



PEDDLER FREIGHT

Divison 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 24 - Issue 7

April 2017

Superintendent's Bulletin



I would like to thank everyone who helped at the March Midwest Narrow Gauge Show in Greenford. Division 1 had a great presence, and the Module Group added a new dimension to the show. Three of our Division Members, Matt Woods, Don Bonk and Steve Zapytowski, gave clinics. And I'm very pleased to say we signed up a young man to a 6 month NMRA Railpass

membership through Division 1's sponsorship program. This individual didn't have to be asked twice if he wanted a throttle and spent time operating on the HO modules. A big thank you to Gary Kohler/Portland Locomotive Works for inviting Division 1 to be a part of this event.

It's with a heavy heart that I announce the passing of Gary Burdette, MMR and Superintendent of Division 9 of our Mid Central Region. Gary was a regular on the clinic circuit and modeled the C&O. He loved anything to do with trains and did much to promote this great hobby of model railroading. If you had the opportunity to be at one of Gary's clinics you got to see someone very special. RIP Gary, you will be greatly missed.

Lloyd Hurst and Matt Woods, our contest co-chairs, have put together an exciting list of contests for 2017-2018. They have some topics that may not have been tried before, so it will be fun to see what our members do with them. September 2017's topic is Hobo Camps. We all have a spot on our layouts that could use a Hobo Camp, so build your vision of one. A Hobo Camp can be pretty crude, so neatness does not count!! Do you have an Atlas Water Tower? That is January 2018's contest so you have time to acquire one at the next train show and show us your version. The April 2018 contest is a 2 square foot diorama. You can build this so it can be added to your layout, use it for a stand-alone display or a backdrop for photographing models. The diorama can also be used as a display to promote the hobby of Model Railroading. This should be a fun topic, and I'm looking forward to seeing your entries. (Ed. For a complete list of the 2017-18 contest topics, see page 8)

Our April event will be hosted by the Sebring Model Railroad Club in Sebring, Ohio. The Club is located in the former Pennsylvania Railroad Station next to the railroad tracks and houses a well done HO scale layout. There is an interesting story on the moving of this station across

the busy mainline tracks to its present location. With spring now officially here, please come enjoy the fellowship and watch a few trains.

All Aboard!!!

Jim DiPaola, Superintendent
NMRA, MCR, Division 1

Clinic Report

Thank you Steve Zapytowski for covering for me back in February while I was on vacation. In April at Sebring we will be seeing Larry Madson's clinic on "Converting the DC Layout to DCC." We need clinics for May and June. Thank you.

Jim Peters, Clinician Chair
NMRA, MCR, Division 1

Achievement Program

Just a reminder that I serve the division as the AP chair. If you have any questions, please contact me. Thanks

Jim Peters, AP Chair

2016 - 2017 Division 1 Meetings

April 23 - Sebring Model Railroad Club, Sebring
May 21 - Mike Bradley, Rootstown
June 18 - Larry Brown, Ravenna

Tales of a Shay: From Wreck to Reincarnation

Part 17: The Cab

Steve Zapytowski

I mentioned previously that I'd cover building the cab in the last installment, but after three separate starts on the cab



Figure 199: The window mullion, being butt soldered, didn't survive its placement in the two examples on the left. The cab side on the right had a more secure mullion, but precluded making a wooden cab side.

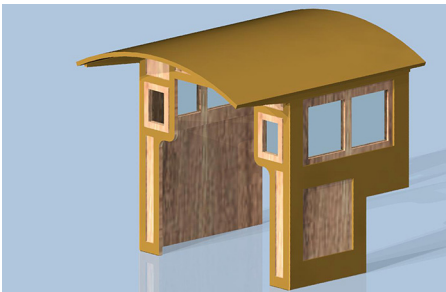


Figure 201: Here is a computer rendering of the assembled view the cab parts. During the process of making this rendering I decided to make the roof and cab rear from laser cut parts as well.

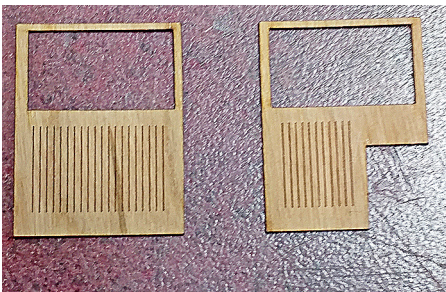


Figure 203: Shown are the two cab sides, cut from 0.024" thick cherry. The scribing for the inset wooden panel is a 3 scale inches apart and was only done on the portion that will show when placed behind the brass outer layer of the finished assemblies.



sides I decided to delay the cab construction until this episode. I'd originally wanted a wooden cab on my Shay #6, but discovered some construction issues that caused me to rethink my approach. I began by lapping layers of 0.010" thick brass as I'd done with the cab front. This worked reasonably well except for the window mullion. I attempted to butt solder the window mullion to the frame, but that didn't provide the strength needed to keep the mullion in place. The example on the right provided good strength, except the extra-long mullion would not have worked well with scribed brass to create a wooden inset panel. (Figure 199) After a solid day of frustration, I came up with the notion of making hybrid parts to create both cab sides. These hybrid parts combined brass and laser cut pieces to create my cab sides. (Figure 200) I needed some brass in the cab sides to allow soldering to the cab front and deck, and laser cut parts provided the detail required for completing the cab sides.

