

THE

Oil Can

July, 2013



Volume VII Issue 7



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The Editor's Corner

Don Phillips

THE END OF AN ERA

July 2013 marks the date of the last postal edition of the *Oil Can*. Back in the early days when Division 7 started sending out a newsletter, the US Mail was the best and cheapest, if not the only way of getting it to the small number of members on the roster at that time. Now, in the 21st century, our membership has grown to over 300 and inflation has reared it's ugly head causing costs to skyrocket. Fortunately, we are now living in the communications age and there are many easier, faster and more importantly, cheaper ways to accomplish the same ends. Actually, we held on to the old way longer than many of our sister divisions. A good many have already gone digital and quite a few who of those have not, now charge a subscription fee for those members who insist on getting their newsletters by US Mail. I seriously doubt that many of our members would consider it money well spent to spend over \$33.00 annually to receive the Oil Can by mail when they can read it electronically for nothing. Costs will continue to rise and as the number of members receiving the postal edition dwindles, the more expensive it would have become per member to send it. At fewer than 200 monthly mailed copies now, we already have reached the point where we no longer qualify for a reduced postage rate so future issues would have had to go as first class mail, in effect more than doubling our postage costs. As the saying goes "everything must end" and the time has come for the postal edition to end.

From now on, all members will receive a post card announcing the time and place of the next meeting and those who want, can access the current and/or past editions of the *Electronic Oil Can* on the division 7 web site.

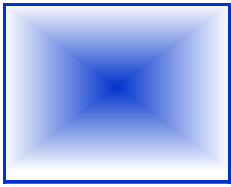
Contents:	3-- Headlights	8-- Frank's Fleas
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The Oil Can is a publication of Cincinnati Division 7, Mid Central Region, NMRA, Inc. Opinions expressed herein are the authors and do not necessarily reflect the opinion of Division 7, the MCR, the NMRA, it's officers, or it's members.

Space permitting, *The Oil Can* welcomes news items, articles and letters on Model Railroading and related topics. Deadline for submissions is generally the fifteenth of the month preceding the next meeting.

The Cover:

Another one of Bob Lawson's incredible scratch built structures. This one depicts an early 20th century scene. You would think by now they would have figured out a better way of transporting acid.



HEADLIGHTS

Randy Kerka
Superintendent

If you have been following my articles over the last 3-1/2 years, the announcement I am making in this article should not come as a big surprise. At the June 7, 2013 meeting of your Board of Directors, a motion was passed to suspend publication of the US Mail version of the *Oil Can* effective with the August, 2013 issue. This is a decision that your Board has labored over for a long time and finally, well... the plug just had to be pulled. The cost of postage, printing and production for the current 12-month period has topped \$6,000 for the 179 members who still receive the *Oil Can* by mail.

The inset that you see in this article is a representative sample of the postcard that each Division 7 member will receive each month. As you see from the sample, the *Oil Can Postcard* will, for the most part, only contain information pertaining to the next division meeting. Every Division 7 member will receive this postcard.

Your Board feels that it is their fiscal responsibility to make such a dramatic change. With other less expensive avenues now available for wide-ranging communication such as Email and a well-tended Web site, the time was right for this change.

So in case you are wondering, yes... you will continue to receive the *E-Oil Can* by email if you are signed up for it. If you currently do not get it by email you may still get on the list by sending Don Phillips an email to editor@cincy-div7.org.

The other way to get the 12-14-page *E-Oil Can* is to go to The Division 7 Website at www.cincy-div7.org. The Division 7 Website contains all the *Electronic Oil Cans* from January of 2012 through this most current issue!

I realize that this change may not be popular with some members. I certainly understand and am sorry if that is the case. But something had to be done short of collecting \$33.00 per year over and above NMRA dues from each member wanting 8 black and white pages each month. We acknowledge that the *Oil Can*, in some form, is indeed a benefit of Division 7 membership... hence the postcard. Asking members to "pay" for the *Oil Can* was never considered an option since there are two absolutely free ways to get it!

The NMRA National Convention, "The Peachtree Express 2013" is to be held on July 14th through the 20th in Atlanta. Ask around at the next Division meeting if you need a carpool buddy.

