



# PEDDLER FREIGHT

Division 1 - MCR - NMRA

Akron - Canton - Youngstown Division

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Volume 22 - Issue 6

March 2015

## SUPERINTENDENT'S MESSAGE

Is winter over yet? We had a hard winter this year and encountered the first meeting cancellation that I can remember. As a result, we will double up the contest at the March meeting. Unfortunately, this will limit the space we will have available for the flea-market table, so we will not have one this month. The flea market table will return at the May meeting.

It has become that time of year to consider holding a meeting for the 2015-2016 meeting season. If you have a suggestion, idea or are willing to host a meeting for this coming season let me know. As of right now, I show the following months are open: September 2015, October 2015, January 2016, February 2016, March 2016, May 2016 and June 2016. I would like to see some new locations for the new meeting season. Wouldn't you?

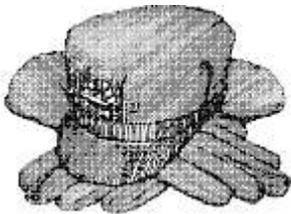
On some sad news, the Cambridge Club is no longer. On February 15, they had their last open house and started to dismantle the layout shortly after the event.

This month we will be at the Sebring Model Railroad Club in Sebring, OH. See you there.

Randy Dettmer, Superintendent  
Division 1, MCR, NMRA



## Achievement Program



Check out p. 51 in the *NMRA Magazine*, March issue. Steve Zapytowski, congrats once again!

In the meantime, does your layout cover 8 sq. ft.? Do you have at least five structures? You are on your way to getting the Golden Spike Award. Visit the NMRA website or contact me if you want more details! Who is next to earn the award? Guess whose layout! Is he ready for the Golden Spike Award?

Jim Peters, AP Chair



## DIVISION 1 MEETINGS 2014-2015

March 29 - Sebring Model Railroad Club, Sebring  
April 19 - Rob's Trains Hobby Shop, Alliance  
May 17 - Mike Bradley, Rootstown  
June 21 - Larry Brown, Ravenna

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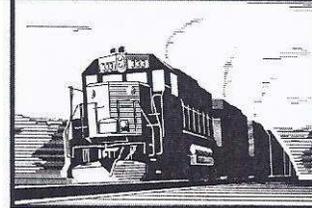


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# DIVISION 1 CONTEST

## CURRENT STANDINGS

### STANDARD KIT

Mike Bradley - 10 pts  
David Hazlett - 2 pts

### CRAFTSMAN KIT

Don Avila - 3 pts  
Jim Williams - 2 pts  
Matt Woods - 2 pts  
Steve Zapatowski - 2 pts

### KIT-BASHED

Mike Bradley - 12 pts  
Josh Cohen - 5 pts  
Matt Woods - 3 pts  
Jim Williams - 2 pts

### SCRATCH-BUILT

Matt Woods - 4 pts  
Steve Zapytowski - 3 pts

## NOTICE

Both the February Contest and the March Contest will be held at the March Meeting.

### CONTEST TOPICS FOR 2014-2015

February - 1<sup>st</sup> & 2<sup>nd</sup> Generation Locos  
March - Steel Cars  
April - Large Grain Hoppers (45 ft +)  
May - Depots (Passenger or Freight)

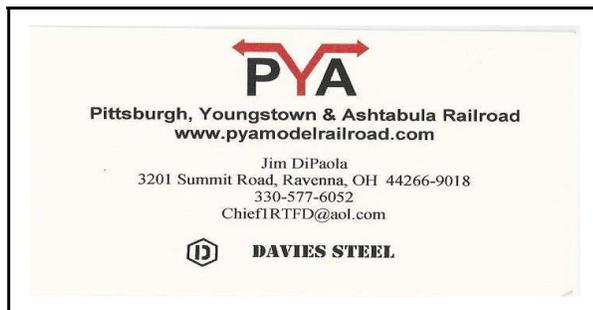
Definition of **STEEL CARS** : ANY car that is/was used in the production of steel (this includes slag cars), ANY car that is/was used to carry raw materials for steel production (such as a COKE car), or ANY car that carries/carried any manufactured steel product (such as a coil steel car).

The February Contest poster and vote cards will be a salmon color. The March contest poster and vote cards will be a yellow color. Hopefully, we will all be able to keep the votes in the correct month.

