

THE

Oil Can

May, 2013



Volume VII Issue 5



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The Editor's Corner

Don Phillips

I'm back. Rick Stern found he had too many other things going on and too little time available so unfortunately for the readers, I have taken *The Oil Can* back at least for the time being.

While reconstructing my files to resume the editor's duties, I came across this interesting statistic.

Our budgeted annual cost to put out the postal version of *The Oil Can* for the year 2013 is \$4,750.00. As of April 1st, the current membership for Division 7 stands at 314. Of those, 170 still receive their copy by *Snail Mail* at an annual cost of \$27.94 each. But 144 have elected to either receive it by email or read it on line which will save the division \$4,023.36 this year.

Maybe it's time we rethink how we are doing this.

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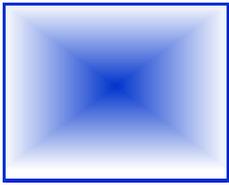
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The Oil Can is a publication of Cincinnati Division 7, Mid Central Region, NMRA, Inc. Opinions expressed herein are the authors and do not necessarily reflect the opinion of Division 7, the MCR, the NMRA, it's officers, or it's members.

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:

From the looks of his rig, the wildcatter on Rick Stern's layout is having a hard time making ends meet, mainly because of the low price of crude. Wonder what he would say if he knew one-day gas would be selling for almost \$4.00 a gallon



HEADLIGHTS

Randy Kerka
Superintendent

Once again, I sit down to write this month's column with absolutely no idea of what to write about. But never fear... about the time I have nothing to say will be when you're sending flowers to me and condolences to the real superintendent in my life.

Some of you may be aware that I have recently experienced trouble at home – make that trouble with my home. Several weeks back a windstorm removed a significant number of shingles off the ridge of the roof. The flashing around the chimney as well as the boot around the vent pipe were also ripped off. The next day it rained hard all day and night and it was water, water, everywhere inside the house. There is total destruction of the kitchen cabinets, hardwood floors, carpets plus a ton of ceiling and drywall damage in the basement, the first floor and the second floor. The house has been, for the most part, gutted. That's the bad news.

The good news is that I have a good contractor on the case, insurance will cover the majority of the repairs and we were (or Linda was) smart enough to insist on alternative housing coverage! The real good news is the West Chester & Southern Railroad came through the ordeal for the most part unscathed!!! So now all the basement furniture is piled up in the train room and you can't even walk in there. We are now "inmates" at the West Chester Residence Inn for the next 60-90 days.

So why am I boring you with my troubles? Simple... I have had an epiphany! At trying times like these, sanity can only be maintained by taking a look from the bright side. You see, I have always loved model railroading and have taken it for granted that the WC&SRR would always be waiting for me to go downstairs and make some progress. In retrospect, progress on the railroad had been slow or non-existent even before the "event". But I can say now... with no reservation... that when I get my wife's house (and my basement) back there will be progress! Think about it. For you basement layout junkies... how "empty" would each of you be without your kids' inheritance being accessible on a daily basis. OK, so our hotel room is filling up with scratch building supplies, tools and paint (shhhh!) but I promise to make the best of it. There is definitely a lesson in there somewhere.

Unfortunately, I had to miss the April division meeting as I accompanied 19 of my closest friends to the mountains of North Carolina to play 144 holes of golf in 4 days. I heard that Bob Shreve ran a good meeting and that no one ran screaming out of the building. My ears were burning all Sunday afternoon so I am certain that I was missed. How many "shots" did Frank Koch take at me??? Well... the honeymoon is over... I am back!

The Peachtree Express 2013 is the NMRA National Convention to be held on July 17th through the 20th in Atlanta. Ask around at the next Division meeting if you need a carpool buddy. I'm guessing that a lot of Division 7 members will be going. The same goes for the MCR Regional Convention in Dayton on May 15th through 18th. A Regional convention is the next best thing to a National convention and this one is right in our own back yard! Total emersion in model railroading without having to pay for a hotel room!

Bob Shreve will expand on the trip to see the Cinder Sniffers on May 11th. The Division 7 Website, www.cincy-div7.org, is also a wealth of information on this event. I would, however, like to offer my thanks to Division 7 member Denis Larrick and the whole Cinder Sniffers group for working with Bob and our Special Events Committee to make this visit a reality. I can hardly wait to get my fat butt on one of those skinny seats! Kind of like a tailgate party with train rides. Cool!