Jim MacKnight reports that our new Merchants Dispatch Transportation (MDT) 40' reefers are now available for sale. Accurail produced these cars in two numbers each of wood reefer or all-steel reefer. Individual cars are \$18.00, plus 6.5% Ohio sales tax. A set of all four reefers is \$70.00, plus tax. See photos and car history under Car Projects, at our Division 7 web site, www.cincy-div7.org. Jim, will have cars for sale at our July meeting (please bring cash or a check). These cars are very cool and you will probably want several.

That's it for now. See you all on July 7th.

Randy

The Next Division 7 Meeting is July 7, 2013 The Division 7, MCR, NMRA, Inc., "Postcard Oil Can"

The July 7th meeting (one week earlier than normal) at the St Mathias Church in Forest Park will be a week early owing to the NMRA National Convention starting on July 14th. Frank Telewski will present his clinic on "Logging operations of the Nebagamom Lumber Co. of Weyerhaeuser at Lake Nebagamom, WI from 1898 to 1907. Two great layouts will be open after the meeting. Come join us and make a day of it!

If you missed it, the June meeting was at the beautiful Hyde Park Community United Methodist Church. Matt Snell presented his new clinic on railroad maintenance-of-way equipment and how it can be modeled and integrated into an op session. Following the meeting, Matt opened his fantastic layout for visitors. Thanks to Matt for doing double duty.

For more information, you can call 513-662-6245

Better yet, visit www.cincy-div7.org to download and read this month's copy of the "E-Oil Can" It contains 12-14 pages of expanded information, article content and color pictures!

SECOND SECTION

Bob Shreve
Asst. Super

The June meeting at Hyde Park Community United Methodist Church was well attended. Matt Snell presented an informative presentation on railroad maintenance-of-way equipment and how it can be modeled and integrated into an op session. Following the meeting, Matt opened his fantastic layout for visitors. Thanks to Matt for doing double duty that day.

The next Division 7 meeting will be on July 7th at St Mathias Church in Forest Park. The meeting is on the first Sunday of the month since the NMRA National Convention starts on July 14th. The clinician will be Frank Telewski. His clinic topic is the logging operations of the Nebagamon Lumber Company of Weyerhaeuser at Lake Nebagamon, WI from 1898 to 1907. Two layouts will be open after the meeting. Dave Puthoff will show off his computer controlled signal system. Steve Montgomery's B & O layout was recently photographed by Lou Sassi.

The NMRA National Convention will be in Atlanta from the 14th to the 20th. I know of several Division 7 members who will be making the trip south.

Last month, I indicated the August meeting should be back to our usual second Sunday schedule. Well, due to a scheduling snafu, the meeting had to be moved 1 week later to August 18th. The location is still Good Shepherd Lutheran Church in Kenwood. Clinicians will be Gerry Albers and Sam Swanson showing how they made the water on Gerry's layout. After the meeting, layout visits will be to Paul Miklos and Jim Stewart. We will be sending out a reminder postcard in July to ensure that everyone knows the date change. My apologies to anyone inconvenienced by the meeting date change.

In September, we will make our annual trek to Northern Kentucky. Dan Stenger will present a clinic on Garden Railroading basics. After the meeting, several garden railroads will be open for visits.

As in past years, the October meeting will be the Bring & Brag contest, and one or two short mini-clinics. I will be looking for a couple of quick presentations of about 15 minutes in length for that meeting. Contact me if you have something you would like to present to the group.

That's it for this month. See you at the meeting on July 7th.

Bob

Car Project

Jim MacKnight reports that our latest car project, the Merchant Dispatch Transportation (MDT) 40 ft reefers are in stock and available. (See the Division 7 web site for pictures) Four different cars are available – 2 wood and 2 steel with two numbers for each. The price is \$18.00 + Tax per car or \$70.00 for the set of four. Jim will have them available for sale at the July Division 7 meeting. Get 'em while their hot!

