



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 3

November 2016

Superintendent's Bulletin



November is "National Model Railroad Month" and our Division's annual Flea Market. To celebrate the Sebring Model Railroad Club and Youngstown Model Railroad Association will open their layouts to the public. The Sebring Model Railroad Club layout will be open November 12-13 & 19-20 from 10am till 5 pm. The Youngstown Model Railroad Association layout will be open November 5-6 & 12-13 and December 4-5 from 12 noon till 6 pm. Both of these layouts are excellent examples of well built club layouts and they reside in our Division. Please support them with a visit. Check our website for listings of other events in the month of November.

Our November Event will be hosted by Sam Eisele who resides in Mantua, OH. Sam gave our September clinic on turning parts from computers into industrial looking machines. Sam has good eye for making these machines and you can be sure he'll have some on display. He also is happy to take donations of those unwanted computer accessories that we all seem to accumulate. At our November Event Bob Ashley, Sr. will give a clinic on constructing an HO scale module. If you're interested in owning a module this is the time to see what it's all about.

In this issue of the Peddler Freight you will find a proposed amendment to our bylaws. Currently we have not specific time frame when newly elected officers take office. This amendment will insert the month of "July" into the bylaws.

On a sad note the Pufferbelly Restaurant in Kent will be closing January 1, 2017. The Pufferbelly was not able to negotiate a new lease with the Kent Historical Society, owner of the historic Erie Railroad Building. The Pufferbelly Restaurant has been at its current location for 35 years. We will be able to hold our December Christmas Luncheon this year so please come join us for lunch and fellowship.

Please remember to bring something for the monthly Bring and Brag.

All Aboard!!

Jim DiPaola, Superintendent
NMRA, MCR, Division 1

Clinic Report

Thanks go out to Gary Kohler of Portland Locomotive Works for conducting October's Hands-On clinic!

We started building a dual hand car shed which you can bring back to the November meeting for an extra contest item. Good luck! For November, Bob Ashley, Sr., will be constructing a module.

Jim Peters
Clinician Chair

Superintendent
Jim DiPaola employs a unique method of magnification while working on October's 'Hands-On' project.



2016 - 2017 Division 1 Meetings

November 20 - Sam Eisele, Mantua
December 3 - Holiday Banquet, Pufferbelly Rest., 12 Noon
January - TBA
February - TBA
March 19- TBA
April 23 - Rob's Trains
May 21 - Mike Bradley
June 18 - Jim DiPaola

Bring-N-Brag

Division 1 is starting a Bring-N-Brag with the September meeting. All members are welcome to bring a model they've built or are working on presently. They should be able to give a short (5 minutes or less) talk to describe their item or project.

Members may also place a "Help Wanted" ad in the Peddler Freight. Need help with wiring, water or weathering that new loco? Someone in the division might be able and willing to help you out.

Tales of a Shay: From Wreck to Reincarnation

Part 13: Getting Sand Get Out of the Sand Dome and Other Considerations

Steve Zapytowski

I excluded the handrail stanchions on the sand dome in the last installment because I discovered problems with them that had to be solved before I could proceed. Sliding a length of straight 0.020" brass rod through the stanchions



Figure 147: As so often done in the past I used Dykem on the sand dome and scribed mark using the brass rod in the original two stanchions as a guide.



Figure 149: The modified stanchion is, obviously, on the left. The entire length of the shaft had to be the diameter of the mounting stud.



Figure 151: It took several tries to achieve a shape that I was happy with for the sand release levers on my Shay #6. The one at the bottom of the picture is the one I used. The holes were drilled with a #80 bit.

installed during Part 13 I then marked the locations on the sand dome for the final two stanchions. (Figure 147) After marking the hole centers and then drilling them out I discovered the flange on the stanchions and the curve at the base of the sand dome prevented the stanchions from seating far enough into their holes to allow the hand railings to extend in a straight line from the original pair of stanchions. (Figure 148)

For comparison purposes both the modified and original stanchions are shown in Figure 149. With the entire shaft reduced to the diameter of the mounting stud the stanchions were allowed to float in their mounting holes. Again, I employed a piece of straight brass rod to make the modified stanchion's hole line up with the holes in the previously installed stanchions. The rod will automatically hold the modified stanchion the proper distance away from the sand dome. (Figure 150) Next, the same length of brass rod was used to mark the front of the cab for the hand rail holes. These locations were transferred to the inside of the cab front using dividers. The hand rail holes were then drilled from the inside with a #75 drill, thus avoiding damage to detail on the outside and the boiler.

