



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 8

May 2017

Superintendent's Bulletin



This year's Mid Central Region Convention, The Pan-American, will be held May 18-21, 2017 in Louisville, KY. The convention hotel is the Galt House Hotel a beautiful waterfront hotel along the Ohio River. If you've never been to a Regional Convention this is a great chance for a spring getaway to enjoy some great clinics, model contest, prototype tours and share this great hobby of model rail-

roading. This will also give you an idea of what we have to look forward to when Division 1 hosts the 2019 Mid-Central Regional convention.

Congratulations to Youngstown Model Railroad Club for hosting another great flea market at their new location the Salem Center Plex. This is a beautiful facility and well attended. Our Division 1 Module Group provided fun by handing the throttles to others so they could run trains. This is the Education part of our hobby and the Module Group really does a great job. Thanks to all who helped make this a success. And thank you to the Youngstown Model Railroad Club for their generous donation to the Module Group and hosting one of our Events.

Another gem of a model railroad club is the Sebring Model Railroad Club. Their club is in a former railroad station along the Norfolk Southern mainline. Thanks for hosting our April Event.

Our May event will be hosted by Mike Bradley. Mike has a passion for trucks, especially Maintenance of Way trucks. His collection of kit-bashed trucks is something to see. Mike also has an extensive collection of railroad photos that he uses as reference material for some of his projects.

With the nice weather upon us it's time to get out to do some railfanning and enjoy the layouts that are available to view during layout tours.

All Aboard!!!

Jim DiPaola, Superintendent
NMRA, MCR, Division 1

Clinic Report

I hope you are enjoying Larry Madson's clinics on converting your layout from DC to DCC. Larry has worked on developing the NMRA standards for DCC. He will be back in September to focus on converting locomotives.

Please contact me if you have a potential clinic for May or next year. In the meantime, I will be happy to present a short clinic on attaching lanyards to NCE throttles for hands-operations in May.

I am looking for a member who would consider doing a clinic on CAD in model railroading. My experience is limited to Cadrail, but I have heard so much about other programs, it would be better if we had someone with more experience. Please seek me out at the meeting or send me an email. (I tend not to answer calls from unidentified callers on my phone).

Jim Peters
Clinician Chair

Achievement Program

Just a reminder that I serve the division as the AP chair. If you have any questions, please contact me. With all our members, I am sure many have layouts which would qualify for the Golden Spike Award. Invite me to your home to take a look or simply to chat and drink some coffee!

Thanks

Jim Peters
AP Chair

2016 - 2017 Division 1 Meetings

May 14 - Mike Bradley, Rootstown

Please note date change

June 18 - Jim DiPaola, Ravenna

Tales of a Shay: From Wreck to Reincarnation

Part 18: The Tender

Steve Zapytowski

I was looking forward to starting the tender for Shay #6 because I wanted to try a feature of Autodesk Inventor that I'd not yet explored. Inventor has a sheet metal application and building the tender seemed a good and simple project for my first attempt with that Inventor application. (Figure 218) First the 3D part is created in Inventor as I've done on a number of previous occasions. Inventor will then flatten out the part into a two dimensional pattern, which then can be used for cutting out the required sheet metal parts. (Figure 219) I continued

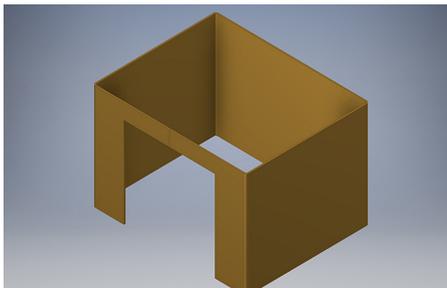


Figure 218: Here is my main tender body as built in 3D using Autodesk Inventor. This was 'built' from 0.010" thick brass with a 0.010" inside bend radius in each corner, and thus a .020" radius on the outside of the corners.

