



The Kingpin



Newsletter of the
Mid Central Region
National Model Railroad Association
June 2017



photo: Paul LaPointe

Gary Burdette



Jerry Doyle presents award to Janie Phillips Burdette.

As was reported on the Regional website, we lost talented Gary Burdette earlier this year. Gary was remembered during the region's convention banquet by Jerry Doyle, first through a moving tribute, then by giving Gary's wife the Director's Award that Gary had earned through countless years of service to the region. The late Bob Orlando also received the award for his contributions to the hobby.

Table of Contents

| | |
|---------------------------------------|-------|
| From the President | 2 |
| Upcoming Events | 2 |
| A Message from the Outgoing President | 3 |
| Board Changes | 3 |
| BOD Minutes | 4-5 |
| Superintendent's Breakfast | 6 |
| Working in the PRR Oil Lab | 7-8 |
| Convention Pictures | 9 |
| Contest Winners | 10-25 |
| MCR Contacts | 26 |
| Superintendent/Committee Reports | 27-35 |
| on Harley Smith | 35 |
| Division 11 Project Car | 36-37 |
| Upcoming Conventions | 37 |
| from the editor | 37 |

Don't miss Bob Kaiser's article
on the PRR Oil Lab!
page 7

From the President

Let me start my first report as Mid Central Region President by thanking my predecessor, Steve Kaplan, for the good job he did for the past two years. I also want to thank him for making this transition as smooth as possible.

The recent convention hosted by Division 8 in Louisville was a great experience. From tours to clinics to the contest and even an evacuation of the hotel, the event was wonderful. The banquet was also very enjoyable. If you have never attended a Mid Central Region convention, consider doing so next May when we meet in Cincinnati.

For me the best part was the presentation of a Director's Award to the late Gary Burdette MMR. His wife and daughter joined us for the presentation. I was truly amazed by the standing ovation for Gary. We in the Coal Division knew he meant a lot to us, what we hadn't appreciated was just how much he meant to the Region.

One of the most thankless jobs at a convention is the operation of the contest. As the MCR currently handles things, one manager oversees all but some of the local arrangements. This poor soul is pretty much tied to the contest room and cannot get to enjoy much of the other convention activities. I know this situation all too well from having once held that position. Fortunately, there are other Regions that do things differently and when I see something that might work better I want to copy the idea. To that end, it is my goal to see a Contest Committee that has a manager and two or more additional members who are cross trained in all contest related activities. They can log in entries, answer questions, and do whatever must be done. They can work in shifts giving them the opportunity to better enjoy the convention. This change is in the formation process now and the team manager and members should be announced in a few weeks.

Most of the Mid Central Region's business is conducted at our Board of Directors Meetings. One was just held during the convention. The next will be in Columbus, Ohio Sunday October 22. The fall meeting typically involves meeting for a buffet lunch at Schmidt's Sausage Haus followed by the meeting. This event is open to all members, check with your Division Superintendent if you wish to attend.

If there is anything I can do for you or your Division, please do not hesitate to ask. It seems I now have a bunch of email addresses that go along with this new title but rmweinheimer@gmail.com will always work. If email isn't your thing, call at 304-343-1428.

Bob Weinheimer MMR
Mid Central Region President

Upcoming Events

For this issue at least, we refer you to Division 11 Webmaster Bob Netzlof's extraordinary compilation:

<http://www.div11-mcr-nmra.info/events>

A Message from the Outgoing President

It has been a very rewarding two years serving as Regional President, and I want to thank all of you who made my “job” so easy. For those of you who were not able to attend the Convention last month - you missed a really good one. Excellent clinics, tours and comradery.

One important item requires comment – At a previous Board meeting, while waiting the NMRA National’s approval for the transfer of eight Niagara Frontier Region counties located in New York and Pennsylvania to our Region, I was given the authority to assign those counties to our Divisions. I did not consult a topographic map, and put three counties in Division Five, and the other five in Division Eleven. For the members in those five counties, the terrain would have made driving to a meeting a long and unpleasant challenge, and members in that group quickly let us know their desires. Incoming president Bob Weinheimer and I met with the representatives of Divisions Five and Eleven after the Friday board meeting, and the decision was made to include the five counties as part of Division Five. This move was ratified by a majority of the Board attending the Sunday Breakfast meeting. Additionally, members in those eight counties are reviewing the viability of forming as Division Twelve.

See you all in Cincy next year.

Steve Kaplan



Outgoing President Steve Kaplan (left) and current President Bob Weinheimer MMR. Bob is happily accepting a certificate indicating that he’s no longer Kingpin editor.

Board Changes (effective May 20, 2017)

President: Steve Kaplan has completed his term; Bob Weinheimer MMR is the new President.

Secretary: Art Bumpus has completed his term; Jerry Doyle is the new Secretary.

Treasurer: As Jerry Doyle moves to Secretary, Bob McKay takes the Treasurer’s position.

Kingpin Editor: New President Bob Weinheimer MMR turns the job over to Dave Williams.

A new contact list appears later in this issue.

National Model Railroad Association
Mid-Central Region
Board of Directors Meeting
May 19, 2017

Attendance:

The meeting was brought to order by President Steve Kaplan at 8:15 PM. The meeting place was at the Galt House Hotel, Louisville, Kentucky. Present at the meeting were Steve Kaplan, President; Mike Hohn, Vice President; Jerry Doyle, Treasurer; Art Bumpus, Secretary; Jim DiPaola, Division 1; Mike Hohn (Proxy) for Keith DeVault, Division 2; Rick Lach, Division 3; Dave Williams (Proxy) for Steve Kaplan, Division 4; Dave Neff, Division 5; Greg Short, Division 6; Bob Shreve, Division 7; Russ Weis, Division 8; Jerry Doyle (Proxy) for Dan Mulhearn, Division 9; Bob Belt, Division 10; and Howdy Veihdeffer, Division 11.

Also in attendance were Paul Lapointe, Contest; Dave Williams and Bob Weinheimer, Kingpin; Dick Briggs, Special Projects; and Mike Brestel representing National in his capacity of NMRA Insurance Coordinator and At Large World Wide Director. Guests included Bruce DeMaeyer, Paul Kurtz, Steve Zapytowski, Rick Crumrine, Eric Wagner, Bob McKay, and John Burchnell.

Minutes of the last BOD meeting:

A motion was made by Bob Belt to accept the minutes from the September 25, 2016 BOD meeting as published in the last issue of the Kingpin newsletter. The motion was seconded by Greg Short and carried with no opposition.

Treasurer's Report:

Jerry Doyle reported a balance of \$28,233.52.

Vice-Presidents Report:

Mike Hohn reported that the Superintendents breakfast meeting would be held at 8:00 am on Sunday. Per a request from Division 1, Mike provided answers to questions and advice regarding the submittal of Division 1's proposal to sponsor the 2019 Mid-Central Region Convention.

Committee Reports:

On membership, Steve Kaplan commented that since the last BOD meeting there has been a slight membership decline. More discussion follows in New Business, membership decline.