How does the sand get out of the sand dome? Some Shays, like the venerable Cass #5, had external sand release levers which were controlled by a cable that ran back to the cab. I elected to make my levers out of 0.020" brass rod flattened with a small ball peen hammer. (Figure 151) Once these were soldered into the sand dome the control cables were added. These I made from 0.008" brass rod, one end of which was bent at 90° and then trimmed so that it barely extended through the release lever. (Figure 152)

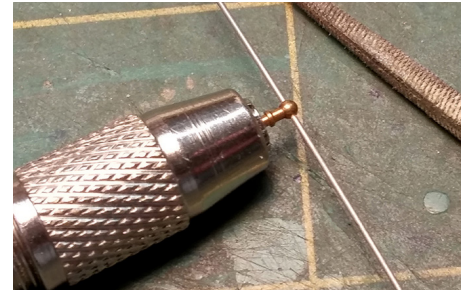


Figure 148: Using a scrap of 0.020" music wire in the stanchion's (Cary #13-118) hole allowed me to grasp it securely enough to chuck it up in a pin vise. Using a square file the flange and stem were filed down to a diameter that matched the mounting stud.

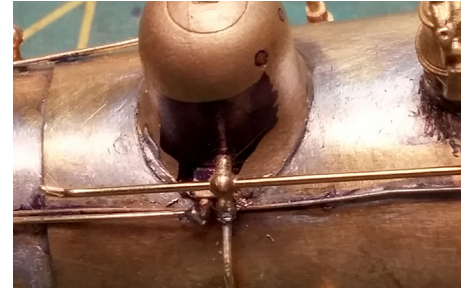


Figure 150: This figure shows a test fitting of one of the modified stanchions on the side of the sand dome. Next, the parts were removed and the dome was cleaned with denatured alcohol to remove the Dykem. Then the stanchions were carefully soldered in place.



Figure 152: A piece of 0.008 brass rod was used to make the sand release control cables. A #80 bit was used to drill pass through holes in the cab front for these. Both control cables were bent by hand into a drooping shape and then soldered to the levers and the cab front.



Figure 153: Here the plumbing to and from the air reservoir are shown bent into shape and cut to fit under the Shay's boiler.

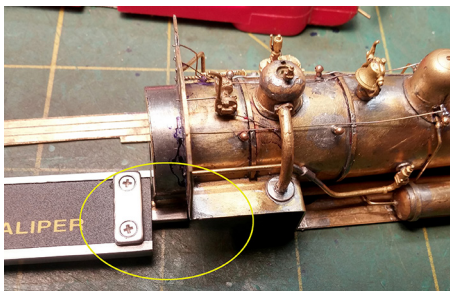


Figure 155: I needed to measure the distance from the cab front to the rear of the backhead and did so using the depth gauge of my caliper. I don't often use this feature



Figure 157: The brass strip was placed around the outside of the backhead plate so that it might fit around the rear end of the boiler.

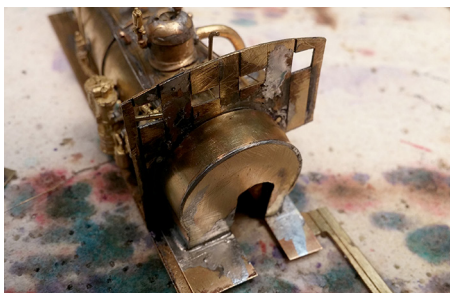


Figure 159: Once finished the new false (removable) backhead slid smoothly and closely over the rear of the boiler.