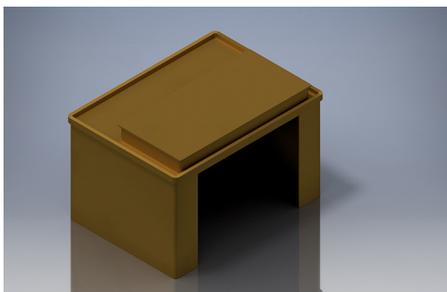


Figure 220: Here is the finished computer model of the tender as rendered by Inventor. The fuel oil bunker is on top of the main tender body and a 0.010" by 0.020" strip of brass is wrapped around the top of the main tender body.



Figure 222: The tender deck's corners were rounded to match the inside bend radius of the tender body. Once placed on the shoulders inside the body the deck was soldered from the underside.



with the process and made patterns for all the folded and flat parts in the tender and then used Inventor to confirm the fit of the folded parts. (Figure 220)

It was a simple matter to scribe the outline and bend marks of each part on a sheet of 0.010" thick brass. I then cut these out and bent them using my mini bending break (Micro-Mark #16101). All four bends on all the parts were made by sliding the parts from one bend to the next. (Figure 221) As I made closed rectangles of brass the mini brake had to be disassembled to allow for removal of the parts. Once pulled from the brake I made small adjustments by hand to make the last corner fully square.

The parts all fit together well, but I was a bit disappointed to see that there was a small gap remaining where the two ends of each part met. As these would be inside the cab I was not too worried about leaving them as seen in Figure 222 and 223. I will discuss how I dealt with this gap later in this installment. I soldered scrap pieces of brass on the inside of the tender body to create shoulders for the tender's deck to sit on, thus holding it a uniform distance from the top edge of the tender body. The fuel bunker was assembled in the same manner as the tender body except the bunker's deck sits on top of the bunker. As a general rule I used Fry's Acid Based Flux on the

Figure 224: There was a lot of material to remove from the backside of this part (PSC # 32382) so I used a 120 grit sanding block and worked the part until the backside was smooth and flat.

Figure 225: I used a block of wood to hold the bottom edges of the sand box and tender body flush while soldering. I discovered a useful technique here using a low melt solder to attach a heavy solid brass part to a thin sheet of brass.

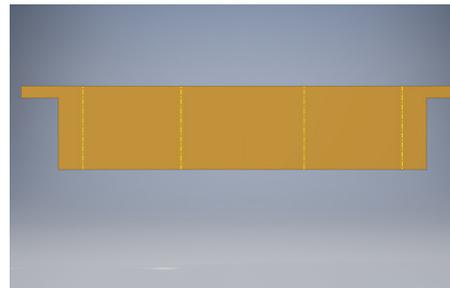


Figure 219: This is the flat pattern for my tender body as produced by Inventor. It automatically marks the required bend lines and accounts for the bend radius and the amount of brass that is consumed by those bends in the overall length of the part.



Figure 221: I turned the mini brake's stop 90° to help hold my parts square as I worked. Care must be taken to tighten the screws on the brake symmetrically when making bends otherwise a lopsided corner may result.



Figure 223: Here the fuel bunker deck is soldered to the bunker's sides from the bottom. As I've said often, parts should be soldered from the bottom or inside as much as possible. Eventually, I will figure out my error that left a gap on one side of my folded parts and correct for future projects.



tender and worked progressively from my highest temperature solder to the one with the lowest melting point.

The rear sand box was a brass casting from Precision Scale Company (PSC). Its backside was not flat so I sanded it



Figure 226: The mounting pins on the ladder (PSC #3222) make it much easier to hold the top in place for soldering. The holes in the tender deck were drilled with a #74 drill bit.

until it had a smooth, flat surface. Usually, I use very fine sandpaper on brass ranging from 400 to 1000 grit. When a lot of material must be removed from a part a coarse grit can be used. I glued a piece of 120 grit sandpaper to a scrap of 1/2" birch plywood. I like to use birch ply for my sanding blocks because it has a very flat and smooth surface. (Figure 224) The sandbox is a solid piece of brass and is difficult to solder to something thin like the 0.010" brass of the tender body. By the time a large, solid hunk of brass is hot enough to solder the rest of the joints on the thin piece are hot enough to fall apart. This was an exception to my working progressively from high melt to low temp solders. I used Rickety Rails LowMelt on the sandbox. That way I only had to get the heavy brass of the sandbox up to about 160° F to solder it to the thin brass of the tender body. This also kept the rest of the tender cool enough to keep all the other solder joints safe.