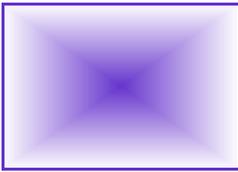
Speaking of the Division 7 Website, did you know that a lot of information is available there other than just where is the next meeting? There is a whole section with pictures of members' layouts! Take a look and if you'd like to get in on the fun with your own layout pix, contact our illustrious Webmaster, John Burchnall. You will also find links to area hobby shops, local clubs, The MCR, The NMRA and even our own Division 7 Company Store.

The Website also contains all the Electronic *Oil Cans* from January of 2012 through this issue! If you are getting the black and white US Mail version, please go to the Website and see what you're missing! Webmaster Burchnall (I really think he likes the sound of the "master" part) has posted a comprehensive list of model railroad activities around the region in the "Events" section. John has really taken charge of the Website and will be happy to entertain suggestions for improvement. As his skills develop and his comfort level increases, John will no doubt attempt a redesign of the website to give it a more contemporary look. But for now... it ain't bad... not bad at all! Check it out.

Anyone up for a little Live Steam? How about some coal-fired burgers?

That's it for now. See you all in May.

Randy



SECOND SECTION

Bob Shreve
Asst. Super

A large group of people turned out for our April meeting at the Anderson Senior Center. During the break after the business meeting, Michael York's display of parts he had custom made drew a lot of interest. Michael will be presenting a clinic next year showing how the latest 3D printing techniques can be used to create parts not otherwise available. Frank Koch answered lots of questions about the NMRA's Achievement Program. After the meeting, Rick Crumrine and John Listermann hosted layout visits. Thanks to Frank, Rick and John for their contributions to a successful meeting.

As has been noted here over the past several months, we have been invited to attend an operating session of the Cinder Sniffers group on May 11th on their outdoor layout in Indiana. Division 7 and Cinder Sniffers member Denis Larrick has been instrumental in setting up this visit. The Cinder Sniffers run coal, oil or propane fired live steam locos, plus battery or gasoline powered engines, on track gauges ranging from 7-1/2" to 2-1/2". We anticipate the operation session will start around 10:00 in the morning and run until sometime in the afternoon. Transportation to the layout will be the responsibility of the members. Division 7 will provide coolers of water and ice. Grilling is not permitted on the grounds. You will be welcome to bring a picnic lunch if you like, but you need to take all your trash with you when you leave. For safety reasons, everyone must wear sturdy completely closed shoes, and riders must not lean while riding the trains. You will probably be required to sign a liability release form to cover your visit to the property. Cameras are permitted while standing on the ground, but not while riding the trains. There is no rain date. The intent is to run the outing unless there is extremely bad weather. If there is a question about the weather on the day of the outing, please check the web site or the 662-RAIL hot line. A map to the layout is included in this edition of the Oil Can.

The MCR regional convention in Miamisburg, south of Dayton, will be May 15 to 18th. If you have not gone to a regional convention before, this will be a great opportunity considering the close proximity. It looks like they have a lot of good clinic topics on the schedule. Several Division 7 members will be giving clinics.

The June meeting will be on June 2nd at Hyde Park Community United Methodist Church. Remember, that's one week earlier than usual. Matt Snell will do double duty as both clinician and layout host. Dan Mack will also have his layout open after the meeting.

July will be another month with two activities. The Division 7 meeting will be on July 7th at St Mathias Church in Forest Park. The clinician will be Frank Telewski to talk about Weyerhaeuser Lumber operations. The NMRA National Convention will be in Atlanta from the 17th to the 20th.

See you in Indiana.

Bob

April Contest Results

Sorry, April Contest results were not available at press time.

OVERALL STANDINGS for 2013 (as of March 31)

Models

Frank Hermanek	04	Butch Sage	03	Anton Zillich	02
Georgia Dahlberg	03	Bob Adams	02	Ron Gribbler	01
Chuck Endreola	03	Rick Stern	02		

Photography

Georgia Dahlberg	05	Chuck Endreola	03	Jerry Baston	02
Randy Seiler	04	Jim Rollwage	03	Anton Zillich	01

Junior Division

Models

Anthony Zillich	03		
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Photography

Anthony Zillich	03
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June Topics:

Models: Any Thing Goes [Obviously we mean anything railroad models.]