The limit of 8 cars per person per month (2 in each category) is applied to each month. Therefore, a person may enter 16 models

this month (2 in each category in each of the 2 separate contests) because we are running two separate contests.

***Entries MUST be checked in and recorded and photographed by the Contest official(s).***



# Tales of a Shay: From Wreck to Reincarnation

## Part 3: Gear Train and Motor Installation

By Steve Zapytowski

In this month's installment Shay #6 enters another critical phase of its reincarnation: mounting the gear train and installing the motor. The first step was a trial mounting of the engine and trucks with their rebuilt universal drive shafts on the frame (Figure 14).



Figure 14: The trial assembly of the frame, engine, and trucks. The worm on the engine was turned by hand at this point to determine that the gears, universals, and trucks operated smoothly and without binding.

Once the engine was mounted the gear supports were carefully placed in their approximate locations. Their positions were adjusted by eye and then adhered in place using Cyanoacrylate (CA) adhesive; in this case I used Loctite's Professional Super Glue. (Figure 15) This is only a temporary mounting solution, but gluing the gear supports in place allows turning of the gear train by hand to check their alignment. Be sure to operate the gears in both directions. I was lucky and found the gears' sweet spot on the first try. If I'd missed their locations the gear supports could easily be popped free, the metal surfaces cleaned up, and another set of positions tested.



Figure 15: The gear supports glued into a trial location. Temporary mounting in such cases allows for adjustment of the parts until their proper location is found.

A drill bit with a diameter that passed snugly through the mounting holes on the gear supports was turned until the Shay's deck was slightly dimpled by the bit. (Figure 16) Though the bit was too large for the actual mounting holes, this operation neatly marked the centers of the holes for drilling with the proper sized bit. Next, the gear supports were popped off the deck. The adhesive residue was thoroughly cleaned from all the metal parts and the gears were scrubbed with a brush and mild solvent to clear all of the debris that remained in them. The previously marked holes were then drilled and then tapped for 2-56 screws. Finally, the gear supports were screwed into place on the deck and the gearing alignment was tested by hand turning in both directions. The operation of the entire gearing assembly was satisfyingly smooth.

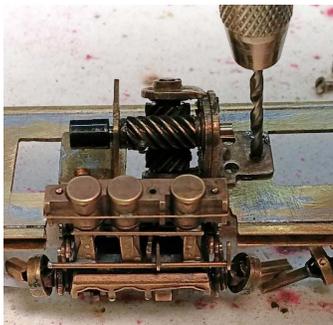


Figure 16: A snugly fitting drill bit can be used to easily mark hole centers when mounting parts that have been temporarily glued into place.

The motor I used was a Northwest Shortline #16309-9 can motor that I found in my box of unused motors. This particular motor was one replaced some time ago by NWSL #1630D-9 and both are 12,500 RPM motors. Both are also double shafted motors, and for my use I trimmed both shafts to fit the mounting space in Shay #6. The motor was attached to a small 0.010" thick brass plate using the mounting holes in the motor and the screws that came with it. (Figure 17)

Figure 17: The new can motor for Shay #6 as attached to its mounting plate. Clearance holes for the screw heads were drilled in the loco's deck before the plate



To account for slight misalignments between the motor's shaft, and that of the gear train's input shaft, a double universal joint connection was made between the two shafts. I used a Northwest Shortline #482-6, the receiver cups of which were a snug press fit onto the ends of both shafts. (Figure 18)



Figure 18: This is the universal joint used in Shay #6. Note the short dogbones to the left of the part sprue. Their length and the shaft diameters must be selected for the particular application at hand. Part #482-6 was perfect for the cramped space inside the tender of the new Shay #6.

With the motor, universal joint, and the gear supports in place, it was time to test the assembly. Before applying power to the motor, it's wise to turn the motor's shaft by hand to check for binds and smoothness of operation. Number 6 passed this test on the first try. After applying a small amount of Labelle #106 grease to the gears, I clipped the motor directly to a power pack and slowly applied voltage to it. (Figure 19)

Figure 19: The gear train of #6 running smoothly under power as shown by the blurred worm gear near the center of the photo. It ran smoothly in both directions and was



With the mechanical aspects of the project successfully completed I plan to move on to the decoder installation and electrical pick up issues in the next installment. The new #6 will be travelling down my test track soon. To be continued...

## Clinic Report

Thank you Joe Urbanski for you clinic on 2<sup>nd</sup> Generation Diesels back in January! Anyone recognize the 2<sup>nd</sup> generation diesel in the photo?