Contest Results for June

Models: "Anything Goes"

BOX STOCK

- 1st Pl: **Ron Gribbler** AT&SF Boxcar #64701
 2nd Pl: **Bob Chapman** SPT&NO Flatcar #23511

KITBASHED

- 1st Pl: **Frank Hermanek** IV 2-8-0 #102
 2nd Pl: **Frank Hermanek** IV Caboose #19331
 3rd Pl: **Jim Rollwage** UP Passenger Car (Drovers)

SCRATCH BUILT

- 1st Pl: **Bob Lawson** Tank Car Repair Shop
 2nd Pl: **Frank Hermanek** Shippers' Brewing Co.
 3rd Pl: **Georgia Dahlbeg** US San Pablo (Ship)

Photos: "Railroad Structures"

PRINT MODEL

- 1st Pl: **Jim Rollwage** UP Loco at Coaling Tower
 2nd Pl: **John Listermann** McMechan Foundry
 3rd Pl: **Jerry Baston** Jim Bonnet's Roundhouse

PRINT MODEL

- 1st Pl: **Georgia Dahlberg** Young Arch Bridge
 2nd Pl: **Georgia Dahlberg** White RR Building on T&T
 3rd Pl Tie: **Jerry Baston** Richmond Train Station
 Frank Hermanek RI plate girder bridge

OVERALL STANDINGS for 2013 (as of June 31)

Models

Frank Hermanek	11	Ron Gribbler	04	Rick Stern	02
Georgia Dahlberg	07	Butch Sage	03	Michael York	02
Bob Lawson	06	Bob Adams	02	Anton Zillich	02
Chuck Endreola	05	Bob Chapman	02	Jim Rollwage	01

Photography

Georgia Dahlberg	10	Chuck Endreola	03	John Listermann	02
Jerry Baston	07	Jim Kreissinger	03	Bob Adams	01
Jim Rollwage	06	Butch Sage	03	Frank Hermanek	01
Randy Seiler	05	Anton Zillich	03		

Junior Division

Models

Photography

Anthony Zillich	03		Anthony Zillich	09
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July Topics:

Models: On or Off Line Diorama

Photos: Train in Inclement Weather

John's Honest Raffle

by John Shields

At the July meeting we will have our "regular" HO and N scale raffle, and the final drawing in our latest engine raffle. Recall that at the April meeting we began another special raffle, which features a set of C&O F7 A and B diesels. The A unit is powered while the B unit is not. Both units have Kadee couplers. Tickets are \$2 each or 3 tickets for \$5. As with our other "special" raffles, you do not need to be present at this final drawing to win, so if you did put your name and address or phone number on the raffle tickets and your ticket gets drawn, I will be getting in touch with you.

At the June meeting, I received some new donated items that are all non-scale specific and include a couple of Christmas themed items. So in the spirit of planning ahead, let me tell you that I will have these as part of a non-scale raffle at the September meeting. Don't let your wife be the only one who starts her Christmas shopping early. This year you can say that you started yours in September! You just have to buy raffle tickets at the September meeting.

This also lets me shamelessly plug that we can always use donations. New or gently used items, in any scale, and railroad related stuff and tools are all welcome. Just ask yourself if you would have liked to win it, and if the answer is "yes", then it would be a good item to donate. If you are like me, you probably have several items that you have bought twice (because you really wanted one, and forgot you already had one). This is the perfect chance to feel good about that second item. You bought it benefit Division 7!

John

Merchants Dispatch Transportation (MDT) 40' Reefers

by Jim MacKnight

Merchants Dispatch Transportation Company began building wooden refrigerator cars in 1878, at the NYC&HRR's shops in Rochester, NY. Production of reefers continued at MDT's new East Rochester (ER), NY shops in 1898, and continued for more than 60 years, with the last steel reefers built in 1959. MDT reefers were built for the NYC&HRR, NYCS, Michigan Central, NYC&StL, Rutland, Boston & Maine, CCC&StL, Lackawanna and Northern Pacific railroads, but the majority were operated by MDT Corporation or leased to private shippers and could be seen on railroads all over the USA.

