



# PEDDLER FREIGHT



Division 1 - MCR - NMRA

The Akron

Canton - Youngstown Division

Volume No. 13 - Issue No. 8

May 2006

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

## SUPERINTENDENT'S MESSAGE

### 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.

I only talked to one other member of Division 1 at the Regional Convention, although I understand that two other members were there but our paths never crossed. You missed an interesting convention. Next year the Regional Convention is in Louisville, KY in mid-April. I am not going to the National Convention this year, but I hope to attend the National next year in Detroit, MI.

I am sorry that only six Division 1 members managed to attend April's meeting at the Youngstown Model Railroad Club. You missed two great layouts. I am looking into a combined meeting with Division 2 next year at this club. Admittedly, I was disappointed in the number of people we had attending this meeting. This leads me to my comments.

While at the Regional Convention, Division 1 was viewed as a division to be avoided. The perception of Division 1 is that it is: 1 - run by a clique; 2 - does nothing; 3 - disorganized; 4- not interested in changing anything. I could go on, but even I'm getting depressed. I did state that Division 1 may have been run by a clique several years ago, but it is definitely NOT run by a clique today, nor has it been in recent years. I could also show that we have changed things. We now have a website and posters in hobby shops. I had/have trouble with the other points.

We are disorganized if you consider that our active members are almost exclusively from Summit and Stark counties. By the way, I met a Division 6 member who lives in Wooster. I asked him if he would like to come to Division 1 meetings since only Wooster is not in Division 1, while the rest of Wayne County is. He declined and gave me his reasons (some listed

above) but added that he doesn't attend Division 6 meetings either. We have Division 1 members who go to Division 4 and Division 5. One of my friends won't join NMRA because he would be in Division 1 and he wants to be in Division 4.

Do we do nothing? We do not reach out to the communities. We do not have train shows. We don't have an Achievement Program. ENOUGH!

I knew what was happening when I decided to rejoin NMRA and start coming to Division 1 meetings. By the next Regional Convention, I will have something to report that reflects well on Division 1. BUT, I need your help. I need Achievement Program people. I need people with ideas on improving the participation of Division 1. I need members attending meetings. I NEED YOU!

I have been told that this article could drive people away. If it does, so be it. But my hope is that one or two people will read this and think the way I do. Division 1 can and will get better.

*David*

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!

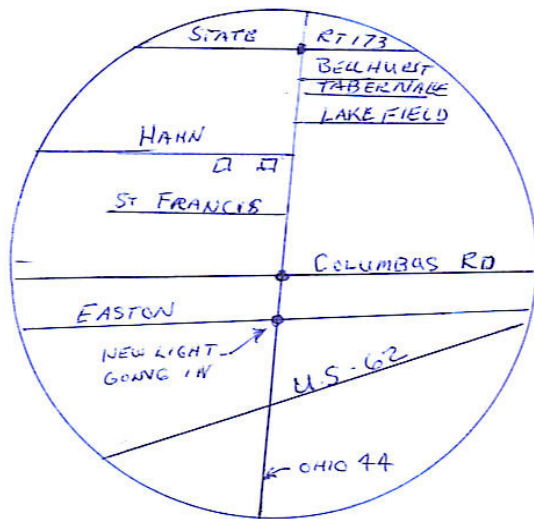
For the May meeting. . . . . Homemade Loads for a flat car or gondola

*May Destinations*  
*Sunday, May 21, 2:00 PM*

Don Bonk will host our meeting for MAY. Don lives at 7354 Hahn St, Louisville, OH. You can reach Don at 330-875-4567.

Hahn Street is west off of State Route # 44 north of Columbus Rd and south of State Rd. ( Rt 173).

Look for the signs in yellow with black print for "George Gorge RR". Don will have a clinic on "Building the George's Gorge RR"



*This issue of the "Peddler Freight" is being mailed to all NMRA members in Division 1 because election information is included.*

Meeting Minutes  
Division 1, MCR, NMRA  
April 23, 2006

Call to order 2:15 PM. Jim Pope gave a brief overview of the YMRRC and indicated they are celebrating 50 years in 2007. Currently there are 45 members in the organization.

Minutes of the last meeting were accepted, as was the Treasurer's report.

The MAY meeting will be held at Don Bonks in Louisville.

There was further discussion of an August picnic with no decision being reached.

Open dates to host meetings published in the last "Peddler Freight" are still open as of this meeting.

Since we had so few members attending this meeting Jim Pope suggested we have a joint session with MCR Division 2. David will make contact.