As I drew the CAD files needed for the cab sides it dawned on me that the roof and cab rear should be laser cut as well. (Figures 201 & 202) Illustrations 201/202 were created in Autodesk Inventor and aren't used for laser cutting. I use Inventor for 3D visualization and to check the fit of parts. As simple as these parts appear, I did discover a couple of errors as I joined them together. This is an important reason for using some sort of 3D visualization software when using a laser cutter to make parts for your models.

Normally, people laser cut wooden parts out of basswood, but I've used cherry for a couple of projects in the past. I appreciate the density of the grain in cherry which results in a very

Fig. 205: I've often used simple assembly fixtures during this project, most of which were intended for short run use only. This jig (left) was used to help hold corners square while soldering. It was reconfigured several times to adapt to the changing needs of assembly. Fig. 206: The joints were lapped on the rear side using 0.005 inch thick brass strips. Once soldered they were trimmed to length and filed smooth. This is another example of using sacrificial material mentioned in earlier installments.

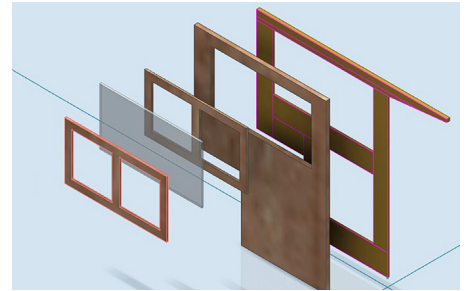


Figure 200: The hybrid part concept is illustrated here. The part at the rear is made from brass strips. The part in front of the brass is cut from 0.024" cherry, while the remaining parts are made from laserboard and Lexan.

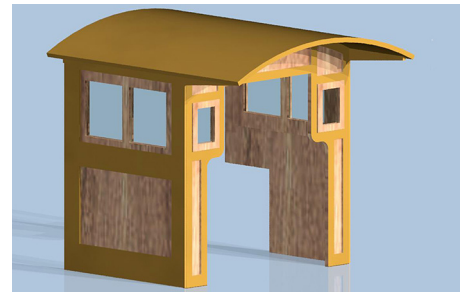


Figure 202: Though I hadn't thought of it originally, I decided to cut the opening in the roof for the hatch with the laser. The above illustration was made before I'd reached that conclusion.

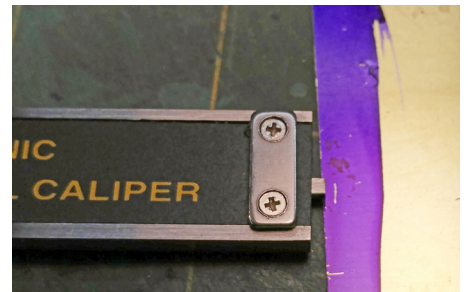


Figure 204: Early in this project I discovered the usefulness of my digital caliper as a marking tool. By setting the jaw opening to the desired width either end of the caliper can be used to mark a piece for shearing.



smooth surface on the finished part. If the part is to be stained, which is not the case for Shay #6, cherry takes stain much differently than basswood, and often results in a more handsome looking part. (Figure 203) The parts for the outer layer

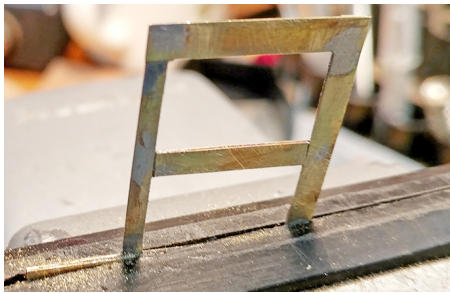


Figure 207: With the jaws of my vise as a guide I used a jeweler's file to taper both roof overhangs. With a little care they came out symmetrically.

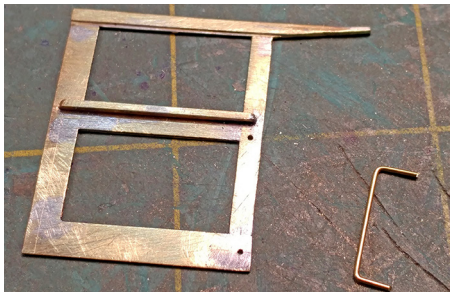


Figure 209: The holes for my grab irons were drilled with a #76 drill. Note: one leg of the grab iron is purposely longer than the other. It's much easier to insert one end of the grab iron first and then the other.

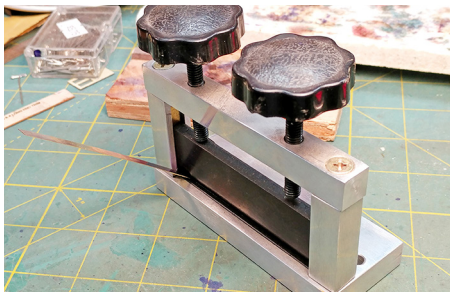


Figure 211: This small brake is suitable for making small parts. I recommend keeping the working piece hard up against the brake's side frame. This helps insure that your bends are perpendicular to the length of the part.



of the cab sides were cut from 0.010" brass sheet using my metal shear. As in previous installments I used my digital caliper for measuring and marking the width of the strip to be cut. (Figure 204)