This car project uses Accurail's 4800-series 40' wooden reefers with fishbelly steel underframes, and Accurail's 8300-series 40' all-steel reefers, both having white sides and boxcar red ends and roofs and feature 4" red, white and blue stripes at the base of the sides. Both cars have swing doors with three hinges. The kits are provided with Accurail's couplers and AAR Bettendorf-style trucks. The wooden reefer has a vertical brake staff, while the steel reefer has a geared brake wheel. Our wooden reefers were built in lot 673, in 1927, were repainted in 1936 at F s were built in lot 742 in 1937, and operated in the

Four car numbers are available:

Jim



Two Mysterious Camels

By Georgia W. Dahlberg, P.E., MMR 472

Some years ago I had occasion to visit the Museum of Transportation in St. Louis, Mo. I observed in the back of their equipment shed, a long forgotten and deteriorated Camel locomotive. Upon walking away from this loco, I noticed that the two front drivers lacked flanges. Only the back driver has a flange! I became curious how this old girl tracked on curves with only the 4 wheel pony truck to steer her. Recently I visited the B&O roundhouse and museum in Baltimore. An original old Winans/Davis Camel is exhibited in all her glory, freshly painted and restored from the fire that destroyed the structure some years ago. In a discussion with my hosts, I mentioned the Camel from Saint Louis and her odd flangeless leading drivers. As we checked out the restored B&O Camel, I was astounded to see her front two leading drivers were also flangeless!

St. Louis Transportation 4-6-0 Camel



B&O No. 305 1869 4-6-0 Davis "Camel"



I can only imagine several reasons for this oddity. These locomotives were freight haulers and performed poorly over 15 mph, the usual running speed closer to below 10 mph. Perhaps the pony trucks had no side clearance slop and forced the whole rigid wheel assemblage into the curve? The width of the tires seems generous, perhaps to accommodate the side slip from the front pony truck. The tires on these locos were not sweated on the drivers but were bolted on. Does this have anything to do with their being flangeless? Do I see grooves in the tires of the B&O loco? I have searched what literature I possess and the internet for some other explanation but to no avail. If any of you have some information or an inspiration on how a single flanged rear driver on a Camel loco can nose its way around a curve, I'd be delighted to hear it.

Georgia

The End of an Era

The month of July, 2013 marks the final edition of the Postal Oil Can. When Division 7 started sending out a newsletter, the US mail was the best and cheapest way to get it to the small number of members on the division roster at that time. Now in the 21st century, our roster has grown to more than 300, inflation has reared it's ugly head and costs have skyrocketed. Fortunately, we have entered the communication age and there are many easier, faster, and more importantly cheaper ways to accomplish the task. Actually, we held on to the old way longer than many of our sister divisions. A good many have already gone 100% digital and among those who have yet to change, quite a few are now charging a subscription fee for those who still get their newsletter by snail mail. I seriously doubt that given a choice, most of our members would not consider it money well spent to pay \$33 plus to get a newsletter by mail when they can read it on line for nothing. As the saying goes; "*everything must end*" and the time has come for the postal version to end. All members will now receive a post card advising the time and place of the next meeting and those who want can access the current and/or past editions of the *Electronic Oil Can* on the division web site.

Don Phillips

[‘Frank’s Fabulous Fleas’](#)

End of Summer Sale

I’ve picked up several new estates over the summer and want to reduce the overload before the fall Show.

I’ll be having a one day sale on Saturday August 3, 2013 from 9 to 3 at my house in Batavia. I’ve got everything from G (lots of Bachmann and some LGB), O (pre- and post-war Lionel, three rail, two rail, On30), HO (locos, cars, old and new kits, structures and parts) and N (cars and locomotives). Prices, as usual, will be very attractive and bargains abound.

Directions: Take exit 63B (East 32 to Batavia) off of I-275. Go three traffic lights on 32 (White Castle, Shell and Speedway). Take the Olive Branch-Stonelick Road exit off of Rt. 32. Carefully turn left at the stop sign, go about 1 ½ miles, and turn right on Silverwood Drive. Go to the first house on the left (#4769) and park in the street or drive. Hope to see you there – rain or shine.