No new nominations from the floor were made. All current candidates are running uncontested. Ballots will be inserted in the MAY issue of the "Peddler Freight". All voting will return their ballot for tabulation through the U S Mail.

David discussed the three or four subjects that were going to come up at the next BOD meeting in Morgantown and indicated how he was going to vote if there was no objections from those present.

Dates were given for the Regional and National Conventions

Motion to adjourn was made and seconded. Meeting adjourned at 2:40 PM.

Ron Wigal - Acting Clerk

## 2006-2007 Meeting Schedule

September 17	Al Klamert
October 15	Coshocton & Live Steam
November 19	Open
December ??	Christmas Party ?
January 21	Sebring
February 18	Open
March 18	Open
April 18	Frank Williamson
May 20	Open

This is a tentative list of open dates for you to volunteer to host a meeting. Please contact the Superintendent or the Editor if you would like to sign up for a meeting date.

### Ron Wigal interviews Cris Diasico

#### Part 2

Q. Recently on a cold February day, you & I spent a little time rail side with a scanner. You made a few comments about the fact that some rail lines use different configurations on their track side signals. It seems everything would operate smoother if there was standardization with all signals. Why hasn't this been done?

A. You could write volumes alone on this topic. Trains have to be run in a safe manner so as to avoid collisions. Speed must be controlled while traveling through crossovers, over switches, into a siding or to hold for another train. Signals are there to warn train crews of a stopped train, or tell the crew you may be crossing over to another track. The train must be slowed to go through a crossover or a switch and the signal warns the crew ahead of time to adjust his speed accordingly. There are far too many signal aspects and rules to go over them all now, but for example. A train traveling at 60 mph comes to a distant signal before a crossover.

The signal aspect is yellow; this would tell the engineer he has to be ready to stop at the next signal. That signal might be red. If it is yellow on top and green on the bottom, this an approach medium signal telling the engineer to slow down to medium speed approaching the next signal(30 mph)so as to safely traverse through the crossover. The signal at the crossover would be a medium clear or medium approach telling the engineer what to do at the following signal. You can see this gets complicated as there are hundreds of different signal aspects and scenarios which they control. Every railroad had a choice as what type of signal system to

use. They chose what was best for them at the time. Now with all the mergers over the years, CSX, for example has to run on whatever signal system was in use for the territory they acquired. On my territory alone I use Seaboard, C&O, B&O and NORAC type signals. These all have different looking heads and display lights in different configurations or colors to get the same results. You must learn and understand each & every one of them. In time I think standardization will come but it's all about the cost. (Now tell me about that engineer just sitting there reading the paper.)

Q. What similarities exist between real life full scale operation & modeling as we know it today?

A. A model railroad can and should be operated like the real thing to bring it to life. Some sort of train control has to be established to keep the traffic moving, especially when there are multiple tracks and different directions of travel. As in the previous question, either a signal system or verbal and hand written orders from a dispatcher would seem appropriate. In modeling to be effective there must be some training involved to bring the operation to life, to make it prototypical. It can be as real as you desire. The more realistic it gets though, here's the catch, the more knowledgeable a crew must become, if you want your pike to operate prototypically that is. A good injection of realism into the rail veins, simply stated, "Brings it to Life". It can be rewarding or miserable. You decide. The one thing I can't see a modeler ever doing is being awakened at 2:00 A.M. to run model trains at 4:00 A.M. and not get home until 4:00 P.M. the next day. Keep it fun. Don't let it become a job.

Q. I have learned that our local lines are controlled by a dispatcher in as far away as Atlanta or maybe Jacksonville. Explain that for us.

A. CSXT has their main offices in Jacksonville Fla. Most of the dispatchers are based there and run the railroads from there. They throw switches, set signals, talk to train crews, via. computers, monitors, & tracking devices for each train. They also have a few dispatchers in Chicago, Albany N.Y., and Indianapolis, Ind. The reasons for it operating like this I have tried to explain. There may be other reasons as well, but I am not aware of them.

I hope this information has been informative and helpful.

I'll see you track side.

Chris Dimascio CSX Engineer

# HAVE YOU REGISTERED YOUR PIKE?

by Gerry Leone, MMR

The Pike Registry, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application to program manager Dick Schneider, along with a \$10 donation, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official registration certificate along with a CD of the current ORMRR. (Printed versions are also available to those without computers.)

The ORMRR is a tremendous resource for those who travel and would like to visit model railroads during their trip. The Register lists names, addresses and phone numbers of registrants, along with visitation preferences.

Studying the ORMRR is fun in and of itself. Currently it contains well over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern. But others have registered more whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading.

