



PEDDLER FREIGHT

Division 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 30 - Issue 7

April 2023

Superintendent's Bulletin



Along with my regular involvement with our NMRA Division I'm also involved in an NMRA Special Interest Group (SIG) known as the Steel Mill Modelers. Our interest is in modeling various aspects of the steel industry. To help promote the modeling we publish a quarterly magazine and have an annual convention. It was at one of these conventions that an employee of NUCOR Steel was staying at the same hotel as our

convention. He had never heard of anyone having an interest in modeling the steel industry and stopped in to see what we were about. The display models caught his attention and he was very impressed with the detail and accuracy of the models. When talking to several of our members he was also impressed with our knowledge. This led to several conversations after the convention and a request to build a model of their facility in Crawfordsville, Indiana. The SIG agreed to build the model and NUCOR opened their files for information and their Crawfordsville mill for photographs. The sixteen by two foot model was constructed and transported to South Dakota to be used as a recruiting tool at the South Dakota School of Mines and Technology. What a fantastic relationship with NUCOR Steel this has turned out to be.

Just like the NUCOR model our new endeavor with the T-TRAK modules is a chance to build new relationships both in our Division 1 and the Mid-Central Region (MCR). These relationships are a must to keep our great hobby and Division 1 thriving. Every member has something to contribute as we all know something about something. Members have scenery, electrical, carpentry, painting, scratch building, weathering and prototype knowledge. Knowledge that is meant to be shared so we can accomplish our goal of being a good modeler. Pretty simple, right!

Please come to the next Division 1 meeting and share what you like as well as ask questions about what you'd like to know. Our members are our greatest and most valuable asset.

All Aboard!!
Jim DiPaola, Superintendent
NMRA, MCR, Division 1

Division 1 T-TRAK



Progress continues on Division 1 T-TRAK modules.

Lloyd Horst (top) displaying one of the new Rolling Command Stations and Bob Ashley, Jr. demonstrating how the track protectors he made for the HO modules prevent damage to the T-TRAK connectors when the modules are not in use. He had extras to pass out.



Bring your modules, no matter the state of completion, to the April 16 meeting. We will set them up and get an idea of what Division 1 layouts will look like. Jeff Stone will present a clinic on attaching track from below. He will bring plenty of extra screws and washers for anyone who needs to attach their track. Bring a 2-56 tap, 3/32nd inch drill bit and a driver.

2023 Division 1 Events

April 16 - Ravenna Township Meeting Hall
May 21 - TBA
June - Date and Location TBA

Division 1, MCR, NMRA
Meeting Minutes
March 19, 2023

1. Welcome:

- ~ Call to order: 2:11 PM.
- ~ By: Jim DiPaola, Superintendent
- ~ Participants: 22 members.
- ~ Location: Portland Locomotive Works, Salem, Ohio. Thanks to our host Gary Kohler.

2. Clerk: Jeff Stone:

- ~ Previous meeting minutes published in Peddler freight.
- ~ Motion to approve minutes, (Steve Zapytowski/Sam Eisele) motion carried.

3. Treasurer: Mike Bradley:

- ~ Report presented by treasurer. Available on request.
- ~ Expenses: Website: Steve Zapytowski \$289.74, Modules: Lloyd Horst \$73.05, Bob Ashley, Jr. \$220
- ~ Received \$29.00 from 50/50 and \$100 from old module sale.
- ~ Motion to approve treasurer report, (Steve Zapytowski/Sam Eisele) motion carried.

4. Superintendent: Jim DiPaola: Kirtland Train Show was packed. Several members attended.

5. Peddler Freight Committee: Bruce Hukill: Deadline for Peddler Freight Friday, 24 March.

6. Membership Committee: Jim Peters:

7. Clinic Committee: Jim DiPaola: Today's clinic, scenery by Matt Woods. Thank you, Matt!

8. Achievement Committee: Lloyd Horst: See article in Peddler Freight.

9. Module Committee: Lloyd Horst:

- ~ Old modules sold.
- ~ Command Station demonstration.
- ~ Bob Ashley, Jr. brought edge guards for module tracks as well as some styrene for building footprints. Thank you, Bob!
- ~ Burning River Club has ordered 5 singles and 15 doubles.
- ~ Bob Ashley, Sr. brought up concerns with uniform measurements to modules marry up correctly. Mentioned leaving tracks loose to line up when connecting.
- ~ Jeff Stone brought his module and explained how he fastened track using 2-56 x 3/8" screws (common type/size screws used in Athearn HO rolling stock kits).