The cab sides were assembled using a simple jig to help achieve square corners. I used a high temperature silver solder (96/4, 422° F) with Fry's Acid Based Flux on the outer cab sides. (Figure 205) The problem mentioned earlier with the mullion holds true for any butt soldered parts in thin brass. To keep the outside of the cab sides from self-destructing, I lapped all the joints on their backsides with 0.005" thick brass strips of equal width to those strip in the face. I used a conventional (60/40, 375°) solder and, again, Fry's Flux. As with the super detail parts used on the backhead in Part 16 of this series, it was best to tin both sides of the individual pieces before joining them together. (Figure 206)

The roof support on the cab sides is tapered, and I achieved this by clamping each side into my vise and using the jaws as a guide. (Figure 207) Once the taper was done I added a window sill to both sides and then cleaned up any excess solder. The sills were made from 1/32" square brass with their ends rounded by a file. The sills were soldered using Rickety Rails Detail Solder (293° F) and Fry's Flux.

The cab's grab irons came next. These were made from 0.020" brass rod and formed using my Grabhandler (Micro-Mark #84745) bending gauge. (Figure 209) Using a scrap of 0.024" basswood as a stand-off gauge I soldered the grab irons from the back of each side using Rickety Rails Detail Solder. Then I trimmed off the legs of the irons and smoothed them out so the

Figure 213: (left) Here the engine shroud has been soldered in place. This was done from the backside of the part and this left the front side of the part clean as you can see.

Figure 214: (right) Here both cab sides have been soldered to the cab front and deck. The space inside the cab was too small for my soldering iron so the solder joints between the sides and cab front had to be done on the outside. This meant excess solder had to be cleaned up after the fact.

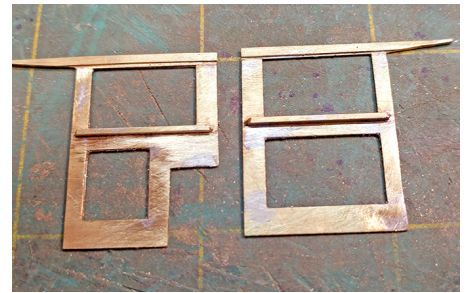


Figure 208: Here are the cleaned cab sides with their window sills attached.

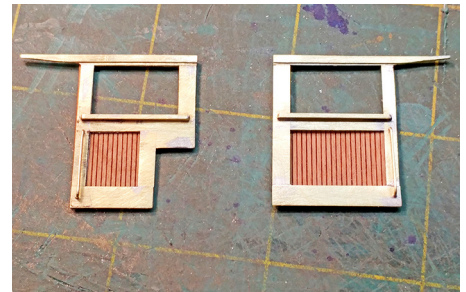


Figure 210: This shows a trial assembly of the brass and wooden cab sides. These could not be permanently attached now, as the sides still need to be soldered to the cab front and deck. The heat needed for soldering would damage the wooden parts.



Figure 212: A simple and temporary jig was used to hold the shroud and cab side for soldering. This was before flipping the cab side over and using four pushpins to guide the shroud. I applied light pressure with the point of a needle awl to hold it in place for soldering.



laser cut wood would fit flat against the back of the cab sides. (Figure 210)

A historical note: Portland Iron and Steel Works in Portland, Oregon made a geared locomotive that looked almost exactly like a Shay. This was the Willamette Locomotive, and they began making them in 1922 after Ephraim Shay's patent expired. The major difference between the two is that a Shay's engine shroud extends up to halfway into the cab while the Willamette's ends in front of the cab. Thus, my right cab side needed a shroud. I measured and cut a strip of 0.010" brass to the right width and then bent it 90° using my small bending brake. (Micro-Mark #16101 – Figure 211) This overly long piece was then soldered to the right cab side using Rickety Rails Detail Solder and Fry's Flux. (Figure 212) Once soldered in place, both ends of the shroud were trimmed to length and then smoothed with a jeweler's file. (Figure 213)

I held the body of the boiler and the brass cab sides together using pushpins to hold everything together. The sides stayed in place more easily than I'd imagined because all the parts involved were square. I soldered both sides to the boiler assembly with Rickety Rails LowMelt Solder (158° F) and, once again, Fry's Flux. (Figure 214)

Next I rolled the cab roof to a radius matching the curves on the cab front and rear parts. As mentioned earlier the roof was a laser cut part made from 0.024" laserboard. I had to laser cut an opening for the hatch through the roof. There are two ridges on the roof and their locations were laser etched into the top side of the roof. (Figures 215 & 216) The laser cut cab sides were now glued to the brass cab sides using the same epoxy (PC Products 70147-2 PC-Clear Epoxy) used in part 16 of this series. The Lexan windows will not be attached until after all these parts are painted. A trial assembly is shown in Figure 217. Next month I hope to complete the tender body which should bring me to the point of painting and finishing my new Shay #6. **To be continued...**

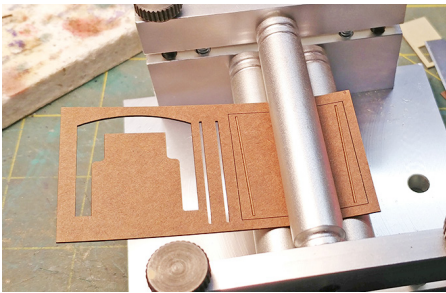


Figure 215: I left my roof in its carrier sheet during rolling. This helped even out the roof's curve at the beginning and end of each pass. As you can see all the other parts were removed from the carrier sheet before rolling.