In March, Matt Woods will be sharing techniques on *Weathering Locos and Rolling Stock* in Sebring. Sounds like fun!

Future Clinics are:

April – *Building the City of Boring* by Steve Zapytowski at Rob's Trains

May – *Covered Hoppers* by Randy Dettmer at Mike Bradley's

June – *Card Modeling* by Paul Chapple at Larry Brown's in Ravenna.

I have an empty slate for next year's clinics. Be the first one to sign up for next year and...I will buy you a cup of Joe.

Jim Peters, Clinician Chair



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**THIS MONTH'S MEETING**  
**Sunday, March 29**  
**at the Sebring Model Railroad Club**

We will begin the meeting at 2 PM.

Arrive early and view the great club layout which always has improvements being made by the members.

**Bring snacks and beverages to share with our hosts and for ourselves.**

**THE FLEA MARKET WILL BE NOT BE HELD AT THIS MEETING DUE TO SPACE LIMITATIONS.**

**Clinic:** Matt Woods will be sharing techniques on *Weathering Locos and Rolling Stock*.

Both the February and the March Contests will be held.



**N-SCALE REPORT**



There have been continuing discussions on how to make quick, smooth *connections between N-Scale modules* which use Kato track and those using Atlas track. The N-Trak standard is to use Atlas 5" straight sectional track (4.910" actual or trimmed flex track) for the normal module interface as shown at the left top. Since the height of Kato track/roadbed and Atlas track with cork road bed are the same, an Atlas 5" section can be simulated using Kato/Atlas combinations shown on the left.

A Kato Expansion section can be coupled with Atlas snap track quarter section, but the Cork roadbed on the module with Atlas track must be trimmed. A Kato 20-045 section is intended as an interface between Kato and Atlas. An Atlas half section can be used with the 20-045, but this interface also requires roadbed on the module with the Atlas track be trimmed. To avoid trimming roadbed on someone else's module, the Kato 20-045 can easily be trimmed as shown and used with an Atlas half section or trimmed flex track to make the connection between modules. Regardless of which Kato/ Atlas combination you use, the difference in abutting module heights still has to approach zero.

Hammacher Schlemmer's March 2015 catalogue offered the world first **3D printing pen**. Instead of ink the pen extrudes warm thermoplastic that harden in seconds. The HS catalogue states that by tracing blue prints an operator can create 3D objects like the Eiffel Tower. HS assumes the operator is steadier than I am. Some of our more capable members may find this pen useful in their modeling efforts. ([www.hammacher.com](http://www.hammacher.com)) The Catalogue Source Code was 271987, page 71.

In February I was at David Hazlett's to help a visitor from Pennsylvania **speed match some HO engines**. David was able to get a consist that worked reasonably well without a speedometer. A speedometer makes it easier to match engines, so I looked to see what was now available.

Currently, I have an older speedometer now sold by TCS (Train Control Systems, the WOW decoder people). It is called Trainspeed I and mounts in a permanent location and light must be supplied since unit does not work in the dark, although the unit will work for G thru Z. Cost is ~\$84.95.

A ccutrack II Speedometer by SPROG is another option and is only \$69.65 on the "DCC Trains" website. No installation is required with Accutrack unit because you can set it anywhere on the layout and determine speed for HO or N-Scale engines. Since the Accutrack unit has its own light source, it should work in the dark if desired. Both items can be view on Internet at TCS website or by inputting Accutrack II speedometer into the Google search engine.

Don Bonk

## Train Shows and Open Houses – March thru May

**March 19, 20, 21 – 23<sup>rd</sup> Annual Canfield Scale Train Show**  
Greenford Space Center, 7600 W South Range Rd, Salem, OH  
\$12 one day admission; \$20 two day with advanced  
registration for more information contact  
Gary Kohler at 330-719-0264 or [m2fq@aol.com](mailto:m2fq@aol.com)

**March 22 – Greater Wayne County Train & Toy Show**  
**10 AM – 4 PM**  
Buckeye Event Center, 624 Henry St, Dalton, OH  
\$5 admission, children 12 and under free

**March 27 & 28 - RPM-East Prototype Modelers Meet**  
Sponsored by Division 2, MCR, NMRA  
Ramada Greensburg Hotel & Conference Center  
Route 30, just east of Greensburg.  
Registration forms, hotel information and more details at  
[www.hansmanns.org/rpm\\_east/index.htm](http://www.hansmanns.org/rpm_east/index.htm)