10. Facebook Committee: Jim DiPaola: No report.

11. Website Committee: Steve Zapytowski: Added links for T-TRAK.

12. Old Business: Jim DiPaola: None.

13. New Business: Jim DiPaola: None.

14. Bring and Brag:

- ~ Sam Eisele brought weathered dumpsters he had been working on.
- ~ Steve Zapytowski brought several items: A 3D printed iron furnace for his new project, a "mini" passenger train made from kit bashed LaBelle kits, building flats 1 1/4" deep, and a 3D printed Shay cab.
- ~ Patrick Wamsley brought an HO scale Bowser PRR T-1 he acquired.

Respectfully submitted,
Jeff Stone, Clerk, Division 1.

Achievement Program Report

How to Become a Master Model Railroader Without Building a Model Railroad

Are you kidding? That is impossible! No it's not. Read on and I will tell you how. It would not be fair otherwise to discriminate against talented modelers who do not have the room, or cannot for various reasons build a layout.

By carefully selecting the Achievement Certificates you wish to earn, you can satisfy all the requirements for MMR without building a Giant Humongous Layout of Timbuktu.

In future Peddler Freight articles, I will go into more detail of each certificate. But for now a brief summary will do.

According to the AP Guidelines, one must earn at least one Certificate from each of the following four areas:

- A. Railroad Equipment
- B. Railroad Setting
- C. Railroad Construction and Operation
- D. Service to the Hobby and NMRA Member

Now let us examine each area to see which Certificate does not require a layout.

A. Railroad Equipment

This area has Two certificates in this area do not require a layout.

Cars Certificate: A "car" is just about anything that runs on rails and is not self-propelled. You must build 8 operable scale models or railroad cars. Operable means that they must be able to roll on the tracks. Four must be scratch built. And four need to earn 87 1/2 points when evaluated by the achievement team.

Motive Power Certificate: This one requires three scale models of railroad motive power, one of which must be scratch built. Motive Power is defined as a locomotive or a self propelled vehicle. All three need to earn 87 1/2 points.

B. Railroad Setting

Prototype Model Certificate: This is the newest category in the Achievement Program, having only been added in 1987. Some consider this the most challenging.

To qualify one must construct an animated or static model of a prototype scene containing at least six models of prototype equipment or structures.

The big difference between this one and Scenery, there is no size requirement. It must be big enough to adequately display the models, and give the overall effect of the intended scene, and the needed 87 1/2 points.

Structures Certificate: In last month's Peddler Freight I described this one. In summary, one needs to build twelve scale structures. At least six different types must be represented in the total. Of these six, one needs to be a bridge or trestle. Out of the twelve, six need to be scratch built and six of the models must earn 87 1/2 points when judged.

C. Railroad Construction and Operation

Dispatcher Certificate: You do not need a home layout, just access to one that has operating sessions (Op Sessions). I know that there are members in Division 1, who hold Op Sessions. Let them know you are interested. While having fun with trains and the camaraderie of getting to know other members in the Division, you will require the necessary hours at the various tasks needed for the Dispatcher Certificate.

D. Service to the Hobby and NMRA Member

This last area has three certificates that can be earned without a layout.

Association Official: To qualify you must have served in the office of President, Vice-President, Secretary, Treasurer, or Director, and have completed satisfactory service in one of the following:

- *At least one year at the national level.
- *At least two years in the office at the regional level, of which one shall be Region President or Trustee.
- *At least three years in the office at the Regional level, if other than Region President or Trustee.
- *Three years as Division Superintendents or Directors who serve as voting members of the Region Board.

Association Volunteer: The requirements for this certificate cover a lot of different areas, that needs its own article. To summarize: you must have served actively on one or more NMRA committees (National, Regional, or Division) long enough to accumulate sixty (60) certified time units. I know that some in the Division have accumulated points, unaware that they qualify for this certificate. You just have not recorded them and had them certified.

Author: For this certificate there are four areas to earn the 42 necessary points.

