



# PEDDLER FREIGHT

Division 1 - MCR - NMRA



Volume No. 13 - Issue No.6  
March 2006

The Akron - Canton - Youngstown Division

Serving Carroll, Columbiana, Harrison, Mahoning, Portage, Stark,  
Summit, Trumbull, Tuscarawas and Wayne (Except Wooster) Counties

## Division 1 Officers

Super. - David Hazlett 330-434-4565  
Asst. Super -  
Treasurer - Bill Smith 330-644-1434

## Division 1 Appointees

Clerk -  
Editor - Bill Smith 330-644-1434

## Division 1 Volunteer Positions

Comm. Chest - Jack Miller 330-882-4872  
Web Page Coordinator -  
Christmas Dinner -  
Advertising -  
Achievement Program -  
Historian -

## Mid-Central Region

President - Howard Smith  
e-mail MCRPREZ@HQ.NMRA.ORG  
Trustee - Howard Smith  
e-mail MCRT@HQ.NMRA.ORG

## National Model Railroad Association

President - John Roberts  
email PRES@HQ.NMRA.ORG  
Vice President - Michael Brestel  
email VP@HQ.NMRA.ORG

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

## SUPERINTENDENT'S MESSAGE

I was pleased by the attendance at the February meeting. Last year the February meeting had only five members in attendance. I hope everyone had as much fun as I did at the meeting. The "Show and Tell" buildings were fantastic! My thanks to the members who brought. By the way, I believe that the "Show and Tell" program should more properly be called "Bring & Brag" as it is throughout the Region, so we shall call it "Bring & Brag".

Since the program/clinic at the February meeting was operating using switch lists, I thought that I would remind all of you that I have operating sessions at my place every third Monday of the month. You simply need to contact me to verify attendance.

The RAILFEST put on by Division 5 at Kirtland is on March 18 & 19. I will be there, not simply to support Division 5, but to enjoy the second of the BIG train shows in our area. (Berea being the other.)

We moved the meeting date for March from the 19<sup>th</sup> to the 27<sup>th</sup> to permit you to attend the show on Sunday as well as or in place of Saturday. Since the April meeting, at the Youngstown Model RR Club, is on the 4<sup>th</sup> Sunday also, the change in the date of the March meeting seemed reasonable.

As those of you who have seen my layout realize, I am not all that much interested in building models, weathering or scenery. I do those things, except for scenery so far, but they are not my main interest. I am into the electronics of DCC and I am into operation. On March 1<sup>st</sup> I was in Pennsylvania, NW of Pittsburgh, to operate on a model railroad. On February 25<sup>th</sup> I operated on a layout in Rittman along with one of the men from PA who was at the March 1<sup>st</sup> session.

Pittsburgh, to operate on a model railroad. On February 25<sup>th</sup> I operated on a layout in Rittman along with one of the men from PA who was at the March 1<sup>st</sup> session.

Operation of a model railroad is habit forming. What in our great hobby isn't? So feed your habit today with whatever part of our hobby has you hooked!

Your addicted (to model railroading) Super,

*David*

COME TO AN OPERATING SESSION

ALL SKILL LEVELS WELCOME

OPERATING SESSIONS EVERY THIRD  
MONDAY AT 7:30 PM

CONTACT: DAVID H HAZLETT

[dhazlett1@neo.rr.com](mailto:dhazlett1@neo.rr.com) 330-434-4565

March Destinations  
Sunday, February 26, 2:00 PM  
*Note Date Change*

Frank Williamson will host our March Meeting. We haven't been to Franks since February 2004. We are all looking forward to seeing his layout as many were impressed with what has been done and anticipate what Frank has added.

Frank is at 1895 Hines Hill Road, Hudson, OH. If you have a question on directions call Frank at 330-653-8207.

The following is a tentative meeting list:  
March 26 - (Date Change) Frank Williamson - Hudson  
April 23 - (Date Change) Youngstown MRRC  
May 21 - Donald Bonk - Louisville

