

THE

Oil Can

May 2012



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The Editor's Corner

Don Phillips

I apologize for the abbreviated Electronic Oil Can this month. Besides being out of town three of the last 5 weeks, I've had to spend a lot of extra time playing catch-up at work. Hopefully, things will be back to normal by next month.

I did take a day off Saturday the 28th to attend the annual Hoosier On30 meet in Edinburg, Indiana. Besides a chance to see Ron Lane's Mann's Creek layout again, I was able to take a good look at several miniature layouts on display. Needless to say, they were all On30 gauge and featured continuous running trains. Included was one that was entirely built on a door with a multi-level track plan, 15 inch radius curves, and two reversing loops. One that featured 5 inch radius curves with a Bachmann Porter pulling a couple of ore cars and a caboose. Last but not least was a small fully scenicked layout by our own Roy Hord with 12 inch radius curves and even included a scratch built turntable. Roy said it took him a little over a year to complete it.

When I got home that night, I took a good look at what was to be my 5th attempt at a layout. Of the first 4, two never got scenicked and one never reached the continuous running stage. None were finished. As for the current one, I started it last fall and estimate I probably have 40% of the framing done and it's May already. At the rate I'm going, I probably won't live long enough to see trains run on it.

After applying some realistic thinking, I'm now at the "back to the drawing board" stage. A small compact and portable layout is beginning to make a lot more sense. At least until I get to the point where I can devote more time to building the larger one.

Who knows, I might even finish one this time.

Contents

3 - Headlights	7 - Ron Lane's
4 - 2nd Section	Mann's Creek
- CCNRHS rail trip	8 - Knapp's Notes
5 - April Competition	9 - Down the Line
6 - Gerry Albers' Virginian	

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.

Cover:

Number 508 brings a string of varnish past the station at Alloy on Gerry Albers' Virginian layout

Photo courtesy of Gerry Albers

Update: New Faces...

Last month I wrote about all the new members in Division 7. This month the total since January 1st is now around **39!** If those folks all attended a meeting together, there would be more folks than attend most other Division meetings in the whole of the NMRA! We are indeed a fortunate Division! It would be redundant to again explain how this happened... I wrote about it and credited those involved last month.

But it does bring to the front of my mind what the Division's responsibility is to those new members to make certain that they integrate seamlessly into the flow of Division activities. Therefore, I am looking for that one special person upon whom to bestow the title of "New Member Ambassador". Those of you fortunate enough to remember the late Scott Firth know that for years he took it upon himself to be that person. I will never forget how Scott and others made me feel welcome and made my assimilation into the flow of things quick and painless. If you think you may be that guy or gal, please step up and take the throttle. If I do not hear from a "Volunteer" you might just expect to get a tap on the shoulder. It is incumbent upon each of us to make certain that everyone finds value in his or her decision to join us.

Another thing that concerns me is the wider difference in skill levels with respect to modeling that may now exist. Bob Shreve works hard to keep a steady flow of new and different how-to clinics on the Program Calendar but he will be the first to tell you that he always takes kindly to suggestions. There are several Division members who love the limelight and would likely be glad to tailor a clinic to the needs of the group. If you are THAT guy or gal, we need to hear from you too!

Again, please join me in welcoming our new members at each and every regular Division 7 meeting. Find someone you do not recognize and introduce yourself to our new members. Please try to recall that first meeting YOU attended when you knew no one.

And a little bit about "volunteering"...

I believe that people volunteer because of their passion for a cause. And when they actually believe in that cause, the strongest level of commitment follows. When people believe in the cause of an organization that's when the volunteer is highly motivated. Now I am not hinting that our volunteers are on the level of Gandhi or Mother Teresa, but people join and volunteer because they believe the cause is right. This is the highest level of motivation. Model railroading is our cause... yours and mine. (OK, so philosophy was never my long suit.)