- *Published Articles
- *Live Clinics
- *Instructional Video Tapes and Multi-Media
- *Electronic Publications

Again I am sure there are some in the Division that have accumulated some of the necessary points.

So there you have it. Out of the eleven available certificates that can be earned, I have listed eight different certificates that can be earned without a layout. You only need seven to become a Master Model Railroader!

Lloyd Horst
Module Chair

References:

<https://www.nmra.org/education/achievement-program>
NMRA Bulletin, June 2022, Division Business Car; Pacific Southwest Region Dispatch, vol. 40, No.1,1st QTR, 2022

Steam Era Boxcar Weathering - A 4 Step Approach

By Matt Woods

Many modelers, whether modeling the steam era or more recent periods, are hesitant to weather their rolling stock and locomotives, but for true realism, weathering is absolutely essential.

Regardless of era, all railroad equipment quickly acquires dirt, grime, and rust and we should attempt to simulate this on our model equipment.

The purpose of this article is to demystify the weathering process and bring it down to some reliable, controllable steps that will produce consistent, realistic results. The techniques presented in this article will be limited to boxcar red or mineral red rolling stock, but the basic principles can be adapted to other colors of equipment and time periods.

Although I will present a formulaic approach to the weathering process, the goal is to have variety in the degree of weathering between cars and not have every car look the same.

During the steam era, the majority of rolling stock was either mineral red or brown. Over time, these colors would fade, but inevitably, became coated in soot and ash, along with rusting of the metal parts. In reality, weathering of early and late steam era equipment is simpler and easier than weathering of current or diesel era rolling stock. The steam era was not afflicted with the rampant graffiti or tagging and the paint schemes were fairly simple from railroad to railroad.

Before we identify the steps and procedure for our approach and technique, I would highlight that effective weathering and model railroading in general is greatly aided by an airbrush. It is possible to achieve acceptable results without an airbrush, but there are effects and results that are easier and look better with the help of an airbrush. Although the intent here is not an exhaustive discussion on different types and brands of airbrushes, either a single or double action brush is fine. Personally, I prefer a single action brush which mainly allows for

control of airflow, while a double action brush allows you to control both paint and air flow. For weathering purposes, the Iwata NEO line offers a portable compressor that is very small and works well when paired with their gravity fed airbrush model. The advantages of a gravity fed airbrush is that it allows you to use small quantities of paint and switch quickly from one color to the next. Furthermore, the portability of the small electric powered compressor allows you to weather virtually anywhere and takes up very little space. Although a paint booth is useful for containing overspray and eliminating paint fumes, for small scale weathering projects, it is not essential.



Three boxcars weathered by Matt Woods using the techniques described. Many boxcars in the steam era were painted a simple shade of red or brown

Additional supplies and tools will be mentioned and highlighted as we go through the different steps of the weathering process.

Along with an airbrush and the steps and procedures we will be using, here are some cardinal rules for weathering:

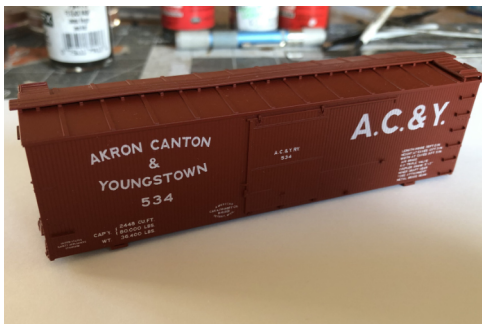
- 1. Study the prototype.** Find color pictures of what you're trying to replicate and observe and study the photos. You don't have to perfectly replicate a particular car, but look for patterns and trends in how the real thing weathered.
- 2. Subtlety is imperative.** The less is more approach will yield much better results than being heavy handed or extreme. There are many anomalies within the prototype that stand out, but in general, a subtle, controlled approach is more realistic.
- 3. Practice, practice, practice.** Even with good techniques and references, you need to practice. Therefore, buying some cheap used cars from a train show provide excellent practice canvasses until you become confident and proficient with your

technique. It is much better to begin on a \$2 used Tyco or Athearn car than to start with a \$40 highly detailed ready-to-run model. Make it your goal to turn that cheap train show purchase into a realistic model that disguises its humble origins.