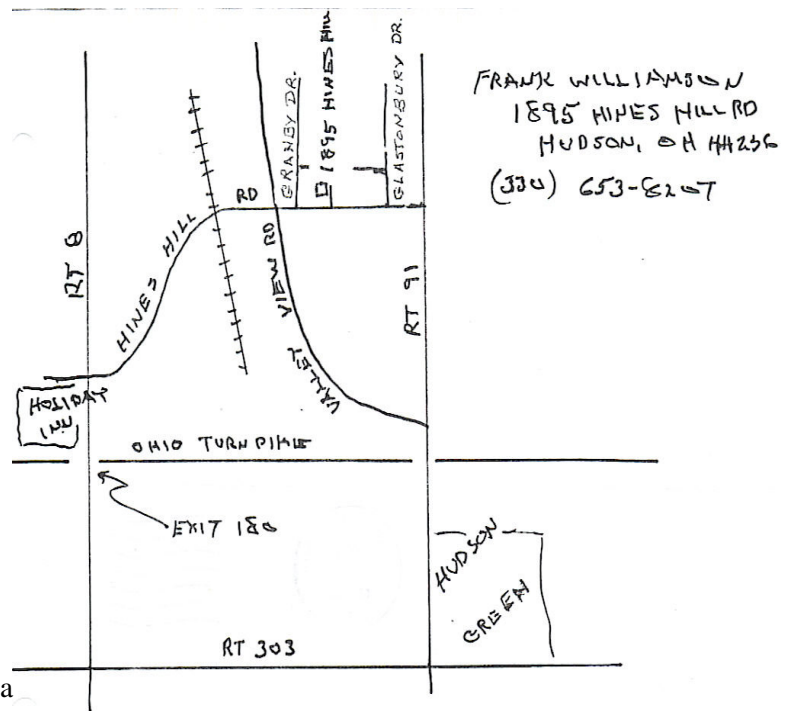
Visit our web site at:  
[www.trainweb.org/division-1-mcr-nmra/index.html](http://www.trainweb.org/division-1-mcr-nmra/index.html)

### Bring and Brag

This is NOT a contest. It is a sharing of your attempts and successes. Notice that I said attempts. It would be informative to see what DIDN'T work just as much as what DID!

#### LINEUP:

- March . . . . . Weathered Rolling Stock
- April . . . . . NO "Bring and Brag" due to being at Youngstown's Club
- May . . . . . Homemade Loads for a flat car or gondola

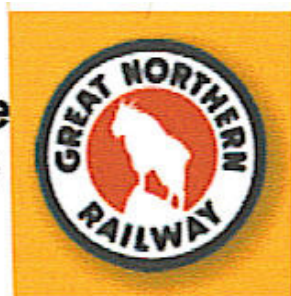


### UPCOMING ELECTION

In May we have our election for Superintendent, Assistant Superintendent and Treasurer. The Superintendent is required by the By-Laws to appoint and Elections Committee in February to secure candidates. Please make your willingness to serve on this committee known at the February meeting.

As you know, the Division has not had a Clerk since May 2005. A Clerk is needed as the Superintendent is having trouble running the business meeting and taking notes at the same time. The Clerk's position is appointed. Please volunteer.  
(Cont. on page 3)

Stephen Leslie  
Wooster, Ohio



The Superintendent does need an Assistant in case of inability to attend a meeting. Please remember this when being solicited to run for office.

The By-Laws require that all Officers of the Division are NMRA members in good standing.

## Long trains vs. Switching trains.

What is the obsession with long trains in the modeling sense?

Do we not try and model the trains in the aspect of how we view them. We all know that we cannot model the trains to exact scale length due to the limited room size. I have never been at a model layout where the owner had a room scaled to the size of layout he was trying to replicate in miniature.

And having a train 25 plus cars long and running on the majority of layouts I have seen, the engines are in one town, the Caboose is two towns away and the rest of the train is snaking its way through another town.

That's real prototypical!

Another problem is that we are viewing the trains, for all intents and purposes, from high on a hill, as the layout is set at 42" and the viewer is around 70". But when we rail fan we are not always high on a hill. We are trackside and our perspective is limited to our immediate and peripheral vision. This then limits how much we can see at any one time unless we move around. And then the trees and greenery can get in the way.

Should this not be the way when modeling? The operator should only be able to see a limited amount of his train. Scenery should be designed to limit the viewer to effectively scale immediate and peripheral vision.

If you are running a train up a hill and the track work is just attached to the walls and there is no scenery, then Yes you can see a lot of the train, but is this prototypical? I have not seen too many places that Mother Nature keeps the greenery away from the roadbed!

So why should the modeler?

Are we not striving for realism even though it is scale. Going with N scale makes the long trains much easier and the scenery can then make the train look small, as does Mother Nature. But that limits the amount of switching you can do.

Just because the real railroads have lost site of what makes the

money (customers) doesn't mean that the modeler has to forgo the local switcher, although a number have tried it. But they seem to be replacing/rebuilding their layouts, doing a different area but still the long train syndrome.

