

THE

Oil Can

July 2012



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The Editor's Corner

Don Phillips



Photo by G. Dahlberg

Georgia Dahlberg's scratch built HO model of the 200 year old tavern that still exists today at Sherman, Kentucky. Read the story of the prototype and how Georgia built the model on page 9.

HOC MODO FERROVIA OPERARE INFERNO EST

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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.

Cover:

An example of the realistic scenery on John Listermann's basement filling, beautifully detailed HO layout.

The New Member Ambassador Program is fired-up and ready to roll!

Georgia Dahlberg, MMR, stepped up and has agreed to spearhead Division efforts to make all our new members feel welcome, assist them in their integration into Division activities and probably most important of all... help them get past that apprehension we all remember that first few meetings in a room full of people we did not know. How uncomfortable was that? Obviously, Georgia cannot do it alone. I am calling on each one of you to supplement her efforts by making anyone you do not know feel welcome.

To make this a bit easier I have “decreed” that ALL attendees to EVERY Division meeting will have some sort of name tag. Knowing how carefully model railroaders monitor their expenses, you will be happy to know that this requirement will be simple and cost free! We have printed up some “official” (but really cheap) stick-on paper name tags. Georgia (or someone on her committee... yes, she is a committee chair) will be conspicuously sitting near the door when you enter each and every meeting and will “tag” you. If you have already invested in one our very cool permanent name tags you won’t need one of the new “disposable” ones. So please wear it as that will identify you to everyone as a “not cheap” old head who shelled out eight bucks! Permanent nametags are available from Crazy Paul Musselman at the Company Store.

Anyone interested in assisting in this effort should let me or Georgia know. As time goes on, Georgia will be coming up with new ideas and actively pushing our new folks towards the Member’s Aid gang. So Pat and Bruce... be ready!

The Summer Doldrums...

Maybe not everyone agrees, but I find that with the summer months and all the outdoor activities demanding our time, comes a certain malaise with respect to model railroading. This is certainly the case for me... there is grass to be cut, golf to be played, etc. The layout kind of just sits there; structure projects are put on hold and my track seems to develop a coating of gunk from somewhere.

So while most of us are wondering if we will ever get back to some hard-core modeling... certain Division members are already hard at work on the 45th Annual Cincinnati Model Train Show, October 20 & 21 at Lakota West High School. The CMTS is the longest continuously running train show in the universe. (Well, at least in the state of Ohio.) CMTS Show Chair Rick Crumrine is hard at work coordinating and facilitating the CMTS. Roy Hord is booking vendors as I write and has been at it since the end of last years show. Ed Wagner is busy coming up with new and innovative ways to publicize and promote the Show.

But alas, it takes a lot more than just the untold hours put in by these three folks. The Cincinnati Model Train Show is our biggest fund raiser of the year and its success is critical to our success as a Division! There are probably 100 more jobs required to bring another successful CMTS to the public. Most of these jobs only require an hour or two. None require any training or stress.

So when the dreaded sign-up lists appear at Division meetings in September and October... PLEASE lend a hand! This is a great way for you new folks to get into the “swing” of things.

BTW, if there is anyone out there who prints well and would like to take over as the official Division 7 sign maker... I’d have no problem passing this job along since my signs are generally crappy and no one really believes me when I tell them my 6 year-old niece did them since I have been using that lame excuse for twenty years.

Continued on Page 4

SECOND SECTION

Bob Shreve
Asst. Super

The June meeting found us in the eastern suburbs at the Anderson Township Senior Center. Dave Keith presented an audience participation clinic on Time Table / Train Order Operations. John Listermann and Bob Shaw had their layouts open after the meeting. Thanks to Dave, John, and Bob for making the afternoon complete.

The July meeting will be **one week later than normal on July 15th** at St, Matthias church in Forest Park. Division 7 member Dave Puthoff will show how he makes signals for his layout. John Miller and Bill Doll will have their layouts open after the meeting.

The August meeting will be at Hyde Park United Methodist Church. Mike Mereness will make a second attempt to give his presentation on coal mines and how they generate traffic on your model railroad. His first attempt last year was thwarted by an adverse medical condition.