Paul Lapointe, Contest Chairman, submitted invoices for supplies. For the convention contest, there are 11 volunteers for judging. The convention contest has 34 models entered for judging, 46 photos, and 3 arts and crafts. Last year's convention in Columbus had 42 models, 39 photos, and 4 arts and crafts entries. Paul announced that he needed to resign by September because the task of Contest Chairman as a committee of one was too time consuming at the convention. In effect, he has been unable to attend clinics, tours, and other convention activities. Incoming President, Bob Weinheimer has been in contact with someone to assume Paul's position. It is viewed that there needs to be an expansion to a group since it is difficult for a single person to take on and assume all duties. The idea is to set-up a 3-4 person permanent group to perform the duties in order to avoid cross training issues every year. If this were to happen, Paul indicated that he would consider continuing with the group.

Frank Koch, Achievement Program Chair, submitted his report identifying the issuance of 4 Gold Spike Awards, and 2 Merit Awards.

The webmaster report is published in this issue of the Kingpin.

There was no report submitted by Tom Miller, Education Chair.

Bob Weinheimer reported that with the last email distribution of the Kingpin, 100 emails bounced, half of all emails were opened, and 20% of those opening the email, opened the Kingpin link. It was noted that Patrick Miller will be helping Dave Williams, the new editor of the Kingpin.

BOD Minutes - continued from the previous page

Division Reports:

Since the submittal of written reports by all Divisions, Division 5 reported the passing of 60 year NMRA member Harley Smith. Division 11 reported the passing of Russ Hass. All other Divisions had no additional information updates since submitting their reports. All reports are published in this issue of the Kingpin.

Old Business:

Conventions:

May 17 to May 20, 2018 in Cincinnati. John Burchnall reported that hotel and bus contracts have been signed for the next MCR convention, the Cincinnati Express. The Division is in the process of purchasing new or reconditioned computers and projectors. The registration price is \$35.00. There is no early registration discount but the date of registration becomes the priority list for extra fare events.

New Business and Miscellaneous Discussion:

2019 MCR Convention – Howdy Veihdeffer made a motion to accept Division 1's bid to hold the 2019 MCR convention in Boardman, Ohio. The motion was simultaneously seconded by Russ Weis and Dave Neff. The motion passed with no opposition.

Steve Kaplan floated a trial balloon suggesting there be no charge to Divisions/Region selling special projects in the Company Store. It was noted that there are written policies on Company Store sales; a commission mutually agreed upon between the division selling product and the regional convention division sponsor, which is equal to or less than 10% of the selling price. Mike Hohn suggested that, perhaps, the word "region" be added to existing verbiage in Article XI section 7 concerning MCR conventions. No action was taken and the subject is open for future discussion.

Regarding the possibility of forming a new Division 12: It has been suggested by some NMRA members that it could make sense to create a new Division 12. The issue arises because of location geography/topography of certain members. A first step would be for some intra region transfers of MCR members. Such transfers make sense even if there is no movement to create a Division 12. However, if the affected members would like to pursue this avenue, a geographic environment would be created to facilitate such a move. Because the transfer decisions require approval by sending and receiving divisions, the transfer decisions will be made by those affected divisions in a meeting to occur immediately after this BOD meeting

Membership decline: This will be the subject for discussion at the Sunday Superintendents breakfast. Some discussion at the BOD meeting suggested surveying members as to why they dropped their membership or an "exit" interview. More discussion to continue at the breakfast.

2020 Regional Convention: Mike Hohn reported Division 2 has voted to submit a bid for the 2020 Regional Convention in Pittsburgh.

Rick Lach requested that the minutes reflect the importance of contributions made by Lone Eagle Payne. Lone Eagle was an active modeler and the recipient of many awards (which are on display at this convention). He was an important member helping to create the Mid Central Region.

Adjournment – The meeting was adjourned at 10:06 PM.

Respectfully submitted:

Art Bumpus, MCR Region Secretary

editor's note: Changes of office became effective on Saturday May 20th, which is why we have reports from two members holding the position of Secretary.

Superintendent's Breakfast
2017 Convention
Louisville, Kentucky
May 21, 2017
Minutes

Meeting called to order by President Bob Weinheimer at 8:00 a.m.

Bob Weinheimer brought up the issue of counties moving from Division 11 to Division 5.

The counties involved:

New York – Cattaraugus, Allegany

Pennsylvania – Warren, Mc Kean, Potter

After a short discussion, the moving of the counties was unanimously affirmed by the Board.

Meeting adjourned 8:15 a.m.

Respectfully submitted,

Jerry Doyle, Mid Central Region Secretary

Working In The PRR Oil Lab

Conway Yard, Pennsylvania

By Robert L. Kaiser, NMRA Mid Central Region, Division 4

In June, 1964, shortly after graduation from Freedom Area High School in Freedom, Pennsylvania, I was one of a sizable group hired on as a temporary clerk for the PRR. We were to transfer a description of all the material owned by the PRR from the storage files to IBM punch cards. Key punch operators would enter the data for computer storage for easier access and maintenance. We worked 3rd trick on the 11th floor of the Grant Street Station in downtown Pittsburgh. When all this was finished, a supervisor asked the group if anyone was interested in working in the Oil Lab in Conway Yard? I raised my hand and was told to report for 1st trick the next Monday.

In Conway Yard, the fueling and sand area for the locomotives was called West Park. Any locomotive that had any mechanical issues, or was scheduled for an M.I. (monthly inspection), or any other inspection, was brought up to the M.I. Line that entered the engine house. Prior to the locomotives being brought up to the M.I. Line, a sample of the crankcase oil was taken, placed in a pint can, and the engine number was grease penciled on a label of masking tape and driven up to the oil lab that was right beside the M.I Line. It was very convenient for the Line Supervisor to see what was in store for his crew and if any major problems were detected from the crankcase oil.

There were 3 tests that were first run after the arrival of the oil samples. The first was a Flash Test for Fuel Oil Leaks. Oil was placed up to a line just below the top of a wooden handled cast iron pot that measured 3 inches in diameter, 1 ½ inches high, with a flat flanged lip that was about 1 inch wide that ringed the pot. The pot is placed on a gas burner to heat. A long thermometer that is attached to an arm, suspended above the pot/oil, was lowered, stopping just into the center of the oil sample, not touching the pot. Attached to the burner, and off to the left side, rising just to the top of the flanged lip, was a pivoting thin tube approximately 8 inches in length with a small gas flame on the tip that could be moved across the top of the heating oil sample. When the oil reached its flash point, the gas wand would ignite the oil and give a brief bluish flash around the inside of pot. Good oil would flash from 350 to 400 + degrees. Oil that had diesel fuel in it would flash well below and burn and could point to bad fuel injectors, bad piston rings or something more serious. Serious leaks could lead to a crankcase explosion.