We have to get out of this roundy/round Lionel train set mentality. One thing about the younger generation, they didn't have the Lionel roundy/round set when they were just getting into trains so they may not have that set and watch it go round till they are dizzy.

A few have seen the light and have abandoned the long train thing for more local switching and had stated that they now know what model railroading is all about!

Just one persons view!

Bob Hartle (MCR Div 11)  
Reprinted with permission.ED

### Meeting Minutes Division 1, MCR, NMRA February 19,2006

The meeting was called to order by the Superintendent at 2:05 PM. There were 13 members in attendance. Minutes of the last meeting were approved with the following change: " The Presidents Report" should be changed to " The Superintendents Report".

The March meeting date and location were changed due to Rick Muir not being available and the Division 6 Railfest which is being held on March 18 - 19. (*See page 2 for March meeting location and date*).

Division 1 now has 97 members, we have lost 11 members. The Superintendent has been contacting new members and trying to contact those who have fallen off the monthly list from HQ.

Treasurers's Report was read and approved.

Nominating Committee volunteers were requested. Larry Olsen has volunteered to Chair the Nominating Committee. Two other members of Division 1 are required. Please contact the Super.

Nominations for Division Officers will be accepted in March. A short "bio" will appear in the April "Peddler Freight". The deadline for the April "Peddler Freight" is April 5. Nominations from the floor will be accepted at the April meeting and an "oral bio" will be given at that time. In the May "Peddler Freight" authorized ballots will

be inserted. These ballots may be sent to a designated member to hold for tabulation at the May meeting. No proxy ballots will be accepted.

The superintendent read a fictitious letter about Division 3 being dissolved due to the lack of involvement of members to run for Office. Which prompted "DON'T JUST BELONG - PARTICIPATE".

A motion was made to adjourn - Seconded and passed.

Respectfully  
Larry Olsen

**Bring and Brag** - had two participants.

Don Deakins, a new member, brought a diorama of a Fine Scale Miniatures mill weathered and detailed. He also displayed a pumping station that was on John Allen's G & D. It was salvaged from a scrap pile after the fire. On the beam "Jim Finley Pumping Station" was vaguely legible.

Chuck Boyer brought a kit bashed brewery with interior details, lights and other fine details were added.

---

David Hazlett then described his card order system of operating his railroad and then several members had the opportunity to operate on the railroad.

Others renewed old friendships and kabitzed with the operators.

(I got to run a train on the main, under the dispatchers orders and held the train at the East Switch at the G & S S yard, then dropped off cars there while the yard master put together another group of cars headed to Akron's D & H yard. Departed G & S S yard with a hold order from the dispatcher at Parrott Coal. (( I don't need to know why, but orders are orders)). Then the green came on so I high balled it with bells and whistles as I was late arriving at the D & H yard. Yard master there had me enter track 2 as the train was to be broken down for local delivery. Our crew was done for the day). Real Fun! **ED.**

---

## SPARKS

It has been years since I was first exposed to model railroading and like many of you it happened a long time ago. For me it was in 1951. It occurred over the holidays, and could only be enjoyed while taking space on my mother's dining room table. You know the scene.

The problem with this was that it interfered with various

holiday dinners while my father try as he might just could not carve a Turkey (or Capon, depending on your desire to ingest massive amounts of triptophan) which usually was followed by a long suffering sofa nap in front of the Detroit Lions on TV, trying to carve out a victory over whoever was offered up for sacrifice.

It became more evident with each meal, that carving a bird while reaching through the girders of a expansion bridge, over a gorgeous trout laden stream below, lined by boulders, sandstone & shale, would take a Herculean effort. An effort that no one in our family had ever attempted, and one that mother was not about to help with. I was not experienced, my father was not either, and mother was glad. You don't have to be a rocket scientist to figure out how long she put up with this charade. The memory is as vivid as yesterday.

What I do remember most were the effects of that first train set running on her dining room table. It was with me then, and is to this day. As years passed, I married, and had a son whom I introduced to model railroading. The son remains, the train lives on, the wife,....well you can't have everything.

Recently discovered was a photo of my son lying on the kitchen floor looking at his first train running in a circle on a pre-painted mat of scenery. Within a few days, a photo of that original Lionel Steam train from 1951 that I had as a 3 yr. old boy appeared showing me sitting on the floor gazing at its figure "8" operation. A photo I had not seen for 54 years. Does the old Harry Chapin song, "Cats in the Cradle" come to mind? I was mesmerized then as now, that not only had the hobby been passed on, it is alive and well with us to this day.

