



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 5

February 2017

Superintendent's Bulletin



Networking. Collaboration. Words that describe two or more people getting together to achieve something successfully. We do this when we go to monthly meetings, conventions, operation sessions and to visit layouts. This all is very important in keeping the hobby of model railroading thriving. And when we need help achieving that success all we have to do is ask.

Nils Sundberg was helping me achieve my dream of having a working signal system but Nils passed away before the signal system could be finished. I was at a standstill and was not sure where to look for help. On a chance I contacted Dr. Bruce Chubb who owns the well known Sunset Valley Oregon Railroad layout. Dr Chubb also has developed hardware for a model railroad signal system. Within a few days Dr. Chubb responded back with a few questions which I answered. Two weeks later I was contacted by Bill Carr from upstate New York who has a background in computers and has worked extensively helping people to get their signal system working. Long story short, Bill was going to be in the area for a few days and offered to arrive a few days early to see what he could do. Bill spent three days helping to get my system working 100%. I will have the signal system I envisioned and a new friend. People like Bill help to make this hobby great. So if your need help with a project or what to know something all you have to do is ask.

And speaking of working together. We have several upcoming events that we will need your help with. The first is the 26th Annual Midwest Narrow Gauge Show March 16-18, 2017. Setup is on Thursday and vendors and clinics will be on Friday & Saturday. Our Module Group will set up their modules and operate them through the show. Clinics are geared to all scales of the hobby not just narrow gauge. If you give two hours to assist with the show you will have free admission for both days. Please contact Assistant Superintendent Steve Zapytowski or myself if you can help. Gary Kohler and Portland Locomotive Works are in Division One and deserve our support. This is a great opportunity to work with Gary, Portland Locomotive Works and to have some fun.

The second event will be our division hosting the 2019 Regional Convention. We have looked at two hotels, ob-

tained prices and think we have found one that meets our needs. We can make this a successful convention with your help. We proved that we can tackle a project like a convention as we did very well helping host the 2014 NMRA National Convention with Division 4 & 5. A regional convention only has around 200 attendees so with everyone's help we will be able to show all a good time. More details as they become available.

Our February event will be held at the Youngstown Model Railroad Association's building. Doors open at 1 PM so you can view the HO and O scale layouts. Their address and directions are posted elsewhere in this edition of the Peddler Freight.

All Aboard!!

Jim DiPaola, Superintendent
NMRA, MCR, Division 1

Clinic Report

HELP! We need a clinician for March! In the meantime, thanks go out to Steve Zapytowski on his benchwork clinic. Actually, I saw it more as the evolution of the Tillamook & Astoria RR Co. Great work and a must see during our Spring Layout Tour on April 1. By the way, Steve will be giving the clinic in February on Touch Screen Control Panels & DCC Point Loaders, or what I like to call Turnout Magic.

Jim Peters
Clinician Chair

2016 - 2017 Division 1 Meetings

February 19 - Youngstown Model Railroad Club
March 19- TBA
April 23 - Rob's Trains
May 21 - Mike Bradley
June 18 - Larry Brown

Tales of a Shay: From Wreck to Reincarnation

Part 15: The Backhead

Steve Zapytowski

In studying photos of cab interiors for various steam locomotives, and Shays in particular, I came to the conclusion that the plumbing in locomotive cabs was only slightly less complicated than the plumbing for a nuclear submarine. While that statement is an obvious



Figure 166: All the parts of the backhead kit were taped to a file card and labeled for ease of identification during assemble. These are from Precision Scale's Backhead Detailing kit for 50-70 oil burning Shays. (#3719)



Figure 168: A scrap of wood was used to support the 0.010" brass of the backhead while marking hole centers. Here a portion of the oil fire door has been removed to allow for the electric motor's drive shaft.