Another test was a Viscosity Test. A large clear open top glass cylinder, approximately 18 inches high, and 20 inches in diameter was filled with distilled water. It had a heater on the bottom to maintain a constant temperature, and attached in the center of the cylinder, above the water, was a small electric motor that had a shaft with a propeller on the end that kept the heated water moving. In behind the tank was a bright light. Into the tank, pre-calibrated pipettes containing an oil sample were placed to heat. The pipettes were approximately 12 inches in length and hairpin turn shaped creating a 1 to 2 inch gap between the front and rear tube. The front tube had two ball shaped reservoirs that were approximately 2 to 3 inches apart. There were calibration marks on this section of the pipettes. The rear tube was completely straight. Each pipette had a serial number. The tricky part of the test was getting the oil from the sample can into the pipette. The straight rear tube was put into the crankcase oil sample can, and a hose connected to a vacuum pump was placed over the end of the front tube, sucking oil into the bottom reservoir, being careful not to over fill. The pipette was removed, wiped clean and a clamp was placed on the top of the front tube and attached to the rim of the tank, suspending the pipette in the warm bath for 20 minutes to come to the correct temperature. The vacuum pump moved all the oil into the upper reservoir. Upon release the oil began to drop and as it crossed the first calibration mark, the stopwatch was started and as it crossed the second calibration mark, the stopwatch was stopped and the time was recorded for that serial numbered tube. The viscosity was then determined from a chart. The results could indicate fuel leaks, oil breakdown, sludge and dirt.

The next test used a Spectograph to check for big unseen problems. With this machine the oil sample was “burned”. A small amount of the oil sample was placed into a “boat”. The boat was a small rectangular aluminum block, approximately 3 inches in length, ½ inch in width and height. The front 2 inches of the “boat” is hollowed out to hold the oil sample and on the back 1 inch section a reference number is placed with a grease pencil. Ten thousand volts and two pure carbon electrodes are used to “burn” the oil. The top electrode is pencil shaped with a pointed end.

These are cleaned and re-sharpened for use again. The second electrode is a pure carbon wheel, approximately ½ inch in diameter with a small eighth inch center hole. A two-piece threaded brass spindle is placed into the hole and tightened. The box where the “burning” takes place, is at eye level, approximately 12 inches long, 12 inches high with a rounded top and approximately 8 inches wide. The box is hinged in half down the middle of the back and opens to the left as you face it. The wheel electrode on the spindle has either end placed horizontally into its holder where it begins to spin. A calibrated spacer is swung out and stops just above the rotating wheel. The sharpened pencil electrode is placed in its spring loaded holder and moved down to stop just touching the spacer. The spacer is moved out of the way and back to its storage position. Just below the spinning wheel electrode, is a spring loaded platform. It is pushed down and the “boat” with the oil sample is placed on the platform, centered below the rotating wheel electrode.

The platform is allowed to gently raise, putting the rotating electrode in the oil, a gentle turn on the spindle to coat the electrode and the box is closed and is friction locked. The big red start button is pushed and the “burning” begins. A 3 inch in diameter welder’s glass window allows you to watch the show. At the end of the burn, the box was opened, the platform pressed down, the “boat” removed and dropped into a 5 gallon can with benzene to soak, the pencil electrode was placed in a shallow container also with benzene to be cleaned and re-sharpened and the brass spindle was unscrewed and also placed in a benzene container and the wheel electrode was discarded. Inside the Spectograph, there are lenses that focus the light from the burning on to a large concave mirror that is scribed with 1,000 lines per inch. Since certain elements burn and refract light at different angles, these are collected and stored and then recorded to a graph paper. These will indicate what elements are present and if they are over the limit to indicate any internal problems inside the diesel engine. High levels of lead would indicate piston liner issues; high copper would indicate a bearing problem; high iron might mean a crankshaft or engine block going bad; potassium might indicate water leaks; any traces of Gold or Silver might indicate that the laborer in West Park that secured the oil sample may have dropped his watch into the crankcase. The results of all these tests were almost always available to the line foreman prior to the unit entering the engine house on the inspection line.

There were other tests that were performed by the chemists. There were Pentane and Benzene Insoluble’s. They involved test tubes that were weighed and a small oil sample filled about a 1/4 of the tube, the remainder was topped off with Pentane or Benzene. The oil was then mixed with the solvent using a 6-prong stirring tool. The tubes were spun in a centrifuge; then placed on a large hot plate to evaporate the remaining solvent and to dry. The tubes were weighed again and the percentage of dirt/grit/grime left behind was again compared on a go no-go chart. I had my share of using Pentane and Benzene but only for cleaning the sample cans, Viscosity Pipettes, Spectograph “boats”, and electrodes and spindles. I had my share of cleaning up oil spills also.

I worked in “The Lab” as it was called until December 1966. After I returned from my “Senior Trip” in 1969 the PRR that I had known was now the Penn Central and many changes happened and the once crowded and busy oil testing lab was a two man operation that worked two tricks. I secured 2nd trick and was able to attend college full time during the day and then work full time 3:00 PM to 11:00 PM.

Pan-American in Louisville

The Galt House (half of it).



Saturday's tour group at the Louisville & Indiana Railroad



Street running tracks in La Grange KY were a stop on a couple of the tours. Below, CSX is nearing the La Grange Railroad Museum.



Tony Koester appeared as clinician, banquet speaker, and all around good company throughout the weekend.



Views from the rooms weren't too bad - if you had time to notice.

Sign in a shop window. By weird, they just mean pleasantly different.



The banquet (dessert shown here) featured excellent food.

Pan American Convention

Contest Results

Popular Vote Ballot



Favorite Locomotive Peter Weiglin

Cincinnati & Lake Erie Lightweight Interurban #116

Favorite Car Chuck Endreola

AT&SF Non-revenue



Favorite Structure Sam Swanson

Reed's Cove Pier



Favorite Display Chuck Endreola

Red Mountain Mine



Popular Vote Ballot continued



Favorite Prototype Photo Kevin Jones
Nashville, Chattanooga & St. Louis #710 at Reliance, Tenn.

Favorite Model Photo Jim Rollwage
She's Ready for Another Trip



Favorite Arts & Crafts Entry Phil Doolittle
Oil Me

Model Contest

Steam Locomotive



1st Place Chuck Klein

Nickel Plate #617 Mikado

2nd Place Chris Broughton

N Scale NYC Dreyfuss Hudson



3rd Place Bob Kuchler

Milwaukee Road 261



Diesel & Other Locomotive



1st Place Chris Broughton

N Scale PRR Alco 'Critter'

2nd Place Chris Broughton

N Scale RJ Corman SD-40-2 Snoot



3rd Place Chris Broughton

N Scale SD-40-3



Model Contest continued

Traction



1st Place Peter Weiglin

Cincinnati & Lake Erie Lightweight Interurban #116

Passenger Car

1st Place Richard Briggs

PRR Doodlebug



Freight Car



1st Place Mark Norman

Heavy Duty Flat with Rocket Motor Cover

2nd Place John Kelly

Great Northern Reefer



3rd Place John Kelly

PRR X23 Box Car



Model Contest continued

Caboose



1st Place Bob Kuchlen

Milwaukee Road Transfer Caboose

2nd Place Bob Kuchlen

Milwaukee Road Drivers Caboose



3rd Place John Kelly

Lehigh Valley Caboose



Non-Revenue Car



1st Place Chuck Endreola

AT&SF Non-Revenue

Model Contest continued

Structure



1st Place Richard Turton

Western Maryland engine house at Chiefton WV

2nd Place Steve Zapytowski

Fairclough Sales



3rd Place Steve Zapytowski

Idiotville Water Tank

Model Contest continued

Display



1st Place Chuck Endreola

Red Mountain Mine

2nd Place Chuck Endreola

Ultimate Golf



(top down view)



