (114mm), #1 of 2-140 (123 mm), #1 of 2-150 (246 mm), #2 of 2-180 (369 mm)

The #6 switch is 343 mm and comes with one 2-193 (149mm) and one curve 2-190 34 1/8" radius piece. That makes the switch the length of a single module. The information below assumes that the switch comes with a 2-193 (149 mm). Otherwise that will need to be purchased.

- YELLOW LINE: # 1 of 2-140 (123 mm), #2 of 2-180 (369 mm), #1 of 2-150 (246 mm), #1 of 2-120 (114 mm) and #1 of 2-860, 2-861, 2-860, OR 2-863 MANUAL OR POWERED #6 SWITCH

Hope this helps.

Also if you go to Fifer Hobby Shop website, he has articles/videos on how to cut Kato track. He used Kato track on his whole layout.

<https://www.fiferhobby.com>

then click on Resources

then click on How To:

then to Track heading

Several videos and articles on how to cut Kato track

[How to make your own lengths of Kato Unitrack](#)

[How To Make Kato Unitrack Curves Using Multiple Sizes](#)

[How to make your own Kato Unitrack Feeder Joiners](#)

[How to make N Scale Kato Unitrack Flex Track Video](#)

[How to make your Kato Turnouts operate smoothly Video](#)

[How to Wire a KATO Turnout Switch using a Toggle by DJ's Trains Video](#)



# Kato HO Unitrack

## UNITRACK



- The Unijoiner reliably and securely connects track sections together time after time, minimizes the potential of frustrating breaks in the rail and derailments.
- Code 83 Nickel Silver Rail is used for optimal model performance.



### 22-014

#### KATO Power Pack

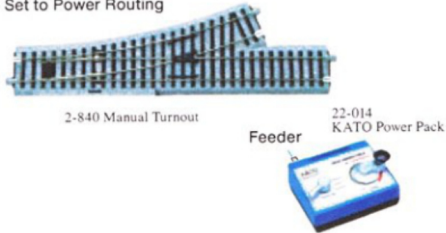
- Kato Power Pack provides Analog DC power with simplified wiring connections to the "Feeder Track" using a unique keyed plug/socket system. The Kato Power Pack also provides simple connection to the Kato Turnout Control Switches (#24-840). By utilizing the Kato Turnout Control Switches for your remote turnout, you enhance your train operation for both DC and DCC operation.
- 12V DC, 1Amp Output. Reset Switch equipped for protection from short circuit damage. Adapter Cord to connect with other brand's track included.

**UNITRACK Turnouts meet your operation needs for both Analog DC and DCC (Digital Command Control) environments.**

#### Analog DC & Manual Turnout

This setting is ideal for controlling a train you desire, while parking other trains on the siding under a KATO Power Pack environment.

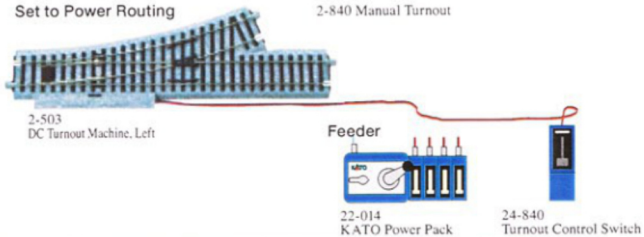
##### Set to Power Routing



#### Analog DC & Remote Turnout

This setting is ideal for controlling the switch from a switch controller, like a "real" dispatcher, under an analog KATO Power Pack environment. An optional Turnout Control Switch (24-840) and a DC Turnout Machine (2-503) is required.

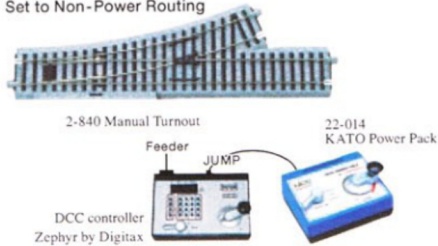
##### Set to Power Routing



#### DCC & Manual Turnout

This setting is ideal for controlling multiple trains at the same time under a DCC Digitrax "Zephyr" environment with a KATO Power Pack connected to "Zephyr" JUMP Port as the second control source.