Figure 170: This is the oil firing control and it needs a rod extending from its bottom side through the deck of the cab. Linked by this rod to a valve on the oil line leading from the tender this item controls the flow of oil to the firebox. The hole center was dimpled with an awl and drilled with a #79 bit.

exaggeration, it is not as much of an embellishment as one might first think. Pipes, valves, and tubes control and transport everything a locomotive needs to run. Conceptually for Shay #6 that includes bunker oil, water, lubricants, steam, air, and sand. In the latter part of the 19th century switches, wire, and insulators were added to locomotives to control the flow of electricity, and this wiring also terminated in the cab. The vast majority of this plumbing and wiring is on the exterior of the firebox, boiler, and smokebox. When underway, operational control of all of these resources is centered in the cab where the fireman and engineer can reach them while traveling down the track. Necessarily, locomotive cabs are complex and confusing looking places. Modeling a boiler backhead in HO scale presents certain compromises from the very beginning. Even a package as inclusive as Precision Scale Company's (PSC) backhead detailing kit for oil burning Shays is only as complete as the limits of size, scale, common tools and human fingers allow.

At the start I taped all the pieces from the backhead kit to a file card and numbered them just to keep all the parts straight and to help contain them on my workbench. (Figure 166) The three pieces of cast lagged pipe and two lengths each of 0.012" and 0.014" brass wire were left in their bags which was more secure than taping them to the file card. As I used a high temperature solder to assemble the false backhead I used Rickety Rails Detail and Low Melt solders to fasten the super detail parts to it. The oil fire door was the first part attached to the backhead. (Figure 167)

The order of assembly is important as some pieces seem to fit over others in the drawing provided by PSC. As carefully as I tried to be in my assembly planning I didn't always get this right and occasionally had to unsolder a part in order to place another.

Most of the detail parts have a stud on their backsides for mounting into predrilled holes. This greatly aids placement during assembly. To this end I colored the backhead with Dykem and scribed lines and located hole centers. I used a scrap of wood in a vise to support the backhead face while marking centers with an awl. (Figure 168)

There were no dimensions on PSC's drawing. Considering the possible sizes in which backheads could be made such information



Figure 167: The oil fire door was the first part soldered to this assembly. It was the one part that could safely be placed first on the backhead. The door had to be cut after installation to match the U-shaped hole for the electric motor's drive shaft. This was done with a jeweler's saw and round file.



Figure 169: It seemed best to mark and drill all the holes I could before adding more parts. Drilling holes after soldering parts on could be a risk to those parts. One hole could not be drilled, however, as its location depended upon two adjacent parts for its placement. Shown are the holes for the backhead throttle and the three petcocks.



Figure 171: Some parts come with their hole centers marked with a dimple or a cup molded into the part as does this steam turret. While the cups need not be drilled deeper I find they will hold their associated pipes more securely if drilled out prior to soldering.



Figure 172: This is my resistance soldering unit. It has two interchangeable leads seen coming from the front of the unit. One lead powers the electrode while the other is attached to the grounding clip.



Figure 174: The backhead is taking shape. The oil burner valve cluster is on the left. The predrilled holes mark locations for other parts.



Figure 176: This is one of the two water glasses in the backhead kit. At the right is a small section of the part that has been tinned. The mounting stud is at the far right end of the part.



Figure 178: One of the petcocks has been installed in the first of three holes. The second one is in the foreground of the photo.

would be useless. Placement of the parts is done by eye using the best judgement of the modeler. As my backhead is proportionally much smaller than the one in PSC's illustration the placement of parts required significant adjustment. (Figure 169)

It is advisable to predrill detail parts for any rods or piping they may require before soldering them to the backhead. The surfaces to be drilled are much more accessible beforehand and drilling will not jeopardize a solder joint if the part hasn't been attached. (Figures 170 and 171)

As an aside I wish to briefly speak of resistance soldering which was employed occasionally during this project. Instead of applying heat through a soldering iron, resistance soldering generates heat by passing an electrical current through metal and focusing it around the point an electrode where it is touched against the metals involved and a grounding clip. A foot pedal turns the unit's power on and off. It must be turned off when not actually in use as it is too easy to make unintentional contacts with the electrode. (Figure 172)

Resistance soldering has the advantage of quickly building a localized point of heat, thus making solder joint quickly before that heat has a chance to radiate throughout the assembly. A conventional soldering iron applies heat more slowly allowing it to disperse throughout an assembly and possibly risk melting previously made joints. With so many small parts so close together I tried resistance soldering on the backhead, but was not happy with this experiment and I returned to my regular soldering iron. (Figure 173)