The location for the air reservoir made during the last installment of this series was marked on the deck beside the boiler and then the 0.020" brass air lines were bent to shape and then cut to length. (Figure 153) Using a #76 drill I made a pilot hole in the deck and then used that hole to mark the underside of the air reservoir. Next, a clearance hole for a 1-72 flat head screw was drilled through the deck with a #43 bit and then counter sunk from the underside. Using the mark made on the bottom of the air tank I drilled and tapped the reservoir for a 1-72 screw and then screwed it to the deck. (Figure 154)

I have always intended to detail the boiler backhead, but upon examining the super detail parts involved and the tight area into which they must go I determined the current arrangement was too tight to allow the work to happen. After some thought I concluded the best way to achieve the level of detail I wanted was to build a false or removable backhead. Then all the detail work could be done on a much easier to work with piece. To this end I began to take some measurements. (Figure 155) I cut a strip of 0.010" brass to this measured width and then rolled it into a curve. (Figure 156)

Next I cut out another of the backhead shapes created for the rear of the boiler much earlier in this series, again using 0.010" thick brass. (Part 10, Figure 97) After cutting the brass strip to length I soldered it around the outside edge of this new backhead using a high temperature silver solder. (Figure 157) Short pieces of brass were added to the straight side walls of the new backhead, again using 0.010" thick brass strips. Some of the backhead super detail parts need to be soldered to the deck of the cab. As the finished assembly is planned to be removable a pair of short floorboards were added to the false backhead. These improved the overall stability of the assembly and will facilitate future work. (Figure 158) Once the assembly was completed it slipped snugly over the rear of the boiler. (Figure 159)

I chose to make the smoke box front as a 3D printed part. To accomplish this I first had to build the smoke box front in AutoCAD as a three dimensional shape. The process is best described in Figures 160 through 164.



Figure 154: The air reservoir shown after attaching it to the deck using a flat head 1-72 screw. The hole in the tank was piloted with a #76 drill and then taken to its full diameter with a #53 bit before tapping. Note: the sand release cables can be seen in this photo.

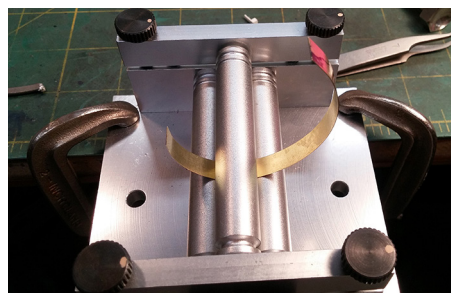


Figure 156: Using my roller I formed the brass strip into a curve approximating that of the boiler's rear.

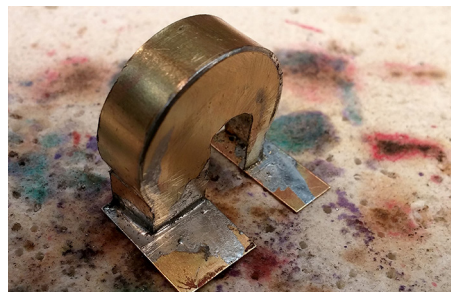


Figure 158: Shown here is the finished false backhead prior to having the excess solder cleaned off. The entire assembly was put together using high temperature silver solder. All additional parts will be attached using solders with lower melting points. The "floorboards" will be trimmed to a smaller size once all the super detail parts are added.

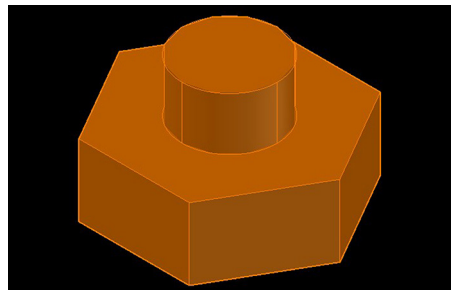


Figure 160: In AutoCAD basic 3D shapes are combined additively or subtractively to build up more complex shapes. Here a cylinder is combined with an extruded hexagon to create a stud and nut assembly.

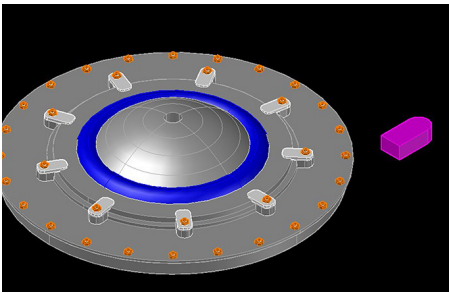


Figure 161: The smoke box front is shown here in a more completed form. It was made using combinations of cylinders, a sphere, a truncated cone, and a torus shape. Other small parts have been added at this point including the one shown in figure 160 which was reproduced multiple times.