Figure 216: Here is the roof assembly. The hatch (Precision Scale Company #HO-3234) was glued in place using CA glue from the underside of the roof. The ridges were also glued into their etched locations using the same adhesive.

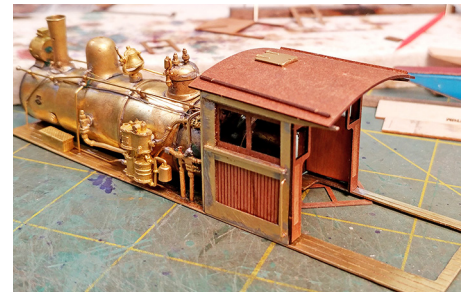


Figure 217: This is a trial assembly of the cab. The roof and cab rear are still loose as I will need access into the cab until very late in the build.

Membership Report - March 2017

101 members

PEDDLER FREIGHT SUBSCRIPTION FORM

Division 1 has moved to email publishing of the Peddler Freight. There is no cost for the email Peddler Freight. However, if you want to receive the Peddler Freight by regular mail, Division 1 requests that you subscribe in order to support the cost of printing and mailing. Under current rules, you will NOT be denied a copy of the Peddler Freight if you do not subscribe, but your support for Division 1 would be appreciated.

SUBSCRIPTION COST: \$20 for the publishing year September, 2016 through June, 2017.

Make checks payable to: Division 1 - MCR - NMRA

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N SCALE NEWS

HO pulpwood flatcars are available for those HO modelers who have been following the monthly articles on [“Why Not A Pulp and Paper Mill.”](#) According to the April 2017 MR magazine Athearn is offering 40’ pulpwood flatcars in six different road names. So pick up a few for your pulp mill.

Grandma Link’s Bean Soup Dinner was available for those N-TRAK modelers that showed up to work on modules March 4. This soup includes beans in ham broth to which you could add noodles and sour potato salad to suit your taste. During this work session we concentrated on the Sleeping Woman Mountain/Yard complex. Trains operated well over this 12’ by 5’ set of N-TRAK 7 modules at *Sir Troy’s Toys* display last December, but setup remained difficult. Prior to the Midwest Narrow Gauge Show this set of 7 N-TRAK modules that make up one end of our “PIT” and the in “PIT” yard were reworked to simplify assemble and the time needed to accomplish it. The ACY N-TRAK Module manual was rewritten with new assembly instructions. The vinyl background scenery photos in front of the yard were heat damaged by trailer storage. The damaged sky sections were trimmed away from forest portions of the background photos. Blue paint was used to replace removed sky portions of the background. Some wiring and track issues traced were also addressed.

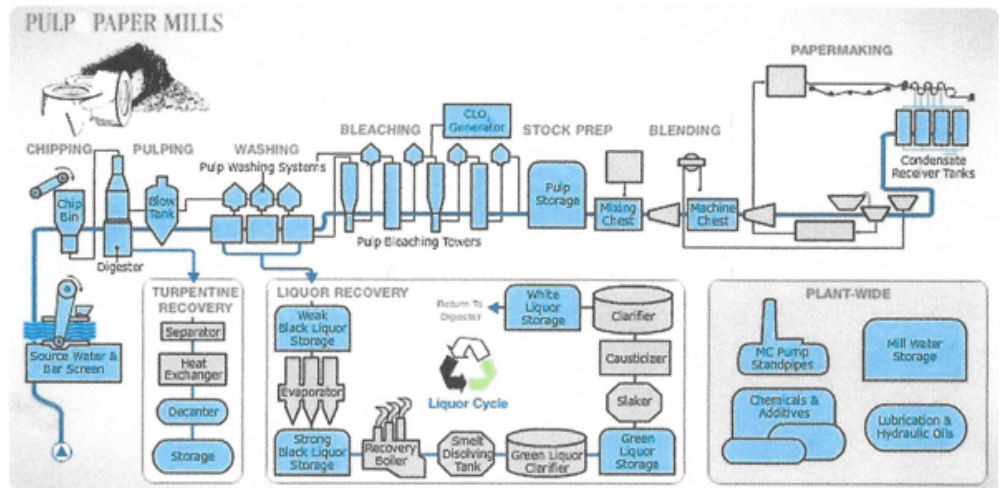
Broadway Limited Centipedes continue to have electrical pickup problems. My Centipedes just returned from Florida after having the rear truck replaced because of sound shutdowns at rail joiners. I still have some warranty left. The latest N-TRAK Newsletter covers how to improve pick-up for those who must strike out alone after warranty expires.



Midwest Narrow Gauge Convention - Since this was a narrow gauge show we installed a small section of Nn3 track (Z-scale track) on one of our two foot modules. Shown left is a train made up of a Republic Locomotive Shay and two East Broad Top steel coal hoppers by *Shapeways*. This was the only Nn3 displayed at this event and Kurt Sanders made this possible with a novel power hookup. During setup for this convention we were plagued by Gremlins including Indy convention warpage of the Geezer Gate and two sets of reversed power-pole connectors. On the other hand teardown was completed in two hours.