##### Set to Non-Power Routing



#### DCC & Remote Turnout

(a) With DC Turnout Machine (2-503): This setting is ideal for two-train operation on the same track with controlling the switch from a switch controller, be a "real" engineer and dispatcher, under a DCC Digitrax "Zephyr" environment with a KATO Power Pack connected to "Zephyr" JUMP Port as the second control source.

##### Set to Non-Power Routing



(b) With DCC Turnout Machine (sold by Digitrax): This setting is ideal for two-train operation on the same track with modern remote control of your switches under a DCC Digitrax "Zephyr" environment with a KATO Power Pack connected to "Zephyr" JUMP Port as the second control source.

##### Set to Non-Power Routing



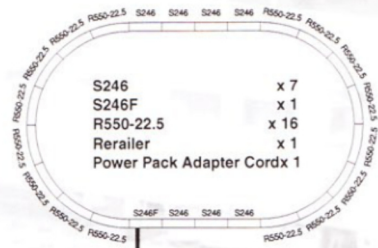
- **Power Routing** comes factory set on a Kato turnout to allow electricity to go only to the route the turnout is thrown for and not the other route. Power Routing under DC (12VDC Power Pack) environment is ideal for controlling a train you desire, while parking other trains on the siding.
- **Non-Power Routing** is ideal for controlling multiple trains at the same time under a DCC environment. By selecting Non-Power Routing on a Kato turnout, it allows electricity to go to both routes regardless of the direction of the turnout position.



### 3-102

#### HO Basic Unitrack Set

This basic starter set builds an approximate 6'11" x 3'10" oval layout. Use the HO Track set as packaged for the simplest of operations, or combine it with additional Unitrack sections and turnouts to create a larger and more elaborate layout.



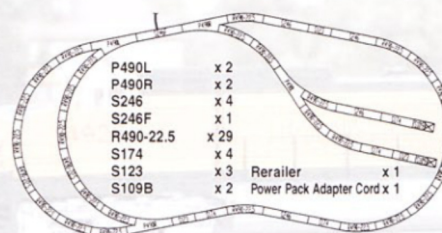
Layout Size: 6'11" x 3'10"



### 3-103

#### HO Unitrack WGH Plan Set

Contains all of the track needed to fully build the 4' x 8' layout, recommended as the best layout plan in the World's Greatest Hobby video, "Building Your First Layout." Turnouts are selectable for Power Routing with DC operation and for Non-Power Routing with DCC operation.



Layout Size: 4' x 8'

# Kato HO Scale Unitrack, page 2

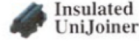
## UNITRACK

Variation and Configuration



### UniJoiner

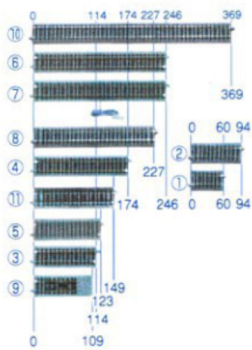
The feature of UniJoiner maximizes the tolerance of asperity on the surface of tables, shelves or floors. The UniJoiner maximizes the tolerance of selecting track pieces to meet your layout plan configurations.



### Insulated UniJoiner

A "block" is a section of track long enough to hold a complete train (minimum requirement) on the main line or short enough to hold just a locomotive on a siding in a yard. This makes it ideal for additional operations and controls under DCC (Digital Command Control) and which also allows for more advanced train detection.