Photos: Railroad Structures [ie. Stations, Freight Houses, Round Houses, etc.]

Jack Laubisch, Competition Chairperson, NMRA, MCR, Div. 7

John's Honest Raffle

Due to the special event at the Cinder Sniffers in May, and the lack of a regular meeting, the Raffle will be mostly taking the month off.

However, at the April meeting, we began another special raffle, which will carry over through the July meeting. This special raffle item is 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. The tickets are \$2 each or 3 tickets for \$5.

As with our other "special" raffles, you do not need to be present at the final drawing in July to win, but you do have to put your name and address or phone number on the raffle ticket you turn in. Those free address labels you get all the time in the mail are a really easy way to do that, so bring a few with you to the event, because....

If you can track me down at the May event, I will have a roll of tickets with me and I will be happy to take your money rather than make you wait until the June official meeting! Would not want to risk having you forget to buy tickets later, or miss both meetings, or even spend the money on something *other than trains* in the mean time!

John

**Division 7 Picnic Saturday May 11
10:00 AM until Early Afternoon**

Wear appropriate closed shoes

DO NOT DRINK THE WATER (bring your own)

Photography is allowed but **NOT** while riding the trains.

Be careful around the steam engines. Steam is **HOT**.

Bring your own lunch but remember Grilling is not allowed on the grounds

The division will supply coolers with water and ice

Picnic tables are available but please take all your trash with you.

If the parking lots are filled, park along the road but well off the pavement.

Also do not block the neighbors driveways.

Donations to help maintain the property are welcome!

Cinder Sniffers

The following is from a handout Denis Larrick distributed at the April meeting for our upcoming picnic at the Cinder Sniffers Live Steam Track on May 11th.

Six members who ran their live steam models in Bob Maynard's backyard founded the club in 1956. The first club track was built in 1965 around a small factory on Wayne Ave. just north of Lockland. They named it the Lockland and West Fork Railway but no sooner did they finish it and start running trains when the company that owned the factory went bankrupt and the track had to be ripped up.

The club purchased the first two acres of the present site in late 1966 and the first loop was opened in 1968. A third acre has been added and today the club has 2200 feet of four rail, rectangular steel bar welded track complete with a 100' trestle and a couple of bridges and can accommodate several scales and gages.

Members own their own equipment and run both diesels and live steam. Denis reports a ready-to-run small diesel costs about as much as a mid-range motorcycle but a beginner could start by building something as simple as a wooden flatcar. Trucks for such a home built project are available ready-to-run for approximately the price of a good sound equipped HO engine.

For more info on the club, go to www.cindersniffers.org

Fiction & Fact from Don's Almanac

Friday May 10th 2013 marks the 144th anniversary of the driving of the “Golden Spike” on the Transcontinental Railroad. For years history books have told about that historic event as having taken place on May 10, 1869 at Promontory Point, Utah. As is often the case, history was wrong. The event actually took place at Promontory Summit, Utah, which is out in the desert 35 miles north of Promontory Point. History is right about the date, it was supposed to have taken place on May 8th but was delayed two days because of rain.

Another interesting point is that both railroads had laid track way past Promontory Summit. The government was funding both railroads based on miles of track laid and each was rushing to get credit for the maximum mileage completed. It took congress to step in and stop it by selecting Promontory Summit as being approximately half way between the ends of the tracks that both railroads had completed. It wound up with the Central Pacific getting credit for 960 miles from Sacramento, California and the Union Pacific getting credit for 1086 miles from Omaha, Nebraska.

Also, although it was touted as linking the United States coast to coast by rail, it did not. A bridge was soon completed west of Sacramento to complete the western end, but for three years after the ceremony, cars had to be ferried across the Missouri River between Council Bluffs, Iowa and Omaha Nebraska. It wasn't until 1872 when the bridge across the Missouri River was finally completed that there was a continuous track from New York in the east to San Francisco in the west.