That said we have many volunteers filling the various positions required to make the Division run smoothly month after month and year after year. Several of these folks have been hard at it for many years. A few can use a little help. You see Jack Laubisch laboring over the Model/Photo Contest, Jerry Michael at the Video Desk, Paul Mussleman at the Company Store, John Shields at the Raffle Table, Rick Crumrine runs the Cincinnati Model Train Show, Dianne and Don Rowland run the Flea Market and Don Phillips edits and produces the Oil Can. All of these folks and many more are passionate about the hobby but I am betting that none would mind taking on an "intern". If you happen to be interested in any of these areas... PLEASE... let me know.

How it used to be...

Baseball-by-rail got a reincarnation Friday, April 20th when Whitewater Valley Railroad of Connersville, Ind., ran three private passenger cars from Indianapolis to Chicago for the Reds-Cubs game at Wrigley Field that afternoon. Unfortunately, I had to work my real job but I hope some of our members got the chance to climb aboard!

And the winner is...

Maybe you haven't heard, but yours truly won the blue ribbon in last month's modeling contest. I suppose I should not brag since mine was the ONLY entry in ANY of the three categories! OK... now that is ridiculous. Come on, folks. Although I likely would have won had there been fifty other entries, it would be nice to know for sure!

There are still a few seats on the bus...

At last check The "Buckeye Express" bus trip still had a few open seats! This is the Division 7 "Event of the Year". Don't miss it. Find more information on the Division 7 Web Site.

There is no May meeting due to the bus trip, so we'll see you at Anderson Senior Center on June 10th,

Randy

SECOND SECTION

Bob Shreve
Asst. Super

Pleasant weather greeted a large group of people attending the April meeting at Good Shepherd Lutheran Church in Kenwood. Many of our new members were attending their first meeting, and what a meeting it was! Allen McClelland and Gerry Albers showed how Allen's V & O railroad lives on as part of Gerry's Virginian Railway layout. Allen has been a great friend to us here in Division 7 over the years and it is always a pleasure to see his presentations. After seeing some "teaser" photos during the clinic, meeting attendees were given the opportunity to see the rest of Gerry's layout after the meeting. Jim Stewart also had his layout open for visitors. While looking at the height of the benchwork on Jim's layout, it occurred to me you could store a lot of stuff under there. Hmm, if I design my layout to have some high benchwork like that, a lot of the junk in the basement could just migrate to the space below the layout. Something to consider. Our thanks to Allen, Gerry, and Jim for a very enjoyable afternoon.

By the time you read this the 2012 Regional Convention in Pittsburgh will probably be in the past. I hope everybody who went had a good time. The 2013 Regional Convention will be a bit closer, in Dayton, so I'm sure we will have a large contingent of attendees next year.

May 5th is the annual Division 7 bus trip (which may or may not be in the past when you read this). This year John and Merlyn put together a trip to Marion, Ohio and several layouts along the way. The bus trip will be the only Division 7 activity in May.

In June, we will be in the eastern suburbs of Cincinnati at the Anderson Township Senior Center. Dave Keith will give a clinic on Time Table / Train Order Operations. After the meeting, Rick Crumrine and John Listermann are planning to be open for visitors.

The July meeting will be at St, Matthias church in Forest Park. In order to fit into the church schedule, it was necessary to move the meeting **one week later to July 15th**. The date change also worked out better for the scheduled clinician, Dave Puthoff. Dave will show how he makes signals for his layout which plug in to a receptacle in the scenery base.

See you at the June meeting.

Bob

The Cincinnati Chapter of the NRHS and the Whitewater Valley RR are running a steam-power excursion out of Metamora IN. on Friday May 18th.

The engine, Lehigh Valley Coal Co. #126, a saddle-tank 0-6-0, has been completely rebuilt as of January this year. Boarding at Metamora will be at 9:30 AM. The train will travel to Laurel, Indiana for lunch at the Historic Laurel Hotel and return to Metamora at 4 PM with photo run-bys along the way

Tickets are \$75 per person and include lunch. For more information, see the Cincinnati Chapter NRHS web site.

