



PEDDLER FREIGHT



Division 1 - MCR - NMRA

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Clerk -

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Achievement Program -

Historian -

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The Akron -

Canton - Youngstown Division

November 2005

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

NOTES FROM THE SUPER

Well by now, most model railroaders are back at work on their layouts. I have just completed a modest change in my mainline which should generate a more than modest improvement in operations. I hope you have managed to get back to working on your railroad. Everyone has his or her "thing" in modeling railroading. Some like building structures, some like track work, some scenery, some super-detailing and some like to operate.

I had the pleasure of operating on a layout in Pennsylvania this past month. We operated this layout, which is small, from 10 AM to 12:30 PM and then continued after lunch until 5:30 PM. The layout is small in size but big in operation. With eight crew members, we ran 30 trains, all that are scheduled for this layout. We emptied and then filled the 12 hidden storage tracks (three separate hidden yards), worked the merchandise and coal yards, the two towns on the line and the coal mine (three trains for the mine). This layout has operating signals and the dispatcher can locate any train because the tracks are wired with sensors which operate the signals and indicators on the dispatchers panel.

Our hobby is truly the greatest hobby in the world. There is just so much you can do in this hobby. I have had the opportunity to share our hobby with others just getting into the world of model railroading. One is a man of my age, who has no basement and no layout, but is so very excited by the lure of model railroading that his enthusiasm sparks mine as we work to improve his knowledge. Another man much older than I am and has just gotten started in the hobby. He has some interesting problems that I have been able to help solve. Both of these men help me enjoy the hobby while I help them. This is truly the joy of model railroading.

David

The Mid Central Region publication *The Kingpin* for the fourth quarter is included in this issue.

Division One
Meeting Minutes
October 16, 2005
Coshocton Model Railroad Club

The meeting began at 2:20 PM with 8 members in attendance.

Minutes of the September meeting had one correction. The following was omitted from the September minutes: "Advertising Rules and Rates were moved and approved for the PEDDLER FREIGHT." With that correction, the minutes were approved.

The Superintendent reported that he will be attending the Mid-Central Region's Board of Directors meeting on October 23 in Reynoldsburg. Comments or questions for that meeting were solicited from the members present.

There was no Treasurer's Report.

Posters were taken by several members for distribution.

A clerk is badly needed by our group. The Superintendent also would like to have a assistant.

The Mid-Central Regional Convention is April 27-30, 2006 in Morgantown, WV. Early bird reservations end February 1, 2006 and save \$10.

The business meeting adjourned at 3 PM.

Respectfully Submitted,
David H. Hazlett

The following is a tentative meeting list:
November 20 - McKinley Museum
January 15 - Sebring MRRC
February 19 - David Hazlett - Akron
March 19 - Rick Muir - Richfield
April 23 - (Date Change) Youngstown MRRC
May 21 - Donald Bonk - Louisville

Visit our web site at:
www.trainweb.org/division-1-mcr-nmra/index.html .

BOARD OF DIRECTORS REPORT

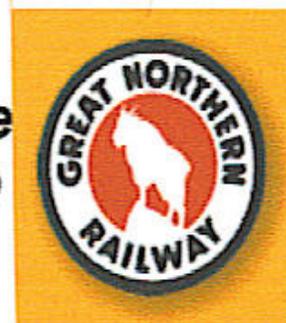
On October 23rd I attended the Mid-Central Region's Board of Directors Meeting held in Columbus, Ohio. Eight of the eleven Divisions were represented. Many things were discussed, but to try to tell you all of them would require too much space.

The major items discussed were related to finances. The Region is set well with its finances. The discussion revolved around the "head tax", the \$4 per attendee at the Regional Convention, that is paid by the Division sponsoring the Convention to the Region. Should this tax be eliminated since the Region is financially sound? Complicating this discussion is the move by NMRA to send \$1 per member, twice per year (\$2 per year roughly, varying with membership) to the Regions for basic programs. The Region can keep all or part or send all or none to the Divisions. I also brought up the fact that I didn't think it helpful for the Divisions to publish and mail out to members two or more Regional newsletters (The Kingpin). This actually got some support from the editor of The Kingpin, because then more of the business of the Region could be put into the newsletter. Decisions on these items will be made at the MCR Convention in Morgantown, WV in April.