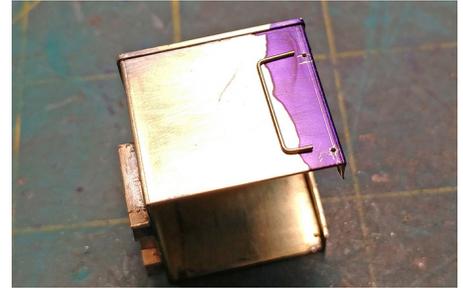


Figure 227: Here mounting holes were marked and drilled for the tender's grab irons. If you look closely you will note that I drilled the holes slightly too far apart. I didn't discover this until later.



Figure 228: Soldering the oil hatch (PSC # 31922) from the inside was not possible so it was soldered from the top side. I used Rickety Rails Detail Solder on the hatch. Low melt solders are easier to clean than high temperature ones.

I used a cast brass ladder on my tender. I like the particular one I used because it has mounting pins under the deck flanges on the top side. The lower end of the ladder had to be trimmed to fit my tender with a jeweler's saw and files. (Figure 226) I used my Grabhandler (Micro-Mark #84745) to bend the tender grab irons. These were made from 0.020" diameter brass rod. I drilled most of the required mounting holes in the tender body at this point because as more and more items are added the tender body becomes more awkward to hold. (Figure 227)



Figure 229: I soldered the grab irons from the inside and used a scrap of 0.024" basswood as a standoff spacer. The grab iron ends were later clipped on the inside and then filed smooth. The errant hole is clearly seen in the photo.



Figure 230: Chain hooks, as the name implies, carry chain for use as needed by the train crew. Such items are clearly evident on the Shays that still climb Cheat Mountain in Cass, West Virginia.

The oil hatch came next and its mounting pin location was marked and then drilled with a #41 drill bit. At this point I stopped using Dykem on the top

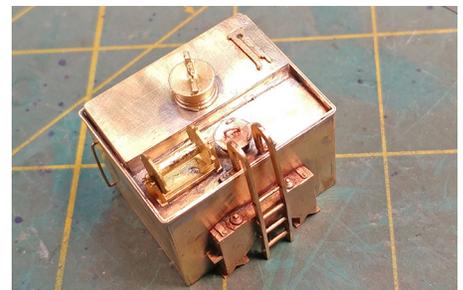


Figure 231: Above, in the center of the rear tender deck, is the water hatch (PSC #3222). The steam pump base is on the right of the oil bunker and the hose reel is to the left of the water hatch.



Figure 232: The pump, valve and hose reel kit (Cal-Scale #WP-287) is complete except for the required plumbing. The hose for the hose reel will be added at a later stage.

Figure 233: The chain and hook (PSC #48557) were connected with a link made from a strand of copper wire. Once soldered the wire was trimmed off close to the hook.



of the tender because cleaning the dye off the brass would be too difficult in what would become a very cramped space. Instead I relied on very fine scribe parks in the brass. At times these were difficult to see, but I did not have any dye left in hard to clean places. (Figure 228) I recommend surface soldering with low melt products such as Rickety Rails or Tix solders in this case as these are much easier to clean from a brass surface than the higher temperature solders. Use a fiberglass mini brush (Micro-Mark #14259) or their new ultra-micro fiberglass brush (#81850) for this purpose. I installed the grab irons next and this is where I discovered my hole placement error. I simply drilled a new hole in the proper location proceeded with the grab iron installation. (Figure 229)