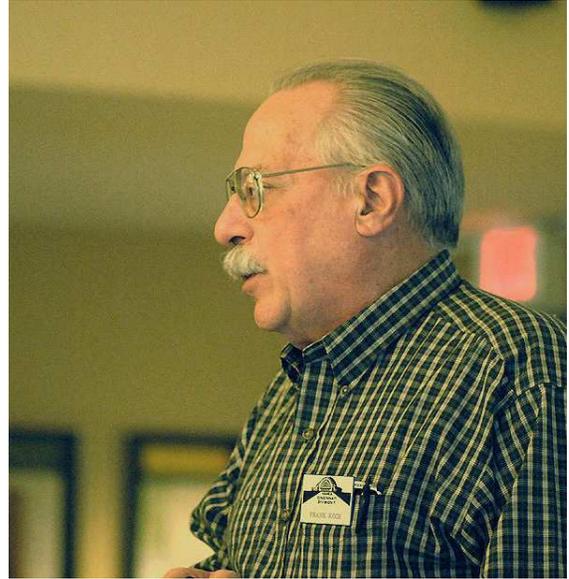
In reality, instead of one, there were four spikes used in the ceremony. Two were cast in gold, one was cast in silver and the fourth was a standard spike that had been plated. Needless to say, all were removed after the ceremony along with the special, predrilled tie that was used for the occasion and replaced with a standard tie and spikes.

With gold approaching the \$2000 an ounce category, I wonder what one of those gold spikes would be worth today.

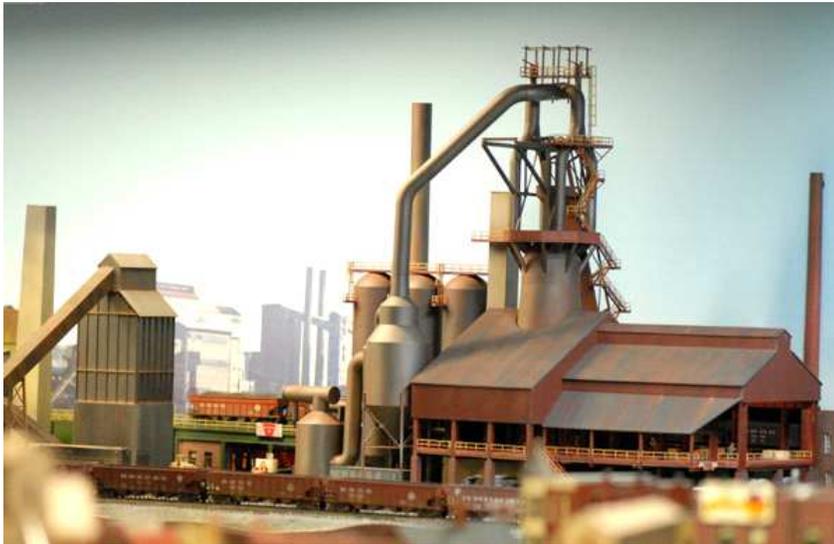
April Meeting

April Clinician: Frank Koch

All about the NMRA's achievement program and what it takes to acquire each of the certificates.



A Visit to Rick Crumrine's Layout



Major Industry

Also see the Cover



Small Coal Mine

April Open House at John Listermann's Layout



Freight House



Passenger Station



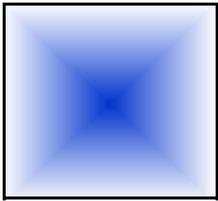
Street Crew



Sanding Facility



Dead Deer



KNAPP'S NOTES

Bruce Knapp

Never Watch the News

I am watching the ABC nightly news as I begin work on my article. What a week this has been, two bombs at the Boston Marathon and a massive fertilizer plant explosion in Texas. Both events led to injuries and loss of life. Last night law enforcement caught up with the young men responsible for the bombing, again with loss of life. Tonight I am watching the police close in on the second suspect in the Boston explosions. I am wrestling with something happy to write about and then I realize our hobby is a way to escape some of life's unpleasantness. I can escape to Trinidad, Colorado in 1951 and continue to recreate the magic that was Santa Fe's Raton Pass. My world features big steam, War Bonnet paint schemes, and the Santa Fe's wondrous passenger trains, complete with Fred Harvey diners. Model railroading is a wonderful cathartic for the stress of everyday life and central to this is the NMRA and Division 7. Another escape, for me at least, is one of Dan Miller's auctions, one of which I duly attended last night. I didn't purchase any model railroading items, but I did buy two collectable ceramic objects for my wife. [I am blessed with Margaret and try to keep her happy] It was fun to see some very rare Lionel pre-war items auctioned off along with some very nice artwork. By the way, Margaret was very pleased with my purchases. Model railroading and making music are two passions that make life very enjoyable.

