



# THE



# FLATWHEEL

SEPTEMBER 2018

VOLUME 53, NUMBER 7



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NEW COLUMN!



This month's amazing cover photo showing KC's Union Terminal was taken by Staff Photographer David Williams while on assignment at the National Convention in Kansas City.

# NORTH COAST LEADERSHIP

## ELECTED OFFICERS

Superintendent - Lee Sheffield lakeshorenyc@yahoo.com

Assistant Superintendent - Ron Morgan,  
ronalco844@gmail.com

Secretary - Dave Williams (440) 838-4996  
dave\_wms@sbcglobal.net

Treasurer - Greg Noeth (216) 789-2086  
gjnoeth@yahoo.com

Director East - Fred Obreza (216) 587-4419  
chevy5664@sbcglobal.net

Director Quad County - Jim Moore (419) 684-5833  
moorez@aol.com

Director West - Gary Schaefer, trains.ohio@yahoo.com

Director at Large - Brian Haas, haasland@msn.com

Director at Large - Jeff Lauren, jflrn@sbcglobal.net,  
21-798-1896

## APPOINTED POSITIONS

Great Berea Train Show - David James c (440)-785-9907  
david.j@brtcharter.com

Achievement - Bruce Brintnall MMR,  
brintnall@mindspring.com

Layout Tours - Ron Morgan, ronalco844@gmail.com

Contests - David Lawler, davelawler@oh.rr.com

Historian/Archivist = Frank Bongiovanni

Raffle - Adam Woodie, woo3482@hotmail.com

Co. Store Manager - Chuck Klein, cbklein765@gmail.com

Clinics - Larry Madson, lmadson@roadrunner.com

Flatwheel Editor - Bruce Bowie, in2trains@gmail.com

Membership - Bill & Billy Ferry, clevelandbill@mac.com

Modules - Scott Benson, sbenson440@zoominternet.net

N.O.A.R.S. Representative - Bill Kovacs

Webmaster - Ben Lanza, blqt@nls.net

Refreshments - Joe Filipiak, graftonpotter@frontier.com

Training Day - Gary Schaefer, trains.ohio@yahoo.com



# DIVISION 4

## THE NORTH COAST DIVISION

**OUR NEXT MEETING WILL BE FRIDAY, SEPTEMBER 14, 2018.**

**WE OFFER GOOD FELLOWSHIP, FREE SOFT-DRINKS/COFFEE AND AN INFORMATIVE CLINIC ON SOME ASPECT OF OUR HOBBY. JOIN US!**

### WHEN & WHERE WE MEET

The North Coast Division holds 10 meetings a year (none in July and August). Meetings are on the 2nd Friday of each month. A

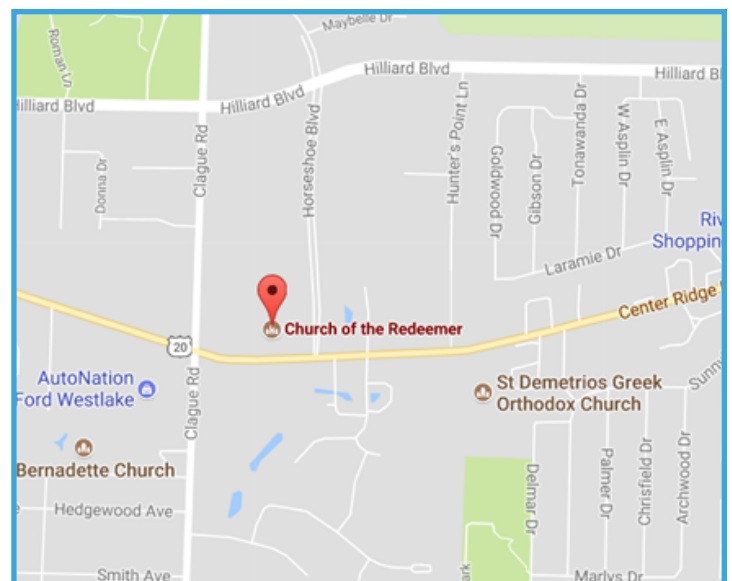
social half hour starts at 7:00 p.m. followed by a short business meeting at 7:30. After a short break, a railroad themed raffle and clinic complete the typical agenda. Meetings are held at the Church of the Redeemer, 23500 Center Ridge Rd, Cleveland, OH 44145. Visitors are welcome to attend any meeting.

The Division's newsletter, *The Flatwheel* is published monthly (except during July and August) by Division 4 of the Mid-Central Region (MCR) of the National Model Railroad Association (NMRA). All comments are welcome. Views expressed in *The Flatwheel* do not necessarily reflect the opinion of the NMRA, MCR, or Division 4.

*The Flatwheel* is typically electronically published no later than the Monday preceding the monthly meeting. Submissions are due no later than the 26th of the prior month, for example, August 26th for the September *Flatwheel*.

Uncredited photos courtesy of the editor or staff photographer Dave Williams.

**Yahoo** - The Division has a Yahoo group available for members. Send your request to join to [dave\\_wms@sbcglobal.net](mailto:dave_wms@sbcglobal.net). It's best to include "Division 4" in the subject line and include your name. The group is private and does not appear on the Yahoo directory.





# AN EDITORIAL

This year I used my summer hiatus to get a lot done on my East Broad Top v3.2 layout. Tasks completed to date include the helix connecting the two decks, the DCC power distribution system and numerous "long term" foam mock-ups. More on foam mock-ups to come in a future issue and/or clinic. Suffice to say I enjoyed my many hours of time working on my layout.

Additionally, I was provided by some gracious layout owners the opportunity to operate on their railroads. This is my number one most enjoyable aspect of the hobby. The social time spent with friends enjoying a common interest cannot be beat. I highly recommend if you have not already attended an operating session on someone's layout, give it a try. Just ask the layout owner, or someone you know operating on other layouts, if you can attend an upcoming session.

Member George Keller volunteers at the Mad River & NKP Railroad Museum in Bellevue. George was asked by Division 6 (Columbus area) for the Museum to host a planned bus trip outing. George coordinated the activities, adding tours of Division members Fred Wagner's and Jim Moore's home layouts. I and Gary Dunn had the enjoyable task of helping the 20 tour attendees at Jim's layout.

**Oops** Oops. In the June *Flatwheel*, your Editor made an error. I know, hard to believe, but true. The article entitled "PROTOTYPE MODELING USING EXTRA PIECES PARTS" was credited to Gary Sole but with a photo of Gary Shaefer. The article and photos were by Gary Shaefer. Gary Sole had nothing to do with the article other than gracing it with his charming likeness. Apologies to Gary Shaefer. So I guess Raffle Bucks will have to go to both only to be fair!



**Gary Sole**



**Gary Schaefer**

I had a GREAT summer! I still work, be it part-time, at my local vocational school helping teach electricity to Junior and Senior high school students. I also worked in the school's maintenance group in the summers until last year, making this only my second summer off in the last 51 years. Time flies!!



I hope your summer was filled with as much fun as mine. A good number of members have shared photos and information from their summer activities. If you have something to share, please send it to me at [in2trains@gmail.com](mailto:in2trains@gmail.com) and see it grace these pages!

Thanks. 🚂



**BRUCE BOWIE**  
**EDITOR**



# FROM THE SUPER

**“Driving the train doesn’t set its course. The real job is laying the track.”**

***Ed Catmull***

Well it’s time to kick off another season of model railroading. I am writing this after returning from the National Train Show with the module group. While some of us moved to other activities during the summer months others have been going full tilt so to speak. The members of the module group including myself were diligently working on our modules to prepare for Kansas City. We had a great layout very close to the entrance bringing in the public. We had up to 8 trains at a time running throughout the three days. As always visitors enjoyed the steel mill and Hamlet Junction where at times we had trains stacked up trying to get through. Scale Trains gave up two of their brand new tunnel motors to run. These were first production run units that were put through the paces on a 102 car coal train. Note: The engines were just announced at the National Train Show and are just now going into production.

The National Train Show from my perspective looked to be a success. There were the usual manufactures and dealer booths to ogle over as well as a large number of model railroads in every scale. Attendance looked to be excellent as there were crowds in the aisles every day. I talked with a few of the dealers and they were very happy with their sales. The T-Trak movement is gaining momentum as they set a record with an extra large layout. A T-Trak module is 2 by 2 feet in N scale with no legs. They are set up on tables. Scott Benson will be talking a little about T-Trak at the September meeting.

During the summer we had a couple of events. The summer picnic was well attended. See the article later in this issue. And the Medina 4H model railroad display was attended by 15 of our members. They each voted for their favorite module and will have a chance to win a special prize.

Contests should be a big hit this year as Dave Lawler as added a few unique themes. Check out the list.

Our first order of business for the year of course is the Great Berea Train Show October 6th and 7th. I will have the sign-up sheets for everyone to volunteer for the various jobs. We need your help to make the show a success. Without you, the show would not happen.

I would like to congratulate Joe Kurilec on his article in the August issue of Railroad Model Craftsman on “Invisible Water Towers”. Don’t let the title of the article fool you. You will find six pages of terrific information and photos on modeling the aspects of what happens to a water tower after its usefulness has worn out and how to model it.

Well I have been long winded as usual covering lots of territory. See all of you at our September meeting on Friday the 14th. 🚂

**LEE SHEFFIELD, SUPERINTENDENT  
THE NORTH COAST DIVISION**





# GENERAL MEETING MINUTES

## Friday June 8, 2018

Superintendent Lee Sheffield called the meeting to order at 7:30 pm.

Membership chair Bill Ferry asked new members and visitors to introduce themselves.

Treasurer Greg Noeth reported current assets for the Division of \$40,750.

Clinic chair Larry Madson said that he was working on arranging clinics for the next season (September 2018 through June 2019). The evening's clinician would be introduced later. Lee mentioned that Dave Neff of Division 5 is looking for clinicians willing to present outside of their own Division.