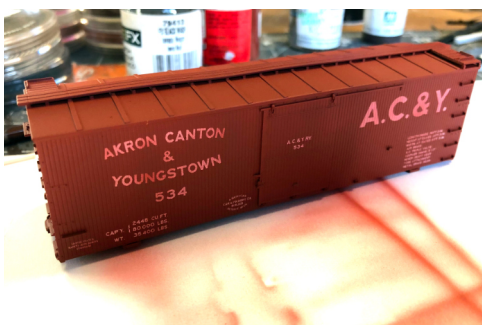
4. **You don't have to be a great artist to be good at weathering.** Also, look at weathering as adding value and realism to your models. Don't be afraid of ruining and destroying a model. Most things can be fixed and, if you start on the light and subtle side, you will rarely overdo it.

The following is my 4-step approach to basic freight car red boxcar weathering:

STEP 1 - As previously stated, the majority of boxcars going back to the early 1900's through the 1940's were mineral red or mineral brown. There are many variations



(above) An out of the box Accurail 36 foot boxcar. (below) The same boxcar with a light overspray of oxide red.



on this color, ranging from Tuscan red to zinc chromate, but over time these cars would fade and become lighter. Additionally, the lettering would fade or become less visible. To simulate this, we begin by doing a light overspray of a similar or lighter shade of the car's original color. With the demise of Polly Scale and Floquil, finding a suitable color is more challenging, but the various model paint manufacturers produce similar maroon or mineral red colors. This initial light overspray should be done over the entire car to the extent that the lettering is toned down and appears faded. Some variation over the course of the car adds realism and allows you to vary the degree of weathering from car to car. Admittedly, many cars that have significant fading of the main mineral red color will not have highly faded lettering. The cars were periodically re-stencilled and their

corporate identity maintained, but as a general simple weathering approach, the faded lettering looks realistic and believable.

STEP 2 - When observing most steam era freight cars, you will notice that the roof, doors, and ends were darker than the sides.



(above) After the boxcar is faded, the roof, doors and ends are sprayed with Polly Scale roof brown.

This is due to accumulation of soot on the roof and the dirt and grime embedding into the door and end hardware.

Although the sides may maintain a cleaner appearance, the roof, doors, and ends quickly become dirty and rusted. The way we achieve this is with a light overspray of Polly Scale roof brown or a comparable raw umber type color. This is another opportunity to vary the degree of coverage between individual cars. An older car would have a fairly complete coverage on the roof and ends with the door being less obscured, while a newer car might have only a slight dusting. This base layer of brown can be extended down the upper edge of the roof and along the bottom sill and door track. Also, the ends of the sides can be highlighted with an off-centered spray that just touches on the metal framing or corners. This part of the weathering does take some practice to develop good control of the airbrush and may require some touch up with the original mineral red color. As a further enhancement to the roof, using a very focused spray on the center of each roof panel, particularly on steel roofed cars, with a lighter rust color, gives variety and interest to the roof. The wooden roof walk would receive less of the base brown and can largely be avoided.

STEP 3 - This step really brings out the molded detail and simulates the accumulation of dirt and grime on the bolts and other hardware. This involves brushing on, by hand, a dark acrylic wash. There are a number of companies that make pre-made acrylic washes. I recommend the Testors Create FX line. This wash contains a detergent component that enhances flow. The goal is to get a fairly uniform coverage initially, then wipe off the majority of the wash, leaving it only in the grooves and surrounding the cast on details. The wiping off of the wash can be done with Q-Tips or other cotton swabs. The goal should be to remove any excessive accumulations, or concentrated areas, and have a uniform appearance on the smooth surfaces. The addition of the black wash will tone down the original red overspray and integrate the darkened areas with the red sides. Again, practice is



(above) The roof panels are highlighted with Tamiya Nato brown.

critical. The wash should be removed before it dries and not allowed to accumulate unnaturally.

STEP 4 - The last step is a light dry brushing using a flesh colored acrylic paint, such as Vallejo or one of the brands intended for figure painting.

The flesh color is a greatly lightened version of the original base color and, by dry brushing the raised details, the effect of sunlight is achieved highlighting these raised surfaces. In other words, using a similar, but much lighter tone, allows us to accent the detail and make it stand out from the car sides giving a more 3 dimensional appearance. Dry brushing, for those not familiar with the technique, involves touching the tip of a flat brush into a small amount of paint, then brushing off the majority of the paint onto a piece of paper. The remaining paint on the bristles allows you to very lightly apply color to the raised surfaces. As you see the details pop out, you will be quite astonished and feel like you have turned the corner in your modeling artistry. The combination of the black wash and the dry brushing really defines the details.