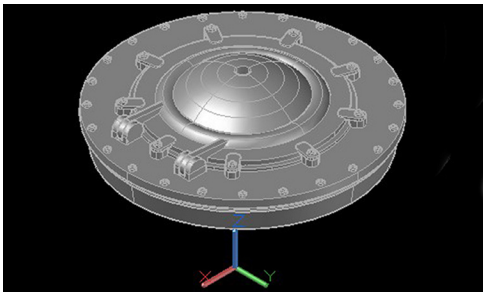


Figure 162: At the end of the process all the individual pieces were combined into a single unified part. A 0.032" diameter hole was left in the center as a pilot hole for the number board stem.

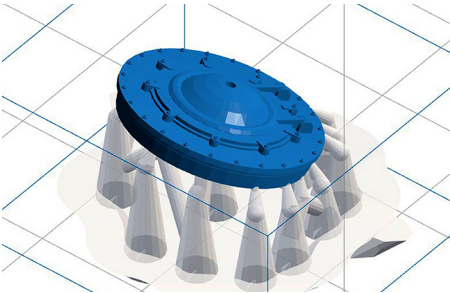
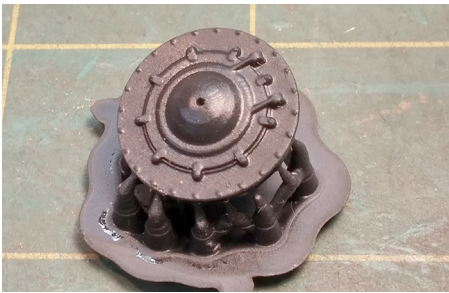


Figure 163: Here the finished part is shown as imported into the 3D printing software known as Pre-Form. This package drives Formlabs Form 1+ printer which is a liquid resin 3D printer. The white supports seen above are necessary to support the part during the printing process.



(left) Figure 164: The finished smoke box front on its support sprues. These were cut off using a cutting disk in a Dremel tool. The use of any type of shearing tool, like a sprue cutter, will risk damaging the part. The sprue ends were cleaned off with my Dremel, jeweler's files and then sanding sticks.
(right) Figure 165: With only a minor bit of shaping using a file the smokebox front fit tightly inside the smokebox. The number plate is only a placeholder until one with a 6 on it arrives from Precision Scale Company.



I had planned to detail the backhead in this installment, but as you can see other tasks demanded attention. We shall see what I get to in the next installment. **To be continued...**

Proposed Amendment to Bylaws

Under Section 5: Elections / Appointments

5.1 Officers of Division 1, shall be NMRA members, elected bi-annually and shall serve for two (2) years. Newly elected officers shall begin their terms on July 1, in the year they are elected.

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

ACY 30'-6" Hoppers - Last month we indicated that 30 ton ACY hoppers were ordered. Pictured below is one of the Bluford Shops ACY hoppers we bulk purchased from Rob's Trains. Cars come with a coal load, Fox Valley metal wheels and body mounted magnetic couplers, plus a bonus of a very fragile brake hose detail. As Nils predicted they would arrive in Sept/October. Twelve cars were ordered and all have been delivered or spoken for. Latest indications are that these cars are sold out, but some may show up at various train shows.

Micro-Trains - Possible November offerings are C&O 50' double door box cars, Royal America Shows Heavy Weight Passenger cars, Ringling Bros 70" flats with Circus wagons and The White Christmas 6 car train set. Modeltrainstuff.com has a limited number of Micro -Trains Williamson Candy Co. cars available along with a number of other cars in short supply.