Lee spoke about the Modular Group, reminding everyone of the work party scheduled for later in the month. Our modules will be up and running in conjunction with the Hub Division at the National Train Show in Kansas City MO this summer. *(see some photos in the Module Group column - Editor)* The layout will measure approximately 40 by 70 feet, based on space allocated to us by National.

Lee talked about the Summer Picnic, to be held at NEOLS on July 21 beginning at noon, referring everyone to the most recent Flatwheel for details.

Contest: Chair Dave Lawler was unable to attend this meeting. John Hemsath MMR and Tom Hemsath presented the year's modeling awards. The September contest will be **"A COLORFUL/BILLBOARD REEFER"**. A special judged contest along with a regular popular vote contest will be held in May next season for structures in memory of Rich Mayich. (Rich was a frequent participant in the contest with his outstanding structures; he passed away earlier this year after a brief illness).



**Gary Schaefer -  
1st Place, \$150**



**George Keller &  
John Hemsath -  
Tied 2nd Place,  
\$125 ea.**



**Jim Grell - 3rd  
Place, \$100**



**Dave Flebbe -  
4th Place, \$50**



**Jeff Lauren - Tied  
5th Place, \$50**



**Steve  
Riddlebaugh -  
Tied 5th Place,  
\$50**

Lee reminded everyone to sign up as volunteers for the Great Berea Train Show. Chair David James is working with the Fair Board on getting the contract finalized. Comic-Con will be the same weekend.

Gary Shaefer, Training Day chair: Training Day will be on Sunday November 4th.

Company Store: Chuck Klein reviewed available items with emphasis on the new Division project Davies Steel hoppers. Some of the cars were sold at the Regional convention and they will be available during the upcoming Steel Mill meeting in Kent. Chuck will remain in his position for the time being but Lee asked everyone to consider stepping up to run the Company Store as Chuck plans to "retire".

Raffle Dude Mike Klein gave a rundown of items available in the evening's auction. Mike thanked everyone for their support during his twenty plus years running the raffle. Lee called Mike over and thanked him for his years of service to the Division in running

the raffle. Lee introduced member Adam Woodie as the next chair for the raffle.

Lee said that the estate sale is continuing with items on display, reminding everyone that the proceeds go to the 4H group. This year's Medina County is July 30 through August 5 this year where the 4H modular layout will be on display. All members are encouraged to visit, with a sign-in sheet there and a prize drawing for Division attendees in the Fall.

George Keller provided an update on NKP engine 757, scheduled to return to Bellevue OH this summer. Some bearing issues are currently being worked on.

The next BOD meeting will be Saturday August 25 at the Sandusky Live Steamers.

Brian Barnt said there will be a series of Arduino clinics at the National Convention for those interested.

Meeting adjourned at 7:58 pm. 🚂



**Over TWENTY YEARS of  
volunteering for our benefit!  
Thanks Mike!!**



# THIS & THAT

## OUT FOR A STROLL AROUND THE LAYOUT

- It is not only our Canadian members who can come up with some unique "re-purposing" ideas. Trustee Jim Moore sent this photo of his no longer needed walker now in use as a portable work bench on his Cold Creek & Lake Erie railroad. Great idea Jim!



**CLINICIANS WANTED** - Dave Neff, Superintendent of our neighbor Division 5 is looking for clinicians willing to put on their clinics for other Divisions. If you are one such clinician, email Dave at Super@MCR5.org - Editor

**MONSTER MODEL WORKS** - Joe Kurilec, MMR sent me information on some great looking products made by Monster Model Works. I didn't have room in the June issue and intended to put it here. Joe sent some updated information just after publication of the June issue. The owners have decided to close/sell the business. Anyone interested in starting a new career, check out their website - Editor **UPDATE** - Soon to be opened by a new owner as we work with multiple buyers. Stay posted. Jim & Lisa

**GRANDT LINE** - Speaking of closing businesses, Grandt Line this past spring announced their closure. The good news since is they have been purchased and the new owners are in the process of moving the operation. With a little time and patience, their great products will

again be available. - Editor

**RESEARCH (or KILLING TIME)** - One of my favorite pastimes is reading Arcadia Publishing books (the little brown books).

The "Images of America" series cover cities AND railroads!

[www.arcadiapublishing.com](http://www.arcadiapublishing.com)

But I found a really good source for reference. WestPark Historical Society books.

<http://www.westparkhistory.com>

While reading about older dinners and restaurants in the greater Cleveland area, I found a link to view roadside architecture all over the country.

TeePee motels, large statues by dinners and a ton of interesting buildings.

<http://www.roadsidearchitecture.com>

- Joe Kurilec, MMR

**ANOTHER PHOTO** - A group photo of Div. 6's bus trip to the Mad River & NKP Museum.



**THANKS!** - On behalf of the members in Division 1, the ACY Division, I would like to thank Joe Filipiak for presenting his clinic on Building a Periodic Down-draft Kiln for the Brick Industry at our June,

## All Aboard the "Most Scenic Train Ride in the World"

An Illuminating, 85-Mile Journey through Sri Lanka

[www.urbandaddy.com](http://www.urbandaddy.com)

BY ANNAMARIE HOULIS ·  
APRIL 17, 2018

Rolling rice fields, terraced tea plantations, sprawling mountains blanketed in vegetation, buffalo-peppered farms, indigenous villages... I'd read all about it: the seven-hour "Most Scenic Train Ride in the World."



And there I was. Hour nine. One and a half sweaty butt cheeks slipping off a tray table, straddling an Italian woman sandwiched in the seat before me. My knees to her ears. My back to the Turkish toilets reeking like the product of food poisoning—my guess is that the warm pineapple sprinkled with flies frozen in

2018 meeting. I also would like to encourage future respective clinician chairs to continue to support each others' divisions. Thank you, Jim Peters

**Joe Slander Passes** - From 8/21 *Trains* e-newsletter. Joe was a big supporter of the Marion, Ohio station and a great Erie model railroader. - Joe Kurilec, MMR

**RECRUITING TOOLS** - Member and prolific *Flatwheel* author Joe Kurilec, MMR, had one of his great ideas published in the July *NMRA Magazine*. Thanks for sharing with us as a Division and the National!

#### Unique Recruiting Efforts

I recently took another pile of NMRA and model railroad magazines to my dentist's waiting room.

Once in his chair, he stated, "I hope you brought more model railroad magazines! My patients love them and take them home." (That's the idea!)

I get the exact same response from my eye doctor!

Just think, if each NMRA member put one or two *NMRA MAGAZINES* in their medical offices, could that increase NMRA membership?

Joe Kurilec, MMR

its juices, making its rounds, did someone in.

Marco Polo once claimed Sri Lanka the "best island of its size in the world," and since gaining independence from the British in 1947, the country has attracted wide-eyed wanderers like myself who tend to agree. Its geographic location between Southeast Asia and India makes it a convenient stop for transient backpackers, who've been passing through in droves since the country's civil war ended in 2009. But those who come often stay far longer in the "Pearl of the Indian Ocean" than they'd anticipated—as I did. Something about the diverse landscapes, from rich rainforests, to arid plains, to blonde beaches, all governed by enchanting mountains, is like an oasis for nature lovers. Sri Lanka, despite its size, boasts the highest biodiversity in Asia, plus ancient Buddhist ruins dating back thousands of years.

Most everyone who visits the country nowadays takes the famous 85-mile train ride from the major city of Kandy to the small, mountainous town of Ella, known for its trekking, waterfalls, the Nine Arches Bridge (an early 20th-century engineering marvel) and chilled-out cafes.



### "The following MCR Board of Directors positions are open for election in 2019:

**President**

**Vice President**

**Secretary**

**Treasurer**

The current Vice President is term limited and is ineligible to be a candidate for that position in the 2019 election. The current President, Secretary, and Treasurer are eligible to be candidates for their current positions in the 2019 election. Any MCR member in good standing who wishes to be considered for candidacy for one of these positions should send a notice of their interest to [nominations@midcentral-region-nmra.org](mailto:nominations@midcentral-region-nmra.org)

**Thank You.**

**MCR 2019 election Nominating Committee**

**Bob Shreve**

**Bob Belt**

**Jim DiPaola"**



# MODULE GROUP

The module group held a very successful display at the 2018 National Train Show in Kansas City. We had a joint layout with Hub Division from the North East Region again. The layout measured 41' x 70' and was composed of 46 Division 4 modules and 9 Hub modules. The approximate layout diagram is shown in the figure below. The mainline ran from the Fox Lake Loop to the Akron/Valley Loop, both with large radius curves. The branch ran from Carolton to Susquehana, both 22" radius loops. Hamlet junction, at the center of the four legs, was often a busy place. The layout can be seen at this link: <https://www.youtube.com/watch?v=D4aF6EeYXVw>

Fifteen Division 4 members ran trains over the 3-day show. We also hosted a couple activities with industry partners:

- Scale Trains lent us two prototype models of their new SD40T-2 "tunnel motors", a Southern Pacific and a Rio Grande. (<https://www.scaletrains.com/collections/sd40t-2-tunnel-motor>) Those two consisted locomotives, fresh-out-of-the-box, pulled a 102-car coal train flawlessly, without helpers. Credit is due to Gary Schaefer for providing the rolling stock, and to Billy Ferry, for a great job of tuning those cars for the task.
- Iowa Scaled Engineering lent us one of their new Proto-Throttles (<https://www.iascaled.com/store/ModelRailroad/ProtoThrottle/MRBW-CST>) to try out and demonstrate. A number of our operators used the throttle and were impressed. You really need to set-up your locomotive decoder to take advantage of all the features, but even without doing so, it provides for very different and interesting operations.