Why Not A Pulp and Paper Mill, Part 9

Last month we reviewed the chemical recovery path from and to the digester. This month covers the pulp path. Pulp and brown liquor enter the blow tank for separation, then the pulp goes to the washers. Pulp passes from the washers to bleaching. Fillers and colorant can be added to the Pulp in the mixing chest and blending equipment, then into the paper machine where pulp is pressed between heated rollers into a continuous sheet of paper up to 20 feet wide which is finally collected on the machine’s end roll. This sheet is cut to length on the fly for shipment or further processing. Condensed steam from inside the rolls is collected in tanks for return to the power house. Then residual steam is used to drive mixers in mixing and machine chests and this condensate is returned to the powerhouse. Next month’s discussion will be of multiple paper products.



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National N-scale Convention, Pittsburgh, PA, June 21 to 25 - There is a special pre-convention train or bus trip to Altoona and horseshoe curve on the 20th. Included is a trip Esther’s Hobbies Wednesday morning. Registration numbers now exceed 240.



a sample of Div. 1 layouts



Steve Zapytowski

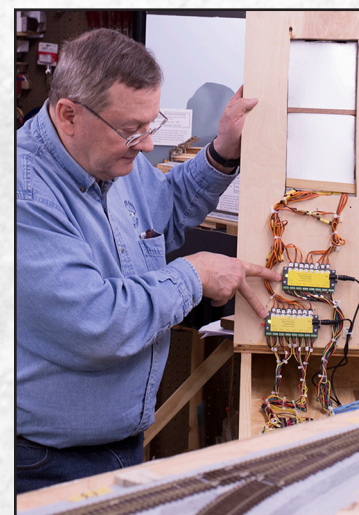
I served the 'Dark Side' is how Steve describes his 25 years as Professor of Design and Technology in the School of Theater and Dance at Kent State University. The dark side is, Steve explains, because all his teaching was directed to behind the scenes work.

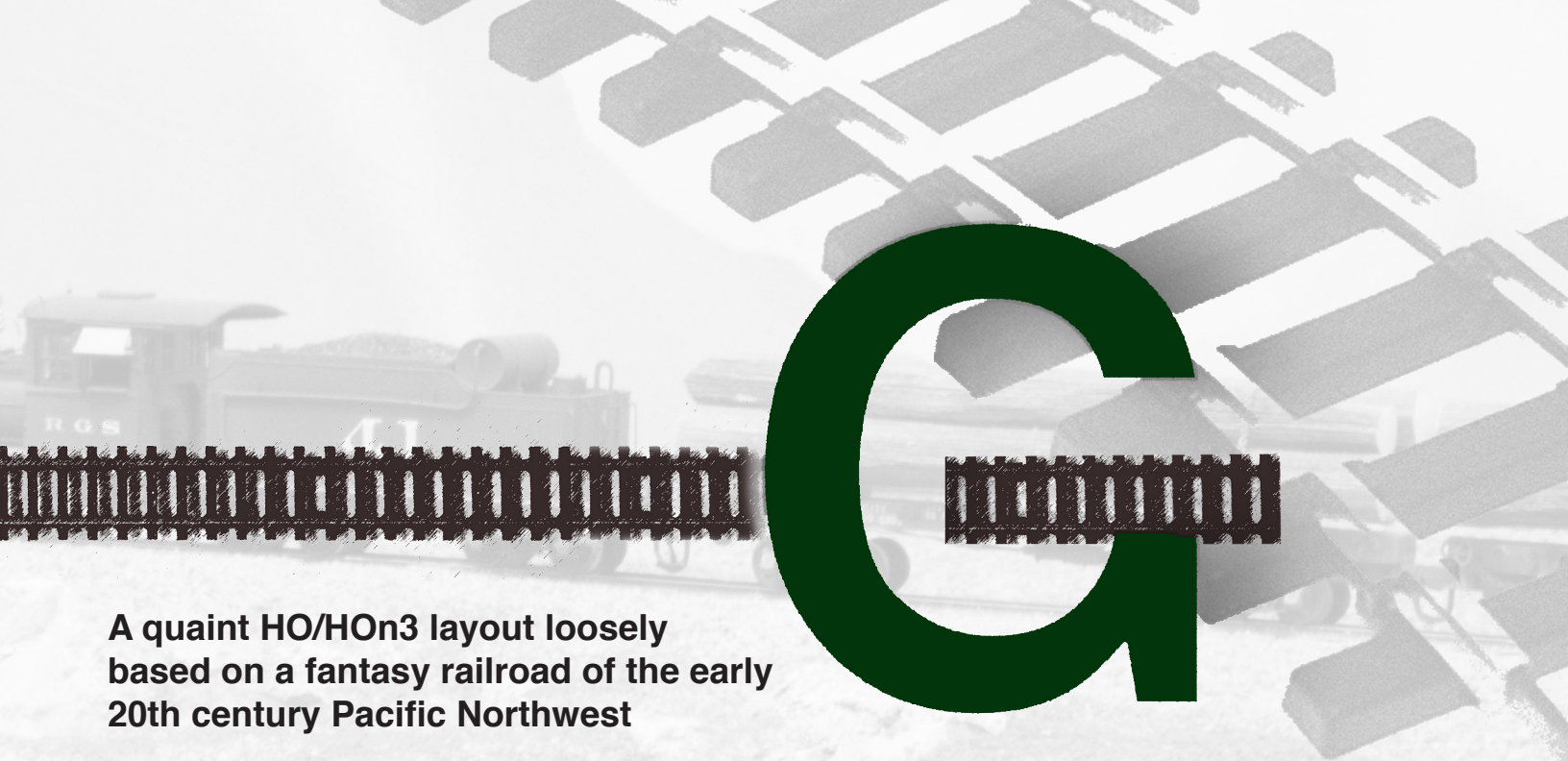
Now retired, Steve has been applying his knowledge and creativity in lighting, video and sound design, set design and scenery creation to his superbly constructed Pacific Northwest based 12' x 25' HO/HOn3 *Tillamook & Astoria Railroad*.