## Straight Track

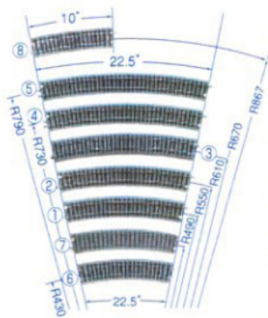


Bumper Track

90° Crossing

- 1 **2-105** 60mm (2 3/8") Straight Track (4ea.)
- 2 **2-111** 94mm (3 11/16") Straight Track (2ea.)
- 3 **2-120** 114mm (4 1/2") Straight Track (4ea.)
- 4 **2-130** 174mm (6 7/8") Straight Track (4ea.)
- 5 **2-140** 123mm (4 7/8") Straight Track (4ea.)
- 6 **2-150** 246mm (9 3/4") Straight Track (4ea.)
- 7 **2-151** 246mm (9 3/4") Feeder Track
- 8 **2-160** 227mm (8 15/16") Straight Track (2ea.)
- 9 **2-170** 109mm (4 1/4") Bumper Track (2ea.)
- 10 **2-180** 369mm (14 1/2") Straight Track (4ea.)
- 11 **2-193** 149mm (5 7/8") Straight Track (2ea.)
- 12 **2-401** 60mm (2 3/8") 90° Crossing

## Curve Track



- 1 **2-210** 550mm (21 5/8") Radius 22.5° Curve Track (4ea.)
- 2 **2-220** 610mm (24") Radius 22.5° Curve Track (4ea.)
- 3 **2-230** 670mm (26 3/8") Radius 22.5° Curve Track (4ea.)
- 4 **2-240** 730mm (28 3/4") Radius 22.5° Curve Track (4ea.)
- 5 **2-250** 790mm (31 1/8") Radius 22.5° Curve Track (4ea.)
- 6 **2-260** 430mm (16 7/8") Radius 22.5° Curve Track (4ea.)
- 7 **2-270** 490mm (19 1/4") Radius 22.5° Curve Track (4ea.)
- 8 **2-290** 867mm (34 1/8") Radius 10° Curve Track (2ea.)

## Turnouts & Turnout Machines



- 1 **2-840** Left Manual Turnout with 490mm (19 1/4") Radius Curve
- 2 **2-841** Right Manual Turnout with 490mm (19 1/4") Radius Curve
- 3 **2-862** #6 Left Manual Turnout with 867mm (34 1/8") Radius Curve
- 4 **2-863** #6 Right Manual Turnout with 867mm (34 1/8") Radius Curve
- 5 **2-503** DC Turnout Machine, Left For 2-840 & 2-862
- 6 **2-504** DC Turnout Machine, Right For 2-841 & 2-863

## Additional Components



### 2-502

#### Rerailer

The Rerailer is a guide that is placed on top of the track and allows you to easily guide your cars and locos onto the track.



### 24-039

#### Unitrack Ballast (200gram)

Ballast mixed to match Unitrack and used to ballast areas between tracks, and blend roadbed to surrounding scenery.



### 24-815

#### UniJoiner (20pcs.)

UniJoiner's (track connector) simple design provides reliable and secure connections between tracks.



### 24-816

#### Insulated UniJoiner (20pcs.)

Insulated UniJoiners are used for electrically separating sections "blocks" on your layout.



### 24-818

#### Terminal UniJoiners

Terminal UniJoiners are wired, and replace the Feeder Track. They make it easy to feed power to curves, between switches and areas you do not want to plan a small piece of straight track.



### 24-825

#### DC Extension Cord

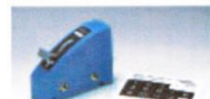
The DC Extension Cord is used to extend the wire distance between Power Pack and track power feeds. It plugs into the power cord from the power, and into the plug from the track power cord.



### 24-827

#### 3-Way Extension Cord

The 3-Way Extension Cord, simplifies wiring by allowing you to connect 3 items together to a power feed.



### 24-840

#### Turnout Control Switch

The Turnout Control Switch is used at the power pack location, to throw a turnout on the layout.



### 24-841

#### Turnout Extension Cord

The Turnout Extension Cord is used to extend the wire distance between the Turnout Control Switch and Turnout.



### 24-842

#### DC Converter for Turnout Control Switches

The DC Converter is connected to power supply's 18V AC Output and converts the AC to DC for use by the Turnout Switch Control.