I added a pair of chain hooks along the bottom edge of the tender along each side. As with the grab irons they were soldered from the inside with the mounting pins clipped and filed smooth after the fact. (Figure 230) The water hatch was placed on the rear of the tender deck followed by a pump, valve, and hose reel kit. A steam powered water pump was a common piece of gear on steam locomotives, and Shays in particular. These pumps and hoses were used to quench small fires by spraying water from the tender. The pumps could also be reversed to pull water into the tender from nearby streams and ponds. Shays are thirsty creatures and consume much more water per mile of travel than rod drive steam locomotives. In traveling the eleven miles from Cass to the top of Bald Knob and back a three truck Shay normally stops to refill its water tender once on the way up and again on the way back down. That is about 18,000 gallons of water to travel a total of 22 miles. (Figure 231)

The water intake on the top rear of the pump is fed directly through the top of the tender, while the output valve on the bottom rear of the pump supplies the hose reel. On the front side of the pump is the steam input, which of course, provides power for the pump. The valve for the steam input line is located inside the cab. (Figure 232) I made a set of chains to hang from the chain hooks and copied the appearance of a hook and chain from a photo in my collection. (Figures 233 and 234)

As for the gaps in the tender body and the extra grab iron holes, I use Bondo Glazing and Spot Putty in such situations. Tamiya's White Putty may also be used. Both can be sanded smoothly after they cure. The white putty, though, is much more difficult to sand smooth than the Bondo. The current state of Shay #6 is seen in figures 235 and 236. In the next installment I will add rivets where needed and then paint and weather the locomotive. I do believe the next episode of this series will see the completion of this project. **To be concluded...**



Figure 234: In a similar manner I made a wide chain link, again out of a strand of copper wire, large enough to fit over one of my chain hooks. I twisted the wire around the shank of a needle awl, soldered the twist, and then cut the excess off near the loop I'd made.

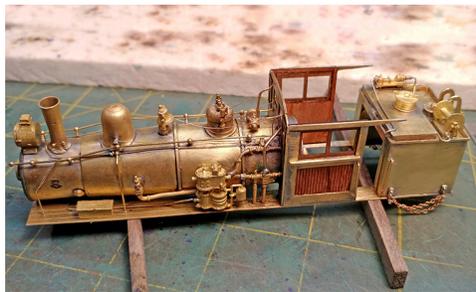


Figure 235: The left side of the locomotive as it currently appears. The plumbing for the pump and hose reel can be seen in this photo. The chain and hook are hanging below the tender.



Figure 236: This is the right side of the locomotive in its current state. The steam supply pipe for the water pump can be seen running into the cab in the opening where the cab roof will soon go.

Membership Report - April 2017 99 members

New Members

Derek Shoup - Akron
Christopher Kinsella - Stow
James Gnagy - Canton
Don Steele - East Liverpool

Renewals and Rerails

Dinon Boyer
Charles Burroughs
William Ward
Joyce Hewitt
David Hazlett
Richard Ramskugler
Debra Welch

Frank Williamson
Todd Dulaney
Ray Lora
Joseph Cencia
David Huston
Frederick Shape

Chuck Altwies
William Feth
Bradley Philpot
Jim DiPaola
David Madden
Brian Welch

N SCALE NEWS

Midwest Narrow Gauge Show – It may be a month late but we wanted to thank those Div. 1 members who helped with set and wear down of the NTRAK modules. Kurt, Bruce and I wanted those individuals to know they were not forgotten. Special thanks goes to Rich Ramskugler who put in as much time as other commitments allowed.