As a final step to preserve and protect your weathering once it is thoroughly dry, you can spray the entire car with a couple of quick passes of a matte fixative, such as Krylon matte finish. Do not saturate the car. Just a couple of quick passes will tone down and blend everything, while providing some protection when the cars are handled.

In regards to the couplers, trucks, and underframe,

these items can be painted as a separate unit from the main car body, starting with a complete coverage using either Rustoleum camouflage brown or the same brown color as used on the roof. Steam era trucks typically had very greasy black wheel faces and journal boxes. These areas can be highlighted with a concentrated spray of flat black, while the couplers could be painted a lighter orange rust tone. A technique that adds realism is a light dry brushing on the trucks and couplers with a gun metal gray to give the appearance of a light metallic shine. This should not be overdone, but will make these arts stand out from the rest of the car.

At this point, you should have a good representation of a typical steam era freight car.

There are additional highlights that can be added using weathering powders, but overall, this basic 4 step approach creates a very acceptable, realistic

model and should be achievable for most anyone. Give these techniques a try and come up with your own variation or approach, but don't be afraid to dirty up your rolling stock.

(below) A finished car with hardware accented with Pan Pastels' Extra dark Burnt Siena.



Model Railroading Thoughts



How are these two images related? The one on the left shows Sam Swanson (l-r), Steve Skodzinsky and Matt Woods crafting a dirt road on Steve's HO_n30 narrow gauge module. On the right is my N gauge 3' x 6' layout as demolition begins on the mountain. Both layouts were on display at the 29th Annual Midwest Narrow Gauge Show. Steve's layout was appropriate for the show, but a standard gauge layout, N scale to boot, at a narrow gauge venue? Show host Gary Kohler said, "Bring the layout, people like to see trains." So I did, and the layout opened the door to meeting many model railroaders from many places. I met John Weigel who was selling all kinds of narrow gauge ware. After talking to him for a while, he mentioned his day job as head of customer service at modeltrainsstuff.com. And he gave me his business card and said to call if I ever had an issue. I also learned some scenery tips from Sam Swanson, one of the model railroading greats in my book. But why the destruction of my N scale mountain? Everyone who helped me carry the layout from my basement to the car, from the car to the show and back again had the same refrain, this thing is heavy! So off with the screen and plaster mountain and on with the lightweight foam. Then, easier to take to more shows and meet more people from more places.

Bruce Hukill
PF Editor



Membership Report

Welcome Charles Colitre as the latest new member, giving us a total of 80 Div. 1 members! Numbers reflect the end of February.

Charles, are you familiar with our T-TRAK project? I'd like to show you how I wired my T-TRAK module, but I'll be on vacation during the March meeting. I am sure others will have also made some progress. Let's help each other enjoy the fun! Also, you are cordially invited, as all members are, to consider participating in an op session on the LS&MJ RR. Just send me an email (jpeters711@yahoo.com) and I'll give you the details on the next op session. Even if you do not operate, you are welcome to visit and view the layout during the op session. Coffee & snacks can be found in the crew lounge!

Finally, URGENT! Do you have any photos we could use on our promotional display? Please pass them to me at the meeting or send them through the mail if you prefer. At this point, I have received ZERO photos. C'mon guys. Surely you can part with one or two photos for our display board! Thanks.

Jim Peters
Membership Chair

Module Report

At the March meeting I demonstrated my almost completed Rolling Command Station (RCS). Bob also had his there. Bob has had years of experience building control stations. After seeing his workmanship, I decided I need to redo some of the wiring to make it easier to work on or trouble shoot if future problems appear.

For the next few Peddler Freight's there won't be too much new news to report. Bob and I will continue finishing the Command Stations, as well as making the power bus, the pigtails to connect to the modules, and the Loconet cables.

After I know how many modules in both scales that will be available to set up for a train show, I will be meeting with Jon Ulbright to determine where we will be located at the Mt. Hope Show. As of now, the Mt. Hope Show is the only show planned for 2023. I am planning on both layouts for the Mt. Hope Show.