### 24-843

#### Power Pack Adapter Cord

Connect Kato plugs to any power pack screw terminals

# Kato N Scale Unitrack

## Straight Track

0 62 124 186 248

**20-000** 248mm (9 3/4") Straight Track (4ea.)

**20-010** 186mm (7 5/16") Straight Track (4ea.)

**20-020** 124mm (4 7/8") Straight Track (4ea.)

**20-021** 124mm (4 7/8") Road Crossing

**20-400** 248mm (9 3/4") Single Track Straight Viaduct Track (2ea.)

**20-410** 186mm (7 5/16") Single Track Straight Viaduct Track (2ea.)

**20-420** 124mm (4 7/8") Single Track Straight Viaduct Track (2ea.)

124 186 248

**20-030** 64mm (2 1/2") Straight Track (2ea.)

**20-032** 64mm (2 1/2") Uncoupler Track

15°

**20-040** 62mm (2 7/16") Straight Track (4ea.)

**20-041** 62mm (2 7/16") Feeder Track

**20-045** 62mm (2 7/16") Snap Track Conversion Track (2ea.)

**20-440** 62mm (2 7/16") Single Track Straight Viaduct Track (2ea.)

0 62

**20-046** 62mm (2 7/16") Bumper Type A (2ea.)

**20-047** 62mm (2 7/16") Bumper Type B (2ea.)

**20-048** 50.5mm (2") Bumper Type C (2ea.)

0 45 62 95

78 ~ 108

**20-050** 78mm-108mm (3"- 4 1/4") Expansion Track

**20-091** 29mm (1 1/8") / 45.5mm (1 3/4") Straight Track Assortment (2ea.)

0 29 45.5

Bumper Type A

Bumper Type B

Bumper Type C

## Turnouts and Crossings

0 186

**20-202** #6 Left Turnout with 718mm (28 1/4") Radius Curve

**20-203** #6 Right Turnout with 718mm (28 1/4") Radius Curve

248 310

**20-220** #4 Left Turnout with 481mm (19") Radius Curve

**20-221** #4 Right Turnout with 481mm (19") Radius Curve

**20-210** 310mm (12 3/16") Double Crossover Turnout

248 310

124

**20-300** 186mm (7 5/16") Left Hand 15° Crossing

**20-301** 186mm (7 5/16") Right Hand 15° Crossing

**20-320** 124mm (4 7/8") 90° Crossing

0 124 0 124

0 186

## Bridges

**20-430** 248mm (9 3/4") Single Track Truss Bridge, Red

**20-431** 248mm (9 3/4") Single Track Truss Bridge, Green

**20-432** 248mm (9 3/4") Single Track Truss Bridge, Gray

**20-433** 248mm (9 3/4") Single Track Truss Bridge, Silver

**20-434** 248mm (9 3/4") Single Track Truss Bridge, Black

**20-435** 248mm (9 3/4") Double Track Truss Bridge, Green

**20-436** 248mm (9 3/4") Double Track Truss Bridge, Light Blue

**20-437** 248mm (9 3/4") Double Track