Frank

[LM&M RR Live Steam Weekends in July](#)

The Lebanon Mason & Monroe Railroad will be hosting Lehigh Valley Coal Company’s 0-6-0 #126 for three weekends in July. On the weekends July 13/14 and 20/21 the train will depart and return to the Lebanon, Ohio station and on the weekend of July 27/28 it will depart and return to the Boar’s Head Inn in Mason, Ohio. In addition to the train rides behind the steam locomotive, there will be additional rail theme activities going on. Since this will attract rail fans from the surrounding area, Division 7 will have a presence there as well as Division 3 from Dayton in the hopes of attracting new members. If you would like to participate you can sign up at the July meeting.

[Peach Tree Express](#)

The 2013 NMRA Convention and National Train Show will be held in Atlanta, GA July 14-20. From the information available it looks like there are quite a few interesting clinics on the agenda as usual and just about every manufacturer I can think of seems to have at least one or more booths at the train show.

For those of you who have had the unfortunate experience of driving through Atlanta at any time other than 3 o’clock in the morning, you’ll be happy to know that the convention is being held on the far north side of Atlanta. For any who may be planning to fly, I’m sorry to report that the Atlanta airport is on the far south side of Atlanta.

Considering the current price of gas, anyone who is planning on driving might want to check at the July meeting to see about sharing a ride with one or more Division 7 members. In addition to splitting the travel cost it also makes the trip more enjoyable and certainly makes the time pass more quickly.

As an interesting side note, I-75 takes you right thru Chattanooga, TN, home of the famous Chattanooga Choo Choo among other railroad attractions. Makes for a welcome break from the monotony of driving. Just follow the signs.



Randy gets his

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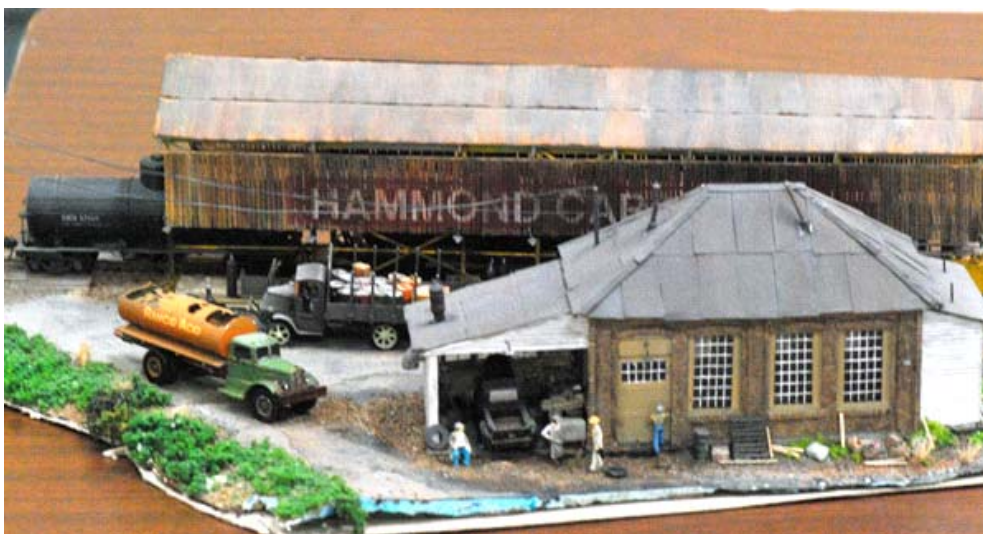