3rd Place Bob Frankrone

Switching Display

Models: Best of Show



Sam Swanson

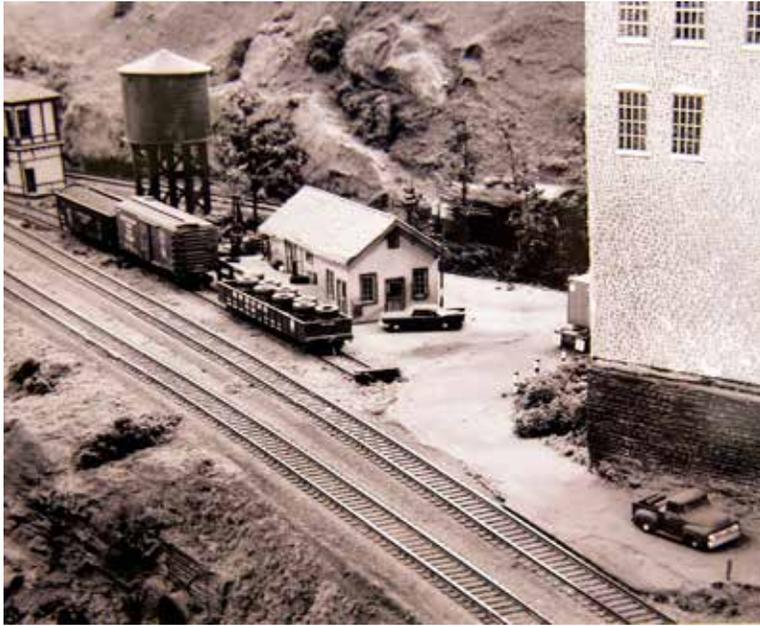
Reed's Cove Pier

This model also won Division Four's Martha Newberry Award and Favorite Structure in the Popular Vote.

Photo Contest

Note: Pictures shown are not exact copies of the originals.

Model, B&W Print



1st Place Bob Johnson

Club Layout

Model, Color Print

1st Place Jim Rollwage

These will never replace our M-1s



2nd Place Ron Ellison

Buck Run Mine



Photo Contest continued

Model, Color Print continued



3rd Place Richard Briggs

Honorable Mention Richard Briggs



Photo Contest continued

Prototype, B&W Print

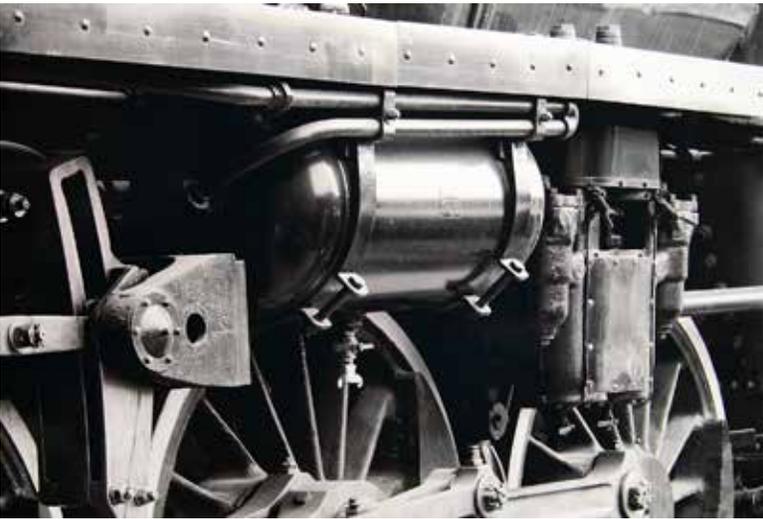


1st Place Steve Zapytyowski

Standing at Rest

2nd Place Steve Zapytyowski

Made in America



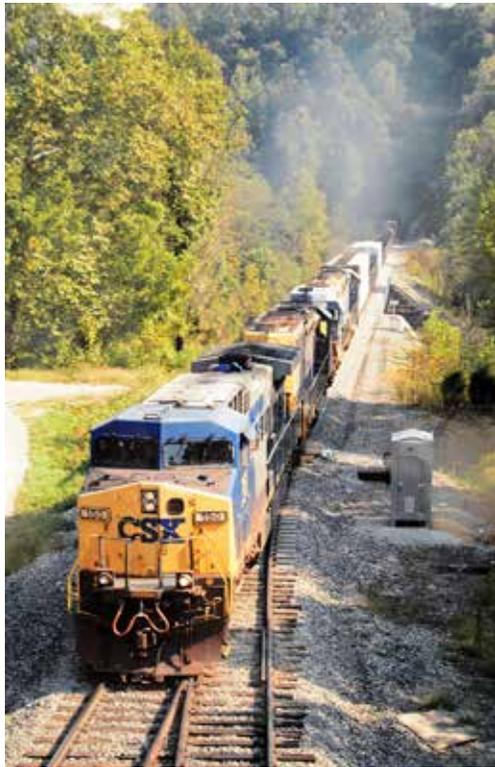
3rd Place Steve Zapytyowski

Through the Engine House Door



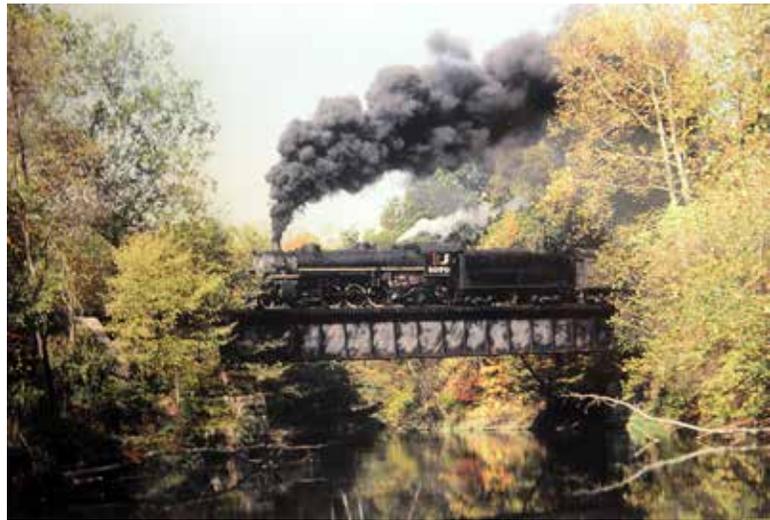
Photo Contest continued

Prototype, Color Print



1st Place Kevin Jones

CSX 150 at Morley Tenn.