In September, Bob Weinheimer will be here from Charleston, WV. He will have a presentation on getting started in operations on your model railroad. At the time of this writing (late June), I am working on getting the Erlanger library as our meeting location. Bob Adams and Division 7's newest MMR Georgia Dahlberg will have their layouts open after the meeting. Carpooling to Georgia's house should be considered, as she lives down in Williamstown, KY. I figure for as much as she drives up here to Cincinnati for meetings and other Division 7 events, it's our turn to drive down to her neighborhood. I'm anxious to see how all of those great structures she brings to the meetings look on her layout.

In 2013, I am looking to get back to more basic modeling clinics. I'm looking for people to give presentations on backdrops, scenery, rolling stock, weathering, etc. Contact me if you have a clinic you'd like to present.

See you at St. Matthias on July 15th.

Bob

Headlights: Continued from Page 3

The Elections for National NMRA officers are over.....

Although you could no doubt find this information elsewhere, this recap of the NMRA National elections is for you good folks who rely on yours truly for all official information! That said, the National Ballot Committee has met and issued the official results of the election from this spring. The results are:

President - Charley W. Getz, IV. HLM
Vice President: Administration – Dave Thornton
Vice President: Special Projects – Bill Kaufman
Eastern District Director – John Roberts, MMR, HLM
Pacific District Director – Mike Bartlett
At-Large North America Director – Miles Hale, MMR

And very soon the term of our Division 7 member Mike Brestel as NMRA President comes to a close. Personally and as Division 7 Superintendent I would like to thank Mike for his service to the hobby. It has been a great ride. I believe I speak for the Division when I say that we well all miss his National Reports.

See you all at St Mathias Church on July 15.

Randy

Contest Results for June, 2012

Models: Off –Line Dioramas

Box Stock: No entries submitted

Kitbashed: No entries submitted

Scratch built: 1st Place: Georgia Dahlberg, MMR: Chevron Gas Station at Indian Springs
No other entries submitted

Photos: Personnel Workin' on the Railroad (13 entries)

Print Proto: 1st Place: Jim MacKnight: Crew on Denver and Silverton
2nd Place: (tie) John Listermann: Fireman at Dollywood, TN
2nd Place: (tie) John Listermann: Steam Loco Crewmen

Print Model: 1st Place: Bob Adams: Dispatcher's Board on Gerry Albers' layout
2nd Place: Bob Adams: Track repairs on his layout
3rd Place: Bob Adams: John Rinehart at the throttle on Bob Adams' layout

2012 Overall Standings thru June

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

July Competition

Models: Flat Cars, Hoppers, or Gondolas (with or without loads) This includes covered hoppers.

Photography: Trains at Service Facilities (Examples: Repair Shops, Roundhouses, Sanding Facilities, Coaling Towers, Water Towers, Ash Pits etc.

Jack Labisch

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 you should you have any questions.

Cincinnati Northern Club

The Cincinnati Northern Model Railroad Club will display their HO Scale modular layout at the National Train Show in Grand Rapids. This 10 X 17 ft. layout earned a 1st Place award in Milwaukee two years ago and was featured in the 2012 issue of Model Railroad Planning. The Cincinnati Northern Club regularly exhibits this layout at our Division 7 Fall Train Show.

They are currently building a permanent layout that will represent the Cincinnati Northern from Franklin to Van Wert, Ohio. If you want to visit the club on Tuesday evenings at Old Ross High School, please contact Greg Klinker at qlbklinker@hotmail.com for details.

Division 7 Video Library

Jerry Michaels reports the following VCR tapes have been added to the Division 7 Video Library.

Across Donner Summit
Omaha: Rail Metropolis of the Prairie
8444 Rides Again (1989)
St Louis Steam Celebration (1990)
Thomas and the Magic Railroad
Union Pacific #8444 (1987)

Remember: you need a VCR player to view these tapes.

The First Electric Model Train

Several years ago we ran an article in the Oil Can about Cincinnati's Carlisle and Finch Co. who produced the first commercial electric model train in 1896 years before Lionel came on the market. Their first model was a 2 inch gauge 4 wheel trolley car. A year or two later they came out with their first model of a steam locomotive, a 2 inch gauge 0-4-0. By 1900 their catalog listed dozens of trains, cars, track, and accessories. Included in that catalog was the original 0-4-0 and along with it's tender was one of the most expensive items listed at the exorbitant price of \$6.50. I recently ran across one for sale on the internet. The asking price (in good condition) was \$2600.00.