**April 11 – Bucyrus Model RR Assoc Train Show**  
**10 AM – 4 PM**  
Crawford County Fairgrounds, 610 Whetstone St, Bucyrus, OH  
\$4 admission, children 12 and under free

**April 18 – ELHS Western Region Meeting**  
**Dinner at the station – 10 AM – 8 PM**  
Marion Union Station  
532 W Center St (St Rt 309), Marion, OH  
ELHS member \$28; non-member \$30; pre-registration required  
<http://www.eriellackhs.org/index.php/newsevents/elhsevents>

**April 18 – Mansfield Firelands Model Train & Toy Show**  
**10 AM – 4 PM**  
Richland County Fair Grounds, 750 N Home Rd, Mansfield, OH  
\$5 admission, children 18 and under free

**May 2 – Train Collectors Assoc Spring Train Meet**  
**10 AM – 3 PM**  
UAW Hall, 5615 Chevrolet Blvd, Cleveland, OH  
\$6 admission, children free

## MODULE REPORT

We will show our modules, NTRAK and HO, at the Buckeye Event Center in Dalton on Sunday, 3/22/ 2015. We will setup on Saturday, 3/21/ 2015, starting at 5:00 PM. Please advise me if you will participate. Everyone is invited to operate and help with the layout. The last Dalton Show went off beautifully and everyone did a good job. Also, we are allowed to sell trains and equipment at the show. A table is provided to set up a small display. You are on your own to watch those items.

**New rule:** Jon Albright, the show promoter, has requested that anyone who enters through the main entrance wear some Div 1-MCR-NMRA identification, i.e., a hat, a shirt, a sweatshirt or a jacket. You can also use your membership card. They are getting too many people, who are not part of the module group, who are trying to enter the show just to get in for free. If you do not intend to come to the modules and operate, please pay your way in. Everyone can operate.

We will setup a module train show during the March spring break for the local universities and schools at the Summit County Richfield library, 3761 Grant St., Richfield OH, 44286, 330-659-4343. The tentative hours during the show are 10:00 AM until 6:00 PM depending on the day. The library is in a red barn-like structure and sits well off the road. They are promoting railroads and transportation during this event. We will setup Tuesday, March 31, 2015, at noon, and teardown Thursday, April 3, 2015, at 2:00 PM. This show will come on the heels of the Dalton Show and may present problems with manning the modules during the week. There will be five HO straight modules, one corner and both loop ends. The NTRAK group is working on a small layout to show, also. Let Don Bonk know if you can help. A pdf of the layout will be sent by email. We need brochures and literature for distribution during this show.

Bob Ashley, Jr. and Jim Williams are working on a date to start adding Tortoise switch machines to the left end passenger modules. We also have some minor problems with the curved turnouts on the right end industrial modules. It may be necessary to hand lay a new turnout. We experienced derailling, at NTS 2014, of long wheelbase steam locomotives, due to the tighter curvature at the switch points. We will advise by email and will need your help to complete these projects.

Please advise me if you have made any changes to your wiring or track layout. We must not hook up any wiring to the layout until it has been tested for shorts. I have a meter that will test the CAT-5 wiring harness, and we can setup the power control box with your module(s) to test for shorts in the track. We have lost many hours at previous shows trying to find a problem. It is time to get smart and find the problem before the show. **Do not test any DCC equipment by powering the track using 12 volts DC.** Reversing units and command stations can be seriously damaged.

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 request 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 help in funding the Module Group is appreciated.

Bob Ashley, Sr., Module Chairman, 330-644-4778 or [rashleysr@msn.com](mailto:rashleysr@msn.com)

Jim Williams, Asst. Module Chairman, 330-966-5477 or [jamestwilliams46@yahoo.com](mailto:jamestwilliams46@yahoo.com)

**PEDDLER FREIGHT**

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Publication of Division 1 - MCR - NMRA  
The Akron, Canton, Youngstown Division

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The "Peddler Freight" is published each month September through November and January through June. Opinions expressed in this issue may not represent the opinions of the Editor, Division 1, MCR or NMRA. Suggested donation is \$15.00 a year. Checks payable to Division 1-MCR-NMRA, Inc. may be mailed to D. Hazlett, Editor, 247 Calicoe Dr., Akron, OH 44307-2216.