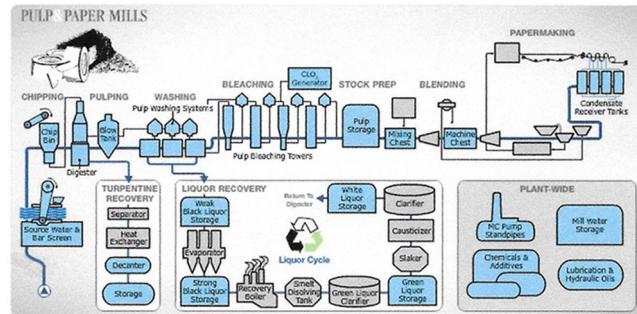
5th Anniversary Car - Found my 1978 Dearborn NMRA/ NTRAK 5th anniversary convention car in the back of a storage cabinet. The color scheme does get the message across and you can track the first 5 conventions from San Diego to Dearborn as shown in photo.



26th Narrow Gauge Show – At the October division event (meeting) we submitted a sketch of the proposed NTRAK layout for the March 2017 Narrow Gauge show. The amount of space requested is 440 sq. ft. which includes aisles around the perimeter of our Pit for viewing by the attendees. Gary Kohler of Portland Locomotive Works initial reaction was that the proposed layout should easily fit into one of the show areas.

Interesting Scenic Detail - In the early fall of the year as shown in the photos, "Fairy Rings" will appear in lawns and pastures in northern climates. The name comes from the British Isles and they are claimed to be the dance circles of Fairies, Elves and Leprechauns. You could put one or two of these on your layout to add some diversity to dull pieces of grassland. A fungus with a long Latin name causes of these rings.

Why not a Pulp and Paper Mill Part 5 – This month a flow diagram of the Kraft pulp and paper process is shown here. This diagram was posted on the internet by U.S.



Magnetol and covers the basic operations and components.

We have already established pulp wood logs make up the largest number of incoming carloads to the mill. In future articles we will cover the individual processes, other incoming chemicals, fuels and additives; plus out going products. Note some of the products from a pulp mill are much more valuable than the paper produced.

Ramblings – Just sent in my NMRA renewal and noted the cost is now \$72.00/yr. Last time it was \$60.00/yr. The other thing I noticed was that the form only allowed for a 2 year renewal period. I bet there will be a dues increase with the net two years.

Membership Report - November 2016 108 members

New Members

Joseph Cencia - Youngstown
Dennis Hankink - Hudson
Robert Luke - Canton

Renewals and Rerails

Robert Anelli
Dennis Anstine
Robert Ashley
Donald Bonk
Larry Brown
Janice Brown
Sam Eisele

Robert Hixenbaugh
Lloyd Horst
Steve Kornuc
Kenneth Orchard
Cheryl Welch
Glenn Yoder

Modeling a Fall Scene by Matt Woods

With the leaves changing and the onset of fall, the pull to model this scenic splendor is irresistible. Many modelers inevitably model the typical green palette of spring and summer, but the diversity of fall is much more rarely committed to model or done well. Modeling fall presents a unique artistic challenge and is not simply a matter of using bright oranges, reds, and yellows. This article will highlight some of the considerations for modeling a typical Ohio Fall scene during the height of the Ohio River & Western.

Although fall is generally looked upon as one season, there can be tremendous differences in coloration and the density of foliage, depending on whether you are modeling late September or October or even late November until the snow begins to fall. In other words, fall has many variations and presents a variety of choices to be made - from trees in full, brilliant color to completely bare and devoid of leaves. Beyond the obvious colorations of trees, there are infinite changes occurring in the grasses and low-lying vegetation and brush. All combined, these elements must blend seamlessly into a believable and congruent fall scene. Surprisingly, there is a lot of vegetation that remains green throughout the fall, particularly grasses.

In a particular scene I modeled, I had previously scratch built a typical OR&W open passenger shelter board by board and wanted to showcase that model in an attractive fall setting complete with the OR&W mainline in front of it. As part of that scene, I wanted certain signature fall features, including a dried cornfield,

pumpkin patch, and a background of late fall trees.