As usual, Larry Madson and Bill Cramer's steel mill modules garnered much attention and great reviews. Families were grateful when our members had the kids run our trains on the layout, a regular feature of our events.

The module group truly appreciates the continuing support of the Division, without which we could not represent the NMRA to the public in big events like this. Thanks to all who participated in, and supported, this event!!

The busy fall season is nearly upon us, with the Great Berea Train Show, Training Day, International Trees and Trains, a Berea Library event, the Christmas Train Show in Kirtland, and one other possible event. Hope to see you all at one of these! Please contact Scott Benson if you are interested in participating in the Module Group. 🚂



**SCOTT BENSON**  
**MODULE GROUP**



Originally introduced in 1864 by the British Colonial government to transport tea from the hills to the capital city of Colombo, the route has since become a super affordable way to take in the picturesque countryside—and also witness some of the damage done from the 2004 tsunami. The train wreck from the tsunami is still the largest single rail disaster in world history—some 1,700 people lost their lives, and evidence of the wreck still litters the tracks.



In short: The train ride from Kandy to Ella is a seven-hour amalgamation of splendor and horror. The journey boasts beautiful landscapes and tells tales of Sri Lanka's storied colonial British history, as well as its resilience from natural disaster.

And yet, despite all that, part of me almost wanted to forgo the hill country altogether. After three months backpacking through Southeast Asia, the latter portion of which was spent in dusty villages along the Mekong River, the beaches were beckoning. Besides, Kandy was still coming out of a city-wide lockdown, and the government had only just lifted its crisis-enforced curfew. The country had declared a national state of emergency for the first time since its civil war ended in





**Loading  
for trip to  
K. C.**



2009—Buddhist/Muslim clashes had set some of the city ablaze. I figured skipping it lest I find myself caught in the looming cost of conflict would be the “smart” thing to do.

But I also assumed, and ultimately confirmed, that the news can be rather embellished these days (go figure). Kandy was crawling with locals and backpackers alike. At its center is Bogambara Lake, engulfed in mountains teeming with tea plantations and biodiverse rainforests. Hidden in the lush foliage are sacred temples—most famously, the Temple of the Tooth (Sri Dalada Maligawa in Sinhalese), a shrine that houses the relic of “the tooth of the Buddha.” Barring the thunderous traffic, Kandy is a calm city. The only fires I found were those beneath barefoot dancers. They were performing the traditional Kandyan dance, during which they wondrously walked over fiery coals.

I’m not discounting the experiences of those caught in the conflict, but generalizing the country as some unstable threat is just a perpetuated lie. Still, transient, I’d only spent one night in Kandy itself. I was really only there to hop aboard this legendary train.

So, I bought my second-class ticket somewhere around 7:45 the next morning, procured a mutant banana for breakfast and waited at the tracks for the train’s



**Folks of all ages enjoying  
“working on the railroad”.**

**Dr.s Lauren and Ferry Jr.  
performing surgery on a  
switch during set up in  
K. C.**

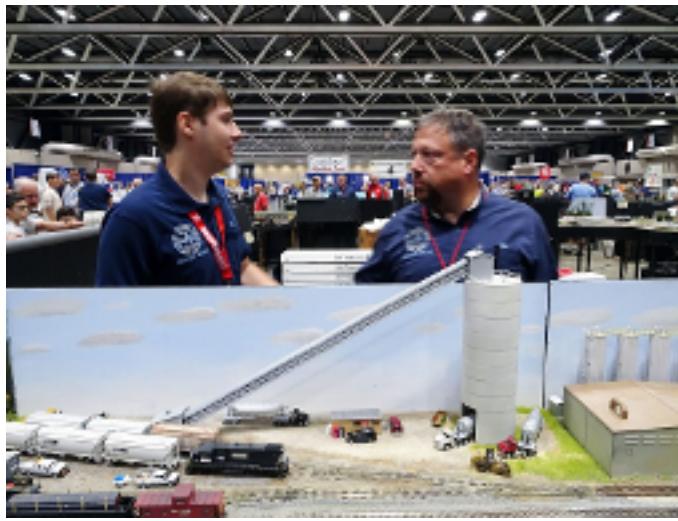


**I have no words!**





**Sorry Dad...Really.**



highly anticipated arrival, with approximately one million other elephant pants-donning, trek pack-toting ramblers (and maybe two locals). In retrospect, I seriously regret not eating a bigger breakfast.

When the 8:30 a.m. train arrived promptly at 9 a.m.-ish, we all shouldered our way inside. Sri Lankan men jostled through each car, climbing over roasting bodies packed tightly together. I'd rejected the Medu Vada (spiced urad dal batter fried in donut-shaped dumplings) they were selling in newspaper-lined baskets when I first boarded the train. I didn't want to fall victim to some debilitating digestive situation, like those who'd soured the bathroom before me. But after more than a few hours of feeding on nothing but spiced peanuts, it became clear to me that resistance would be a futile feat. That dal started to smell as good as sweet creamed corn at Thanksgiving dinner.

Though we'd all purchased second-class tickets, none of us were guaranteed a seat—and hardly any of us got one. A Kiwi couple seated in the car I managed to clamber into wisely boarded at the city just before Kandy. And though they'd done so to secure themselves seats, they offered to share with three Italian women and I, who weren't so fortunate. We all took turns sitting in the seats and on the

**How far away does an NCE throttle have to be to read those numbers David?**



**Almost looks like Jerry is wearing a tie? Nahh.**



**Most, but not all of the modular layout!**

# Module Spotlight

**Module Spotlight:** St. Joseph, Mo.

**Owner:** Steve Kaplan

After I dismantled my V&T layout, and swore “no more mountains”, I decided that getting involved in the module group would allow me to run trains while I built a flat terrain layout, loosely based on Kansas City. I had recently acquired the Fine Scale miniatures Packing House to which I was already making “changes and additions”. Next I built the JL Innovative Brookside Ice House, and now realized that this array would make a great module. When the module group announced it was going to join the Hub Division at the 2009 National Train Show in Hartford, I decided to finish it and go with them. Then, when it was close to being completed, I stepped back and said – “why not a town”? After all, whatever I put together would be part of my new “flat” layout. So, with help from Al Arthur (Division Five), two more modules were quickly completed. At the Show, I did receive the Golden Spike award for my efforts.

So, what were the “changes and additions”? Well, first I decided that it should be a Kosher packing house, so George Sellios furnished me with additional beef sides to hang, and I added two Rabbis/Inspectors (see the black hats). Then, I decided that the lunch stand on the far left was too close to the smells in real life, so I assumed nobody ate there and it closed up. Lots of people, wire and vehicles also were added, and finally, one “escapee” across the mainline, with a frustrated employee chasing her.

These modules are going back into the layout – they are now officially retired, and I have started a new one (just a single this time). It will be a working drive-in movie using a tablet for the screen. My three granddaughters are arguing over what movie to show – so far, Shrek is winning. 🚂



accompanying tray tables.

You can almost forget you're sweating on strangers' laps when you're rattling through a kaleidoscope of colors—greens, blues and earth-tones rushing by our windows, carried in with the breeze. Every so often I'd wipe the sweat salting my eyes to get a glimpse of the monkeys swinging alongside the train tracks or the buffalo and other grazing animals feeding in the passing pastures. And if I meditated on them long enough, the mere sight of rushing waterfalls almost refreshed me.

Yet of all the breathtaking places we could've gotten stuck (and this journey did not disappoint on breathtaking places!), we got stuck at a sewage plant. People passed us going the opposite direction, and it only then occurred to me that perhaps we should've taken the Ella to Kandy route instead—you get the same views without all the other humans.

Part of me was envious of those who hopped on at Hatton, many of whom complete a sunrise climb up Hatton's Adam's Peak, a mountain known for the Sri Pada (or “sacred footprint”) rock formation near its summit; the ride from Hatton to Haputale is widely considered the most scenic part of the journey. But the other part of me internally accused them of cheating—and I felt lucky to



# Module Spotlight



have seen what they'd missed. I'd put in my time, and I felt rewarded for it.

In the end, another train came to push us from the sewage plant to Ella. And I went on to consume copious amounts of curry and much-needed beers with my new friends. I even went on to travel the hill country and the entire length of the southern coast with the Italian women with whom I'd shared seats, peanuts and all-too-similar overseas romance stories. Eventually, we even shared beds. And they still got my knees in their faces, but only because I double as a zombie acrobat by night. I'm leaving Sri Lanka come morning, and I'm already feeling separation anxiety.

Ironically, the "most scenic train ride in the world" may not have been the most pleasant journey. But the juxtaposition of the car's claustrophobic squalor with the expansive natural beauty right beyond its walls rendered Sri Lanka's beauty that much more beautiful; had the train been more luxurious, outfitted with the standard comforts and amenities, I may not have been so compelled to look outside, and ruminate on what I'd found.

The things I might've missed.

# MEMBERSHIP

**WE ARE TRANSITIONING TO A NEW  
MEMBERSHIP CHAIRMAN SO NO REPORT THIS  
MONTH. STAY TUNED.**

## RAFFLE

"Soon, it will be time for the monthly raffle! I know that I have some big shoes to fill in the role as the new Raffle guy. I am going to certainly try my best. As you know, August and September is a time when the summer vacation ends and the children (and teachers) return for another year of learning. With that in mind, the theme of this month's raffle is "Back To School." 🚚

**ADAM WOODIE,  
THE RAFFLE DUDE**





# COMPANY STORE

## ***Davies Steel hopper cars are in!***



These are based on Dean Freytag's steel mill modeling. Dean 's railroad was the South Ridge Lines and the steel mill was known as Davies Steel. We have designed a 70 ton three bay hopper car that in theory belonged to the South Ridge Lines and was leased to Davies Steel. There are four pre-lettered cars with application of pre-printed decals to expand a

fleet of cars to 12 numbers. Price is ONLY \$20 each. The cars have arrived. We have sold about 45 Davies Hopper Cars. You may see them advertised in various places. There are 11 MDT Reefers remaining. Shirts,Hats, and Patches available.