Truss Bridge, Silver

**20-438** 248mm (9 3/4") Double Track Truss Bridge, Black

**20-450** 186mm (7 5/16") Single Track Plate Girder Bridge, Red

**20-451** 186mm (7 5/16") Single Track Plate Girder Bridge, Green

**20-452** 186mm (7 5/16") Single Track Plate Girder Bridge, Gray

**23-073** 186mm (7 5/16") Single Track Plate Girder Bridge, Silver

**20-454** 186mm (7 5/16") Single Track Plate Girder Bridge, Black

**20-460** 124mm (4 7/8") Deck Plate Girder Bridge, Red

**20-461** 124mm (4 7/8") Deck Plate Girder Bridge, Green

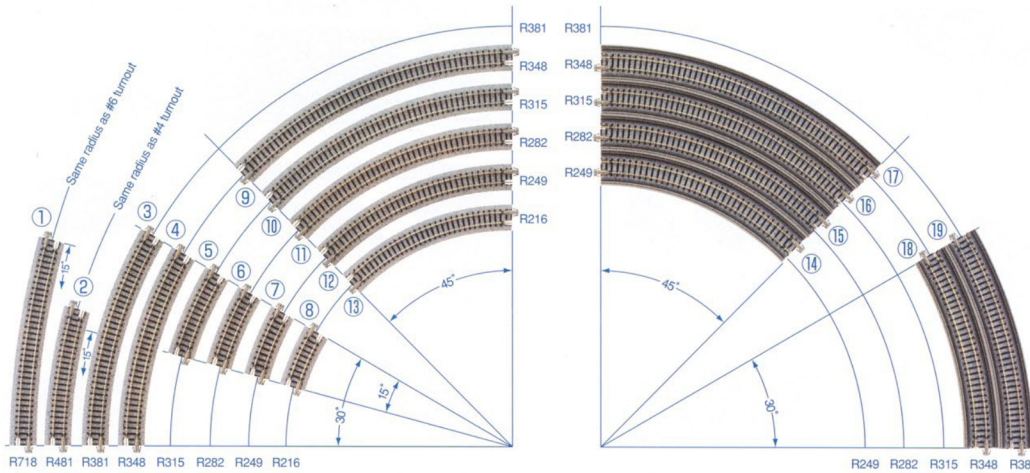
**20-462** 124mm (4 7/8") Deck Plate Girder Bridge, Gray

**20-464** 124mm (4 7/8") Deck Plate Girder Bridge, Black

Note: Piers, as pictured, are not included with Deck Plate Girder Bridge.

# Kato N Scale Unitrack, page 2

## Curved Track



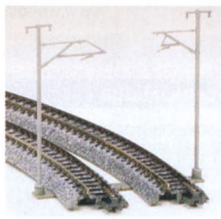
- 20-170** 216mm (8 1/2") Radius 45° Curve Track (4ea.)
- 20-171** 216mm (8 1/2") Radius 15° Curve Track (4ea.)
- 20-100** 249mm (9 3/4") Radius 45° Curve Track (4ea.)
- 20-101** 249mm (9 3/4") Radius 15° Curve Track (4ea.)
- 20-110** 282mm (11") Radius 45° Curve Track (4ea.)
- 20-111** 282mm (11") Radius 15° Curve Track (4ea.)
- 20-120** 315mm (12 3/8") Radius 45° Curve Track (4ea.)
- 20-121** 315mm (12 3/8") Radius 15° Curve Track (4ea.)
- 20-130** 348mm (13 3/4") Radius 30° Curve Track (4ea.)
- 20-132** 348mm (13 3/4") Radius 45° Curve Track (4ea.)

- 20-140** 381mm (15") Radius 30° Curve Track (4ea.)
- 20-150** 718mm (28 1/4") Radius 15° Curve Track (4ea.)
- 20-160** 481mm (19") Radius 15° Curve Track (4ea.)
- 20-505** 249mm (9 3/4") Radius 45° Single Track Viaduct Curve Track (2ea.)
- 20-510** 282mm (11") Radius 45° Single Track Viaduct Curve Track (2ea.)
- 20-520** 315mm (12 3/8") Radius 45° Single Track Viaduct Curve Track (2ea.)
- 20-530** 348mm (13 3/4") Radius 45° Single Track Viaduct Curve Track (2ea.)
- 20-531** 348mm (13 3/4") Radius 30° Single Track Viaduct Curve Track (2ea.)
- 20-540** 381mm (15") Radius 30° Single Track Viaduct Curve Track (2ea.)

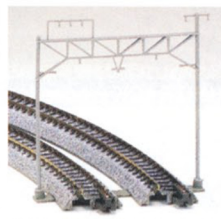
## Track Catenaries



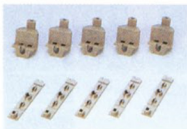
**23-057** \$7.98  
Catenary Poles, Double Track (rounded corners) (11ea.)



