



# PRORAIL

## New Jersey 2026

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Ralph Heiss - LV  
Jim Hertzog - Reading  
Tony Koester - NKP  
Jim Leighty - CNY&NE  
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Ted Pamperin - C&O  
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**April 24-26, 2026**

### **The Layout Skinny . . .**

**Abeles Conrail Onondaga Cutoff** – Beautiful compact layout featuring modern operations of Conrail in 1994 on a double track CTC main line, with one small but busy yard for interchange and block forwarding. Expect lots of long and beautiful trains including night operations. Classic NYC searchlight signals and moderate switching in a moderately tight basement! *Switch lists/NCE, pleasant pace, radios required.*

**Olesen C&O Allegany Sub** – Busy heavy C&O freight action based out of Hinton in the 80's with every diesel the C&O every had during this exciting era. Moderate switching, one medium size yard with several auxiliary districts to keep you busy. Classic C&O signals, CTC control, moderately tight basement. *Car cards/waybills, NCE, pleasant pace.*

**Ramos New York Harbor** – Industrial switching at its finest, multiple yards featuring NY harbor float action to tight industrial districts, plus the famed NYC High Line to St. Johnsbury Terminal. Limited main line running, all in yard limits. *Car cards/waybills with timed release, NCE, as busy as you wish to make it.*

**Hertzog Reading Shamokin Division** – The Reading lives in this beautiful mid-1950's double track, track warrant controlled busy mainline of coal. Steam/diesel, some passenger traffic, lots of switching and one formidable grade with a helper district. Three busy yards with plenty of classification. *Radios essential, car cards/waybills, NCE. Medium/quick pace.*

**Reynolds PRR Altoona Div** – Everything you would expect from the massive four track PRR thru the mountains. CTC controlled, lots of passenger and heavy freight traffic in this transition era keystone gem. One large yard with heavy classification and a smaller one in Tyrone keep things moving up and down that famous hill with the Horseshoe curve, plus and helpers of course. . . oh excuse me, snappers in Pennsy speak. *Plenty of switching, radios required, car cards/waybills, Digitrax. Medium/quick pace.*

**Squier Pittsburg, Shawmut & Northern** – TT&TO set in 1923, all steam running a delightfully relaxed pace that allows you to enjoy the many gorgeous scratch built structures and equipment. One medium yard with two smaller terminals. Lots of switching and passenger service, uses one operator. *Car cards/waybills, NCE. Relaxed pace.*

**Pamperin C&O /Manns Creek** – Another tribute to the C&O, this time set in the early transition era and based at Hinton. Moderate switching, one medium size yard with many main line power changes. Classic C&O signals, partially CTC control, moderately tight basement. *Car cards/waybills, NCE, Pleasant pace.*

**Schmeider DL&W** – A brand new large layout featuring Port Morris with several branch lines, commuter and passenger traffic, set in the early transition era. One very large yard with lots of switching. *Card CTC on the main, TT&TO on the branch lines, NCE*

**Koester NKP St. Louis Division** – Well written about and photographed, this is flat land railroading at its finest. One very large classification yard with one smaller terminal, mid 1950's with lots of steam and early diesels. Only two passenger trains now, and only two locals but many road trains switch. *TT&TO w/two operators, car cards/waybills, NCE, medium pace.*

**Rogers Maine Central** – A new layout set in the 1925, it features extensive passenger and milk service of the New England countryside, along with freight and some narrow gauge operations pulled by steam. Two medium size yards and branch activity. *TT&TO with one operator, car cards/waybills, NCE. Pleasant pace.*

**Monat Delaware & Susquehanna** – Operationally complex modern era layout with multiple railroads running modern traffic, no passenger. CTC controlled and intense, particularly in the two large classification yards. *Car cards/waybills, NCE, radios required, moderately tight basement. Quick pace if you want it.*

**Leighty Central New York & New England** – A medium sized proto-freelanced HO layout loosely based on the Maybrook, NY area in the 1957-63 era, with operations centered around heavy industrial switching and transfer service along with some through freights and light passenger service. Six different yards handle traffic using a custom Excel based Switch Lists. *TT&TO, NCE radio DCC control with WiFi, relaxed slow pace.*

**Piccirillo Somerset County Traction** – Our only O scale offering, this fully-scenicked, heavy-electric and steam railroad features local switching across central New Jersey, with three yards, working car float, branch line, and narrow gauge quarry. Scratch built cars, motors and structure with working overhead wire. Booth orders via telephone system; all freights are locals, no schedules or paperwork to clog operations. *Booth Order/track warrant, NCE, relaxed pace.*

**Dziedzic New York Susquehanna & Western/ Lehigh & Hudson River** – Depicts the lines of both roads in rural, northwestern New Jersey during the transition era. Lots of foreign power appears in run-through service: CNJ, New Haven, O&W, L&NE, and PRR. Five live interchanges and a tower job distinguish the operation. You won't notice it has no classification yards! *TT&TO, Digitrax with WiFi, easy-going pace.*

**Heiss Lehigh Valley Terminal** – Another NYC/Hudson dock layout, this time featuring all switching on the Hudson River waterfront in Jersey City. All in yard limits, this layout has extensive car float operations along with dockside and industrial switching. *NCE, car cards, medium relaxed pace.*

**All of our layouts are in HO scale except for Piccirillo (O scale), and Rogers which runs some Hon3. Many of the layouts mention that you can bring your own throttles (WiFi), but rest assured you don't have to – the hosts have enough. They also mention the need for FRS radios, often with a headset or ear bud – if you have them, please bring them but again, most often the hosts will have enough spares. No need for a special 'rush' from Amazon. . . .**

**Given the traffic in the NJ/NY metropolitan region, carpooling is the smart way to go. Please see the layout description page for an estimate of the drive time to each session. We look forward to seeing you and thank you for coming to the Garden State.**