2nd Place Ron Morgan

4078 C.V. Memories



3rd Place Charlie Blenko

Conquering the Alleghenies

Photo Contest continued

Prototype, Color Print continued



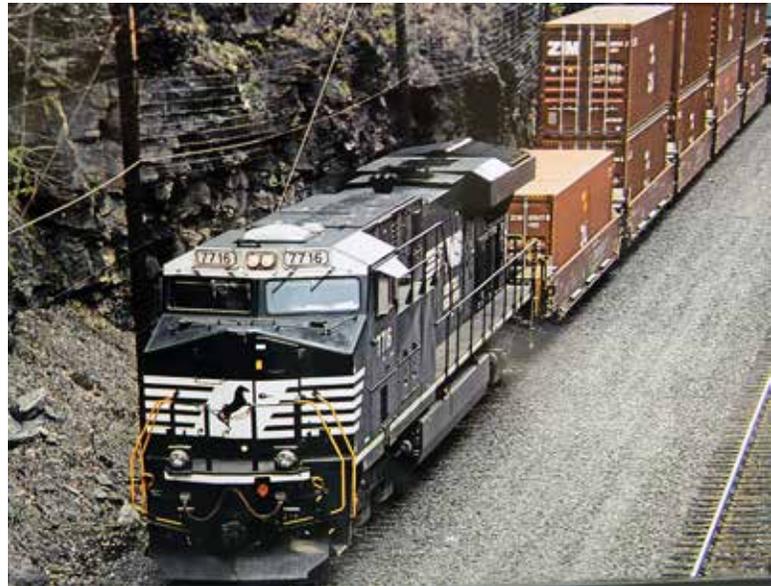
Honorable Mention Richard Briggs

White Pass & Yukon at Skagway



Honorable Mention Kevin Jones

CSX 7728 at Sparta KY



Honorable Mention Richard Briggs

Hot Shot

Honorable Mention Ron Morgan

Cotton Belt Memories



Photos: Best of Show



Kevin Jones

Nashville, Chattanooga & St. Louis #710 at Reliance Tenn.

Arts & Crafts Contest

Railroadiana



1st Place Stephen Taylor

Seen on the Buffalo T

2nd Place Phil Doolittle

Oil Me



Arts & Crafts: Best of Show



Stephen Taylor

Into the Night

MCR CONTACTS

MCR President

Bob Weinheimer MMR
president@midcentral-region-nmra.org
304-343-1428

MCR Vice President:

Michael Hohn, MMR
vp@midcentral-region-nmra.org
304-296-6303

MCR Secretary:

Jerry Doyle
secretary@midcentral-region-nmra.org
304-638-2826

MCR Treasurer:

Bob McKay
treasurer@midcentral-region-nmra.org
914-591-5415

Achievement Program:

Frank Koch
achievement@midcentral-region-nmra.org
513-732-6208

Contest:

Paul Lapointe
contest@midcentral-region-nmra.org
304-210-5816

Education:

Tom Miller
education@midcentral-region-nmra.org
859-224-8563

Membership:

Paul Novak
membership@midcentral-region-nmra.org
440-235-2620

Special Projects:

Dick Briggs, MMR
projects@midcentral-region-nmra.org
614-277-0314

Webmaster:

Donald Wilke
webmaster@midcentral-region-nmra.org
614-846-2558

Kingpin Editor:

Dave Williams
editor@midcentral-region-nmra.org
440-838-4996

Superintendent and Committee Reports

Reports were submitted prior to the May BOD meeting.

Division 1

Division 1 currently has 100 members. This number has been our average number of members for the past several years. Division 1 currently has two fund raising projects for sale. Project 1 is a HO scale and N scale laser cut freight and passenger station kit. Project 2 is a N scale AC&Y boxcar kit. Our biggest project to date has been to locate and secure a venue for the 2019 MCR Convention which Division 1 is proposing to host. The Holiday Inn in Boardman, Ohio is our Division's choice for the convention. Convention registrants will receive a 10% discount card for all meals purchased in the Holiday Inn restaurant during the convention. Division 1's Module Group, both HO and N scale, continues to be active by setting up at two train shows so far this year.

Jim DiPaola, Superintendent

Division 2

Our membership currently stands at 266, up twenty four from September 2016, and currently waiting on two new 6 month memberships to be registered with NMRA Headquarters. This is a great improvement in our recruiting efforts.

We continue our recruitment efforts through our presence at the Greenberg Train Show several times per year and the exhibit of our Free-Mo modules at which we invite guests to run trains. Our Annual Model Railroad Jamboree held in the spring is open to regular NMRA and non NMRA members, providing us another opportunity for recruiting members. We usually have over 100 members and guests at the Jamboree, which is held in April of each year for one day. We feature well known guest speakers at the dinner banquet.

Division meetings are held 10 months of the year at different sites in the Division. Each August, the division will host a family picnic at a park near the mainline of Norfolk Southern. We expect the trains to wait before passing when we hold our business meeting.

Our newsletter, The Keystone Flyer, published 10 times a year to coincide with each meeting, is mailed to each member as well as numerous "expatriates" around the country. The Flyer can be accessed on our website: www.keystonedivision.org. We continue to mail the newsletter, but with people having computer access, the web version is now in color and our website chairman, has it posted before the mailing goes out by USPS.

Keith DeVault, Superintendent

Division 3

Division Three membership continues to be steady with monthly averages at 172. Monthly meeting attendance also remains steady averaging 50 members.

The Division remains in good financial shape with the balance of our assets in certificates of deposit. All our legal documents are in good shape both with the state of Ohio and the IRS. We have hired both a local lawyer and a tax agency, have obtained the appropriate vendor's license, and now pay our state taxes for our country store sales. We continue to be a 501 (c) 3 Non-Profit Organization.

Our monthly newsletter, the Call Board, continues to be published by our Editor, James Hedge. Our webmaster, Dana Yarnall, has both division websites (one for the actual division and the other for the Dayton Train Show) current and up to date, and both show significant activity. Our Facebook account, managed by Gail Richardson, is busy mostly with train show activity.

Since the last MCR BOD meeting in Sept 2016, we have participated in the 2016 Dayton Train Show in November 2016, The University of Dayton Christmas on Campus Program in December 2016, and the Model Railroad TRAINing Day in March 2017. The division has rented a storage unit to house our Loop Layout, test track, tug o war and hill climb tracks, company store inventory, VHS tape library, and train show supplies in an effort to consolidate our assets and ease the storage burden in our homes.

At the last BOD meeting, we reported that we had lost the Hara Arena for our Dayton Train Show, and subsequently we signed a contract for a vacant mall store front in Springfield, OH. This represented a loss in square feet from 89,000 to under 70,000. We had to use an additional 5 vacant store fronts to pull the train show off. I am ecstatic to report that the train show was extremely successful; that we conducted all events as scheduled; we had an overall respectable attendance of 4300 attendees; and that we made a profit. We were able to pull off this show due to the valiant efforts of Gail Richardson, Dana Yarnall, Rick Lach, Peter Guise, and Ron Sturgis. At this time, we no longer have the same mall store front venue, so we are back to square one in planning for the show in 2017. We will be using a partially new planning committee and already have a waiting list of 400 tables.