The Pike Registry was updated and streamlined last year and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details on how to get your pike registered, visit the NMRA website at <http://www.nmra.org/pikereg>.

## MID-CENTRAL REGION BOD REPORT

from David H. Hazlett, Superintendent

Most of what was discussed at the BOD meeting on April 28, 2006, at the Regional Convention in Morgantown, WV concerned finances.

The Region currently has in excess of \$20,000 in its treasury. Because of this fact, the "Head Tax" (\$4 per person attending the Regional Convention) collected by the Region from the sponsoring Division, was eliminated.

Reimbursement for travel to the Fall Board of Director's meeting was discussed and a motion passed that "members are not reimbursed by their division be reimbursed at the established rate of \$.14 per mile." In the discussion on this, the member would have to request such reimbursement from the Region.

The money NMRA is starting to give the Regions (@ \$2 per member per year) will be used by the Region to increase the size of *The King Pin* and mail *The King Pin* to every member of the Region, instead of expecting the Divisions to print and mail it to members. This will start with the next issue of *The King Pin*.

Also discussed and passed was a motion for support for divisions with the need for financial support. A division would file a request for the Region to help them.

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**Stephen Leslie  
Wooster, Ohio**



## Items for Sale

Don Bonk has the following item for sale, which would make great layout yards if any one is interested. He has: **2 L-shaped** counter tops, which would make great yards, however **they are heavy**. They are \$12.00 each and measure 25 ½" wide, 74 ½" long with a short leg of 37" long the other is 24 ½" wide, 76 ½" long with a short leg of 53 ½".

Bring a pick up truck or SUV. Funds will go to the Division 1 Treasury.

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### ELECTION and BALLOT

There is only one candidate for each elected office. Our By-Laws do not provide for write-in candidates. Just one ballot turned in at the May meeting will elect the candidates. The ballot below is provided for you to bring to the May meeting or to vote by mail.

#### OFFICIAL BALLOT - DIVISION 1, MCR, NMRA

\_\_\_ SUPERINTENDENT - - - - - DAVID H. HAZLETT (Incumbent)

\_\_\_ ASSISTANT SUPERINTENDENT - RON WIGAL

\_\_\_ TREASURER - - - - - BILL SMITH (Incumbent)

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Clip and bring this ballot to the May meeting or mail it to:

CHUCK BOYER  
6282 TERRACE HILLS DR  
CLINTON, OH 44216-9109

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### Subscription Notice

This is the last issue of the "*Peddler Freight*" as Summer is nigh. Time for outside activities which, out of necessity, includes watching and listening to trains, taking measurements and pictures of structures and enjoying the weather.

The first issue of the "*Peddler Freight*" will be issued in early September. A subscription for the next season will be \$15.00. Mail your check to the Editor so you will not miss an issue next Fall.

During your summer think of sharing what you see and do with your fellow model railroader's and write an article for the "*Peddler Freight*". **Ed.**

OPERATING SESSIONS EVERY THIRD  
MONDAY AT 7:30 PM

Summer sessions will be held

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

**NOTE:** At the Regional Convention, I talked with Art and I thought you might like to know about the tours in Division 4. **Super.**

### **LAYOUT TOURS ARE BACK!**By Art Bumpus, Layout Chair, Division 4

After a one year hiatus, Division 4 Layout Tours are back again. With the help of the written directions, you shouldn't have any trouble finding the layouts. Note, there is a code number at each of the descriptions. If you *use the Street Atlas by Commercial Survey Co.* you will find the code tells you the book page & section. A Div. 4 Crossbuck will be posted in front of each house except where noted. Please **NO SMOKING OR TOUCHING ANYTHING** in the layout room unless the owner gives you permission. Hours are 12 noon to 5 PM unless otherwise noted. There are some new layouts this year. For all the work our members put in to opening their homes, let's get out and show some support. Enjoy your tour!!