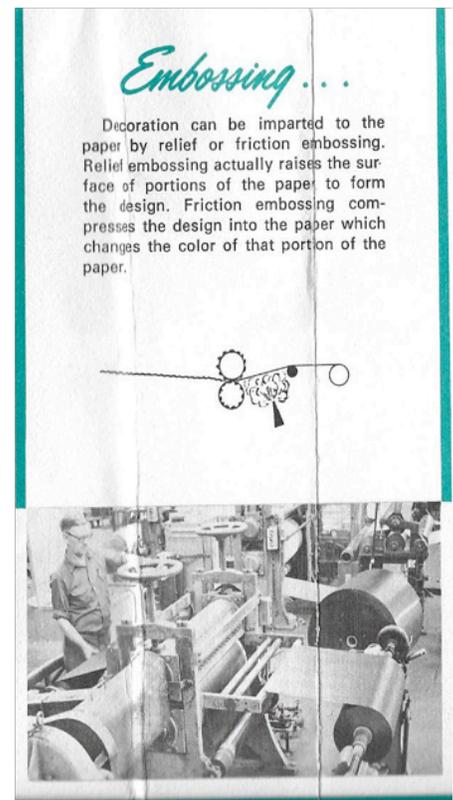
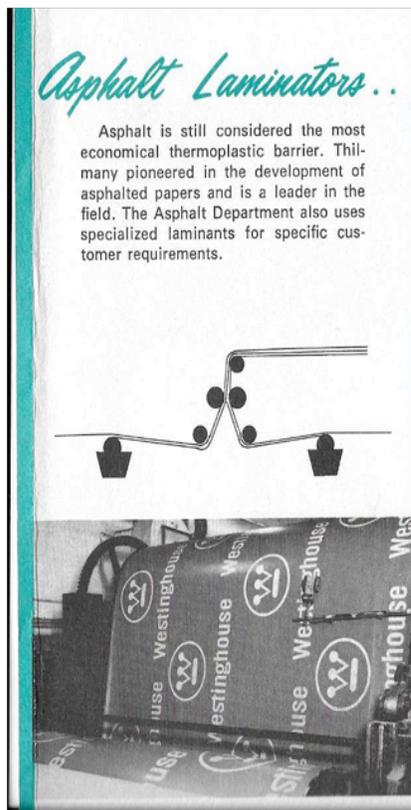
Ohio N-Scale Weekend - May 19th, 20th and 21st at the Fairgrounds in Hilliard, Ohio (Columbus area). Setup is on Friday the 19th. Saturdays the show is 10 to 5 and cost is \$10.00 at the door. See website for participate information on door prizes, dinner catered by Schmidt's and auction, on 20th NOTE, dinner, and tee shirts as extra fair items. Show continues 10 to 3 on Sunday the 21st.

Leg Bolts – The Narrow Gauge show was the first time we setup the NTRAK modules on a flat gym floor and it was delightful. In the past, when we setup for the Dalton Show or Sir Troys' adjustment of leg bolts was a major task for 2 to 3 people. Therefore at the April event N-TRAK has requested that the module group fund a switch over to eye bolts for leg adjustment to speed future setup of N modules on uneven floors and it was approved. Estimated cost is \$33.00. The same change over can be done on HO modules if they desired.

Mike McGrattan Memorial Gondola – is a special run N Scale 52'6" gondola is (was) being sold to help Mike's family after his untimely death from cancer. Mike was an employee and passionate advocate for N Scale Rapido Trains Inc. in Canada. Funds from sale of the "Puddington Valley gondolas will be placed in a college fund for Mike's 12 year old son. Due to a computer mix-up I have an extra #1964 gondola for sale at the original \$35.00 cost. I will absorb the shipping. Gondola package includes proof of authenticity. N-Scale Magazine is currently running a series on the travels of the McGrattan Memorial train across the US and Canada.

Why Not A Pulp And Paper Mill, Part 10 - This month covers some of specialty paper products other than sheet stock and newsprint.

- Asphalt Laminators
- Decorators
- Embossing
- Plastic Coaters
- Bag Machines
- Waxers
- Supercalenders
- Coaters-Laminators



Next Month we will cover the importance of the Pulp Mill Powerhouse.

DIVISION 1 CONTEST - Large (45+ feet) Billboard Covered Hopper Car - March

STANDINGS 2016-2017

STANDARD KIT

Mike Bradley - 24 pts
 Sam Eisele - 8 pts
 David Hazlett - 6 pts
 Bob Ashley, Jr. - 4 pt
 Glenn Yoder - 3 pts
 Ray Lora - 1 pt
 Bob Ashley, Sr. - 1 pt

KIT - BASHED

Mike Bradley - 24 pts
 Don Bonk - 6 pts
 Frank Williamson - 4 pts
 Lloyd Horst - 4pts
 Josh Cohen - 4 pts
 Ray Lora - 3 pts
 Sam Eisele - 3 pts
 Ryan Saltsman - 3 pts
 David Hazlett - 1 pts