(far right) Steve points to two universal translators he helped design to control point motors.

(right) Steve's scratchbuilt engine house is bracketed by standard gauge in front and narrow gauge to the rear. (above right) A 70 ton Class C Climax is crossing the trestle in the foreground while two Denver & Rio Grande 3 foot gauge C-19 Consolidations labor upgrade in the background. The Climax is a Bachmann Spectrum model while the narrow gauge steamers are by Blackstone Models.

The Tillamook & Astoria Railroad Company





A quaint HO/HOn3 layout loosely based on a fantasy railroad of the early 20th century Pacific Northwest

Division 1 member Steve Zapytowski's *The Tillamook & Astoria Railroad Company* may depict an early 20th century small backwoods railroad, but this HO/HOn3 basement layout uses the latest 21st century technology to help tell its story. From Berrett Hill Touch Toggles embedded in a smooth glass surface to a unique T girder construction, this western Oregon inspired railroad is designed for smooth and reliable operation.

Steve's roots in model railroading started with S scale *American Flyer*. He then jumped into the hobby seriously in high school with HO scale while growing up in Fairfield, CT. Then came college, family and a career which all put the trains on hold. Now retired for three-and-a-half years Steve joined the NMRA in 2014 after working on his layout for a number of years. With a recent expansion the layout now has over 188 feet of mainline standard gauge, 136 feet of narrow gauge and 11 feet of dual gauge trackage. The 44 turnouts are mainly Micro Engineering with some Shinohara.

Steve came up with a unique 'T girder' construction on 16" centers, with the T inverted allowing risers to be attached to either side with enough room to work comfortably between them. Steve also worked with Berrett Hill to design a universal translator to interface DCC with the point motors. This greatly simplifies control of turnouts throughout the layout.

Steve's favorite aspect of the hobby is, "whatever I'm working on now." He has attended one National and two Regional NMRA conventions where his scratchbuilt structures have taken numerous awards in contests. He presently serves as Assistant Superintendent of Division 1 and his continuing series, *Tales of a Shay: From Wreck to Reincarnation* is regularly featured in the *Peddler Freight*. Steve's *Tillamook & Astoria* has successfully melded century old railroading and digital technology into one beautiful train layout.

(below) The 'Mary D' is a lumber schooner named in honor of Steve's great aunt who was in the lumber business in Michigan.

(below left) The shallow draft waterline kit was made by Coastal Forces. The log flume is based on a prototypical one in Washington. The Tender's Penthouse is Steve's own design.



MODULE GROUP

I am writing this report earlier than normal, due to leaving for Florida, and the deadline is looming like a vulture while I am gone. I just received the March Peddler Freight a few minutes ago, and by the time you read this the last two shows are history. There are no shows on the schedule at this time, however; that can change in a heartbeat.

The Youngstown Model Railroad Association donated a Bowser, Ohio North Eastern, 3-bay hopper car, #1957 to the HO Group, at the February meeting. This car will be operated with the three cars I purchased at that meeting. Many thanks go to Jim Pope for the donation. I just need to renumber my #1957.

The Module Group is searching for venues where we can display and operate our modules. We can be an added attraction for many events, i.e., Railroad Days, shows at event centers, library historical programs, student events, etc. Please call me or any Module Group member if you think you have a lead and make sure the event coordinator is aware of your concern.

During the summer, I hope to add scenery to my six modules and add one more module to extend my concrete plant and sand and gravel operation. I also wish to add an operating wood chip dumper to a new module. Now, we need a larger facility to set-up and operate the layout. Oh well, maybe I can now qualify for the Golden Spike award, once the scenery is done.

Those of you who want a module: you need to contact me so I can order electrical components and more lumber. See my email and phone numbers below. We will schedule a date to build the module(s). The final price will be around \$110.00 for the kit.

We are hoping that we can build a T-module and outside curves to allow the operation of an unused loop, or add a yard when connected to another group. Hopefully, we will have more places to show next year. We are always looking for more venues and opportunities to show the modules. Please contact anyone of us below if you have a lead.

We welcome everyone to use our throttles, engines and rolling stock, anytime we are operating. If you have equipment that you want to run, bring it. It must be DCC ready and we can help program a new locomotive to get you started. If we can get you to do that, we hope to convince you to join us regularly. We are looking for new ideas. Those who build a 4' x 2' module with scenery, which is eight square feet minimum, can apply for the "Golden Spike" and other AP awards.

NCE users must be aware that the newer CAB06 throttle, with dual knobs and display, will not work with older command stations that have not been upgraded. There is a new chip that replaces the original chip and is available for \$15.00 from NCE. This chip was supplied with the throttles when they were introduced for a limited time. It can be replaced in the field.