In December we took our Loop Layout to participate in the University of Dayton's Christmas on Campus Program (for underprivileged kids). We ran trains and passed out candy canes for 3000 people. In March 2017 we conducted our Model Railroad TRAINing Day. We put on that program for a record 96 members of the public; we had 17 different clinic stations, several running layouts, the Dalmatian Switching District for kids to run, and had the public build a layout, which we had a drawing for one lucky 12 year old to take away. At the March general meeting, we had our annual Engine Hill Climb Contest and Engine Tug O' War contest, as well as our first ever Diorama Contest. We had 11 superb dioramas submitted in 3 different scales. All programs were well run and extremely successful.

During the past 6 months, while Div 3 has not experienced any deaths, we have sent get well cards to 6 members who were hospitalized with medical conditions ranging from hip replacement to heart by-pass surgeries.

As our membership gets increasingly older and a little less healthy, we find it increasingly more difficult to fill our leadership positions with eager volunteers. Some new members have stepped up, but it seems to be the same corps group that handles the planning. The new train show format definitely strained our division in terms of our ability to provide enough volunteers to carry it out. We did sign up 3 new members at the Model Railroad TRAINing Day event, and we are currently looking at new initiatives to get new members to cultivate for future leadership positions.

Rick Lach, Superintendent

Division 4

Division 4 membership dropped slightly below 200 this year. The Membership committee and the Board are investigating the cause. However, we continue to see a growing interest in parent and child combos joining.

Finances

The Division's finances are stable, with about \$50,000 in liquid assets. The total continues to decrease since we are committed to spending down the windfall profits from the 2014 National Convention on our current membership.

In addition to its ongoing donation program to railroad related non-profits, the Division purchased an AED Unit for the Church where monthly meetings are held.

Division accomplishments

In line with the above mentioned "spending plan" we provided a subsidized field trip to Scenic Express on September 17th., and are in the process of arranging one or two this Fall.

Attendance at Division meetings is averaging 85 to 100. Our clinic programs are carefully thought out to inspire members to participate, and we see that 80 to 85% of the meeting attendees are in fact staying until the end of the ensuing clinics. Contest entries have continued to increase, and the competition is tough.

To further interest in the Achievement Program, if a member brings a structure, item of rolling stock, or even the paperwork to a meeting, they can have it judged there and comments on the why's of the result are reported as a regular part of the meeting.

Our module group continues to set up at about 10 to 12 shows and libraries throughout the year, and is preparing a bid to display at the 2018 NMRA show in Kansas City. One significant aspect of our module group's operations, is that members are out in front of the modules instead of lurking behind, and are quick to hand the controllers to interested youths to allow them to run the trains. Several of our new members have come to us through these displays – including some recent father/son combos.

We also had our annual month long modular setup in Lorain for its Black River holiday festivities in December.

Steve Kaplan, Superintendent

Division 5

The Division is healthy, with active membership and strong financial position. There are approximately 108 members in the Division, with the acquisition of the three counties formerly with the Niagara Frontier Region, and average monthly attendance is about 33 in our historical 'home' location of Hambden, Ohio. Twice yearly we are having meetings in Erie PA which favors those in the three acquired counties, and it is our intention to shepherd and nurture the potential for the members of those counties to form a separate Division, which makes sense from a geographical travel perspective. We also maintain a membership table semi-annually at a train show in Erie. With that show, and our annual traditional Railfest in Kirtland Ohio each

March, we have picked up a few new members. Railfest draws about 4000 visitors; we apply for and receive an annual grant from the Lake County Visitors Bureau which enables us to significantly advertise this event to the public throughout Northeast Ohio and Northwestern Pennsylvania. Revenues from Railfest continue to fully fund our Division operations in the year following.

Several of our members are also active in leadership roles in the restoration of the Painesville Depot, a former New York Central facility, which was also a key stop in the Lincoln inauguration and also the Lincoln funeral. Our Division co-sponsorship of the Lincoln funeral train in the 2015 anniversary played an important part in generating public and municipal interest in the restoration project.

We hold meetings monthly where fellowship, Bring n Brag, and clinic presentations are in full swing. With the untimely death of one of our members through cardiac arrest, we are pursuing the purchase of a defibrillator and training for our membership at one of our meetings.

Our module groups, HO and N scale participate in additional setups within our region. We are planning a Division trip to Entertrainment Junction in July, and we also planning an expanded Promo-Day in November, which we call “How to Build a Model Railroad” with demos on all facets of the hobby—benchwork, track laying, electrical and soldering, scenery, kit building. We have committed additional funds for advertising this event in order to boost attendance beyond incremental increase over the past few years.

Dave Neff, Superintendent

Division 6

Membership: The membership in Division 6 has remained fairly steady through the year. We had anticipated a drop in membership from hosting the 2016 MCR Convention, but that did not happen. A lot of the credit goes to our Membership Chair. He stays in touch with members who let their membership faultier without realizing it.

Finances: Division 6 is very healthy financially. We have been very good at watching our spending and still have a positive cash flow from past projects.

Projects: Division 6 still has a few Midland Station Kits and Buckeye Steel Castings gondolas in stock. If anyone wishes to get one please use our website and go to the Company Store to order them. There is also discussion about doing another project, but we are still undecided.

Boy Scout Merit Badge: This past February, Division 6 put on its first Railroading Merit Badge Program in quite some time. Thanks to the members who volunteered to help put it on, it turned out to be a huge success. This program was for the Scouts in the central Ohio area. We were able to use the former Toledo and Ohio Central station in downtown Columbus to host the event. Many thanks to the Columbus Firefighters Union who now own the building. With the success of this event we are going to do one for the Eastern Ohio Scout Council. We plan this for later in the year and it will be at the Coshocton Model Railroad Club building. Division 6 serves large enough area

that we have two Scouting Councils in our boundaries. We plan on continuing the Merit Badge Program over the next several years.

Train show: The Train show is still in the planning stage. We have no date yet. What we are planning is more of a swap meet format. Folks can show up and purchase space and sell un-needed items that you have collected over the years. Please keep an eye out for more info in the future.

Division Meetings: Several division members suggested we should use name tags at our meetings. That way division members can learn who other members were. After much discussion, we adopted name tags similar to the region convention name tags. Next came how to get division members to wear the name tag at our meetings. So the Super went to several of the local hobby shops with the idea of starting a discount program using the name tags. How it works is simple. First, we made small "tickets" with every members name and put in a container.

During the division meeting the Super draws one name from that container. IF the member whose name is drawn is in attendance AND has their name tag on, they get a discount certificate. The discount certificate is for a set discount at one of several area hobby shops that are in program. IF the member whose name is drawn is not in attendance OR does not have their name tag, no certificate is presented.