Did you know ?... Division 7 membership stands at 323

Note: There was no contest in March — The Spring Flea Market was the overall winner.

Contest Results for April

Models: On-Line Dioramas

Scratch Built:

1st Pl. Randy Kerka N Scale Pallet Factory

No other entries Submitted — (Randy soooo humbly accepted his ribbon)

Photos: Division 7 Member's Layout

Photo had to be of a Division 7 Members layout. One entry that was not of a Div. 7 members layout was rejected.

Print Model: (3-way tie!!!)

1st Pl. Jerry Baston: L&N Coaling Tower on Perry Simpson's layout.

1st Pl. Jerry Baston: PRR Loco on Curt La Rue's layout.

1st Pl. John Listermann: V&O Caboose on Gerry Albers' layout.

Contest Chairperson's Comment: Our division has so many Great Layouts that it is understandable why ties such as this would occur. However, by BOD ruling, no other ribbons are permitted to be awarded.

2012 Overall Standings thru April

<u>Models</u>				<u>Photos</u>	
Jim Bonnett	08	Perry Simpson	03	Jerry Baston	10
Ron Gribler	06	Georgia Dahlberg	02	Roy Hord	05
Rick Stern	05	Tom Brueggemann	01	Jim Corbett	03
Jim Corbett	03	Bob Chapman	01	John Listermann	03
Randy Kerka	03	Rick Taylor	01	Georgia Dahlberg	02
Jim Rollwage	03				

There will be no competition in May (Division 7 Bus Trip)

June Competition

Models: Off-Line Dioramas (Max. 432 Sq. In.)

Any structure **Not** serviced or owned by a railroad. (This is not a thin line format.)

Photos: Personnel Workin' on the Railroad. **Note:** I have gotten a couple of phone calls making inquires relative to this category - All I can say at this time is: "We have some very creative and imaginative members in our division. I can't wait for this category to be contested - and the rest of you...put on your caps and be creative too."

Jack Laubisch

Competition Chairperson

PS: Each month I have been posting on the contest table a laminated copy of the rules for our local competition as outlined by the BOD of Div 7. Hopefully, this posting will help should you have any questions.



Scott Firth Oil Co. A scene on the V&O interchange of Gerry Albers' Virginian layout

GERRY ALBERS' VIRGINIAN



Backside of the Scott Firth Oil Depot



A V&O freight clears a rural crossing on Gerry's layout

Pictures courtesy of Gerry Albers

PICTURES FROM THE RECENT "HOOSIER ON30 MEET"



West Virginia coal mining as it was.

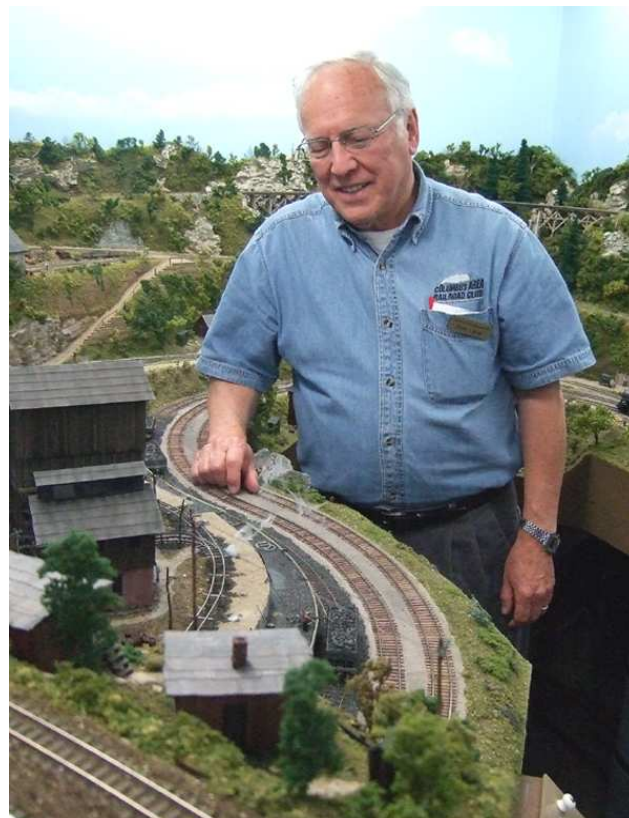


The standard gauge C&O hugs the river as the narrow gauge Mann's Creek Rwy. climbs out of the valley.