**Wood Side,2 numbers available \$18 ea.**



**MCR Schoolhouse Laser Cut Kit \$45 ea.**

**Division 4 Patches \$3 ea.**



***SHIRTS and HATS ARE NOW AVAILABLE THROUGH THE CO. STORE!***

## **FREE DVD'S!**

***Polo's along with both short and long sleeve.***

I should remind everyone that we have a library of how to DVD's for member use. A \$10.00 deposit for each DVD rented. \$10.00 returned when DVD returned at next meeting. Check the listing by clicking on MEMBERS ONLY, then VIDEO LIBRARY to see a list of over 120 DVD's!

## **NEW COMPANY STORE MANAGER NEEDED!!**

**We are looking for a new Co. Store Manager. Chuck will continue to assist with the Project cars and shirt orders. Please consider volunteering for this easy, but important position.**

**CHUCK KLEIN  
STORE  
MANAGER**



# CLINIC

**SEPTEMBER 2018**

## **PRACTICAL LAYOUT WIRING**

**LARRY MADSON**

For this program, Larry will give an overview of layout wiring for DC and DCC layouts. He will discuss wiring methods including recommended wire sizes, switch (turnout) wiring, reverse loops, wyes and conversion from DC to DCC.

**OCTOBER 2018**

## **USING MOCK-UPS IN LAYOUT PLANNING**

**BRUCE BOWIE**

Bruce is currently building a prototype based layout on the East Broad Top narrow gauge railroad. His goal is to use as many iconic prototype structures on his new railroad. To develop his track placement, Bruce has built foam board mock-ups. Bruce will describe his techniques for making "long term" temporary mock-ups and how he then can use them both to both develop his track plan and until he can replace them with kit or scratchbuilt structures.

## **CLINICS WANTED**

**Help!!!!** I am looking for programs for January through June 2019. If any of you would like to share your modeling techniques, know of someone I could contact for a program, or have a suggestion for a program topic, please contact me. If you have contacted me previously about a program, please take time to remind me again.

**Larry Madson**

**lmadson@roadrunner.com**

**440-934-2643 or 440-864-2305**

## **Clinic Presentation Aids**

Division 4 has a digital projector available for use by Division members for presenting clinic programs in digital format. We now also have a carousel slide projector with carousels. The Division also has a video camera available for program enhancement. Anyone wishing to use the camera or the projectors for their program, contact Larry.

**LARRY MADSON**  
**CLINIC CHAIRMAN**





# CONTEST TABLE

## 2018/2019 Division Contest Schedule

ALL:

Sept: A **COLORFUL/BILLBOARD REEFER**. Any era, pick one you think will dazzle everyone!

Oct: An **OLD ABANDONED SHED** or **GARAGE** that will fit on a playing card (ace, king, queen etc.).

The more run down the better. It can also be incorporated into a small diorama.

Nov: A **SINGLE DOME TANK CAR**.

Dec: No contest, Awards Banquet.

Jan: A **LIGHTWEIGHT/STREAMLINED PASSENGER COACH**.

Feb: TBD I'm keeping this open for a possible special contest to be named later.

Also, it's "pizza night".

Mar: No contest, our BIENNIAL AUCTION night.

April: a **PIECE OF CONSTRUCTION EQUIPMENT** (dozer, backhoe, crane, power shovel etc.)

May: A **SMALL TOWN BANK**.

Remember, any of these subjects can be made into dioramas.

FYI - Per the National and Regional contest rules,:

*"The diorama had to be a maximum of two square feet and had to be constructed on a wood or foam base"*

This should be noted by any of you diorama builders who might wish to enter a contest at a higher level than ours here at the North Coast Division.



**DAVE "MR. CHEERIOS" LAWLER**  
**CONTEST CHAIRMAN**

# THE GREAT BEREA TRAIN SHOW



BY DAVID JAMES  
PHOTOS BY THE AUTHOR

So as the season winds closer to the time of the show, I have gone through the reservations and about 75% of the tables are spoken for which means it we now need to make sure that we have enough volunteers to staff the show.

Marketing has done a tremendous job of getting the word out. I know we can have a very successful show, we just need volunteers. This year we will offer to volunteers on Saturday evening, about half an hour or so after the show closes, a cookout for all the volunteers. You're welcome to join Lee and I in front of the commercial building. we will cook up some brats, hot dogs and burgers.

If you want to run some trains or sit back and relax. I know the division layout will still be up and running.

I know we've been doing the show for 45 years. It is a well liked show by the dealers. I have a couple new dealers that are very interested in getting in but sometimes it's just tough to get past all the returning dealer's as they fill the place up.

So I am really looking forward to getting everybody to volunteer. Take some little job, couple times, we have the double duty of also having, the Comic con there this year, so were in real need of volunteers.

The sign-up sheets will be at the September meeting. You can also contact me directly to volunteer if you will not be at the meeting. Thank you. 🚂

**Something we can all do is use social media to help market our show. Go to the Division's Facebook page and "like" us. This recommendation will be spread and seen by many people. Free advertising is always a good thing.**



Our brethren in military modeling have a technique called Pre-shading. It took a while for the boys at Fine Scale Modeler to explain what that cryptic phrase meant, but when they did, the light went on and I thought it would be useful in model railroading too. I'm working on an undecorated boxcar kit which seemed a nice opportunity to try it out.

On model aircraft or military equipment, the modeler airbrushes a line of black paint along the panel lines. When it's dry, he airbrushes on the top color coat leaving the shadow of the black line visible under the color coat. On the boxcar, I did much the same. I airbrushed a line of black along the panel joints and, when it dried, followed with boxcar red. In both cases, I used acrylic paint. My black lines were not too even or straight, but the red evened things out. It was a lot easier than I thought it would be. See the first photo.



There is also a post-shading technique. This follows the color coat with another coat of the same color, but lightened with white and sprayed, more or less, in the middle of the panels to represent fading. I may try that another time. For now, on this model, I'll just add the decals, details and more traditional weathering. In the photo of the finished car,

## PHOTO 1 CLOSE-UP

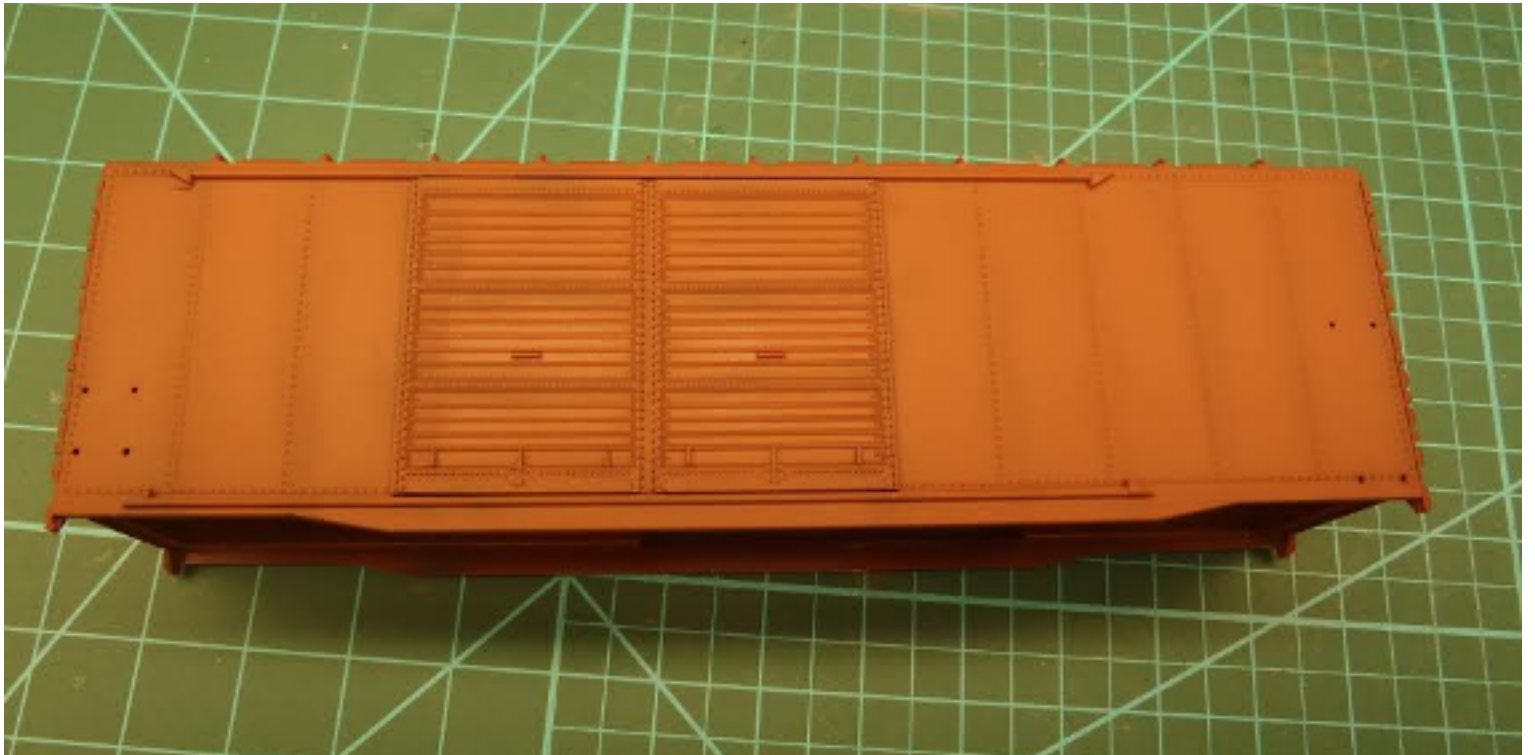
notice the doors are different than the doors in the other photo. The kit manufacturer included four doors in the kit, just not the same four doors. But only you and I will ever know. 🚂

# PRE-SHADING



BY JOHN HEMSATH,  
MMR

PHOTOS BY THE AUTHOR



## PHOTO 1



## PHOTO 2



# SUMMER PICNIC WRAP-UP



BY LEE SHEFFIELD  
SUPERINTENDENT

Saturday July 21st was our annual summer picnic at the Northeast Ohio Live Steamers layout in Lester (Medina). Good food and great fun was had by all despite the wet weather. In fact, so much wet weather that I scaled back on food slightly due to the weather. Boy did I guess that one wrong! I counted 80 people in attendance! Never in my dreams did I think that many people would show up in the rain for a picnic. This year we had the members of the Cuyahoga Valley and West Shore Model Railroad club join us, which amounted to about 20 people, but the number of Division 4 members was bigger this year. There were at least 10 more Div 4 members in attendance then last year. As a comparison, last year we cooked 45 burgers, 40 hot dogs and 25 brats. This year we cooked 45 burgers, 80 hot dogs and I never got a chance to get the brats on the grill. I had food left over last year, but not this year! So, in a nutshell, don't let the weather affect your food count when your setting up a picnic. Anyway, enough on the food.