Some members felt that this may have been a hard sell to the hobby shops. But several jumped on board right away. This can also have two other advantages:

- 1) It may lead to better meeting attendance and
- 2) it encourages shopping at the local hobby shop.

Also while we are on the subject of the local hobby shop, Division 6 recently had a meeting at one of the shops in the area. The owner invited the division to use his store. The meeting was quite well attended by our members, who also spent so money there. It was a win for both of us and we do plan on meeting there again.

Greg Short, Superintendent

Division 7

Our membership count at end of April was approximately 250. Our monthly meetings draw about 60 to 80 people, depending on the meeting location and speaker.

Car projects continue to be a major source of income for the division. Our latest project is Virginian & Ohio 40' steel, plug-door boxcars, in the traditional V&O blue, with damage-free loading symbols (DF-2). Four car numbers are available. Two cars are marked for paper lading only. Two other cars are marked for processed food loading only. This project is currently about 80% sold.

Our 2015 project was C & O 40' single sheath wood door boxcars in four numbers. We have sold about 72% of these kits.

Our next car project will be an Accurail 36' DS boxcar, lettered for a V & O predecessor railroad. This project will also be the convention car for the "Cincinnati Express" 2018 MCR

regional convention.

Mike Brestel and Frank Koch recently took on the task of updating the Division 7 regulations. The biggest change is that we added language suggested by the IRS during our recent audit. Another major change is to make the Secretary and Treasurer positions appointed rather than elected. Recent experiences showed us that there are advantages to appointing rather than electing a Treasurer, and it makes no sense to dump him or her after four years if he or she is competent and willing to continue. The same is true of the Secretary's position. Appointing these two positions matches the way National successfully handles the situation. Other changes were made to correct small issues that had been noted over the years. The division membership is voting on the adoption of these new regulations in May.

Planning is progressing for the 2018 MCR regional convention. You will hear more about these plans at the convention banquet, or you can stop by our display booth here in the hotel.

Bob Shreve, Superintendent

Division 8

The Division 8 membership has remained pretty constant.

Our Division is still in good financial shape with our income exceeding our expenditures for this year's convention. As we foresee future convention expenses, we still anticipate ending up in the black.

With regards to the 2017 convention: all clinics, tours, banquet, and registrations are in place with some minor fine-tuning going on. We have already heard that it sounds like it will be a good convention.

We had a successful spring train show and have already sold a few tables for our fall show.

Russell Weis, Superintendent

DIVISION 9

The members of Division 9 are still shocked and saddened by the sudden and unexpected passing of our dynamic Superintendent, Gary J Burdette. Gary was a prolific modeler, artist, author, teacher, counselor and mentor. He will be sorely missed by Division 9 members as well as his many friends throughout the hobby. Farewell to the man who never met a train he didn't like. Judging by the turnout for his celebration of life, he was dearly loved by a lot of people outside the sphere of our hobby. Gary would say, "don't cry because it's over, smile because it happened."

Our events continue, as Gary would have them to. One of our goals has been to shorten the business meeting part of the event to give us more time for the clinics, Models Artifacts Displays and Discussion MADD, our monthly contest and raffle are all part of our regular events. Our clinic chair, Assistant Superintendent Bob Osburn, has been encouraging others members resulting in outstanding clinics. Several of the clinics have been hands on and very

popular. The MADD mini clinic program has brought in all kinds of things from paintings to old train sheets, plan books, different tools. Too many interesting items to mention

The AP program continues under the able leadership of Bob Weinheimer. Bob and another judge recently traveled to Wytheville, VA to judge the scenery on Tom Harris' beautiful Lakeside Lines. They helped Tom with the paperwork, which was submitted through the Mid Eastern Region. Bob continues to encourage members to participate in the AP Program and not to forget to look for the low hanging fruit. Bob also continues as our webmaster and editor/publisher. That goes along with active participation in Regional Office and chair of the National NMRA discount program. Also genial host of his Pennsylvania Southern op sessions. Truly an active man.

Tom Harris, from the Mid Eastern region is our raffle chair and does an excellent job. The members have been generous in giving their no longer needed items. The proceeds go to helping with the upkeep of the St. Albans C&O Depot which is our regular meeting place.

Due to the large size of the Division we do have some meetings at other venues. The "Steel is King" meeting in Parkersburg in May. The barbecue meeting in Portsmouth, OH in October. The Blue-field Train Show meeting in Blue-field in November. Many members also travel to the joint meeting at Marion, OH. In June. We even had one meeting in Elkins, WV, talk about a long day!

All in all, we are in good financial shape. We have good attendance at most of our meetings and our members are an amiable group who enjoy our hobby and our fellowship.

Our Region President notes we have dropped from 56 to 50 members in Division 9 and this is to be discussed at the BOD meeting. I think one of the biggest advantages of the NMRA is the standards and rps. Some members lose sight of that and the size of the Division discourages them from attending. Many of our members live in the Charleston—St. Albans corridor; which is good for attendance. For others, like me, meeting day is a long day. I have also seen some younger members raising families tend to drift away due to school and sports as their kids grow. We need to encourage these people to stick with us for the good of the hobby. We need to contact folks, not just the Officers but the other members

I believe another group we should be recruiting in is the newly retired and "empty nesters". Some of us know active modelers who are not interested in the organization and we need to sell them.

I joined the NMRA in 2005 just so I could attend the Cincinnati Convention. Then Division 9 contacted me. It made me a bevy of good new friends, a bevy of new knowledge, and has made me an active and enthusiastic member.

Dan Mulhearn, Superintendent

!

Division 10

Division 10 membership averages 63 through the year although we were at 61 in April. We have an active process to remind members about renewal and expiration via email and personal contact.

Hopefully, our 'Trains Day at the Library' scheduled for the weekend of June 10-11 will pick up 1 or 2 new members. We will be promoting education and parent/grandparent participation in scale modeling via demos, displays and hands-on activities for the kids at this event. We have an NMRA promotional kiosk, a HO 'beginners' layout, a Division T-Trak layout and a resources display prepared.

Monthly meeting attendance remains steady at an average of 23. We alternate between Lexington Public library branches. Best attendance was 33 for a Live Steam clinic in February. Current emphasis is on the Merit Award certificates and AP qualifications.

Financial status remains good with both control of expenditures and input from member donations. The Division newsletter – The Lantern – and our website are active and in continual update. Activity since Oct BOD meeting includes the ‘Trains Day...’ mentioned above and working with the Lexington Public Library to develop community interest in scale model railroading.

Bob Belt, Superintendent

Division 11

Membership: We are staying at about the same level of membership. We have picked up a few new members in the last month. We have a couple that have forgotten to renew and are in the process of doing so

Finances: Our finances are keeping us above water. We had to take money out to buy more car kits and supplies for our build and take projects we do at our shows. We also had to pay for the car kits for out Division 11 car kits.

Projects: We are still doing our build and take projects at our shows and it is growing each time it is done.

Division cars: We have designed a Division car which we are selling in an attempt to boost up our finances.