Starting in 2024, I hope we can be involved in more venues where we can set up, do the show, then take it down and go home the same day. The possibility exists that at some venues only the HO or only the N modules would be displayed. Not both. Or, both layouts being displayed at the same time at different places.

2023 is a year of change for the Division Module Group. There are still some things that need to be resolved. And some things not thought of, to be decided on when they come up. As the March clinic showed, I think our next clinics will be interesting and enjoyable, as we learn how to finish our modules.

Lloyd Horst
Module Chair

Bring and Brag



Steve Zapytowski displays a 3D printed iron furnace, "mini" passenger cars made from kit-bashed LaBelle kits, and building flats that are 1 1/4" deep.



Sam Eisele displays weathered trash containers.



Bob Ashley, Jr. displays a fresh out of the box expensive HO Broadway Limited steam locomotive.

T-TRAK Resources

Questions

Don Bonk inquired about the chassis mount containing the PowerPoles for the precut rectangle on the back of the modules. Jim Peters stated in his article in last months Peddler Freight that he bought his from Powerwerx. They can be purchased assembled or not. There is a 10%



discount for eleven or more purchased. Not only do they prevent loose wires from being damaged, but a neat appearance is obtained to the back of the module. Click on the image to be connected to their website.



Jerry Kruse had a few questions that are best answered by those who have HO T-TRAK modules:

- 1) Do you have any indication at this point as to whether most of the modelers are planning on backdrops for their modules or not?
- 2) Do you have any feel for whether most of the modelers are building their scenery on foam or directly on the module itself?
- 3) Who among those building modules are closes to the Warren area that I might consult and confer with as I build my modules?

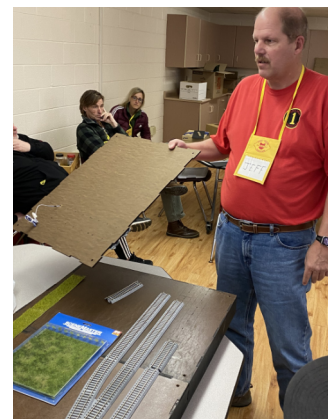
All are great questions. Please respond to Jerry's email and CC to the PF editor. I will post the answers.

Jerry Kruse: jerrykruse2020@gmail.com
Bruce Hukill: hukillbruce@gmail.com

Jeff Stone explains how he used machine screws to attached his track from below. He first tapped the mounts on the bottom of the KATO Unitrack. He has a large supply of 2-56 screws with washers he used to attach his track from below. He has offered to share with others who want to use this method.

Lloyd Horst will be meeting with Jon Ulbright to discuss the display of Division 1 T-TRAK modules in both HO and N scale. This will take place at the Mt. Hope Show in November of this year. Lloyd needs to know much space Division 1 will need and how many tables.

If you have T-TRAK modules, please complete the form below and bring it to the meeting on April 16. You may also email me your module information.



Division 12 has information on their T-TRAK plans.

<https://www.div12mcr.org/t-trak/>

Div. 1 T-TRAK Module Registration (HO/N)

Name _____

Module(s) (example) #2 HO singles, #1 HO double

Address _____

Module(s) _____

City, Zip _____

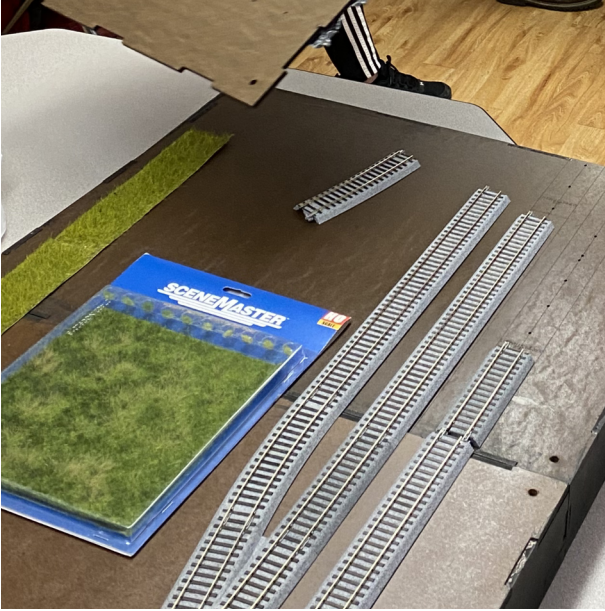
Email _____

Phone _____

Description(s): (example) The 2 HO singles should be paired together or with (another member's name) - scenery is a lumber mill with a short siding, the HO double is a rural one room schoolhouse with playground and corn field surrounding - no siding.