Everyone I talked to had a good time. During the rains people socialized and when the rain quit the trains started running. There were two trains running till almost 4. One NEOLS member brought out a steam engine but it needed a little repair work before it could be run so we didn't get a chance to ride. But folks got to see what a live steam Pacific looks like.

The NEOLS layout hosts numerous public rides throughout the year if you would like to ride again or treat your families to a fun filled day. Check out their website <http://www.neols.net/> for more information.

With my increased duties being Superintendent I am going to step down from organizing the summer picnic. Larry Kuczynski has mentioned he is willing to take over the task. And if someone wants to help Larry I don't





think he will turn you down. And if you know of a new place for our summer picnic please contact me or Larry as we are always open to new ideas. Dave Williams looked into having the picnic in Cuyahoga Valley National Park but they don't seem to cater to groups of our size. Their picnic areas are more suited to families rather than groups.



And in closing I would like to thank all my helpers. My good friend Norm Groner from Lorain County Model Railroad group for providing the grill. My son Tim for cooking. (Norm ended up helping Tim cook too). And Norm, Tim & myself barely got a chance to eat while keeping the supply of burgers and dogs flowing. Larry Kuczynski and his son brought in a tent, tables and

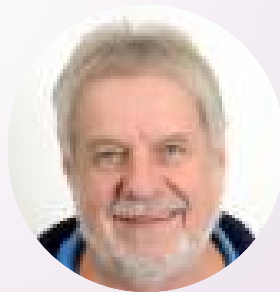
chairs. Joe Filipiak kept us hydrated by keeping the supply of drinks going. And of course, the members of NEOLS for opening up their layout for us to invade for a day.

Let's look forward to next summer when we can get together again for some family fun. And if you come across a new place we could host the picnic, don't be shy about speaking up. I promise we won't drop the whole project on you just for speaking up. Although you may be asked for a little help. 🚂





# B&O HISTORICAL SOCIETY MINI CONVENTION



BY JOE KURILEC, MMR  
PHOTOS BY THE AUTHOR

The B&O HS 2018 mini convention was held in Toledo, Ohio on May 19, 2018. One of the neat things about these mini conventions is that you DO NOT need to be a member of the B&O HS!

For around \$15.00 you get coffee & donuts and a full day of VERY interesting clinics and presentations. Division 4 members Bill Cramer, Mike Klein, Ron Spiga and Joe Kurilec piled into the "Mike-mobile" for a very enjoyable time. We had a perfect ending to our day with dinner at Tony Packo's in Toledo. Many will remember that Corporal Klinger of the TV show MASH talked of this place many times.



**One B&O HS member displayed a really nice B&O O Scale model display. Bill Cramer is to the right setting up his HO scale B&O models.**



**Here Bill Cramer is showing the correct way to eat a donut! To the right of Bill is Cleveland Flats bridge expert Mike Lytle. To Bill's left is Ron Spiga another railroad historian.**



**Bill Cramer at the start of his "B&O in Deshler" clinic. Bill likes to use the slide "BS. Jct" at the start. It is the mailbox for Big Sandy. Bill's clinic presented a lot of history along with very interesting slides.**

**Mike Lytle presented "Movable Bridges in the Flats of Cleveland." Mike's clinic is one that all modeler should see.**



**Before our trip home Bill, Mike, Ron, Mike & myself had a GREAT dinner. This place is worth a trip to Toledo! *Especially if you like cabbage rolls...Hmmm Good!***  
**- Editor**



On our trip to and from Kansas City for the National Train Show, Bill, Billy, and I also did quite a bit of railfanning along the way. This stop on the way home was in Wentzville, Missouri. We ate lunch by the NS tracks that went through the middle of town.



What caught my eye other than the awning on the General Store was the covered hopper unloading facility along the tracks just down the street. There was a siding containing 10 covered hoppers, unloading hoses and pipes, and a very small truck loading port. I spoke with



# RAILFANNING TO AND FROM KANSAS CITY - PART 1



BY GARY SCHAEFER  
PHOTOS BY THE AUTHOR

the gentleman who was loading the truck. The 10  
hoppers contained several types of resin used in  
specialty coverings for medical and industrial uses. He  
said he makes 20 trips a day for Dallas Plastics about  
10 minutes away on the other side of town. Each day  
he's given a list of what is needed, and he goes and gets  
it.

This facility would be a cool little addition to a layout or  
module. It wouldn't take much to make it either.

Wentzville, Mo. (<http://www.wentzvillemo.org/>)

Dallas

(<http://www.dallasplastics.com/index.html>)

Plastics

### **Pellets carried in the covered hoppers**





# GREETINGS FELLOW MODEL RAILROADERS

BY BRUCE BOWIE  
PHOTOS FROM CON-COR  
INTERNATIONAL WEBSITE

**I am sure most of us have heard of the Chinese factory that makes many of our hobby rolling stock and motive power closing . Member Mike Fahler put me on to this information. With pre-approval from owner Jim Conway, it is taken directly from the Con-Cor International's home page and up to date through 8/20/2018. Go to [www.con-cor.com](http://www.con-cor.com) for later updates.**

**Read on for more facts. - Editor** 

Update: 8/13/2018

Greetings Fellow Model Railroaders

Comments about the Affa Model Train factory closing in China

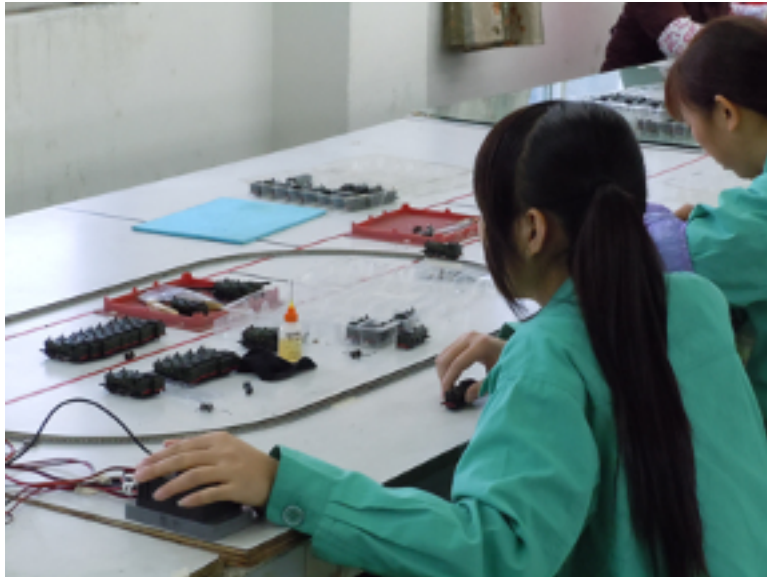
From Jim Conway, owner and founder Con-Cor Trains  
1962 - Present

There has been a lot of mis-information/ speculation about the abrupt unexpected closing of the AffaTech model train factory in China online mostly from people who have no clue what is going on (aka "Fake News") The closing will affect several dozen model railroad companies around the world, as Affa had maybe a dozen customers in the USA, and maybe 7-8 in Europe.

It will affect some other Model Railroad product companies in China as well, for it is not widely known but Affa had a rather large screw machine department, and was supplying many other China mfg with common parts such as wheelsets for rolling stock that met US "NMRA" or "NEM" European standards.

On my last trip to Affa, Mr. Ku showed me his screw machine operation and bragged he had completely automated the production of wheelsets and with his high volume he was also supplying many other China mfg as he was so cheap. He ran the machines 24/7 with only two workers in the area tending the machines and making upwards of 100,000 pc a day. These included

HO,N and O scale metal wheelsets and axles.



In a different area he was doing plastic wheels on metal axles.

(I can't verify that quantity, but I could easily see it was huge numbers.)

Here is a bit of background on me, for those of you who may not know the history of Con-Cor Models and may question my comments or knowledge.

I do this not to brag, but just to authenticate the information and knowledge presented.

I started in the model train business in 1959 buying die-cast freight car kits from Clarence Menteer at Model Die Casting, painting and assembling them in the basement of our family home, and selling the RTR cars through a local Hobby Shop. (I was a high school junior at this time.)

In 1961 I joined with some members of the local model railroad club and we opened a Hobby Shop on the NW side of Chicago named "Trains,Inc."

In 1962 I started making wood/ metal "craftsman" style kits to compete with the likes of Main Line Models, and Ambroid which the local hobby shop could never get enough of, so I figured there must be a market there. First model was a 1918 USRA wood Boxcar kit.