The Division portion of the 50-50 raffle is placed in the module fund. This fund is shared with the HO and NTrak groups as needed for division owned equipment. Privately owned modules and equipment are the responsibility of the owner. All requests for funds are to be presented to the Module Chairman.

Let's try to be generous and spend \$5.00 for six 50-50 raffle tickets instead of \$1.00 for one ticket. Your generosity in funding the Division 1 Module Group is appreciated.

Bob Ashley, Sr., Module Chairman, 330-644-4778 or rashleysr@msn.com HO, N & Z scales
Jim Williams, Asst. Module Chairman, 330-966-5477 or jamestwilliams46@yahoo.com HO & N scales
Don Bonk, NTRAK, 330-418-6860 or donaldbonk@gmail.com N scale

NMRA MCR Divison 1 Contest Topics 2017-18

September 2017 - Hobo Camps

Small vignette or diorama with figures, makeshift shelter, fire, junk, etc. Use your imagination.

October 2017 - Small Steam

Docksiders (0-4-0), 4-4-0, 2-6-0

November 2017 - Railroad Cranes

Big hooks, burro cranes, Barnhart log loaders, etc.

December 2017 - Christmas Party - no contest

January 2018 - Atlas Water Tower

Put your own spin on this classic kit that everyone has. If you don't have one, pick one up and paint and detail it.

February 2018 - Bridges

Trestles, steel girder bridges, covered bridges, etc.
Photo or actual bridge.

March 2018 - Photos

Model only (not prototype photos)
Mounted on card stock or other material

April 2018 - Dioramas (two square foot maximum)

Track long enough to hold at least one piece of rolling stock
At least one building or structure

Two Categories (Double points awarded)

Scratch Built/Craftsman Kit

Standard Kit/Kit-Bashed

See March 2017 Peddler Freight for details

May 2018 - Trees

Any species or season, in diorama or stand alone

June 2018 - Awards

N/A

Division 1, MCR, NMRA Minutes
March 18, 2017
Portland Locomotive Works, Greenford, Ohio

- I. **Welcome:** The business meeting was called to order at 2:30 pm. Superintendent Jim DiPaola thanked everyone who helped with the Midwest Narrow Gauge Train Show.
- II. **Treasurer's Report:** Report given by Treasurer Mike Bradley. The bank that we currently use is going to impose a \$5/month fee if we do not have \$500 on deposit and \$2/month if we want a paper statement. Mike proposed moving our account to another bank. It was noted that we needed paper statements for audit purposes but they could be downloaded from the bank's website and printed. Also, Bob Ashley, Jr stated that we need to maintain our account at a bank that would have branches in several counties to accommodate anyone who might be elected treasurer in the future. A motion was made and tabled to move the bank account pending further investigation on Mike's part. A motion was made and seconded to accept the March 2017 Treasurer's report subject to audit. The motion passed.
- III. **Membership:** No report since Larry Brown was absent.
- IV. **Committee Reports:**
 - A. **Clinics** – Larry Madden will make a presentation at the April meeting.
 - B. **AP** – Members are encouraged to work on their Golden Spike and AP certificates.
 - C. **Peddler Freight** – Bruce Hukill stated that he had two new subscriptions and both were for paper copies.
 - D. **Scale Update** – No report.
 - E. **Modules** – Bob Ashley Sr. reported that we would be setting up the modules for at the Salem CenterPlex in Salem at noon on Saturday, April 8th. The show is on Sunday.
 - F. **Web Site** – Our website is up and running. <http://www.div1-mcr-nmra.org/>. Steve Zapytowski is managing the web page. If you want photos of your layout added to the web site please see Steve. We might be linking in videos in the future.
 - G. **Apparel** – See Jim Williams if you have any questions or need to order.
 - H. **Upcoming Events** –
 - A. Division-1 layout tour is April 1, 2017
 - B. MC Regional Convention is in Louisville, KY, May 18-21
 - C. MNRA National Convention is in Orlando, FL, July 30 – August 6
 - D. Steel Mill Modelers SIG is in Bethlehem, PA, August 13-16
- V. **Division 1 Events:**
 - A. April 1, 2017 – Division-1 layout tour
 - B. April 8, 2017 – Youngstown Model Railroad Club show at CenterPlex in Salem, OH
 - C. April 23, 2017 – Meeting: Sebring Model Railroad Club, Sebring, OH – there will be a sales table and March and April's contests will be combined
 - D. May 14, 2017 – Meeting: Mike Bradley, Rootstown, OH
 - E. June 18, 2017 – Meeting: Jim DiPaola, Ravenna, OH
- VI. **Midwest Narrow Gauge Train Show:**
 - A. Gary Kohler reported that there were 125 people on Friday and approximately 225 people for the combined two days, which includes vendors and all the people that helped. He was quite pleased with the show. He asked that people stay and help take down the tables. He complimented our modular layouts and thanked all the people for helping setup. One rail-pass membership was given out to "Cody" from the CMR vendors. Cody ran trains on the HO layout most of Friday and Saturday.
- VII. **Old Business:**
 - A. MCR 2019 Convention: Jim DiPaola reported that the Holiday Inn in Boardman needs the following to lock-in our rate and to reserve the time: a) a signed contract, b) \$1000 a year before the date, c) \$1000 deposit six months before the date, d) \$2000 at the time of the event. They will charge us a rate of \$119/night guaranteed for May 2-4 of 2019. A motion was made and seconded to sign the contract and make the deposits. The motion passed.
 - B. Lloyd Horst and Matt Wood presented a list of the contests for next year. The contest for April, 2018 will be a diorama. Matt encouraged everyone to work on their modeling skills and participate.
- VIII. **New Business:**
 - A. Pete Magoun, MMR, NMRA Central District Director and Don Phillips, the NMRA publisher, were in attendance. Pete told us that the dues will go up \$3 per year in December and that there had not been a rate increase in six years. They will still offer a paper magazine since many of the membership demand it. He also stated that the current NMRA board people understand corporate governance and that we are in good financial condition. We have 2 million dollars from the sale of the Chattanooga headquarters building, which has been invested, and the proceeds are used for endowments and programs. The Howell-Day Museum in California is an entity separate from the NMRA. The NMRA has issued the state of California a deadline to complete the model railroad display, or we will pull out of the project. Bruce Hukill asked if an archive of the bulletins could be established. Pete said it has been discussed but no action has been taken yet. Pete and Don both stated that the NMRA needs volunteers and that getting young people into the hobby requires the grass-roots efforts of the divisions.