CRAFTSMAN KIT

Matt Woods - 9 pts
 Don Avila - 4 pts
 Sam Eisele - 2 pts
 Dave Hazlett - 1 pt

SCRATCH BUILT

Matt Woods - 9 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 - Kit-Bashed
Don Bonk**



**1st Place - Standard Kit
Mike Bradley**



**2nd Place - Standard Kit
Glenn Yoder**

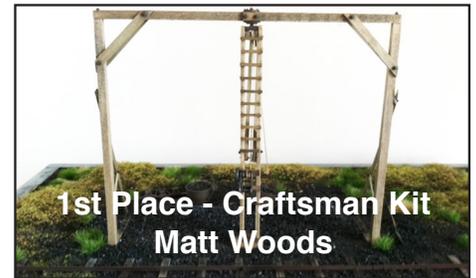


**3rd Place - Standard Kit
Mike Bradley**

Servicing Facilities (Steam or Diesel) - April



**1st Place - Kit-Bashed
Josh Cohen**



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

CONTEST TOPICS FOR 2016-17

MAY - Passenger or Business Car
JUNE - Awards for 2016-17



**1st Place - Scratchbuilt
Matt Woods**

NMRA MCR Divison 1 Contest Topics 2017-18

September 2017 - Hobo Camps - Small vignette or diorama with figures, makeshift shelter, fire, junk, etc.

October 2017 - Small Steam - Docksiders 0-4-0, 4-4-0, 2-6-0

November 2017 - Railroad Cranes - Big hooks, burro cranes, Barnhart log loaders, etc.

December 2017 - Christmas Party - no contest

January 2018 - Atlas Water Tower - Put your own spin on this classic kit. If you don't have one, pick one up.

February 2018 - Bridges - Trestles, steel girder bridges, covered bridges, etc. Photo or actual bridge.

March 2018 - Photos - Model only (not prototype photos), mounted on card stock or other material.

April 2018 - Dioramas - Track long enough to hold at least one piece of rolling stock. At least one building or structure.

Two Categories (Double points awarded) *Scratch Built/Craftsman Kit* and *Standard Kit/Kit-Bashed*

See March 2017 Peddler Freight for details

May 2018 - Trees - Any species or season, in diorama or stand alone

June 2018 - Awards

MODULE GROUP

The Module Group is searching for venues where we can display and operate our modules. We can be an added attraction for many events, i.e., Railroad Days, shows at event centers, library historical programs, student events, etc. Please call me or any Module Group member if you think you have a lead and make sure the event coordinator is aware of your concern. There are no shows on the schedule, at this time, however, that can change in a heartbeat. We have been invited to setup and show our modules in Sharon, PA, in early December, for two days. We have not discussed the details, yet. There will be more about this event, later.

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 any of us below if you have a lead.

In the meantime, maybe we can setup the modules somewhere and operate them as we do at operating sessions. We have never done that. With all the businesses on the layout, we could operate for several hours to the enjoyment of all the members. Several members and guest did operate the end modules at the Salem YMRA event, Sunday, April 9th. We also had NTRAK members operating the HO modules, which is good. We are here to operate either module scales. Both are very enjoyable.

During the summer, 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.

I hope to add scenery to my six modules and add one more module to extend my concrete plant and sand and gravel operation. I also wish to add an operating wood chip dumper to a new module. Now, we need a larger facility to set-up and operate the layout. Oh well, maybe I can now qualify for the Golden Spike award, once the scenery is done.

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 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.

NCE users must be aware that the chip in the command station is revised periodically. The chip should be at least a Rev "C" to be up to date. Each revision adds more enhancements and may make your operation run more smoothly. The newer CAB06 throttle, with dual knobs and display, will not work with older command stations that have not been upgraded. There is a new chip that replaces the original chip and is available for \$15.00 from NCE. It can be replaced in the field.

Mike Bradley and I placed some values on the division owned portion of the module components; including, materials, electrics, buildings and controls. This does not include member owned modules, controls, equipment or labor. This is a requirement for the next MCR event.