In late 1962 I had made a contact in Japan through Ken Kidder who was importing some HO Brass models to buy parts for my kits, (screws, wheelsets,etc)

Through that contact, I with some of the partners in the Trains,Inc Hobby shop, including Harry Hageman who most of the Industry old timers would remember as well, (as he was a terrific Sales guy) started to import some "HO" brass models under the name of

"Trains,Inc"

We were the 2nd Model Railroad company to bring American "N" Scale to the USA, delivering our N PA-1 only a few weeks after Atlas delivered their "N" E-8 models.

So ask you can see I have been around the model train business for a lot of years, as a domestic manufacturer, as well as an Importer.

I was inducted into the Model Railroad Industry Hall of Fame in 2009.

OK, back to Affa Technology Ltd.

Here are the known facts:

On Friday morning 27 July, Mr. KK Ku the factory owner arrived at the factory early and asked all his department Managers to meet in the Conference Room.

He announced to his staff, that due to his personal ill health he would have to close the Affa factory the following week on August 3rd, and they were to tell all the workers that information immediately. Everyone was totally shocked by the news.

Note: I was not at that meeting, and am getting this information 3rd hand, but it seems to be from a very reliable source that emailed me on Saturday 28 July.

I emailed Mr. Ku on Sat 28th July with a "get well card", and asked if it was true that he was ill and had closed the factory.



On Monday 30 July I got a short email from KK saying, factory was closed and I should contact the factory to pick up our molds etc. No confirmation of any illness.

But Chinese people are very tight lipped about person things, so this would not be unusual.

However, further emails sent to the factory staff whom we normally dealt with on a day to day basis have gone un-replied to.

A follow up from a contact we have says a reliable party they knew drove to the Affa Factory on 4th and found it closed, and the gate to the fenced property padlocked, but no public notice posted of any sort.

On August 8th we got a one line Email from the Hong Kong office of Affa that the factory was closed on 3 Aug 2018, but no further explanation or comments.

These are all the facts I have that can be verified.

I will post more details on our website as I can verify them.

Some Background on the factory owner Mr. KK Ku:

I personally have known Mr. Kwok-Kit Ku (shorthand nickname "KK") since about 1995 when I was visiting Hong Kong on one of my frequent trips (I have been to Hong Kong & China over 20 times) and while in the offices of Sanda Kan visiting with Mr. WS Ting (Sanda Kan founder and owner at that time), he introduced me to Mr. Ku as his new general manager.

Mr. Ku worked at Sanda Kan for about 8-10 years, so he knew the model train world and people in it very well.

In 2006 I ran into Mr. Ku again at the Trainfest Show in Milwaukee where he was soliciting business for his recently formed AffaTech company.. (I also found out at that time the 2nd season he had come to Trainfest was that his son Patrick was attending the University of Notre Dame.

Mr. Ku had been born in Hong Kong, but attended the University of Toronto where he had gotten his Electrical Engineering Degree and had worked in the US for TRW in Texas for a number of years before accepting the job at Sanda Kan, and the chance to move back to Hong Kong.

KK invested in a company called (in English) "AFFA Photo Etching" about 2004-5. Affa's main line of business was supplying photo etched for such companies such as Tyco International (Fire and Alarm systems), Kyoceria Mita Office Equipment, Sanyo Electronics and other high-volume users, they specialized in stainless steel and Aluminum etching. He called it his "cash cow" to pay for his expanding the factory into model train production.

But even in a 2007 eMail to me, he was complaining about the Environmental issue with the DongGuan authorities. (DongGuan) is sort of like a local County would be in the USA.

He also showed me on a visit in 2007 an all brass model of a Military tank in I am guessing about 1/32 scale. He asked me if I thought there might be a collector's market for highly scaled military miniatures in Brass (Similar to the HO Brass loco market) I was honest with him and said I did not know, since I never sold any Military miniatures.

I also know for a while he was making a line of factory assembled highly detailed brass bridges using his AffaTech etching machines.

We started doing business with Affatech in 2007, which proved fortunate for us, since 3 years later in 2010 it was announced that Sanda Kan was being sold to Kader Industrial (The owner of Bachmann Trains), and then Kader announced after they took over, that they would only to continue to make trains for 3rd parties (such as us, for about 18 months, and so we eventually transferred all the tooling we had at Sanda Kan/Kader to Affatech.

(For those of you who don't know. Kader is a huge, huge toy company.. there biggest customers are the likes of Mattel and Hasboro etc.)

So their Bachmann Model Train business is a very small slice of their overall business. Even though Bachmann has a very large presence in the English and European model train industry as well as making a large selection of HO model trains for the domestic Chinese toy market.

So we can not say at this point in time if the factory closure was due to Mr. Ku's health, Environmental issues with the local government or financial issues of some sort.

"Comments" on Fake or mis-informed news:

Tariffs:

There is not, nor any proposed new Tariff by President Trump's administration on Toys or Model Trains. The harmonized code for model trains is 950310. You are welcome to look it up for yourself. There has not been an import duty on model trains for over 15 years.

Wages:

The current average wages earned by a typical factory worker today in the same area as the Affa Factory is



about \$328.00 a month, that is for roughly a 48 hour work week, or 196 hours a month. That works out to about \$1.65 an hour, but the factory also has to pay the China government for Social Security, and a very bare bones medical plan for each worker.

BUT in almost all cases, that salary included room and board for the worker in factory owned housing.

In the case of Affa, they had a 4 story factory totally about 75,000 sf feet, and a 4 story dormitory next door housing approximately 350 workers, with a large cafeteria on the ground floor.

Wages in China have almost doubled in last 4-5 years, with the cost of your payroll almost doubling over a few years this could have been a financial consideration, but this is my speculation only.

I also know Affa did not own the real-estate. As is the custom in China, a company owning its own real-estate is rare. Most of the Industrial property is owned by the Local Government Agencies who build the buildings and lease them long term to the various companies that occupy them. Its also possible that the Affa Lease was coming due, and the local Government wanted a huge increase in the Monthly Rental cost. As that area of China is a "hot" area for electronics now. For a company such as Affa, it would have cost them at least a million US dollars to move to a new location.

Again this is speculation on my part as I know a former supplier, Hogan Industries was forced out of the ShenZhen area next to the Hong Kong Border when their 20 year lease was up in 2009, as the Local government wanted higher tech companies to move into that area and forced all the "toy" companies that had first moved there in the 1988-1991 period from Hong Kong when China was first opening up to move somewhere else.

Re-Shoring:

Re-Shoring is the technical term for a company to bring back foreign production back to the USA.

It is not easy to do, unless you already have a basic facility setup in the USA, and a supply chain in existence that can be expanded.

There is no way a smaller model train company could find the money to rent a suitable facility, buy all the expensive equipment needed, find and hire experienced workers, and then wait 24-36 months to get everything working smoothly before any expectation of seeing even

a tiny profit.

The above is for someone who in his heart wants to be a model train mfg.

But the flip side is the hard nose economic side. If you want to invest in all of the above, real-estate, modern equipment, hire and train skilled workers.. you should be looking at an expanding potential customer base, such as maybe accessory items for all electric vehicles, cell phones, solar or other renewable energy, or...

So even if it "could be done", I don't see any "new" model train factories popping up in the USA. Unless it is a well-established company that has a large existing cash hoard to use.

The secondary problem is that in the USA, over the past 25 years most of the small "job shop" manufactures have closed their doors. What I mean is for example the local screw machine factory that employed 3-5 people and would run a few thousand of a part.

Or a local injection molding company that had maybe 10 employee's and would run an existing molds and only run 3000-5000 parts for you.

I am sure everyone reading this message had a friend or relative that worked for such a company and lost their job when their company folded.

Today what's left are the "large" job shops with maybe 50-100 workers and will only accept jobs with minimum orders of 50,000 - 100,000 of a part.. with the current shrinking model train market, that would be 20x the quantity needed by a model train mfg.

In the case of Con-Cor, we already make stuff here, so we have the existing real-estate, plastic injection molding machines, paint shop decorating pad print machines, and even quite a few of our molds are sitting here on the factory floor, so for us to "carry on" is not as difficult, and requires little "new" investment.

All we need to do is get back the tooling that sits at Affa.

But some of the smaller mfg. don't even own the molds, it is my understanding that for some of them, KK paid for the molds, and just charged a higher price ex-factory for the profit to offset the price of the molds.

If they don't own the molds, they become part of the "Affa" Estate and the former importer of those products have no claim on them. But to be clear this is also speculation on my part.

Well enough for this installment... I will post more to our website when we have more hard facts to post.

PS: Watch for a huge announcement concerning those of you who might want to sell your surplus model trains, from a new affiliate company Con-Cor International in the coming weeks.

Update: 8/14/2008

I have been told a meeting of Affa Customers in the US was hastily organized and held during the NMRA National Train Show in Kansas City this past weekend and almost 20 companies were represented.

Many questions raised during that meeting, but no one could add any additional facts or information other than what I already posted above.

Best Regards

Jim Conway

Con-Cor International, Ltd.