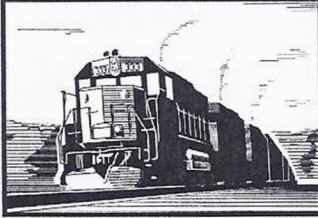
The 50/50 raffle was held.

A motion was made and seconded to adjourn the meeting. The motion passed. The business meeting adjourned at 3:25 pm.

Respectively submitted,
Jim Williams, Clerk

7th Year

5th Year



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THIS MONTH'S MEETING
Sunday, April 23, 2017
Host - Sebring Model Railroad Club
216 E. Pennsylvania Avenue
Sebring, OH 44672
2 PM

Arrive early and view the great club layout. The members are continually making improvements. Remember to bring your contest entries for both March (Large - 45+ feet - billboard covered hopper) and April (Servicing facilities - steam or diesel)

Bring snacks and beverages to share with our hosts and Div. 1 members.
Flea sale table will be available

Train Shows and Open Houses

Fundraiser - Painesville Railroad Museum

(aka Painesville Depot) - April 8

Harry Buffalo, 2119 Mentor Ave., Painesville, Ohio 44077

Pre-Sale only

For Tickets, contact:

Lenny Kessler

3257 Center Road

Perry, Ohio 44081

Phone (440) 417-6746

cyberlen@roadrunner.com

Admission \$20.00 each 3 - 5 PM

Bucyrus Model Railroad Assoc.

Train Show & Swap Meet - April 8

Crawford County Fairgrounds

610 Whetstone St. Bucyrus, Ohio

Admission \$4.00 10 AM - 4 PM

Youngstown Model Railroad Assn. Toy

Train Flea Market - April 9

Salem Center Plex

1098 N. Ellsworth Ave., Salem, Ohio 44460

Admission \$5.00 10 AM - 3:30 PM

Spring Model and Toy Swap & Sale

Lorain County Chapter of the IPMS - April 9

Westlake FOP Lodge

26145 Center Ridge Rd., Westlake, OH 44145

Admission \$3.00 9 AM - 3 PM

Train Collectors Association

Spring Train Show - May 6

UAW Hall 5615 Chevrolet Blvd., Parma, Ohio 44130

Admission \$6.00 10 AM - 3 PM

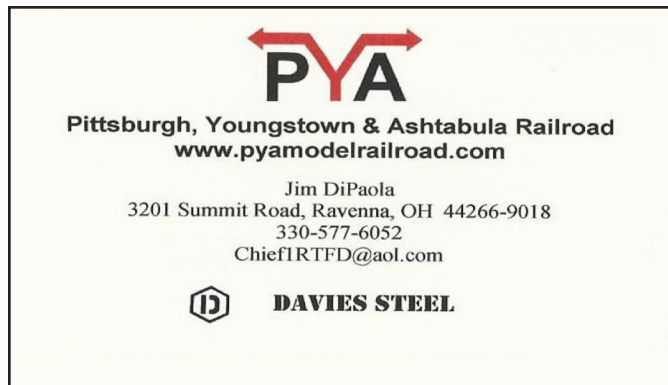
Model Train Days

Painesville Railroad Museum

(aka NYC Painesville Depot) - May 6-7

475 Railroad Street, Painesville, Ohio 44077

Admission \$5.00 10 AM - 5 PM



PEDDLER FREIGHT

223 Pierce Avenue

Cuyahoga Falls, OH 44221

Publication of Division 1 - MCR - NMRA

The Akron, Canton, Youngstown Division

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Asst. Supt. - Steve Zapytowski	330-715-3444
Treasurer - Mike Bradley	330-325-7622

Division 1 Appointees

Clerk - Jim DiPaola	330-297-5571
PF Editor - Bruce Hukill	330-571-4037

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Christmas Dinner - Randy Dettmer	330-653-3537
Clinics - Jim Peters	216-402-8507
Contest - Matt Woods	330-465-8724
- Lloyd Horst	330-465-7402
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Roster - Larry Brown	330-221-6067
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AND THE NMRA**

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