The next two parts added after the oil fire door were the oil burner valve cluster and the steam/air gauge cluster. (Figure 174)

It is often advantageous to solder rods and plumbing to larger parts before putting them into the larger assembly. That was the case with the oil firing control. (Figure 175)

In previous installments I mentioned the desire to solder parts together from the back or inside of an assembly, but found that impractical for this project. It simply proved too difficult to keep the parts aligned properly on the face of the backhead while soldering from the rear side. Because of this I had to solder all the parts on the front side of the assembly. I found it useful to tin both parts before putting them together. The length of time heat had to be applied during assembly was shorter and the chances of getting the joint to "make" on the first try increased remarkably. (Figures 176 and 177)

The three petcocks were placed on a diagonal line to the right of the second water glass. (Figure 178) I soldered the engine and train air controls on the right side of the backhead and this proved to be a mistake as its location interfered with



Figure 173: This photo was taken seconds after soldering the steam turret to the backhead. The joint was achieved almost instantaneously. However, the weight of the grounding clip and its wire made the backhead, being such a small part, very difficult to control.



Figure 175: Here a 0.012" brass rod is soldered to the oil firing control before being attached to the backhead. In a real Shay that rod would link the control to an oil valve beneath the deck of the cab.



Figure 177: Both of the water glasses have been attached in this photo. The small pipes running to the cab's deck have been removed from the one on the right because of the drive shaft opening.



Figure 179: I had to remove the air controls and then solder the reverser quadrant into place. Then I was able to reattach the air controls. I should have installed them in the reverse order of what I originally did.



Figure 180: I used a #79 drill to clean out the hole that came in this 2 ½” globe valve from PSC. Once this was done a piece of 0.012” brass rod slid easily through the part. Once that rod was soldered into the valve the large sprue at the bottom of the part was removed.



the installation of the reverser quadrant. (Figure 179)

I am amazed that parts as small as PSC’s 2 ½” globe valves come pre-cored, but as you can see in Figure 180, they do. (Figure 180) One of the steam lines from the steam turret had to run to the cab front where it lines up with the steam line running to the air pump. (Figure 181) Once the position was marked I removed the backhead and bent the lagged pipe from the turret to the mark near the cab front.

As a rule it is often easier to bend a pipe to shape away from an assembly and then solder it into place. (Figure 182) The completed backhead is shown in Figure 183. In the next installment I plan to finish the boiler detail and the cab.

To be continued...

(left) Figure 182: Whenever possible bend parts away from an assembly before attaching them. This avoids stressing the assembled parts and allows one to work the part more easily until it fits properly.

(right) Figure 183: Here is the completed backhead show next to a quarter to better illustrate size of the finished assembly.



Figure 181: This is a trial assembly of the backhead with the rear of the boiler and it was done to mark the spot where a steam line from the turret runs through the cab front to the air pump.



Second Annual Layout Tour
Saturday, April 1
10 AM - 5 PM
Contact: Jim Peters, Layout Tour Chair

Layout Tours

It is getting closer - Our next annual Division One Layout Tour. Unfortunately, one participant had to bow out, so we will have five layouts open for viewing. Since Division 1 will be hosting the regional convention (if things go as planned) in 2019, this would be a great time to open your layout and get some input. If it doesn’t run, we can add that to the description. Maybe you want to find out who is willing to participate in work sessions on your layout. Share what you have. It is fun and how we learn. The tour is Saturday, April 1 from 10 AM - 5 PM.

Jim Peters
Layout Tour Chair

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

Mail to: Bruce Hukill, editor
223 Pierce Ave.
Cuyahoga Falls, OH 44221

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N SCALE NEWS

A Rotary Snow Thrower was displayed in the January contest, during assembly the front truck castings were found to be warped. Tichy, the kit supplier was informed of the problem and within 5 days supplied a replacement set of castings at no cost. Don Tichy is to be commended for his customer service and product support. Tichy markets both HO and N kits plus "O", "S", "HO" and "N" decals.