**JUST A FEW OF THE MANY CON-COR  
PRODUCTS, CHECK THEM OUT AT  
WWW.CON-COR.COM - *EDITOR***



**HO 40FT TRAILER 2 PACK  
BALTIMORE & OHIO  
0004-008142**



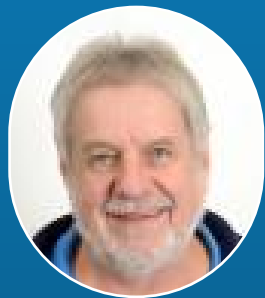
**N SINGLE HEADLIGHT  
BURLINGTON ZEPHYR**

**Kit with one each  
Labelle 102, 106  
and 107 for "HO"  
/ "O" / "S" /  
Lionel/ and LGB  
(Garden Railway)  
Size trains**





# PROTOTYPE RAILROAD IMAGES, PART 5



BY JOE KURILEC, MMR  
PHOTOS BY THE AUTHOR

*THE FLATWHEEL* VOLUME 53 NUMBER 7 | 33

Once again I am in the CSX Collinwood yards where I spotted a really clean Frisco Railroad observation car. The car was on some type of movement and I am assuming it is a private owner car. 🚂



**The observation car was in the middle of the Collinwood yards on April, 2013.**



**On June, 2013, while waiting to take my CSX crew to their next location, a string of cars came by the fuel depot with loads of wind turbine generators. A very interesting load idea for modern layouts.**

# NATIONAL TRAIN SHOW



**BY DAVE WILLIAMS**  
**PHOTOS BY THE AUTHOR**

There were about eighteen of us from Division 4 that made the trip to Kansas City this year. Ten came up for the full week of the convention and the others spent their time getting the modular layout up and running (and then down again on Sunday evening). A couple of guys managed to do both.

I volunteered again to shoot clinic videos for the Members Only section of the NMRA website, so I didn't sign up for tours – except the Monday afternoon visit to the nearby rail yards. Ken Orchard was also on the tour, and I learned a lot more than I would have otherwise because Ken asked more questions than I could come up with. The best tours usually feature non-stop rail action, and this one did live up to that claim (except that the trains seemed to stop when we were at a crossing trying to move on – that bus driver did some amazing backing turns!) At one place, we watched trains come off a double decker rail bridge (not at the same time unfortunately) followed by other trains crossing the bridge traffic rails at about 90 degrees. The areas we visited must have contained some of the oldest buildings in town as well. Our final stop at an interlocking tower had as many people taking building photos as were taking train pictures.



I attended a variety of clinics – sort of, through a camera viewfinder. I hope to really see them along with everyone on the website in a few months. Notable clinics in my memory include former contest chair Bob Hamm doing an unbelievably good job of reenacting a railroad engineer during his narrow gauge presentation. Another clinic was on figure painting where the clinician said to base paint the figure black, then dry brush the figure white (basically highlighting), and finally just paint colors where the figure is white, allowing the back to remain as shadows. It looked to require a bit of an artist's touch to



get just the right amount of white on the figure, we'll see. My final clinic was by a guy selling an HO barbed wire kit, containing a 3D printed jig, posts and enough metallic thread to build an HO diorama of all the trenches of World War I (OK, maybe not that much but a lot). The cost was reasonable – if you/your club/everyone in a division – needs a lot of barbed wire. Murphy was ever-present during the clinician's close-up camera work, with former Division 4 member Chuck Bergie stepping in to hold the errant camera.

Speaking of World War I, the national monument to that event was just across the street from the hotel. Across the street and way up a long path, then down again on the other side to the entrance. I did it twice. Right after I finished the second time, Chuck and Linda Klein came in the door and said they'd just asked the hotel shuttle for a ride over. They didn't look anywhere near as worn out as I felt. It was worth the trip (either method), because the site contains a museum with a lot of artifacts, including a rare tank from the era, a lot of good sized artillery pieces, and at least one Harley-Davidson military motorcycle (a connection not lost in the museum's gift shop).

Union Station was diagonal to the hotel. It offered one of the best self-guided tours in town, with a lot of vintage pictures on the walls showing the station being built and what the area looked like. The station contains a variety of businesses, including a post office, science museum, Amtrak (33 years ago, Amtrak was a blow-up bubble in an otherwise almost empty building), a few restaurants, and a nice model train display aimed primarily at the many children going through with their families. If you visit, I recommend the Harveys Restaurant for good food and a nice staff. Going out the back of the station, a pedestrian bridge crossed the

numerous tracks and was filled with locals and conventioners a good deal of the time.

A free streetcar line starts next to the station, running through downtown and back, with a complete circuit taking about half-an-hour. It was the primary means of movement from the hotel to/from the Train Show, which was only about ten minutes down the line.



I'm never a good judge of train shows. I'm happy when JL Innovative is at a show, and they were. There were a lot of modular layouts in attendance, including, of course, Division 4's joint effort with the Hub Division.

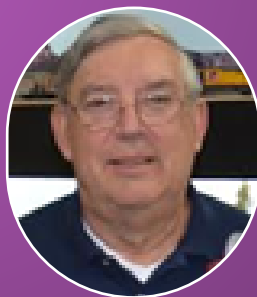
From what I've heard – the highlight of the week for a lot of people was a tour visit to the layout of convention chair (and RMC editor) Stephen Priest MMR. All I heard from people were superlatives. And they came back with new ideas to take home to their own layouts. The only downside was that Mr. Priest couldn't accommodate all 1500 of us and the tours sold out quickly.

## Here are some 4H layout display photos from the Medina County Fair. - Editor





# LAYOUT TOURS



BY RON MORGAN  
LAYOUT TOURS CHAIRMAN

## WANTED

### NEW LAYOUTS FOR THE 2018-2019 LAYOUT TOURS

If you have a new layout or one that has not been open for a while and would like to be; please let me know so that I can include you in the next round of layout tours.

Also, if you have an established layout and have a desire to be open for the November layout tours, please let me know. 🚂

***There is no better motivator to get "stuff" done on your layout than knowing you will be having visitors. - Editor***

# A PASSING OF NOTE

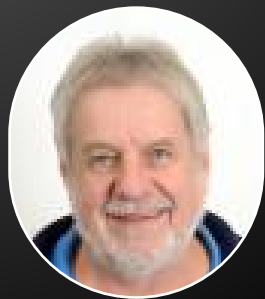
**Jim Leffard, once a driving force for Division 4, the Mid Central Region and the NMRA passed away in New York City 8-25-18.**

Jim was at a railroad outing doing what he loved when he suffered a heart attack. Jim was 76 years old.

Back in the early 1970's Jim was a member that was always first in the lead to make Division 4 better. He was my best friend.

Jim now is sitting at a workbench where there are no bad solder joints, super glue works on everything but his fingers and mixing paint colors for his airbrush is always perfect.

I will miss Jim dearly as he now will have a green signal, never being put in the "hole". 🚂



**BY JOE KURILEC, MMR**



# WHITE ELEPHANT SALE



## NEW COLUMN!!

The WHITE ELEPHANT SALE is a new *Flatwheel* feature that will use mostly the same rules as our Webmaster, Ben Lanza, set up for our website's SWAP-N-SHOP. It is highly recommended you advertise in both locations to maximize your sales potential (it IS free after all) .

## BASIC RULES:

1. Item(s) must be railroad related.
2. Item(s) will only be displayed for a maximum of three (3) months.
3. You must list your name and email with phone number at your option so any interested party(s) can contact you directly. It will not be listed without at least your name and email.
4. *The Flatwheel* is not the go between! All transactions are between you and the buyer/swapper.
5. Photos are highly recommended.
6. The advertiser must notify the *Flatwheel* editor, [in2trains@gmail.com](mailto:in2trains@gmail.com), when item is sold/swapped so it can be removed from page. Email only!
7. Limit of ten (10) items from same person listed at any one time.
8. A brief description should be included.
9. We reserve the right to edit any and all ads if needed.
10. All rules are subject to change without notice and at the drop of a hat (I like this rule, thanks Ben!) .
11. *The Flatwheel* is not responsible for any typos, mistakes or what is in any listing of any kind. Please notify the *Flatwheel* editor, [in2trains@gmail.com](mailto:in2trains@gmail.com), of any changes that need to be made to your listing.

## FREE TO A GOOD HOME:

- This is an authentic concrete railroad whistle post, 12" wide x 8' tall (including portion to be set in the ground) x 3 1/2" thick. It was formerly used on the railroad that ran along the Huron River in the valley below Milan, connecting Norwalk, to the docks in Huron. IT IS HEAVY SO BRING SOME MUSCLE WHEN YOU PICK IT UP!! Contact [in2trains@gmail.com](mailto:in2trains@gmail.com), if interested.





# WHAT'S GOING ON?



## BOY SCOUT DAY

AT

### PAINESVILLE RAILROAD MUSEUM



**September 15, 2018**  
10 am to 4 pm



**Earn your Railroad Merit Badge**  
Classes being present by  
**National Model Railroad Association**  
**MCR Division 5**  
**cost \$25.00 each**  
lunch included  
Limited to max. 20



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475 Railroad Street  
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A 501(c)3 non-profit  
[www.painesvilleraillroadmuseum.org](http://www.painesvilleraillroadmuseum.org)



---

Boy Scout Day Sept. 2018

Scout Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Troop #: \_\_\_\_\_

Email: \_\_\_\_\_

Boy Scout Day Sept. 2018 merit badge

Make Check payable to: **NMRA MCR Division 5**

Mail To:

Philip Baloni

13333 Chardon Windsor Rd.

Chardon Ohio 44024

Philipbaloni@hotmail.com

440-326-9521

# Canfield Train & Toy Show



## Saturday, September 22, 2018

### 10:00AM - 3:00PM

Admission: Adults \$5.00 • Children 12 and under FREE

**Featuring:**  
New and old trains, parts, repair manuals, price guides, books, etc.  
Train videos, model building supplies, and kits.  
Lionel, American Flyer, MTH, Williams, Weaver, LGB  
O, S, HO, N, Z & Large Scale  
Toys of all types - old and new!

**Canfield Fairgrounds**  
7265 Columbiana - Canfield Rd  
Canfield, Ohio 44406

**Rules for Dealers:**

1. Dealers will set up between 7:00AM and 9:00AM.
2. Dealers will accept full responsibility for any damage or loss to their or their property while attending the show. Dealers expressly release the Canfield Fairgrounds from any liability for damage to their property while attending the show.
3. All items will be insured for each show that a dealer is unable to attend because of illness or other problems. A dealer is not to attend because of any other reason, the dealer must be at the Canfield Fairgrounds by 9:00AM on the day of the show.
4. Items to be sold must be placed in the stalls.
5. If for any reason the show is cancelled, all items will be refunded.
6. All items and storage must be placed directly under the stalls. No items are to be left at the back or unattended. Electricity is available if needed is advised.