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 requests 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



HO Module Group Chairman Bob Ashley, Sr. admires his demonstration of 'string-lining' a curve. The HO modules were displayed at the Midwest Narrow Gauge Show in March.

Layout Tours

Thank you to all the hosts who graciously opened their homes to visitors to view their layouts. It has always been enjoyable for me, especially when visitors come from afar! You never know who will walk through the door. Layout owners appreciate all visitors who come to see the fruits of our labors! Good news – I will be announcing a new layout for next year's annual Spring Layout Tour. Also, 2019 is not too far off. We now have seven potential layouts that would be visited on the way home on the Sunday following our regional convention. Now is the time to work on that layout!

Jim Peters
Layout Chair



(above right) A scene from Jim DiPaola's HO Pittsburgh, Younstown & Ashtabula Railroad.
(right) A Norfolk and Western mixed freight on Mike Farrow's N scale layout.
Both layouts were part of the Division 1 layout tour on April 1.

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.

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Division 1, MCR, NMRA Minutes
April 23, 2017
Sebring Model Railroad Club, Sebring, Ohio

- I. **Welcome:** The business meeting was called to order at 2:30 pm. Superintendent Jim DiPaola thanked the Sebring Railroad Club for hosting the meeting. Guests attending the meeting were Ott Gangl along with new members Chris Kinsella and Derek Shoup. Mr. Gangl has donated several items to the division and anyone who is interested in them could see David Hazlett at his car after the meeting. It was first-come first-served.
- II. **Treasurer's Report:** Report given by Treasurer Mike Bradley. Mike and Jim DiPaola will make contact with PNC Bank to try to resolve some issues. A motion was made and seconded to accept the April 2017 treasurer's report subject to audit. The motion passed.
- III. **Membership:** No report since Larry Brown was absent.
- IV. **Committee Reports:**
 - A. **Clinics** – Larry Madson made a presentation on DC to DCC wiring conversion after the business meeting.
 - B. **AP** – Members are encouraged to work on their Golden Spike and AP certificates.
 - C. **Peddler Freight** – The submit deadline for May is 4/24/17.
 - D. **Scale Update** –
 - A. David Hazlett reported that he had a new Walthers Plymouth locomotive with a keep-alive SoundTrax decoder. Even with its short wheel-base it had no problem with switches and would pull 7 to 8 cars. It retails for \$112. He also reported that TCS (Train Control Systems) stands by its products. He had 2 TCS KAM4 decoders with keep-alive that died. TCS replaced them and threw in two 8-pin connectors at no-charge.
 - B. Jerry Kruse said that he had a friend who was giving up his railroad and would give it to whoever would come and take it out of his basement.
 - C. Bob Ashley Sr. said that he and David Madden both had Mantua 2-6-6-2 locomotives that were several years old which had MCR sound decoders. MCR now owns Mantua. Bob and Dave sent their tenders back to MCR who replaced the decoders and added keep-alive and they now run fine.
 - D. Don Bonk reported on the dates for the Ohio and National N-scale conventions – see the "Upcoming Events" section.
 - E. **Modules** – Bob Ashley Sr. reported that the module group realized \$75 from setting up in Greenford and \$100 for our participation in Salem. He and Mike Bradley worked at establishing a value for the division modules (2 ends and 1 corner) and the controls. Jim Williams stated that he had been contacted by Bob Brock from Division 2 of the Keystone Region in Pennsylvania. Mr. Brock was interested in setting up their HO modules with ours at some venue. He suggested the Greenberg Train show July 22-23 at Monroeville, Pa. He is also interested in maybe having a joint meeting and asked to be added to our e-mail list for the Peddler Freight. An e-mail has been sent to Bob Ashley, Sr., Jim DiPaola and Bruce Hukill. Don Bonk stated that the N-Scale modular group planned on spending about \$33 to replace their leveling bolts with I-bolts. They will give the bill to Mike after they make the purchase.
 - 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. Kurt and Karen Sanders have a nice video of the action on the modules at Salem that would be nice to have added to the web site.
 - G. **Apparel** – See Jim Williams if you have any questions or need to order.
 - H. **Upcoming Events** –
 - A. Ohio N-Scale Convention is in Hilliard (Columbus), OH, May 19-21
 - B. MC Regional Convention is in Louisville, KY, May 18-21
 - C. National N-Scale Convention is in Pittsburgh, PA, June 21-25
 - D. MNRA National Convention is in Orlando, FL, July 30 – August 6
 - E. Steel Mill Modelers SIG is in Bethlehem, PA, August 13-16
- V. **Division 1 Events:**
 - A. May 14, 2017 – Meeting: Mike Bradley, Rootstown, OH
 - B. June 18, 2017 – Meeting: Jim DiPaola, Ravenna, OH
- VI. **Bing-N-Brag:**
 - A. Glenn Yoder showed the group a pipe-load that he found at a show. He said that it was exactly like the loads that came into the Massillon pipe yard for the Rover Pipeline.
- VII. **Old Business:**
 - A. MCR 2019 Convention: Jim DiPaola and Steve Zapytowski have put together a packet to present to the region for hosting the 2019 convention.
 - B. Jim Peters thanked all those who hosted open-houses for the division open-house event.
- VIII. **New Business:**
 - A. There was discussion on changing the by-laws from having the Treasurer elected to being appointed by the Superintendent and Assistant Superintendent. There is currently a term limit of two 2-year terms for the office. The feeling was expressed that this would take us back to the cronyism of the earlier days of the division. After discussion a motion made, seconded and passed that we should abolish the term limits but still fill the position through election every 2 years. This change will be presented at the next meeting.
 - B. Bob Ashley, Jr. stated that we currently have no insurance on the division modules. They are not covered by any of his insurance. We can buy collection insurance through the NMRA. Mike Bradley said that he would look into our options and report back next meeting.