I have some printed reports of activities of other Divisions if anyone would like to see them. I must admit to feeling uncomfortable when I report our activities when I see what others are doing. However, Bill Smith pointed out that some of the other Divisions have 3 or 4 counties with 100 members per county while we have 10 counties with about 11 members, average, per county.

Super

**Stephen Leslie
Wooster, Ohio**



OPERATING A RAILROAD

For three issues (counting this one) I have put in a ad inviting model railroaders to an operating session. I have had four inquiries and three of them have operated on my railroad. Is operating a model railroad intimidating? Yes. Are people worried about damaging models? Yes. Are people afraid of looking stupid? Yes.

(Continued on page 3)

Guess what? When I go to operate on other layouts, I am intimidated. The layout is different to me. I don't know where towns are, I don't know some of the specialized rules of the road and I don't want to "mess up"!

Have I damaged models? Yes. Couplers have dropped off cars, I have derailed cars and locos, but on no layout have I badly damaged any models, because these layouts are designed for operation and the areas where you might send a model to the floor just don't exist.

Have I looked or felt stupid at an operating session? You bet! But, only to the extent that I was new to the railroad and didn't know the layout or its special rules. It takes time to learn a new layout.

The outcome of my intimidation, minor damage and stupidity has been that I have been invited to come back to operate again. Men in this hobby who operate are very understanding and genuinely nice, and they too have felt intimidated, damage worried and stupid when they went to other layouts.

So give operations a try. I can promise that if you visit my layout you will see someone mess up a coupler or two, derail trains and just plain mess up. I can promise this because most of the time it's me! (And I still get invited back!)

David

Dear Fellow Division One Members,

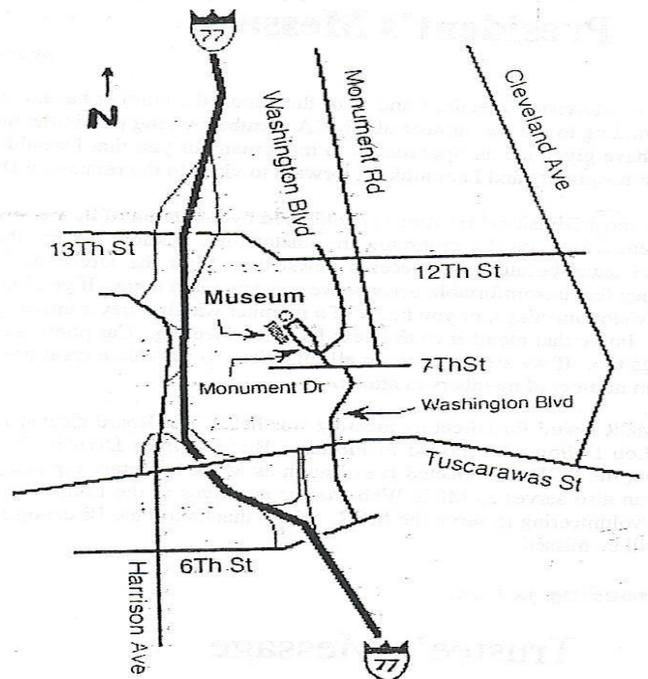
Have you ever entered a NMRA modeling contest? If not, have you ever thought about it? Either way, there is an online petition that may interest you. Jim Packer, MMR, from the Lonestar Region has started a petition to try to change the scoring system used when judging entries in an NMRA modeling contest. The scoring system was changed back in 1995. Mr. Packer believes that the present contest form hinders the scratchbuilder and favors the RTR crowd. If you would like to take a closer look at this petition, please log onto:

www.petitiononline.com/NMRA2005/petition.html

Once there you can not only sign the petition, but you can see who else has signed it. For further information, please read "Blowing Off Steam", page 18, of the September 2005 issue of 'Scale Rails'.

Thank You

Robert Keller



November Destinations
Sunday, November 20, 2005

McKinley Museum is our November destination in Canton, OH. We will meet in the “school house” upstairs and hold a short meeting at 2 PM. David Hazlett will present a slide show following the meeting.

Following the meeting and slide show the HO layout will be available for viewing. Bring snacks to share and your beverage.