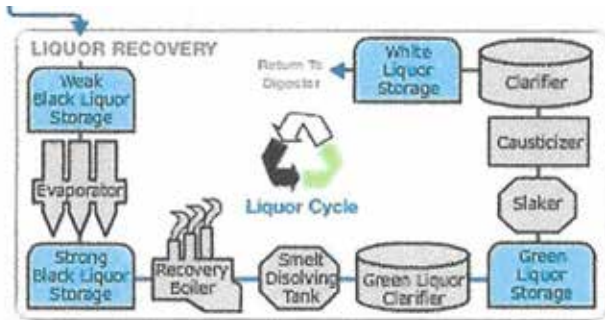
2017 N-Scale Events

Ohio N-Scale Weekend is May 19-21 in Hilliard, OH. Reservation forms can be found on the Web at "9th Ohio N-Scale Weekend." Sponsors have not yet posted hotels that may have special rates, but the Knights Inn, Hampton Inn, and Best Western are already full or filling up fast.

National N-Scale Convention Pittsburgh, PA is June 21-25, Sheraton Pittsburgh at Station Square. Details are on web at "2017 N-Scale National Convention." Contest rules and forms are available and sponsors are still looking for clinicians and local layouts to be added to the convention tours.

Altoona N-Scale Weekend is August 18 setup, show August 19-20. Details and forms have not been posted to date at "N-Scale Weekend" site.

Why not a Pulp and Paper Mill Part 7 – Last month we had discussed the separation of pulp from weak or brown liquor at the exit of digester. As shown in the flow diagram, brown liquor is stored or moved directly to a set of multiple-effect evaporators where liquor is concentrated from ~15% solids into Black (strong) liquor at 65-70% solids. The flow diagram



indicated black liquor is stored. In my experience it is fired directly into the recovery boiler because black liquor is a thixotropic non-Newtonian material that becomes a solid at room temperature and does not pump well below ~270F. Hot black liquor is fired into the reducing zone of the boiler furnace. The organic portion of the black liquor burns or is volatilized. The solid chemical ash portion of the liquor is converted from sodium sulfate to sodium sulfide molten mass called smelt. Smelt is tapped from the bottom of the boiler's furnace. Gases from the reducing zone rise up the furnace where additional air is introduced to complete combustion. Any chemical ash in flue gases from the furnace are removed and recycled back to the brown liquor storage. Continued next month, the smelt tank and beyond.

March Contest, Need A Covered Hopper - See 1951 photo for a scratch-building idea.

Rambling – Had to use NeverStall on sound car with success this week. This may have been report before, but NeverStall is a lubricant for electrical contacts (wheel wipers) on engines lighted cars etc... Charlie Getz borrowed it at National and it allowed the NMRA display to operate. NeverStall is available at www.daylightsales.com.



Membership Report - February 2017 102 members

New Members

Altwies Family - Cuyahoga Falls
Bradley Philpot - Cuyahoga Falls

Renewals and Rerails

Chuck Altwies
Charles Burroughs
Jim DiPaola
Karl Emler
Joyce Hewitt

Bruce Hukill
Jerry Kruse
Ray Lora
William Ward

MODULE GROUP

The Salem show, January 8, 2017, was a huge success. We were a definite attraction and have been invited back. There were some minor scheduling problems because the Center Plex is heavily used by the community and not enough time was allowed to setup and tear down. One hundred kids that want to play basketball and over 20 seniors who demand the use of the track nearly trampled us in the middle of tear down and loading the trailer and vans..

The next show for the HO and NTRAK Modules is a Division 1 cosponsored event with the Midwest Narrow Gauge Show. We will setup and operate Thursday, Friday and Saturday, March 16, 17 and 18, 2017 at the Greenford Space Center, 7600 W. South Range Road, Salem, OH 44460. This is the same location as the Portland Locomotive Works, where we had our October meeting. We will setup the HO modules in the gymnasium. I will email the time, about 11 AM, and also have it in the March "Peddler Freight." Please confirm to me that you will be there to help setup. We need extra help due to the limited time to setup. Carpooling might be an option.