One interesting product to come onto the market in the last few years has been JTT's dried corn stalks. Previously, a number of



manufacturers have produced corn in its summer tone prior to drying down in the fall, but a hallmark of fall is the abundance of dry, beige and tan corn covering the Ohio countryside. Fortunately, the release of the JTT product, in both HO and O scale, has made modeling this autumn scenic feature fairly easy, although replicating a cornfield on any large scale could be quite expensive. Despite the cost, I incorporated a fairly large area of the JTT dried corn to give the impression of a larger field and a scenic backdrop that integrated the foreground with Scenic Express SuperTree material painted and covered in fall tone leaf flakes. SuperTree material is a simple and fairly inexpensive way to replicate a dense wooded area and can be colored appropriately for any season. There are a number of leaf flake materials on the market which can be adhered with hairspray.

As previously stated, I wanted the quintessential pumpkin patch or field. Again, there are a variety of commercial options for replicating this, but I felt they fell well short of

the realism I was seeking. A number of years ago in a craft store, I found some perfect miniature pumpkins that apparently are used for potpourri or other decorative reasons. Although a little out of scale, they are the perfect shape and coloration and, if limited to the smallest ones, can represent O scale pumpkins. Additionally, JTT makes a dried vine product that has excellent natural coloration and could serve as the dried pumpkin vines.

So with my main fall scenic features established, it was a simple matter of arranging everything into a believable scene complimented by appropriate grasses and a few additional vegetative elements. As far as commercial grasses, the Silfor line sold through Scenic Express is unbeatable. They have the most realistic tones and blade structure. Although I have used static grass extensively in the past, I wanted a little more control with the distribution of the grasses for my scene and height variations. Therefore, I elected to use the Silfor tufts and buffalo grass clumped very densely for this scene. The use of polyfiber and a similar coarser synthetic material coated in groundfoam allowed for underbrush and the appearance of goldenrod.

As with any scenery, getting out and studying nature is essential. If you travel around in the fall, you will see just how varied the colors are and gain ideas for reproducing these textures and variations. Beyond the main features discussed, I included a couple of sagebrush trees with a more detailed foliage as foreground features that give more character and focus. No fall scene would be complete without a few fallen leaves and a wild turkey or two.

In conclusion, I would encourage anyone to at least do a diorama utilizing fall colors and discover for yourself how many creative options you have replicating the most colorful of seasons.



(top) Bob Ashley, Jr. works on his car shed project at Portland Locomotive Works.
(above) The Ramskugler's use the team approach to complete October's clinic project.

Division 1, MCR, NMRA Minutes

October 16, 2016

Host: Gary Kohler & Portland Locomotive Works, Greenford, OH

- I. **Welcome:** The business meeting was called to order at 2:05 pm. Superintendent Jim DiPaola thanked Gary Kohler for hosting the Division 1 Event. October's contest is passenger or freight depots.
- II. **Minutes:** A motion was made and seconded to approve the September 2016 minutes as printed in the October 2016 Peddler Freight. The motion passed. Division 1 still needs a Clerk.
- III. **Treasurer:** Report given by Treasurer Mike Bradley. Balances in the CD and checking account, income and expenses were presented to the membership. A motion was made and seconded to accept October 2016 Treasurer's report subject to audit. The motion passed.
- IV. **Membership:** We currently have 101 members in Division One.
- V. **Committee Reports:**
 - A. **Clinics** – Today's clinic will be a hands on clinic to construct a laser kit provided by Portland Locomotive Works.
 - B. **AP** – Members encouraged to work on their Golden Spike and AP certificates.
 - C. **Peddler Freight** – See Bruce Hukill if you have questions regarding your subscription, want to submit photos or an article.
 - D. **Scale Update** – No report.
 - E. **Modules** – The award and photograph from the NMRA National Convention in Indianapolis was shown to the members.
 - 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.
 - G. **Apparel** – See Jim Williams if you have any questions or need to order.
 - H. **Other Events** – The Youngstown Model Railroad Association has a new location for their January & April Flea Market. The Salem Center Plex, 1098 N. Ellsworth Ave, Salem OH 44460 will be the new location.
- VI. **Division 1 Events:**
 - A. November 6, 2016. Division 1 Flea Market. Akron Yacht Club. New start time: doors open at 10 am. Contact Bob Ashley, Jr. for tables. Table cost is \$15.00 each.
 - B. November 20, 2016 – Sam Eisele, Mantua OH
 - C. December 3, 2016. Annual Division 1 Christmas Lunch at the Pufferbelly Restaurant in Kent, Ohio at 12 Noon.
 - D. January 15, 2017 – TBA
 - E. February 19, 2017 – Youngstown Model Railroad Association, Youngstown, OH