It is often written that this is, "The Worlds Greatest Hobby". A cliché of truth has never been more accurate. Where can a person go to enjoy his creativity with as much enthusiasm and involvement with his friends and family as here?

Published in the November issue of the Peddler Freight, was a comment that many of us, by virtue of our simple interests and questions, have spurred enthusiasm in others. I am one of those, and am also very excited by the lure of the things to come in this hobby.

The February meeting of Division #1, MCR brought evidence of this, never more clearly than 13 members attending, with two of those rendering dioramas of their special interests completed by extremely talented

(Cont on page 5)

modelers. The time flew with many questions in amazement as to what can be accomplished when a person puts in a little time & effort. The realism that was added to those dioramas is unbelievable and all of us were very impressed.

The meeting was aided by snacks, refreshments and two great demonstrations. It was one of the most interesting NMRA meetings I have ever attended.

In an attempt to inject enthusiasm and "Sparks" into this growing Division #1 of the Mid-Central Region of the NMRA, I wish to throw my hat into the ring for nomination as Assistant Superintendent of Div.#1 - MCR, NMRA. This division is quickly becoming a group of sincere talented people of diverse interests. I want to be part of that beyond simply being an observer.

Much has been written recently stating, "This is the best time in The History of Model Railroading to be involved in this hobby."

It's obvious, by virtue of our growing numbers, changes from within, and the overall excitement of our members!!! You don't want to miss out.

Count me in!

Ron Wigal aka "Sparky"

## Mountain State Express

Just a quick note on the Mountain State Express. I thought you may want to alert your readers to the following information.

The Mountain State Express convention mailer will be sent in the next few days to all MCR members. Nearly all convention details are also available on our website -

<http://www.mvrrc.org/msx2006/index.htm>

Tour details, banquet, hotel and a full convention registration from are available on line. We are also producing a special convention car following a prototype USRA hopper for the Morgantown & Kingwood Railroad. Artwork will be posted soon on our website. Members are welcome to take advantage of the on-line details to register for the event. I look forward to seeing many of you in Morgantown for the Mountain State Express.

Eric Hansmann  
Publicist, Clinic Coordinator and Asst. Chief Bottle Washer -  
Mountain State Express

## CAN'T SEEM TO FIND THE TIME

I have not met anyone connected with model railroading that didn't enjoy showing his or her layout to someone else. There is a sense of pride in what has been accomplished even as we all know "it's never done".

I have also been fortunate to meet many NMRA members who are subscribers to our "Peddler Freight" and the comradery, fellowship and willingness to share ideas or "how to's" has been exciting as well as helpful in order to advance in this great hobby.

With all the facets of knowledge that must exist in order to construct and operate a model railroad, it is difficult for me to understand why persons do not come forward to volunteer a few hours once a month to further the hobby we all share.

Are you too old? Too young? Too busy? What's your excuse? I have been Treasurer for 2 years and Editor for 6 years. But who will take my place? Will it be you? Why not? Oh, I see, too old, too young or too busy.

There are about 100 NMRA members in Division 1. Thirty-five (35) of those choose to subscribe to the "Peddler Freight". Where are all the others? Oh, I see, too old, too young or too busy!

Well my friend, you've read enough. I'm sure you get my point. Please contact our Superintendent and tell him you want to volunteer to be an Officer or fill a vacancy as a appointed position. Your Division needs your help!

Bill Smith  
Editor

Have you heard - - -

Middle age is when broadness of the mind and the narrowness of the waist change places.

Experience is a wonderful thing. It enables you to recognize a mistake when you make it again.

If you look like your passport picture . . . you probably need the trip.

A balanced diet is a cookie in each hand.

**PEDDLER FREIGHT**

2786 Mansard Lane  
Akron Oh 44312-5393  
Publication of Division 1  
The Akron Canton Youngstown Division  
Mid Central Region  
National Model Railroad Assoc. Inc

Looking Down The Track

<u>Date</u>	<u>Where</u>	<u>Clinic or Activity</u>
MAR 18-19	Railfest 2006-Division 6	Lakeland Community College, Kirkland, OH 10 am to 4 pm State Route 306 at I-90
<b>MAR 26</b>	Frank Williamson - Hudson	Meeting and View Layout
APR 2	Western Reserve Model RR Museum Open House	
<b>APR 23</b>	Youngstown Model RR Club	Make new friends, meeting and view layout
APR 27-30	Morgantown, WV	<b>Mountain State Express - 2006</b> MCR Convention
May 21	Donald Bonk, Louisville	Meeting and view layout
JUL 2-9	Philadelphia, PA	2006 NMRA National Convention