The Module Group will set up and operate the HO modules at the Toy Train and Model Railroad Flea Market, presented by the Youngstown Model Railroad Association, at the Salem Center Plex, 1098 N. Ellsworth Ave., Salem, OH 44460 on Sunday, April 9, 2017. We will setup the modules Saturday, April 8, 2017 at 1 PM (subject to change). There is a large door at the end of the building where we will be located and will use a 8' X 100' space. This show was formerly located at McMenamy's near Warren.

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.

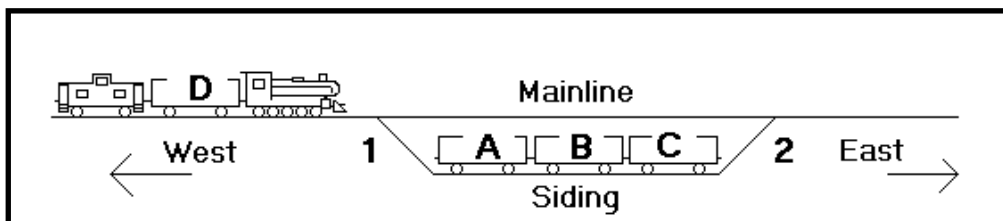
Caution: Digitrax users must remove or flip the 9v battery "side over side" to shut down the throttles. Never flip the battery "end over end". This will cause a dead short and the heat may melt the throttle case and definitely ruin the battery.

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 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

Weak and Worn Switching Puzzle



Our chore today as the crew of this small train is to exchange cars D and B and continue the train eastward. The tough part is that our locomotive is so old and worn and weak that it can only move one car at a time! The siding length is restricted to just 3 car lengths. You can pretty much disregard the caboose as it is lightweight and does not enter the problem. Our conductor is staying in the caboose cooking lunch; he said we should be able to do this without him. What is the least number of moves in which the chore can be accomplished so the entire crew can enjoy lunch in the caboose? _____

Puzzle submitted by Ray Lora

Division 1, MCR, NMRA Minutes
January 15, 2017
Reed Memorial Library, Ravenna, Ohio

- I. **Welcome:** The business meeting was called to order at 2:10 pm. Superintendent Jim DiPaola thanked Sam and Trish Eisele for providing the food. The contest this month is snow fighting equipment.
- II. **Minutes:** A motion was made and seconded to approve the November 2016 minutes as printed in the January 2017 Peddler Freight. Jim Williams has volunteered to serve as Clerk.
- III. **Treasurer:** Report given by Treasurer Mike Bradley. Balances in the CD and checking account, income and expenses were presented to the membership The CD has been replaced with one that yields 1.07%. A motion was made and seconded to accept the January 2017 Treasurer's report subject to audit. The motion passed.
- IV. **Membership:** No report since Larry Brown was absent. However, Don Bonk introduced a visitor: Ken Defaratti.
- V. **Committee Reports:**
 - A. **Clinics** – Jim Peters reported that Steve Zapytowski would be using the division's new projector to put on his benchwork clinic.
 - 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. There was a problem with 2 e-mail addresses – Bruce will fix these.
 - D. **Scale Update** – No report.
 - E. **Modules** – Bob Ashley Sr. reported on the module setup for the Youngstown Club train show in Salem on Sunday, 01/8/17. We will be setting up the modules at the Midwest Narrow Gauge Show in Salem in March. In April we will repeat the Youngstown Club train show in Salem. Bob needs good e-mail addresses for the module groups.
 - 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** – Jim DiPaola reported that the hotel is filling up fast for the MCR Regional Convention in Louisville, Kentucky in May. The NMRA National Convention is in Orlando, Florida in July/August. The steel mill modelers SIG meeting is in Bethlehem, Pennsylvania in August and they will have access to the old steel mill.
- VI. **Division 1 Events:**
 - A. January 15, 2017 – Reed Memorial Library, Ravenna, OH
 - B. February 19, 2017 – Youngstown Model Railroad Association, Youngstown, OH
 - C. March 19, 2017 – TBA
 - D. April 23, 2017 – Rob's Trains, Alliance, OH
 - E. May 21, 2017 – Mike Bradley, Rootstown, OH **HAS BEEN MOVED UP TO MAY 14** (This was done at the suggestion of Don Bonk in order to avoid a conflict with the National N-Scale Convention in Pittsburgh).
 - F. June 18, 2017 – Larry Brown, Ravenna, OH
- VII. **Bring-N-Brag:**
 - A. Chuck Altwies showed the group a Bar Mills wood building kit of the Gravely Building that he had built. It was nicely put together and detailed. The kit was peel and stick construction but he said that he also glued it.
 - B. Don Bonk showed various lights that could be used for modeling. He considered the Hawk Optical device the best.
 - C. Jim DiPaola passed around a sample of the new Testors "make your own marker" that you can fill with either acrylic or oil paint of your choice.
- VIII. **Old Business:**
 - A. MCR 2019 Convention: Jim DiPaola reported that he and Steve Zapytowski were evaluating venues at the Sheraton in Cuyahoga Falls and the Holiday Inn in Boardman.
 - B. Midwest Narrow Gauge Show: Gary Kohler reported that he had secured the old band room area in addition to the gymnasium. The N-Scale modules will be in the band room. Volunteers are needed and will get in free. Setup is on Thursday and the show is on Friday and Saturday. He suggested that we might want to have the March meeting there.
 - C. November, 2016 Flea Market: Bob Ashley, Jr. reported that the division netted \$475 after the \$100 rental fee (\$137 at the door, \$47 from the division table sales, \$300 table rentals, \$91 from food, Bob and his wife donated the food).
- IX. **New Business:**
 - A. Three people are needed for a Bylaws Committee.
 - B. Next month's meeting will be at the Youngstown Club.