The Division Raffle is Outstanding

John Shields and his staff did their usual outstanding job with the monthly raffle. There was absolutely no sign of irregularity and Randy Kerka was not a winner this month leading to the unfortunate suspicion that there was something dishonest going on. I can tell you that there was absolutely no dishonesty. [Isn't it amazing how my attitude changes when I win?]

New Products Coming

BLI is promising delivery on some very exciting new and/or upgraded motive power. On the list are upgrades to their NYC Hudson, the PRR 2-10-4, an N&W Y-6b, a PRR 2-8-0, and my favorite, an upgraded Santa Fe 2-10-2. Some of the models feature synchronized smoke. It will be interesting to see how the smoke feature will go over with the HO crowd, but it does look interesting. Bar-Mills is showing some exciting new models in both HO and O, along with great castings from Rusty Rail. I have been following MTH's new HO offerings with great interest as MTH has certainly been a major player in the O scale three rail market for quite a few years. My concern is that MTH's version of DCC doesn't meet the NMRA recommended practices. In any case, their locomotives and rolling stock certainly look great. I hope to see everyone at Dover, Indiana for the Division picnic.

Keep 'em rolling:

Bruce

Division Picnic

Saturday May 11

10 AM to 2 PM

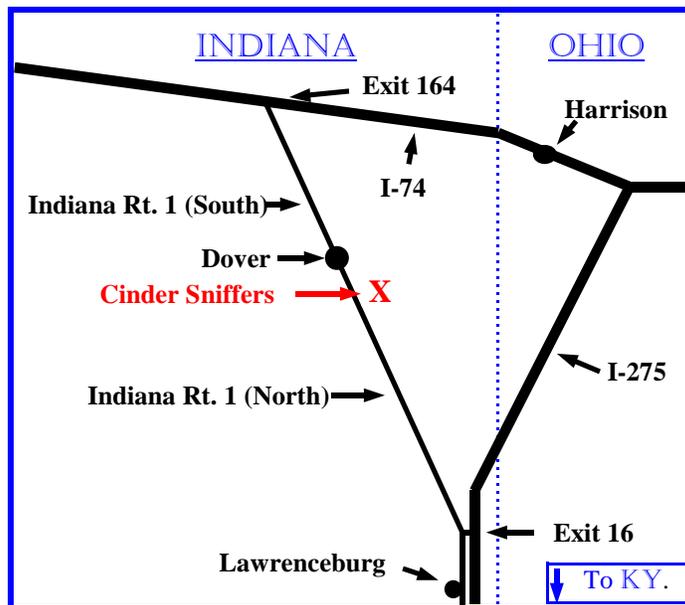
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**Cinder Sniffers' Outdoor Railroad
Dover, Indiana**

Directions:

From I-74; take Indiana exit 164 and go South on Indiana Rt. 1 approx. 5 miles through Dover, IN. When you pass a large gray barn on your right, look for the entrance to Cinder Sniffers on your left as Rt. 1 starts downhill.

From I-275; take exit 16 (Bellevue Dr.) Go west across Rt. 50 to Ridge Ave. (Indiana Rt. 1) Turn right and follow Rt. 1 North approx. 9.3 miles to Cinder Sniffers entrance on your right at the top of the hill. If you come to Dover, you've gone too far.



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>
5/11	Dover, Indiana	Division 7 Picnic	Cinder Sniffer's Live Steam Track	No Competition
5/16	Resurrection Lutheran Church Lebanon, OH	Lebanon Sub Meeting	NA	Show & Tell
6/2	Hyde Park Community Methodist Church	Matt Snell	Dan Mack Matt Snell	<u>Models:</u> Any Thing Goes <u>Photos:</u> Railroad Structures
6/20	Resurrection Lutheran Church Lebanon, OH	Lebanon Sub Meeting	NA	Show & Tell

Around the Region

2013

5/15-18 MCR Region Convention.....Dayton, OH

National

2013

5/17-19 Cass Rail Fan Weekend.....Cass, W.VA
6/5-9 National Garden Rwy. Conv....Cincinnati, OH
6/26-30 National N Scale Conv.....Milwaukee, WI
7/14-20 National NMRA Conv.....Atlanta, GA
8/28-30 National NG Conv.....Pasadena, CA

Modeling Problems? - Ask the Member Aid Committee

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Bruce Knapp (513) 941-2713

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Div. 7 Web Sitewww.cincy-div7.org
MCR Web Sitewww.midcentral-region-nmra.org