The 50/50 raffle was held.

A motion was made and seconded to adjourn the meeting. The motion passed. The business meeting adjourned at 3 pm.

Respectively submitted,
Jim Williams, Clerk

7th Year

5th Year



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Western Oregon Circa 1900 to 1910 — HO and HO N3



THIS MONTH'S MEETING
Sunday, May 14
Host: Mike & Kim Bradley
3859 Sanford Rd., Rootstown
330-325-7622
2 PM

Mike & Kim will be hosting this month's meeting. They will be supplying snacks and drinks. Mike has a great layout with many buildings and railcars. (We have seen his work in his many contest entries) Like many of us, he is still building and laying track.

There will be a flea market at this meeting.

Directions: Travel I-76 to the Route 44 (Rootstown) exit. Go South. You will be in Rootstown when you encounter a traffic signal. That intersection is with Akron Youngstown Road (CH 18). Turn East (a left turn if you are coming from the north). Travel 1.9 miles to SANFORD Rd. Turn Right. Sanford Rd. is flanked by two parts of a lumber warehouse. Mike's house is the 7th house on the right side of the road. There will be a sign to indicate the house.

Train Shows and Open Houses

9th Annual Central Ohio NTrak N Scale Weekend 2017
May 18 - 21

Franklin County Fairgrounds. 4100 Columbia St.,
Hilliard, OH 43026.
Saturday, May 20, 2017 from 10:00 AM to 5:00 PM
Sunday May 21, 2017 from 9:00 AM to 3:00 PM
Adults: \$5.00
Children (Age 12 and Under): Free

The 2017 Pan American MCR Convention - May 18 - 21

Louisville, Kentucky, at the Galt House, 140 N 4th St,
Louisville, KY 40202.
<http://div8-mcr-nmra.org/site/2017PanAmerican>

National N Scale Convention - June 21 - 25

Pittsburgh, PA
www.nationalnscaleconvention.com

2017 National Model Railroad Association
National Convention - July 30 - August 6, 2017

Orlando, FL
www.NMRA2017Orlando.org

The 2017 Steel Mill Modeler's Meet - August 13 - 16

The Sands Casino Resort
77 Sands Boulevard
Bethlehem, PA · 877-726-3777
www.smmsig.org/annual-steel-mill-modelers-meet.html

DHRail
David H. Hazlett, President
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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 330-465-7402
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
DIVISION 1
AND THE NMRA

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