Incidentally, if you think of yourself as roughing it by not having DCC, consider what you had to do in 1900 to run your electric train. Since very few houses had electricity in those days, Carlisle and Finch offered a hand powered dynamo for \$6.50. You hooked the wires to the track and the faster you cranked, the faster the train went. If you were lazy, for \$7.50 you could buy a water-powered dynamo that hooked up to a water faucet. You could vary the speed by opening and closing the faucet. A more expensive method involved making a couple of wet cells which you could buy or make yourself. Rich people who had electricity had to reduce the voltage to that required by the models so Carlisle and Finch included a drawing for free showing how to do it by using two mason jars filled with a 10% solution of sulphuric acid with 4 strips of lead wired in series with a 20 candlepower (watt?) incandescent bulb. (to run two trains at the same time you switched to a 40 candlepower bulb) It makes no mention of how to vary the voltage to control the speed.

Estate Sale of Model Railroad Items

Worthwhile Estate Sales of Dayton has announced they will be conducting an estate sale of a huge collection of model railroad items. Included are over 100 locomotives, 1000+ pieces of rolling stock, and numerous buildings, accessories, figures, turntables, bridges, etc.

I contacted Mr. Chuck Button, owner of Worthwhile for details and specifically asked what scale was involved. He sent the data on the sale and a lot of pictures showing tables full of buildings, bridges, and cardboard boxes of freight and passenger cars but did not advise the scale. (He probably doesn't know or else he figured I could tell from the pictures). The only clue I have is a lot of Athearn blue boxes in the background so I'm guessing its HO.

The model railroad equipment sale will take place July 26th. thru 28th. The hours are:
Thursday & Friday 9:30 – 4:00 Saturday 9:30 to 2:00

Mr. Button advised this is a TAG SALE not an auction and all items will be priced. Also, since a huge crowd is expected, they will pass out numbers at 8:00 AM Thursday July 26th. And the numbers will hold your place in line until 9:30 when the doors open. Only a limited number of buyers will be allowed in the house at any given time and it will be on a first come, first serve basis and it's cash only.

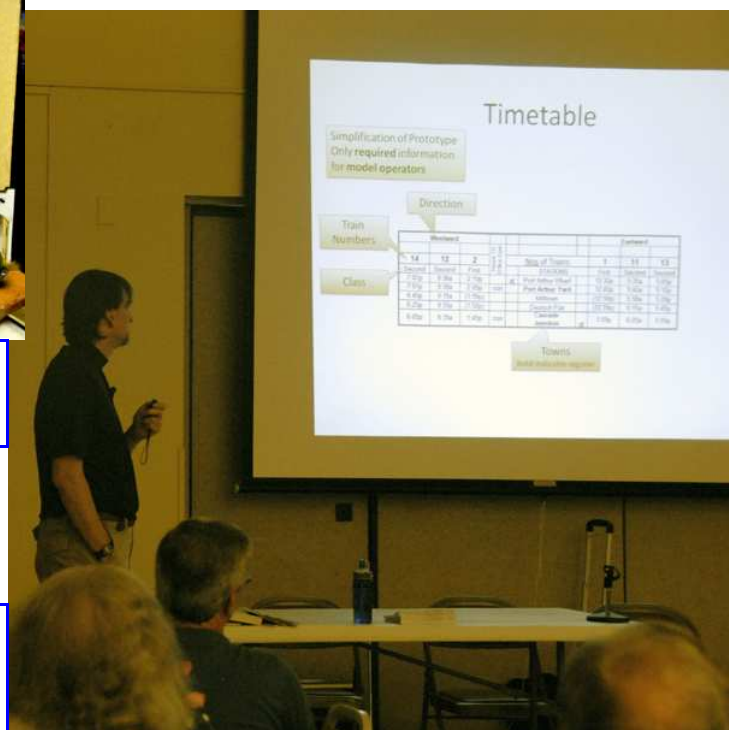
For additional information, contact chuck.button@worthwholesale.com