Newsletter: Our editor has been staying busy looking for ways to improve the newsletter. He has been adding new authors and pictures.

Web Page: Our web master is continually adding new and interesting facts to add to the web page.

Modules: At our last train show our modular layout was 16 X 34. We added 6 new 4 foot modules to it.

Train Shows: We did 3 train shows since last report. The new show at the Indiana Mall and our regular shows in Brookville and the Dubois mall. They all went very well and the Indiana Mall asked us to come back this year. The Brookville show is scheduled to be run with their Victorian Christmas again this year. We just finished our DuBois mall show and had the biggest turnout we have ever had there. The mall stores were coming to us and thanking us for being there. They say it was good for their business.

Achievement Program: Our Achievement Chair had been prodding members to work on their paperwork for achievements.

By-monthly Op sessions: Our Op Sessions are a big hit and we have added a couple new layouts.

Howdy Veihdeffer, Superintendent

Contest

2017 Pan-American Convention Purchased supplies (batteries, tags, etc.) as needed to replenish judging equipment. Tested computer and printer. Replaced printer cartridge (yellow). Printed out copies of judges instruction. Printed stickers and other documents for logging in entries. Completed changes to contest spreadsheet to correct a problem and make it identify Merit Awards and Best of Show awards. Added a spreadsheet to record and tabulate the People's Choice ballots. Sent out two emailing's to solicit volunteer contest judges. Kept in in contact with Bill Lynch the Division 8 Contest Chairman keeping him informed of the contest room requirements and how the contest is conducted. 2018 Cincinnati Convention In touch with Brad Jonas, the Division 7 Contest Chairman about awards

Paul Lapointe MCR Region Contest Chairman

In Memoriam---Harley Smith 1927-2017 from David Neff

Long-time and Life NMRA member Harley Smith of Hambden, Ohio, passed away May 15, 2017. He was 89 years old. Harley was a founder of Division 5, the Western Reserve Division of the Mid Central Region of the NMRA in Northeastern Ohio, in 1961, and served in many capacities within the Division over the years. He was especially proud of holding monthly operating sessions on his Ohio Northern HO railroad for 50 years. Harley is survived by his wife Ellen, daughter LuAnn, son-in law Dennis Burger, and son Dale and his wife Deborah, 4 grandchildren, 6 great grandchildren, and 3 step-grandchildren.

Harley and Dale have been the proprietors of Smith and Son ballast, and have supplied many model railroaders in the Midwest with their natural ballast scale product line. Dale plans to continue the business in his father's honor.

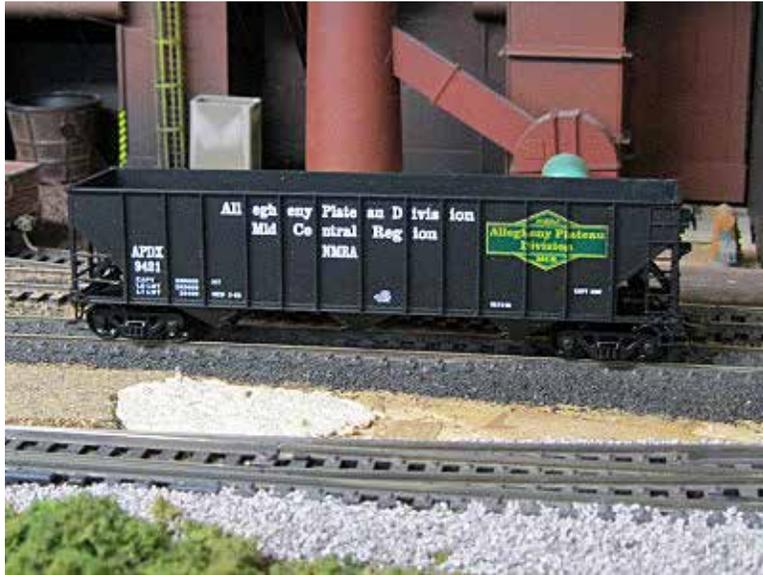


NMRA member Terry Kolenc (left) presenting Harley with a boxcar honoring his 50th year of operations- just a few months ago.

Division 11 Car Project

The Allegheny Plateau Division is pleased to announce the division's first-ever Division Car. This Bowser HO scale 100-ton coal hopper, custom printed by Netzlof Design with the division's logo, is available now. Cars are individually numbered, no two alike.

Available online, by mail, or at a Division 11 meeting.



For online through CMR projects, go to www.div11-mcr-nmra.info and click on the green box for this project at the top of the page. You can use PayPal or credit card.

For mail use the form on the next page.

**Allegheny Plateau Division
Division 11 – Mid Central Region – NMRA**

Division Car Order Form

Shipping address:

Name: _____

Street address or box number: _____

Post office, state, ZIP code: _____

e-mail address: _____

Shipment will be by USPS 1st Class with tracking. We can ship only to US addresses.
You will receive a notice and tracking number when shipped. No e-mail? No notice.

Cars are priced at \$25.00, \$6.00 shipping and handling,
TOTAL \$31.00 including all applicable taxes

Pay by money order or check payable to:
Division 11 – MCR- NMRA

Checks will be held pending clearing, 7 to 10 days.

Send this form and your payment to:

**Division 11 Car Project
54 Grecco Road
Brockway PA 15824**



NMRA National Convention

Orlando Florida at the Rosen Plaza Hotel
July 30 to August 6 (Train Show Aug 4-6)
<http://nmra2017orlando.org/>



Cincinnati Express 2018 MCR Convention

Cincinnati Division 7 is pleased to be hosting the 2018 NMRA Mid-Central Region Annual Convention.

The action packed Cincinnati Express convention will be held on May 17 through 20, 2018 at the Cincinnati Marriott North hotel in West Chester, OH.

Registrations and Hotel Reservations are now open!

<http://www.cincy-div7.org/convention.html>

from the editor

Special thanks to Bob Frankrone, Eric Waggoner, their committee members, and the rest of the volunteers who made the convention so great. I have the same complaint a lot of us do at any good convention – I wanted to do everything and there wasn't enough time! The committee people were all very friendly and helpful throughout the entire weekend. There was even someone in the hallway to point out which clinic was in which room – that saved me a walk down the hall. The food in the hotel café was very good, and welcoming to those of us not wanting to venture out to the nearby Fourth Street restaurants during Friday evening's rain. The banquet food was fantastic – did they mix up the orders with the swanky “top-of-the-town” restaurant? The Non-Rail program was reported to be excellent as well, and it sounded like fun coming from that end of the hall. Next year is Cincinnati, and that will almost certainly be another convention not to be missed. The year after that will be in Boardman Ohio, near Youngstown, with Pittsburgh throwing its hat in the ring for the year after that. Health and car tires willing, I'm looking forward to all of them.

I'm still in the process of making all the connections, so some things may be missing from this issue (at 38 pages, that's hard to believe). If your information was left out, let me know for the next issue. Thanks to Don Wilke for supplying some information used in this issue, either directly or through the Region's website.

Dave Williams