RON LANE'S MANN'S CREEK LAYOUT



The smoke coming from the coke ovens tells us it's a busy time for the Mann's Creek Railway.



Ron Lane MMR and his smoking coke ovens.

Confessions of a Novice Operator

I think, like many of you, my earliest model railroading experiences were thanks to the gift of an electric train [in my case, American Flyer], for Christmas 1949. My first layout was a loop, with a passing siding; when I converted to HO in 1957, my first HO layout wasn't much better. I was a rail-fan, who enjoyed [?] watching trains. My first real exposure to operations happened at the MCR region convention in 1986. My first real attempts at an operating layout came in 1988, when I purchased John Robert's Blue Ridge and Southern. John's layout had been designed for operation, so I modified and adapted the layout to my railroad. Over the years, I was able to develop fairly realistic operations, using switch lists. I was ably assisted by the two noble gentlemen [Keith Corman and Merlyn Jarman] who are part of the [real] Ohio Valley Gentlemen's Sipping and Switching Society. I have been privileged to operate on several outstanding railroads, including both of John Altshool's Santa Fe Southwestern Railroads, Rick Stern's Santa Fe in California, Bob Fink's Dayton inspired layout, and even tried my hand at O scale operations at the Cincinnati Model Railway Club. Despite the above, I still consider myself an operations novice.

I was invited to Gerry Albers' layout for an operating session on Saturday, April 21st. What a fantastic experience. Not only did I have fun, but I also learned a great deal about operations and layout planning. Gerry Albers is the consummate host, the crew lounge area is very large and comfortable, plus the pizza, and other refreshments were excellent. (First lesson of the day; use my T.V. room downstairs for my crew lounge.) Gerry's Virginian Rwy is a well-planned, highly detailed model of railroading in West Virginia, complete with active interchange with many of the railroads that serviced the state in the late 1950's. Gerry's Virginian Rwy interchanges with the C & O, the New York Central, the N & W, and the Virginian & Ohio. The railroads still use steam and first generation diesels, to move coal traffic [lots and lots of hoppers]. Gerry uses the Digitrax wireless system, plus computer generated signals and a dispatcher at Mullens, WV.

I was assigned to the V & O, which begins in hidden staging at Dickinson, WV and ends in hidden staging at Gauley, WV. The V & O's major interchange with the Virginian is at Alloy, WV. My first assignment was to a V & O through freight, so I could get a "feel" for both the railroad and the throttle. [I am an NCE user] We worked a 12-hour trick [3 to 1 "fast time"]. My entire trick was spent on the V & O, supervised by the road's superintendent. Before there are any smart-aleck remarks, Allen and I are friends, so I overlooked his remarks about the Santa Fe. My third assignment was a through train from St. Louis; I began in Dickinson and ended in Gauley with setouts at Alloy. The fascinating part of this V & O train was its motive power, 201L and 201A, both Santa Fe F-3's. The operating session at Gerry's was over all-too-quickly, as my last train pulled into Gauley and I surrendered my throttle to Allen. I not only enjoyed the session, but I learned a lot about layout planning, design, and construction. Among the lessons learned, [1] the crew lounge needs to be inviting, [2] plan carefully and use the prototype, [3] take the time to do it right the first time, and [4] get an outstanding group modelers to assist. Gerry's Virginian Rwy is one of those pikes that can truly be called outstanding. The track work is flawless, the scenery is magnificent, and the operation is straightforward and challenging. Thanks, Gerry for sharing with this novice. I hope to apply all the lessons I learned.