**23-059**  
Catenary Poles, Single Track (16ea.)



**23-060**  
Catenary Poles, Double Track (square corners) (8ea.)



**23-056**  
Catenary Pole Bases (for use with 23-057, 059, 060)

## Viaduct Piers



**23-015**  
15mm - 50mm (1/2" - 2") Single Track Incline Pier Set

**23-016**  
Gradual Single Track Incline Pier Set



**23-017**  
50mm (2") Single Track Pier Set (5ea.)



**23-047**  
50mm (2") Single Track Pier Set (5ea.)

## KATO Power Pack



**22-014**  
The Kato Power Pack provides Analog DC power with simplified wiring connections for our "feeder track" pieces. The Kato Power Pack also provides simple connections for the Kato Turnout Control switches (24-840). - 12V DC, 1A output. Adapter cord provided to connect to non-Kato track is included.

## NEW! Concrete Tie Double Track

- 20-004** 248mm (9 3/4") Concrete Tie Double Track Straight (2pc)
- 20-012** 186mm (7 5/16") Concrete Tie Double Track Straight (2pc)
- 20-023** 124mm (4 7/8") Concrete Tie Double Track Straight (2pc)
- 20-042** 62mm (2 7/16") Concrete Tie Double Track Straight (2pc)
- 20-043** 62mm (2 7/16") Concrete Tie Double Track Feeder (2pc)
- 20-181** 381mm/414mm Radius 45° (15" - 16 3/8") CT Double Track Superelevated Curve Track (2pc)
- 20-182** 381mm/414mm Radius 22.5° (15" - 16 3/8") CT Double Track Easement Curve Track Right and Left (2pc)

# Train Shows and Open Houses

## 29<sup>th</sup> Annual Midwest Narrow Gauge Show - March 16 - 18

7600 W. South Range Rd., Salem, OH 44460  
Admission \$20.00 - both days  
Show opens Friday at 12 Noon, Saturday opens 9:30 AM

## Div. 5 Railfest - Model RR Show - March 18

Lakeland Community College  
7700 Clocktower Dr., Kirtland, OH 44094  
Admission \$8.00 10 AM - 4 PM

## Div. 5 Railfest - Dinner - March 18

Painesville Railroad Museum  
475 Railroad St., Painesville, OH 44077  
Admission \$24.00 5:30 PM

## TCA - Spring Train Show - March 25

UAW Hall, 5615 Chevrolet Blvd., Parma 44130  
Admission \$6.00 10 AM - 3 PM

## Medina Train and Toy Show - April 2

Medina Fairgrounds, Medina, OH 44256  
Admission \$6.00 9 AM - 3 PM

## Youngstown Model Railroad Association Toy - Train Flea Market - April 2

Parish Center, 4490 Norquest Blvd., Austintown 44151  
Admission \$7.00 10 AM - 3:30 PM

## Iron and Steel Train Show and Expo - Apr. 15

National McKinley Memorial Museum  
40 N. Main St. (Rt. 46) Niles, OH  
Admission \$5.00 10 AM - 3 PM

## Cuyahoga Valley Terminal Model Railroad Club Open House - April 29

Northampton Road & W. Bath Rd., (behind Town Hall)  
Admission \$5.00 10 AM - 4 PM

## Rails to Pittsburgh MCR Regional Convention - May 4 - 7

Doubletree by Hilton,  
910 Sheraton Drive,  
Mars, PA 16046  
[www.RailsToPittsburgh.com](http://www.RailsToPittsburgh.com)

## Model Train Day & Flea Market - May 20

Painesville Railroad Museum  
475 Railroad St., Painesville, OH 44077  
Admission \$5.00 10 AM - 3 PM

## NE Ohio Large Scale Train Show - June 3

Warren SCOPE (YMCA)  
375 North Park Ave., Warren, OH 44481  
Admission \$5.00 10 AM - 4 PM

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The **Peddler Freight** is published each month September through November and January through June. Opinions expressed in this issue may not represent the opinions of the Peddler Freight Editor, Division 1, MCR or the NMRA.