Twenty-six (26) 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 3:00 pm.

DIVISION 1 CONTEST - Snow Fighting Equipment - January Category

STANDINGS **2016-17**

STANDARD KIT

Mike Bradley - 18 pts
 Sam Eisele - 8 pts
 David Hazlett - 6 pts
 Bob Ashley, Jr. - 4 pts
 Ray Lora - 1 pt
 Bob Ashley, Sr. - 1 pt

KIT - BASHED

Mike Bradley - 19 pts
 Frank Williamson - 4 pts
 Don Bonk - 4 pts
 Ray Lora - 3 pts
 Sam Eisele - 3 pts
 Ryan Saltsman - 3 pts
 Josh Cohen - 2 pts
 David Hazlett - 1 pt

CRAFTSMAN KIT

Matt Woods - 7 pts
 Don Avila - 4 pts
 Sam Eisele - 2 pts
 Dave Hazlett - 1 pt

SCRATCH BUILT

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

Many thanks to
 Matt Woods and
 Lloyd Horst for co-chairing
 the Contest Committee



**1st Place - Craftsman Kit
 Matt Woods**



**1st Place - Kit-Bashed
 Don Bonk**



**1st Place - Standard Kit
 Sam Eisele**



**2nd Place - Kit-Bashed
 Sam Eisele**



**2nd Place - Standard Kit
 Bob Ashley, Jr.**



**3rd Place (tie) - Kit-Bashed
 Mike Bradley**



**3rd Place - Standard Kit
 Mike Bradley**



**3rd Place (tie) - Kit-Bashed
 Ryan Saltsman**

CONTEST TOPICS FOR 2016-2017

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



**Place - Kit-Bashed
 Ryan Saltsman**

Show Registration

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

One day registration—\$12.00 _____

Two day registration—\$20.00 _____
(no charge spouse)

Dealer (one table) - \$35.00 _____
(includes registration for two)

Additional dealer tables @ \$25.00 _____

Discount Flea Market Table—\$20.00 _____
(includes registration for one)

*Flea Market tables not in Vendor hall

For anyone that registers before the date of the show, you will receive free coffee during the show and a donut Friday and Saturday morning.



Midwest Narrow Gauge Show

In association with
The Mini Bunch Spring Meet
and
"NMRA-MCR-Division 1
Spring Railfest"

BRINGING YOU THE LARGEST
SCALE SHOW IN OHIO!!