JUNE MEETING



**1st Pl. Scratch built:
Georgia Dahlberg MMR**

**Dave Keith Clinic
Train Order Operations**





JOHN LISTERMANN'S HO LAYOUT



Ron's Production Line Work Bench

RON GRIBLER'S O SCALE LAYOUT



Sherman Tavern

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

Transportation of all sorts seem to follow parallel paths. From animal game trails to the Modern Railroad and Interstate, going from hill to dale is more exhausting than the level path of the ridgeline. Here in Kentucky this is quite evident as shown on Colonial era maps showing the ridge trail from Lexington north to the banks of the Ohio across from the growing settlement of Cincinnati. The migration trail of animals to Indian trail to Colonial road, to early railroad to the seamless welded modern miracle it is today, the modern automobile all weather road, and finally the Interstate all seem to come together south of the little town of Sherman, KY. All forms of travel revolve around the need to occasionally rest, train station, modern rest stop, etc. The rescued 1812 colonial tavern in Sherman more resembles what you would expect of an English Inn than what the term tavern brings to mind.

The people of Grant County refused to see this unique historic structure bulldozed out of existence and in 2007 began to refurbish and rebuild the crumbling building into a building suitable for the likes of Henry Clay and General Lafayette who were both thought to have stayed here or at least changed horses and rested on their travels. As one relaxes on the front steps amid the ancient first growth trees, one can see modern CSX freight trains meet on the passing siding, modern high horsepower Norfolk and Southern diesels whine their way north and south about every half hour on this major route with an occasional show of a leased Union Pacific and an even rarer Southern Pacific (my prototype). A great place for relaxed train-watching. A view through the well shows a double Ess curve easily available for terrific photo opportunities.

The tavern is easily reached on major route 25 located between the cities of Crittenden to the north and Dry Ridge to the south, both major exits of I-71 from Cincinnati, OH to Lexington, KY. The new Sherman Elementary School was built west of the tavern structure and the Interstate can be seen from this raised site. Enter the school drive and take the first right on the gravel drive up to the tavern.

I was happy to join the Friends of Sherman Tavern recently and be able to complete the architectural measurements of this unique structure. Once her measurements were completed, the drawings finished in my CAD program and the final windows rebuilt in the now mostly completed building, I couldn't wait to build a model in HO scale using styrene strips and clapboard siding. There was some intricate painting of the trim to be done so sub-assemblies such as the inset front porch were made removable for ease in painting. None of the windows or doors were available commercially and were constructed from scratch. Seven pieces per shutter, two shutters per window.

Four individual bedrooms were available for those who could afford it on the first floor. The chimneys at the ends of the front section were mostly built inside to retain the warmth and are offset to the front slightly. The central fireplace warms both the front sitting room and the back eating area. Behind the eating area is a work area and the kitchen area in the back, both sharing their own chimney. Two separate stairways in the back section lead to separate sleeping areas in the roof of the building. The 3 dormers provide light for the lower class sleepers and the two sets of 2 windows on both sides of the end chimneys and the window above the entrance provide light to the middle class sleeping areas over the front of the building.

Most of the horses were red haired, I've been told. Lath and plastered buildings were rare in 1812 and the horse hair was used to bind and reinforce the plaster to avoid cracking. A plastered building kept out the draughts and provided much more comfort to travelers than the chinked log homes of the colonial era. Much of the old plaster has had to be removed and replaced with modern insulation and plaster board and there are few red haired horses left in the county. If you are in the vicinity and want to rest and relax, come and explore this unique tavern and as you sit after train-watching, as the last of the freight rumble fades, the occasional traffic on Rt. 25 dwindles, you may just hear the faint jingle of the 8 red horse stage-coach team coming north from Lexington with her load of weary travelers, anxious to pull in and rest at Sherman Tavern.

Hello!

Hello there, for all of you who wonder about this column, yes, I really do exist. I have been missing from of Division 7 monthly meetings for the last three months, but I'm alive and will prove it this month. I understand, in my absence, there has been some questionable activities with the monthly raffle; I shall return and no more "Hanky-Panky" will be tolerated [unless I am a winner]. June was my annual pilgrimage to Ranch Cucamonga via Amtrak and I am pleased to report it was a super trip; NO PROBLEMS! My friends, the Mulhearns, would have enjoyed it. Trains ran close to "on-time", the ride was very comfortable, service was great, and the meals were super. To the politicians who would like to eliminate Amtrak, please note, ALL four trains were sold out. We don't need passenger service?