- F. March 19, 2017 – TBA
- G. April 23, 2017 – Rob's Trains, Alliance, OH
- H. May 21, 2017 – Mike Bradley, Rootstown, OH
- I. June 18, 2017 – Larry Brown, Ravenna, OH

VII. Old Business:

- A. Project 1 Update. The Jaite Station & Freight House.
- B. Project 2 Update. The N scale AC&Y box car.

VIII. New Business:

- A. Our Division will need to make a formal presentation to host the 2019 MCR Convention at the MCR Board of Directors Meeting held during the 2017 MCR Convention in Louisville, KY.

Twenty-three (24) people attended the meeting.
The 50/50 raffle was held.

A motion was made and seconded to adjourn the meeting. Motion passed.
The business meeting adjourned at 2:45 pm.

DIVISION 1 CONTEST - Freight or Passenger Depots - October Category



1st Place - Standard Kit
Mike Bradley



1st Place - Kit-Bashed
Mike Bradley



1st Place - Craftsman Kit
Don Avila



2nd Place - Standard Kit
Dave Hazlett



2nd Place - Kit-Bashed
Mike Bradley



2nd Place - Craftsman Kit
Matt Woods



Place - Standard Kit
HO Module Group (Bob Ashley, Sr.)



3rd Place - Kit-Bashed
Josh Cohen



3rd Place - Craftsman Kit
Matt Woods



1st Place - Scratch Built
Matt Woods



3rd Place - Scratch Built
Frank Williamson



Place - Craftsman Kit
Dave Hazlett



2nd Place - Scratch Built
Matt Woods



Place - Scratch Built
Ray Lora



Other Scratch Built
Jim Peters
from Sept. Clinic

STANDINGS 2016-2017

STANDARD KIT

Mike Bradley - 11 pts
David Hazlett - 6 pts
Bob Ashley, Jr. - 1 pt
Ray Lora - 1 pt
Bob Ashley, Sr. - 1 pt

KIT - BASHED

Mike Bradley - 12 pts
Frank Williamson - 4 pts
Ray Lora - 3 pts
Josh Cohen - 2 pts
David Hazlett - 1 pts

CRAFTSMAN KIT

Matt Woods - 5 pts
Don Avila - 4 pts
Dave Hazlett - 1 pt

SCRATCH BUILT

Matt Woods - 7 pts
Frank Williamson - 2 pts
Jim Peters - 2 pts
Ray Lora - 1 pt

CONTEST TOPICS FOR 2016-2017

NOVEMBER - Wood-Chip cars

JANUARY - Snow Fighting Equipment

FEBRUARY - I got this at a Flea Market and this is what I did with it.

MARCH - Large (45+ feet) Billboard Covered Hopper Car

APRIL - Servicing facilities - Steam or Diesel

MAY - Passenger or Business Car

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



Layout Tours

It is time to begin organizing our next annual Division One Layout Tour. Last year we had five layouts open and I am requesting you add your name to the list! Just contact me. Next, I have requested layout owners who opened last year to send me information and photos of anything that may be new on the layouts to publish in the Peddler Freight. To be on track with my own request, I'll start. I have scenicked the WM and DT&I Interchanges to a level I eventually plan for my entire railroad. Additionally, I have added about 60 square feet of layout as I had originally planned. I am hoping to have trains running through this area by December, with it partially scenicked. So, be sure to include a visit to the LS&MJ RR to see my most recent changes. If not for that, I promise some good cookies.



7th Year

5th Year



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4th Year

3rd Year



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Jim Peters
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RAILROAD COMPANY



Western Oregon Circa 1900 to 1910 — HO and HO N3

Steve Zapytowski, President
1059 Cottage Gate Drive
Kent, OH 44240
330-678-4583
szapytowski@ne.rr.com



THIS MONTH'S MEETING
Sunday, November 20, 2016
Host - Sam Eisele
2799 Frost Rd.
Mantua, OH 44255
2 PM

From south: Route 44 north, west on 303 (3mi), north on Diagonal Rd., left on Frost Rd. House is on the right.