April's Meeting

I am sorry to have missed April's meeting as I really wanted to hear Allen's clinic [talk about a great tutorial]: I was involved in a memorial service for a friend who succumbed after an 18 month battle with Pancreatic Cancer. I understand Allen's clinic was outstanding, as usual. I did hear something about V & O cabooses. I also heard some unsettling news about our raffle and a certain Mr. Kerka. I will look into it and report next Oil Can.

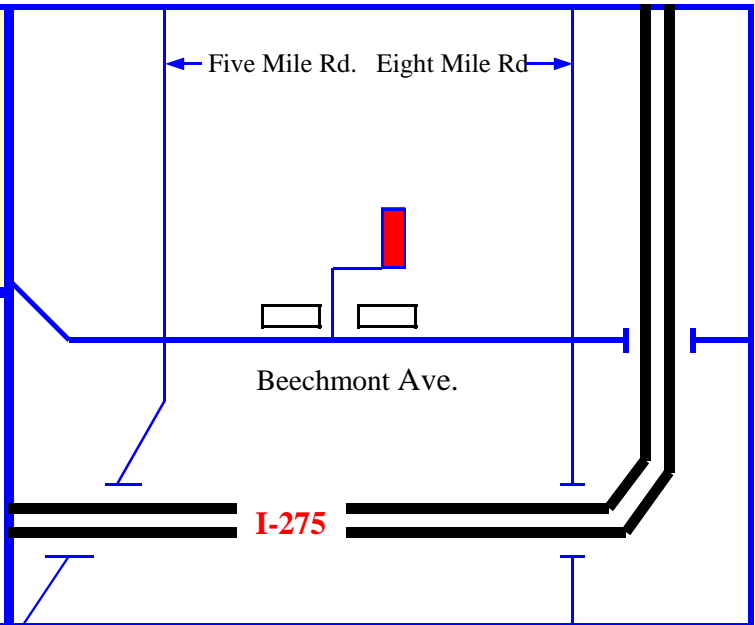
Keep 'em rolling

Bruce A Knapp

Next Meeting

2 PM Sunday June 10th
@

Anderson Senior Center
7970 Beechmont Ave.



NO MAY MEETING

Directions: To the **June** Meeting
7970 is on the North side of Beechmont between Five Mile and Eight Mile Roads. It sits well back behind several other buildings and is hard to see from the road. Look for the approx. Address and turn in on a driveway between the buildings. You'll find it in the rear behind the other buildings.

Coming Down the Line

Cincinnati Division 7, MCR, NMRA
2012 Schedule

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

<u>Date</u>	<u>Location</u>	<u>Program/Speaker</u>	<u>Layout visits</u>	<u>Contest Topic</u>
May 18	Resurrection Lutheran Church	Lebanon Sub Meeting	None	Show And Tell
June 10	Anderson Senior Center	Dave Keith Train Order Operations	Rick Crumrine John Listermann	<u>Models</u> Off-Line Dioramas <u>Photos</u> Workin' on the RR
July 15	St. Matthias Forest Park	Dave Puthoff Operating Signals	To be announced	<u>Models</u> Flat/Gondola Cars <u>Photos</u> Trains @Serv. Facility
July 19	Resurrection Lutheran Church	Lebanon Sub Meeting	None	Show and Tell

Around the Region

5/18 NRHS Steam Power-Excursion Metamora, IN

National

5/4-5	National Z Ga. Conv	Denver, CO
6/27-7/1	National N Ga. Conv.	Medford, OR
7/18-21	National O Ga. Conv.	Parsippany, NY
7/29-8/4	National NMRA Conv.	Grand Rapids, MI
8/7-11	National S Ga. Conv.	Chattanooga, TN
9/12-14	National NG Conv.	Bellevue, WA

Modeling Problems ? Member Aid Committee

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Bruce Knapp (513) 941-2713

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MCR Web Site www.midcentral-region-nmra.org