Work continues on the Raton Pass, although there is a temporary lull as I try to rebuild the gearbox for a B&O 4-6-0. [Looks like I am going to need my Ancient Anglo-Saxon Curse book]. I have engaged John Altshool to custom build some curved, code 70, turn-outs in Trinidad area, to service the main lines and yard lead. John is fantastic with custom turnouts, so the result will be outstanding. Meanwhile, I am connecting the existing track work to the NCE DCC system. [Now where did I put the curse book?]

New Products

For those of you heading for the National Train Show and The NMRA convention, I am assured you will see some fantastic new items. New from Bachmann is a series of inexpensive, HO motive power, complete with DCC and Tsunami sound. Included in this series are Alco S-4's, and a GB&W 2-6-0. I plan to report on these in a later article. By the way, Tim's Trains and Hobbies is starting a new series of free clinics; check their web site for details. I hope to see everyone at the July meeting.

Keep 'em rolling!

Bruce

Tim's Trains Clinic Scheduled

Once again Tim's Trains will offer their summer clinics. The clinics cover varied model railroad subjects and a good many of the clinicians are from Division 7.

The 2012 schedule is as follows

July 7 - Basic Decoder installation 2	Terry L.
July 14 - Basic Decoder installation 3	Terry L.
July 21 - Track Maintenance	Bruce K.
July 28 - Accessories, LEDs, Headlights, etc.	Terry L.
Aug 4 - AC/DC/DCC What's the difference	Gerry A.
Aug 11 - USGS Maps & Foam Scenery	Georgia D.
Aug 18 - Fleet Maintenance	Bruce K.
Aug 25 - Planning for Operations	John M.

Clinics start at 10:30 Saturday mornings but are limited to 24 per session.

For reservations call: **859 261-4970**

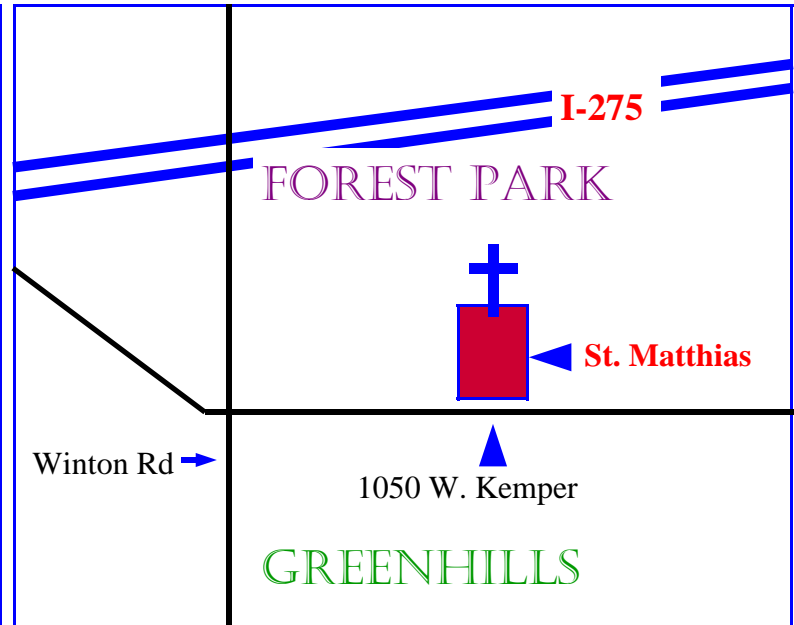
Next Meeting

2 PM Sunday July 15

@

**St. Matthias Church
Forest Park**

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>
July 15	St. Matthias Church Forest Park	Dave Puthoff Operating Signals	Bob Doll John Miller	<u>Models:</u> Flats, Hoppers or Gondolas <u>Photos:</u> Trains at Service Facilities
July 19	Resurrection Lutheran Church	Lebanon Sub Meeting	None	Show and Tell
Aug 12	Hyde Park United Methodist Church	Mike Mereness How coal mines generate traffic	TBA	<u>Models:</u> Thin-Line Models <u>Photos:</u> Railroad Stations and/or Freight Houses
Aug 16	Resurrection Lutheran Church	Lebanon Sub Meeting	None	Show and Tell

Around the Region

8/11	Summerrail CUT	Cincinnati, OH
9/15	All Trains Flea Market	Greenville, OH
10/20-21	Cincinnati Model Train Show	W. Chester, OH

National

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