From west: Rt 8 north to 303 east through Hudson to Streetsboro. North on Rt. 43. Right on Frost Rd., about 4 miles to house on left.

Look for heavy stone wall, house sits back 250 ft. - new asphalt driveway. A railroad sign will be out front. May also park in neighbors drive to the east. **Please stay on drive to avoid new soft grass.**

Food will be served and a table for sales will be available.

Train Shows and Open Houses

Holiday Train Extravaganza, Miamitown, OH

Nov. 17 - Jan. 1

Admission is \$7, seniors admitted for \$5 and children under 5 free. 1 to 9 PM, Information at 859-468-3289.

Christmas Train and Toy Show - November 20

Lakeland Community College

Admission is \$6 per person with a family admission of \$15. Children ages 6-12 are \$3 with those under age 6 admitted free. 10 AM - 3 PM

Great Lakes Division Train Collectors Association – Thanksgiving Train Show - November 26

UAW Hall at 5615 Chevrolet Blvd. in Parma.

Admission is \$6 and show hours are 10 AM - 3 PM

Youngstown MR Assn. Open House - December 3 - 4

751 N. Four Mile Run Rd., Youngstown, Ohio 44515

Admission is \$4. 12 PM - 6 PM

Medina toy and train show - December 3

Medina County Fairgrounds. Admission is \$6. 10 AM - 4 PM

Springfield model train show - December 4

Clark County Fairgrounds, 4401 S Charleston Road. Admission is \$5 with children under age 12 admitted free. Hours are 11 a.m. to 4 p.m.

Buckeye Model Train and Railroad Artifacts Show and Sale - December 10

Lausche Building of the Ohio State Fairgrounds in Columbus. Hours are 9 AM - 4 PM.

Massillon Train and Toy Show- December 11

Knights of Columbus Hall, 988 Cherry Road NW

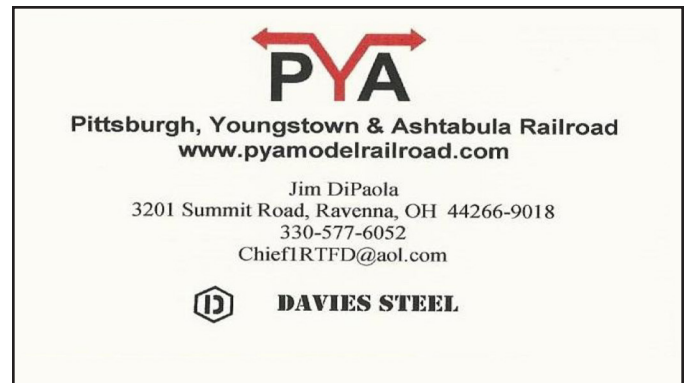
Admission is \$5. 10 AM - 3 PM

Christmas Train & Toy Shown - December 18

Lakeland Community College, AFC

7700 Clocktower Dr., Kirtland, Ohio 44094

Admission - Adults \$6.00, Children (6-12) \$3.00, Family \$15.00. 10 AM - 3:30 PM



PEDDLER FREIGHT

1304 Ada St.

Akron, OH 44306

Publication of Division1 - MCR - NMRA
The Akron, Canton, Youngstown Division

First Class

Division 1 Officers

Superintendent - Jim DiPaola	330-297-5571
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

Division 1 Volunteer Positions

Achievement Program - Jim Peters	216-402-8507
Apparel - Jim Williams	330-966-5477
Christmas Dinner - Randy Dettmer	330-653-3537
Clinics - Jim Peters	216-402-8507
Contest - Matt Woods	330-465-8724
- Lloyd Horst	419-846-3436
Membership - Larry Brown	330-221-6067
Modules:	
HO/Chair - Bob Ashley Sr.	330-644-4778
HO/NTRAK - Jim Williams	330-966-5477
NTRAK - Don Bonk	330-418-6860
Roster - Larry Brown	330-221-6067
Webmaster - Steve Zapytowski	330-715-3444

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