You are not to pay any admission charge to the Museum, just mention you are with the National Model Railroad Association, and meeting in the school house.

Nick’s Railway Supply is sponsoring a number of open house model railroad tours during Model Railroad Month in November.

There are 12 private “empires” for viewing and two Model Railroad Clubs also open.

Stop in at Nicks and get a schedule of the locations, times, dates and directions to each location. Or for additional information contact Gary Antonacci at 330-488-6013 or email gomez@neo.rr.com

What Colors Are the Depots on Your Layout

Researched and written by Martin Evoy III

Many years ago, as a member of the NMRA's Pacific Northwest Region, Foreign Div., I read an article in the division's publication, written by a Canadian member which mentioned "a typical Great Northern depot" in regard to the topic he was covering. I had never seen the Great Northern. So I wrote the author and asked what made the depot "typical"?

He wrote back and answered to the effect that it was a moderate sized, wood framed, neat building, painted white with some green trimming. That description ought to be easy to follow in modeling; and if there were two or more of these depots on a layout, visitors would recognize that they were on the same railroad as they followed a moving train or just gazed at the scenes you had created.

In the middle of the 1960s, business conditions dictated that the Great Northern Railway adopt a new image. So in 1967 it began to use Big Sky Blue (BSB) color (and white) to replace paint on most of its rolling stock and locomotives and to use a more stylized, robust goat on its herald. That green trim on its depots was a logical target to change to BSB; and in fact, on some GN depots and associated small frame buildings it was changed to blue, but this was not done uniformly.

The President of the Great Northern toured his system fairly often, and he noted the changes in color. On 8/16/68 the Vice President of Operations informed the Chief Engineer that the President had commented, "that some of the depots on the Minot Division did not afford a very good image of the Great Northern. Apparently we have a number of colors that are being used." In the president's eyes, uniformity in its structure colors meant uniformity and strength of service in a transcontinental railroad.

Depot repainting reverted to white with green trim; and this continued even after the Great Northern was merged into the Burlington Northern on March 3, 1970.

Years ago, interaction with the Great Northern's public relations department had given me the information that at some time during the change from steam locomotive to diesel locomotive use the GN had changed its depot colors from light gray body paint with darker gray trimmer paint to the white with green trim scheme mentioned above. That is a pretty big span of time, but friends in the Great Northern Ry. Historical Society say the paint color change occurred in 1950. Perhaps this can be documented more positively and precisely later on.

Why was the 2-tone gray “color” scheme used and what was behind the change from 2-tone gray to white with green trim? In the 1910s and 1920s, the GN was having trouble with depot paints with short life spans and repainting cycles. The poor quality paint being used on the GN was showing up as unsightly appearances, excessive finger marks on the light color body paint and the GN found that its steam locomotives were discharging soot in such profuse amounts that the paint on its

buildings, including depots, and line-side water tanks, quickly became soot covered and unattractive. The railroad, in defense, decided to paint depots in the light gray body paint with dark gray trim so the soot collected on them would not show significantly and the buildings would remain attractive. One of the several benefits of the transition from steam to diesel was the elimination of soot that steam locomotives discharged from their stacks. With that gone, a brighter, less drab color scheme could be used on the GN depots, and other buildings. So 2-tone gray was changed to white with green trim in about 1950.

The Great Northern prototype modeler was / is fortunate because examples of the paints used in the 2-tone gray schemes were readily available to the interested modeler for paint color matching, even into the 1980s. However, how does a person “talk” about the color of a paint or its painted surface to convey meaningful information on its appearance? To do this, I went to the paint store and examined chips of 2-tone gray paint next to the stores’ gray color swatches and chose two color swatches that matched my examples of gray paints. The lighter gray or Body Color chip was matched by Pratt & Lambert’s Palgard 1-106 (Shale). The darker or Trimmer Color was matched by Dutch Boy’s Dutch Gray 2187. [Field reports from persons collecting gray paint samples indicated that there was significant variation in the “colors” of these gray chips collected from the field. That could make the job of color matching less critical than if all samples of the gray paints were about the same.]

Great Northern records seem to indicate that the use of the light gray body color with dark gray trim on depots began in 1930.

(Summarized by the Editor)