Description(s): _____

T-TRAK Happenings



(above) Two HO single T-TRAK modules with a siding added. Part of the having an entire Division 1 module initiative is to foster collaboration between different module owners.

(right) Matt Woods presents the March clinic. He displayed an HO single he completed with various foams and scenic items.



(below right) Matt's completed HO scale single ready for trains. The barbed wire fence is from Woodland Scenics and the trees are from Scenic Express SuperTrees.

(below) An N scale corner module that was part of the display at the Big Train Show in Amherst, Massachusetts. The T-TRAK module is a large radius curve belonging to the Northern New Jersey N-Trak Club. Your PF editor was able to take his N scale double to the show, and with one quick click, become part of a large layout.



THIS MONTH'S MEETING

Sunday, April 16, 2023

Ravenna Township Meeting Room

6145 Spring Street

Ravenna, OH 44266

Bring your modules! It does not matter how complete or incomplete. We will be setting them on tables to get a feel for our first display in November. Jeff Stone will present a clinic on attaching track from below with screws.

2 PM

11th Year



MICHAEL L. BRADLEY
LUTCF, CISR



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& **ASTORIA**
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Steve Zapytowski, MMR 612

Division 1, MCR, NMRA

330-678-4583

szapytowski@neo.rr.com

www.div1-mcr-nmra.org/steve-zapytowski

Northwestern Oregon Circa 1912 — HO and HO_n3



PYA

Pittsburgh, Youngstown & Ashtabula Railroad
www.pyamodelrailroad.com

Jim DiPaola
3201 Summit Road, Ravenna, OH 44266-9018
330-577-6052
Chief1RTRFD@aol.com



DAVIES STEEL

LS & MJ Railroad

Little Scioto & Mingo Junction



Jim Peters

Interested in operation send email:

jpeters711@yahoo.com

216.402.8507

Train Shows and Open Houses

Medina Train and Toy Show - April 2

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

Youngstown Model Railroad Association

Toy - Train Flea Market - April 2

Parish Center, 4490 Norquest Blvd., Austintown 44151
Admission \$7.00 10 AM - 3:30 PM

Iron and Steel Train Show and Expo - Apr. 15

National McKinley Memorial Museum
40 N. Main St. (Rt. 46) Niles, OH
Admission \$5.00 10 AM - 3 PM

Cuyahoga Valley Terminal Model Railroad Club Open House - April 29

Northampton Road & W. Bath Rd., (behind Town Hall)
Admission \$5.00 10 AM - 4 PM

Rails to Pittsburgh MCR Regional Convention - May 4 - 7

Doubletree by Hilton,
910 Sheraton Drive,
Mars, PA 16046
www.RailsToPittsburgh.com

Model Train Day & Flea Market - May 20

Painesville Railroad Museum
475 Railroad St., Painesville, OH 44077
Admission \$5.00 10 AM - 3 PM

NE Ohio Large Scale Train Show - June 3

Warren SCOPE (YMCA)
375 North Park Ave., Warren, OH 44481
Admission \$5.00

National N Scale Convention - June 14 - 18

Nugget Casino Resort
1100 Nugget Avenue
Sparks, Nevada 89431
<https://www.nationalscaleconvention.com>

Model Train Flea Market - June 24

Painesville Railroad Museum
475 Railroad St., Painesville, OH 44077
Admission \$5.00 10 AM - 3 PM

NMRA National Convention - Aug. 20 - 26

Gaylord Texan
Resort & Convention Center
1501 Gaylord Trail
Grapevine, TX 76051
<https://www.2023texasexpress.com>

PEDDLER FREIGHT SUBSCRIPTION FORM

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The Akron, Canton, Youngstown Division

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Asst. Supt.	- Sam Eisele	330-322-3487
Treasurer	- Michael Bradley	330-325-7622

Division 1 Appointees

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PF Editor	- Bruce Hukill	330-571-4037

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