Gary Kohler

P.O. Box 133
Washingtonville, OH 44490

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E-mail: m2fq@aol.com

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CMR Products
Silver City Models

Model Contest with
CASH \$\$\$ Awards!

On site food service

Top area and regional
manufacturers and vendors

Discount Flea Market
Tables Available

Operating Layouts and
Modules

HO Standard Gauge
N Scale
Hon30
Sn2

On30 from Michigan &
Connecticut

INDIVIDUAL VENDOR
REGISTRATION INQUIRIES

TO GARY KOHLER

330.719.0264

m2fq@aol.com

26th Annual

Midwest Narrow Gauge Show

March 16-18, 2017

MORE LAYOUTS
MORE VENDORS

Greenford Space Center
7600 W. South Range Rd.
Salem, Ohio 44460



Show Hours

The show will run as follows:

Thursday setup/early registration—9:00 p.m.

Friday setup—9:00 to 10:00 a.m.

Friday Show—10:00 a.m. to 5:00 p.m.

Saturday setup—8:30 to 9:00 a.m.

Saturday show—9:00 a.m. to 5:00 p.m.


Clinics by top area and
regional modelers
all day Friday and Saturday.

"Modeling Winter Scenery"

"Electronics Showcase"
all day Saturday featuring
Electronics, DCC and
Remote Control/Battery Control



7th Year



ROB'S TRAINS

333 East Main St.
Alliance, Ohio 44601
(330) 823-7222

Tues., Thur., Fri. Noon - 8 p.m.
Sat. 10 a.m. - 3 p.m.

e-mail: robstrains@roadrunner.com
Web site: www.robstrains.com

5th Year

Carol Ann Bonk, ABR, GRI
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4th Year



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3rd Year

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THANK YOU ALL FOR YOUR SUPPORT

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TILLAMOOK & ASTORIA
RAILROAD COMPANY



Steve Zapytowski, President
1059 Cottage Gate Drive
Kent, OH 44240
330-678-4568
szapytowski@re.orr.com

Western Oregon circa 1800 to 1910 — HO and HO18



THIS MONTH'S MEETING
Sunday, February 19, 2017
Host - Youngstown Model Railroad Club
751 N. Four Mile Run Road, Austintown, OH
2 PM

Directions from the Akron area: East on I-76, continue as it become I-80.
Exit On I-680 South. Exit I-680 at North Meridian Rd.
Right on N. Meridian (south) to Crum Rd. (about 1/2 mile)
Right on Crum Rd. (west) to Four Mile Run Rd. (about 1 mile)
Right on Four Mile Rd. to club on right (about 1/10 mile)
The club is on the northeast corner of the intersection. The building is a former church.

The building will be open at 1 PM to view the trains.

Train Shows and Open Houses

Erie Model Train Show - March 5

Rainbow Gardens - Waldameer Park, PA
Admission is \$4.00 10 AM - 4 PM

Midwest Narrow Gauge Show - March 16-18

NMRA - MCR Division 1 Spring Railfest

Greenford Space Center
7600 W. South Range Rd., Salem, OH 44460
See flyer on page 9
Full flyer on website: www.div1-mcr-nmra.org

Div. 5 Railfest - Model Railroad Show - March 18-19

Lakeland Community College
7700 Clocktower Dr., Kirtland, Ohio 44094
Admission is \$7.00 10 AM - 4 PM

Massillon Train & Toy Show - March 26

K of C Hall, 988 Cherry Rd. NW, Massillon, Ohio 44647
Admission is \$5.00 10 AM - 3 PM

Second Annual Division 1 Layout Tour - April 1

Details coming soon 10 AM - 5 PM

Medina Train and Toy Show - April 2

Medina Fairgrounds, Medina, Ohio 44256
Admission \$6.00 9 AM - 3 PM

Fundraiser - Painesville Railroad Museum

(aka Painesville Depot) - April 8

Harry Buffalo, 2119 Mentor Ave., Painesville, Ohio 44077
Admission \$20.00 each 3 - 5 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



PEDDLER FREIGHT

223 Pierce Avenue

Cuyahoga Falls, OH 44221

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

WHO TO CONTACT IN
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AND THE NMRA

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