Clinician Matt Snell



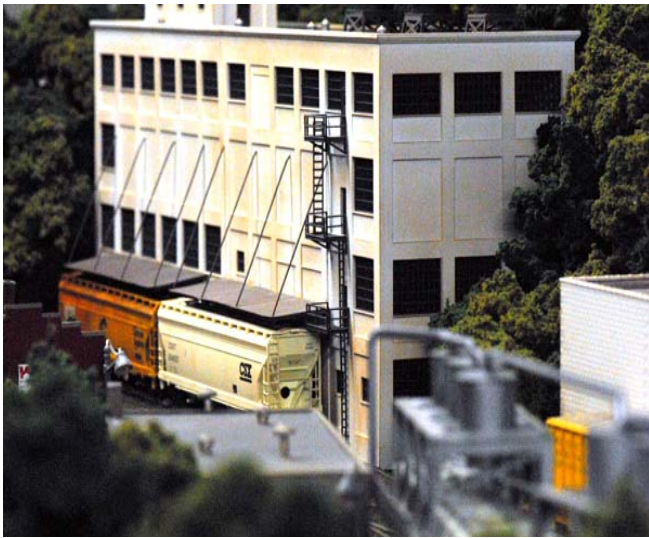
**1st Place Box Stock
Ron Gribbler**

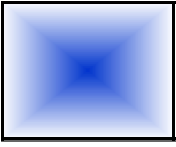
**1st Place Kit-Bashed
Frank Hermanek**



**1st Place Scratch-Built
Bob Lawson**

MATT SNELL'S LAYOUT





John Altshool

I promised everyone an update on my friend John Altshool, so here it is. I am afraid the news is not very positive; as I write this, John has returned to Jewish Hospital because of complications with his prostate cancer treatments. John's urinary tract problems have returned and his new medication is also causing serious intestinal tract problems. A major concern is John's physical strength; his doctors are not continuing further treatments, as they are neither effective nor tolerated. Today, John moved to the hospice portion of Cedar Village for the duration. I have been friends with John for 35+ years and he is an integral part of the OVGS&SS. I felt when John dismantled his latest version of the Santa Fe Southwestern; he began to realize that the cancer was back with a vengeance. I hope John survives this bout with his old nemesis and has some more quality time with his family and friends. Please keep John in your thoughts and prayers.

Bachmann's Latest Locomotives

I mentioned that Bachmann Industries had introduced a series of DCC/Soundtraxx equipped locomotives. I briefly reviewed the Alco S-4 [actually an S-1] and their GB&W 2-6-0; I was impressed with both items. This series includes the Alco switchers, and Alco FA-1/FB-1, the Alco RS-3, and now the EMD F-7A/B. I purchased an AB set of Santa Fe "Warbonnets", plus two additional B units [for two unpowered A units]. The locomotives performed very well right out of the box, and I suspect they will improve after a "run-in" period. The shell castings and the separately applied details impressed me. For the most part details like the rearview mirrors, grab irons, and uncoupling levers are left up to the owner. Neither of the units had the steam heat castings [only the B unit had steam heat boilers], but Details West makes a nice set of castings that are very easy to add. The A and B units were compatible in their operating characteristics, so doubling-heading works when you place them on the track. The Soundtraxx decoders have less sound options than their normal decoders, but the sounds produced were very realistic and will please most modelers [me included]. My major complaint with the sound is with the choice of horn sound. Soundtraxx chose a multi-chime horn, while the model's shell has the traditional single chime horn casting. Santa Fe didn't start using multi-chime horns until the late '50's. The MSRP for the EMD F-7 is \$169.00 each, but one of our local dealers has them for \$99.99 each. All in all, I give the models a B+ for operation, sound, and finish; for the price I actually give them an A. The Super Chief and the Chief will now appear behind these Bachmann F-7's.

OVGS&SS and WMPA

I am pleased to announce that the Ohio Valley Gentlemen's Sipping and Switching Society and the Western Modeler's Protective Association have merged to better serve the hobby. Basically both organizations have a large overlap in their membership list, so the merger was only natural. When you join one, you automatically become a member of the other. By the way, no dues, no initiation, no "secret handshake", just enjoyment of the hobby. [plus the enjoyment of harassing non-members]

The Monthly Raffle

I invested my hard earned money, supported the Division, and purchased raffle tickets at the last meeting and was pleased to see that John has kept up the questionable traits we have come to expect from the event. John called a ticket one number above mine and a ticket two numbers below. The other numbers he pulled must have been from another raffle entirely. The big surprise was, Randy didn't win anything. One of the winners didn't realize he was a winner until somebody told him. [this getting old isn't fun is it Charley?] Of course, it is difficult to call the correct number [like mine] when you have John Burchnall helping [?]. The raffle is a fun, if not notorious, part of every meeting. Help John out, donate new, but unwanted items to the raffle. [no, you can't raffle off John Burchnall]

I look forward to hearing July's presentation on logging; see everyone at the meeting. Keep 'em rolling!