7. All loading and unloading of material, exhibits, and etc. are to be done at the designated entrance.

8. No "Make My" items.

9. Sale of food by dealer is prohibited.

**Please Print**

Dealers: \$25 per 10' table in advance    Day 5 Tables, get 1 FREE!

Two free admission per exhibitor.

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Email: \_\_\_\_\_

Type of Display: \_\_\_\_\_ ☐ Residency

Please refer this form with check.

I would like \_\_\_\_\_ tables at \$25.00 each.

**FREE coffee for dealers 8:00-9:00AM**

All table orders must be paid for by September 15, 2018.  
Table orders NOT paid for by this date will be released to other dealers in the waiting list.

**Make Check Payable to:**  
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7265 Columbiana Rd.  
Canfield, Ohio 44406  
330-440-4342    [info@canfieldfairgrounds.com](mailto:info@canfieldfairgrounds.com)

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**SUNDAY OCTOBER 7, 2018**

**10:00 A.M. TO 4:00 P.M.**

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# Oktoberfest

Saturday, October 13, 2018  
Noon to 10:00 pm

at  
The Painesville Railroad Museum  
Painesville Railroad Depot

475 Railroad Street, Painesville, OH 44077

## Enjoy Authentic German Food:

German Potato Salad, Sauerkraut, and Bratwurst  
Hot Dogs, and Hamburgers also available.

Admission: \$6.00 adults, \$3.00 kids (5 to 12 year old)  
\$12.00 Family (price 2 adults, 3 children)

Learn the History of Oktoberfest  
See authentic German Dancing  
Live Music

German  
and  
Domestic Beer!

## VISIT THIS HISTORICAL TRAIN DEPOT



Direction to Painesville Depot:  
I-90 (exit 200) to Rt. 44  
North on Rt. 44 to Rt. 2  
East on Rt. 2 (1.5 miles) to OH 235 / OH 200 (exit 222)  
South on OH 283 for 200 feet, left turn (west onto Chester St.)  
East on Chester St. (0.7 miles) to North State Street  
South on North State Street (under RR bridge) to Railroad  
Street  
East on Railroad Street to Depot.

Be sure to bring your Camera and take pictures of  
trains going by the station!

Hosted by  
Painesville Railroad Museum.

THE NEWS-BEECHER

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Galen Hoover  
330-763-1184

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Setup time: 5-8 PM on Fri. & 7-10 AM Sat. morning - Tear down time 3-5 PM.

Table must be taken by 9:30 to Hold Table

Send reservations to: Galen Eli Hoover P.O. Box 45, Mt Hope OH 44660

TABLES WANTED \_\_\_\_\_ AMOUNT SEND \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Call Galen to ask any questions at 330-763-1184

## The Great Lakes Division TRAIN COLLECTORS ASSOCIATION

2018/2019 Season

### Train Meets

Saturday, October 27th, 2018

Saturday, January 26, 2019

U.A.W. HALL (Parma)  
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- REFRESHMENTS AVAILABLE!

All TCA National Rules will be enforced.

ADMISSION \$6.00 Each, \$8.00 Family  
Children Free  
Open to the Public 10 am - 3 pm

For Meet Information Contact Ed Mularz:  
(440) 665-0882

emularz1124@aol.com  
www.greatlakesTCA.com

NEXT TCA LAKE ERIE CHAPTER MEETS  
MAY 5TH, 2018 & NOVEMBER 24TH, 2018



### LOCATION

#### DIRECTIONS

From Northeast  
I-99 to I-71 Southwest to W 136th, to  
Brookpark Road to Chevrolet Blvd.  
From Southeast  
Ohio Turnpike to I-71 North to Snow Rd.  
to Chevrolet Blvd.  
From East  
422 West to I-480 West to Tiedeman Road to  
Brookpark Road to Chevrolet Blvd.  
From West  
I-480 East to W. 139th Street Exit to  
Brookpark Road to Chevrolet Blvd.



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Sunday November 4, 2018  
11:00 a.m. – 4:00 p.m.

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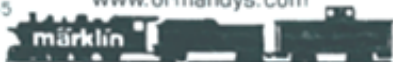
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# DIVISION 4, MCR, NMRA

## *The North Coast Division*



The North Coast Division holds 10 meetings a year (none in July and August). Meetings are on the 2nd Friday of each month. A social half hour starts at 7:00 p.m. followed by a short business meeting at 7:30. After a short break, a railroad themed raffle and clinic complete the typical agenda. Meetings are held at The Church of The Redeemer, 23500 Center Ridge Road, Westlake, OH 44145. Visitors are welcome to attend any meeting.

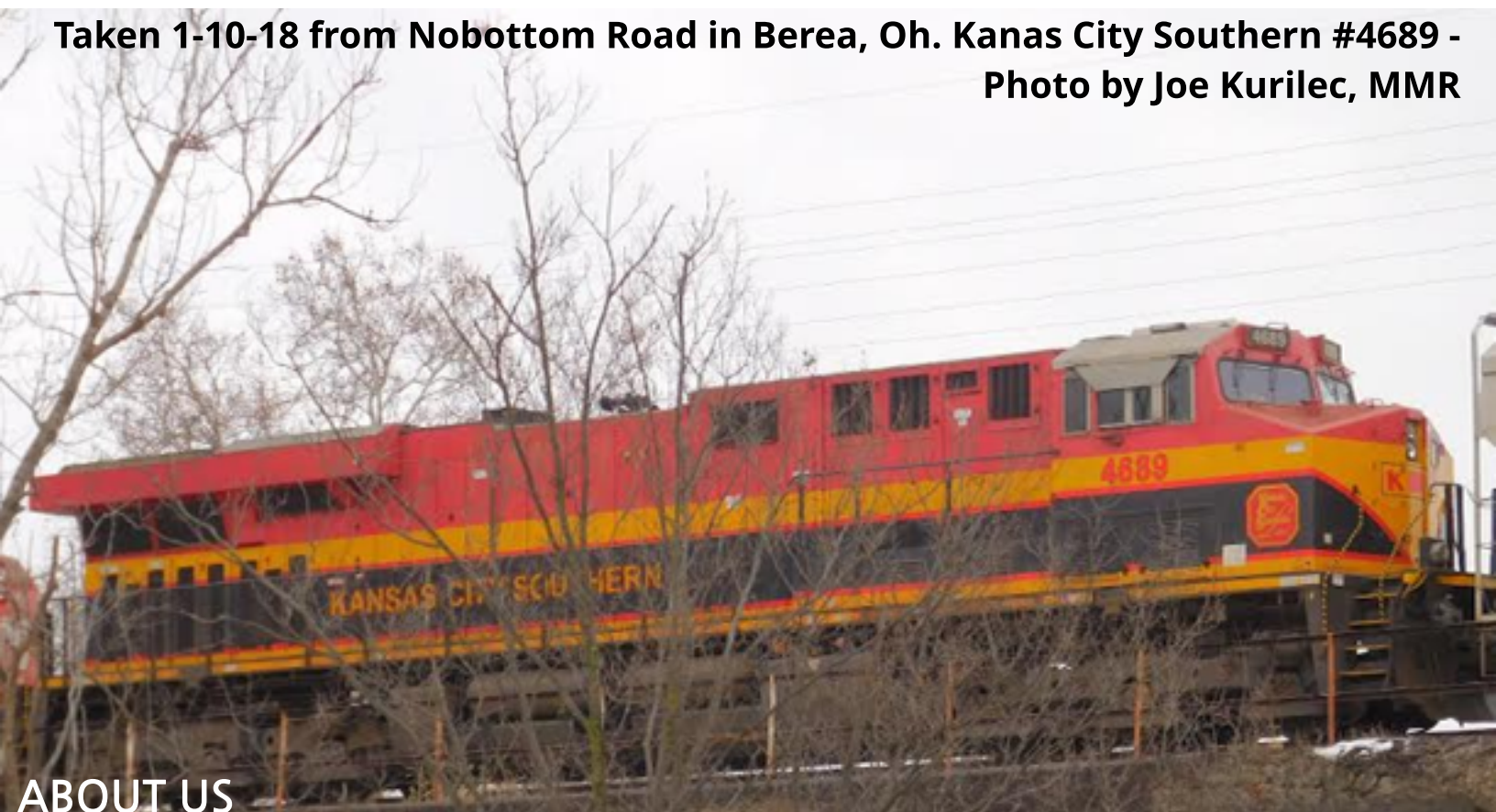
The Division's newsletter, *The Flatwheel* is published monthly (except during July and August) by Division Four of the Mid-Central Region (MCR) of the National Model Railroad Association

(NMRA). All comments are welcome. Views expressed in *The Flatwheel* do not necessarily reflect the opinion of the NMRA, MCR, or Division Four.

Uncredited photos courtesy of the editor or staff photographer Dave Williams.

*The Flatwheel* is typically electronically published no later than the Monday preceding the monthly meeting. Submissions are due no later than the 26th of the prior month, for example, August 26th for the September *Flatwheel*. 🚂

**Taken 1-10-18 from Nobottom Road in Berea, Oh. Kansas City Southern #4689 -  
Photo by Joe Kurilec, MMR**



## ABOUT US

We are Division 4 of the Mid-Central Region of the National Model Railroaders Association. With more than 200 members from Cuyahoga, Erie, Huron, Lorain and Medina counties in the state of Ohio. The North Coast Division meetings are normally held on the second Friday of the month to hear guest speakers, share skills, have railroad related clinics, and to share common problems and successes. Many of us get together informally in round-robin sessions to operate and work on each other's layouts, or just to talk railroads and modeling.