Tour for May 13<sup>th</sup>:

LAYOUT #15 - CUYAHOGA VALLEY AND WEST SHORE MODEL RR CLUB at 25802 Garfield, Olmsted Falls (c/o Doug Steiskal 216-524-6266). **(Cuy. 20-B3) north of Bagley Road, west off S.R. 252 (Columbia Road).** Club signs (Green w/yellow letters) will be posted at nearby corners. A good rail fanning spot. The Cuyahoga Valley and West Shore is has built a new HO model railroad with double deck operation. Benchwork utilizes steel structural members. The railroad is more than twice the size of the old railroad. CTC, DCC.  
**CAUTION: DO NOT CROSS OR STAND CLOSE TO THE TRACKS. THESE ARE VERY ACTIVE TRACKS.**

LAYOUT #34 - MARYSVILLE SIERRA RAILWAY by Paul Lemermeier 6699 Charles Rd, North Olmsted, Tel:(440)734-0399 **(Cuy. 12 D1) South off of Lorain Rd., 1<sup>st</sup> street west of Barton Rd., 2/10ths of a mile on left.** HO scale 13' x 43', Western Branch line with sympathies to AT&F, SP, and WP with emphasis on logging and mining set in the Nevada/California border areas. The layout is in it's beginning stages with 3 curved drywall corners for the backdrop and maybe the beginnings of some metal stud benchwork. I may well be working on it as you visit. Trying some new ideas to prevent humidity problems-come see and offer comments and suggestions. Enter around back of the house through the garage.

LAYOUT #67 - GOLD CREEK RAILWAY by Paul Novak & Sons at 28345 Hunters Ridge Lane, Olmstead Twp. Tel: 440-235-2611. **(Cuy. 20 B-2) Take I480 to Exit 3 Stearns Rd. South on Stearns to Cook Rd. Left (East) on Cook, to first left which is MacKenzie Road. Turn left on MacKenzie and go 1/3<sup>rd</sup> mile to Hunters Ridge Lane. Turn left on Hunters Ridge, 3<sup>rd</sup> house on left.** New for this year is an industrial expansion to the layout with more sidings, runarounds, and factory locations. Take sidewalk around to back of house and enter train room through stairway. HO, 36' long walk around 85% scenery. Free lance bridge line in Montana, interchanging with Milwaukee Rd. and C&NW. Hand-laid track. Six operating positions with block control and home made throttles. Enter at side door.

Tours for May 20<sup>th</sup>:

LAYOUT #13 - GENESEE AND CUYAHOGA RAILROAD by George A. (Al) Mixer, 6767 Reid Drive, Parma Heights Tel: 440-845-9587. (Cuy. 22-B3 near York and Pearl Roads.) **Newer Construction.** HO Scale, 41' x 15'. Conrail, 1976 to present. 38" min. mainline curves. 98% of railroad is complete. Scenery is basically complete.

LAYOUT #14 NO NAME RAILROAD or "Willing to take Suggestions" by Myron Krajewski, 7311 Maplewood Road, Parma Tel: 440-886-1728 (Cuy. 22-B2) **Maplewood is one street from the intersection of Pearl and West 130<sup>th</sup> St. off Pearl.** Double track mainline and roundabout industrial line. Transition Steam and Diesel Era. This is a freelance road with numerous bridges and elevations. Strongly influenced by the B&O Railroad, with a flavor of NYC, Pennsy, and N&W. Plaster Scenery. Enter through front door. NEW railroad on tour.

### MORE LAYOUT TOURS DURING JUNE

Tours for June 10<sup>th</sup>:

LAYOUT? # 18 Northern Ohio Railway Museum – Robert Thompson is contact. Tel: 440-234-3483. **Take I 71 South to US Rt. 224. Go West on US Rt. 224 about half mile to the first intersection. A truck stop complex surrounds you. Turn right (North) onto Lake Road. About ¾ mile, turn right (East) onto Buffham Road, which is a four way intersection. Take Buffham Road slightly over 1 mile to the front gate of the museum, 5515 Buffham Road. Turn left on the museum property. Car barn Phone: 330-769-5501.** This is the full size, 12" to the foot, trolley museum. There are about thirty streetcars, interurbans, rapid transit cars and other pieces of railroad rolling stock. Most of the equipment is operable or will be restored for use on the three mile demonstration railroad. Special arrangements have been made to have the Museum open for our layout tour. Museum is in its construction phase in order to have trolley rides in the future. (NEW)

LAYOUT #46 - STRONGSVILLE SOCIETY OF MODEL RAILROAD ENGINEERS, Bob Stock (Contact) 13307 Pearl Road (S.R. 42), Strongsville. Tel: 216-362-7924 (Cuy. 29-B-3) **Just north of S.R. 82 and S.R. 42 junction on east side of Pearl Road in the basement of the Historical Society "Baldwin House."** HO scale 250' around the wall, double mainline three side with peninsulas. All periods of steam and diesel power. 16' 12' yard. Scenery 90% complete. Enter in rear downstairs. This railroad will be on display from 11:00 AM to 4:00 PM.

There are also tours for June. See Division 4's website at: [www.div4.org](http://www.div4.org).