Bruce

Next Meeting

Sunday July 7

@

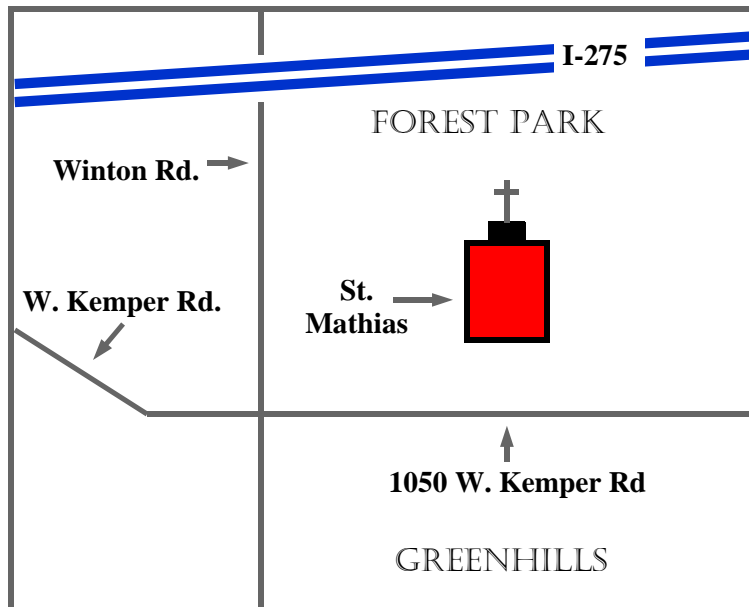
**St. Mathias Church
1050 W. Kemper
Forest Park**

Directions:

From the North: Take the Winton Rd. exit off of I-275 and go South to Kemper Rd. Turn left (east) on Kemper. St. Mathias will be on your left.

From the South: Go North on Winton Rd. Turn Right on Kemper Rd. to St. Mathias on your left.

From the East or West: Follow Kemper Rd. to 1050 W. Kemper Rd. on the North side.



Coming Down the Line

Cincinnati Division 7, MCR, NMRA
2013 Schedule

NOTE: ALL REGULAR MEETINGS START AT 2PM
(Unless otherwise notified)

<u>Date</u>	<u>Location</u>	<u>Program/Speaker</u>	<u>Layout Visits</u>	<u>Contest Topic</u>
7/7	St. Mathias Church 1050 W. Kemper Forest Park	Frank Telewski <i>Logging Operations</i>	Dave Puthoff Steve Montgomery	<u>Models:</u> Diorama (On-OR-off line) <u>Photos:</u> Train in inclement weather
7/14-20	NMRA National Conv. Atlanta, GA	Many Clinics	Choice of Local Layouts	National Competition
7/18	Resurrection Lutheran Church	Lebanon Sub Meeting Lebanon, OH	NA	Show & Tell
8/15	Resurrection Lutheran Church	Lebanon Sub Meeting Lebanon, OH	NA	Show & Tell
8/18	Good Shepherd Lutheran Church Kenwood	Gerry Albers Sam Swanson <i>"Making Water"</i>	Paul Miklos Jim Stewart	<u>Models:</u> Non-rail Vehicles <u>Photos:</u> Railroad Signals

Around the Region

8/8-11	Steel Mill Modeling Seminar	Kent, OH
8/10	Summerail	Cincinnati Union Terminal
8/18	N.E. Ohio Train Show	Niles, OH
10/19-20	Cincinnati Model Train Show	W.Chester, OH
11/2-3	Dayton Train Show	Hara Arena Dayton, OH

National

2013

7/14-20	National NMRA Conv.....	Atlanta, GA
8/28-30	National NG Conv.....	Pasadena, CA

Modeling Problems? - Ask the Member Aid Committee

**Pat Homan (513) 861-2057
Bruce Knapp (513) 941-2713**

**Div. 7 Hot Line(513) 662-RAIL
Div. 7 Web Sitewww.cincy-div7.org
MCR Web Sitewww.midcentral-region-nmra.org**