

THE

Oil Can

August, 2013



Volume VII Issue 8



Division 7 Officers

Superintendent: **Randy Kerka**
8217 Fox Knoll Dr. W. Chester, OH 45069
513 378-8108 rkerka001@gmail.com

Asst. Super: **Bob Shreve**
827 Quailwood Ct. Mason, OH 45040
513 398-1355 bshreve@fuse.net

Secretary: **John Shields**
8520 Indian Hill Rd. Cincinnati, OH 45243
513 561-8691 qcengineers@aol.com

Treasurer: **Laddie Henninger**
8278 Lakenoll Ct. W. Chester, OH 45069
513 847-4089 laddiejph66@gmail.com

Oil Can Editor: **Don Phillips**
513 226-2233 editor@cincy-div7.org

Trustees

Bob Adams	(South)	859 384-0369
Mike Brestel		513 661-2141
John Burchnall	(North)	513 860-3852
Rick Crumrine		513 231-5382
Roy Hord		513 777-5337
Merlyn Jarman		812 539-3232
Bruce Knapp	(West)	513 941-2713
Frank Koch		513 732-6208
Jim MacKnight	(East)	513 733-1246
Dave Read		513 398-7323

Committee Chairs

Achieve. Prog.	Frank Koch	513 732-6208
Car Projects	Jim MacKnight	513 733-1246
Comm. Serv.	Jim MacKnight	513 733-1246
Co. Store	Paul Musselman	859 384-2472
Contests	Jack Laubisch	513 752-3988
Div. Booth	Brad Bovie	513 227-7527
Fall Show	Rick Crumrine	513 385-4898
Flea Market	Dianne Rowland	513 755-7381
Layout Ops.	Rick Stern	513 729-1051
Lebanon Sub	Bob Chapman	513 228-0551
Membership	Bob Adams	859 384-0369
Modelers Aid	Pat Homan	513 861-2057
Monthly Raffle	John Shields	513 561-8691
Publicity	Ed Wagner	513 563-8409
Spcl. Projects	Dick White	513 829-8510
Web Master	John Burchnall	513 860-3652

Mid Central Region Officers

Pres. **Merlyn Jarman**
president@midcentral-region-nmra.org

V.Pres. **Bob Weinheimer, MMR**
vp@midcentral-region-nmra.org

Secr. **Art Bumpus**
secretary@midcentral-region-nmra.org

Treas. **Jerry Doyle**
treasurer@midcentral-region-nmra.org

The Editor's Corner

Don Phillips

Just as last month marked the final edition of the postal *Oil Can*, this month marks the first edition of the totally electronic *Oil Can*. In case you haven't noticed, we are living in the digital age so why not take advantage of all it has to offer?

By going totally electronic we are no longer locked into the restrictions of the old black and white postal version. Among the more obvious advantages the electronic version offers is **cost** (it costs nothing to deliver an electronic edition), **size** (we were restricted to 8 pages to avoid additional postage charges), **color** (we can include full color photographs **or hi-light important information in red**), **format** we're free to change anything but the name.

True, we still have the expense of mailing a post card but the cost of mailing a monthly post card to the 300 plus members is just a small fraction of what it was costing us to mail an eight page edition to the 186 who still got the postal version.

Hopefully, eliminating the postal version and only having to put out one monthly news letter will give us more time to improve the electronic version. One of the things we're currently investigating is the possibility of including short video clips of our monthly layout visits.

Meanwhile, as always, we're open to suggestions.

(and a volunteer editor)

(assistant editor?)

(copy boy?)

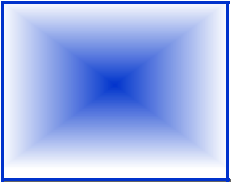
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The Oil Can is a publication of Cincinnati Division 7, Mid Central Region, NMRA, Inc. Opinions expressed herein are the authors and do not necessarily reflect the opinion of Division 7, the MCR, the NMRA, it's officers, or it's members.

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

Cover:

The Tennessee Valley Railroad's number 630 glides in to Grand Junction Station with the "Missionary Ridge Local". The station sits directly behind NMRA's national headquarters in Chattanooga, Tennessee.



HEADLIGHTS

Randy Kerka
Superintendent

It appears that the Board of Directors' decision to dramatically change the format of the venerable old Postal *Oil Can* has, for the most part, been met by the membership with general acceptance. We understand that for this new program to work, there are several things that absolutely MUST occur.

First, every effort must be made to have the electronic version of the *Oil Can* ready... done... finis... in time each month to have it published on the Division 7 Website by the first of each month. Likewise, if you receive the *Oil Can* via email, you should find it in your email "inbox" on the first of each month.

Secondly, another aspect we are dealing with relative to the postcard *Oil Can* that every Division 7 member on the roster will receive each month, is how to squeeze a map to the next meeting on that post card somewhere and make it big enough for older eyes to read! We think we have that one figured out.

Sound like a lot of work? I can assure you it is. Don Phillips, Chuck Endreola, Bob Shreve and yours truly are committed to making this program work. The good news is that total *Oil Can* costs will immediately drop about 65% and still keep us in accordance with the directives stated in the Division 7 Constitution and By-laws.

No doubt there will be a few hitches in the system for a month or two. We beg your indulgence (in advance) while we adjust to this new endeavor.

I spent time Saturday and Sunday up in Lebanon, Ohio sitting by the station. The Lebanon, Mason & Monroe Railroad (LM&M) gave Division 7 booth space on the concourse to set up and promote the NMRA. The occasion was the "All Steamed Up" weekend. Sitting right in front of our table was Lehigh Valley Coal #126, 0-6-0 Saddle Tank steam locomotive. It was very cool to see that old coal-fired steamer actually hauling vintage passenger cars and providing train rides for the public. Division 7 was given space right on the concourse to set up a booth to distribute the ubiquitous NMRA membership information.



My impression of the LM&M group of employees is very similar to the character of the volunteers in our own organization;

1. They are passionate about their hobby. (1:1 scale trains) and...
2. They love to visit! Consequently, I learned a lot about their concerns with respect to the future of the LM&M. It seems there is a faction within the Lebanon government that feels the city would be best served if the railroad simply went away. Why? No one seems to know for sure!

Besides the brick & mortar antique stores and "crafty" type stores, there are only three other entities in town that actually draw tourists into town. For years, Lebanon businesses have counted on the venerable Golden Lamb restaurant downtown, the Lebanon Raceway North of town on US48 and finally, the LM&M Railroad to draw and drive tourists to their various establishments. Needless to say... the businesses of Lebanon want and need the railroad to remain healthy! Stay tuned for more as the situation develops.

I want to thank the following folks for giving up their time this past weekend to support our recruitment effort in Lebanon. Jim Carson, Bob Adams, Brad Bove, Jim MacKnight, Bill Mense, Bruce Knapp, Russ Poynter and Don Schuch. Jim MacKnight had the new Merchants Despatch Transportation (MDT) 40' reefers on display and for sale at Lebanon and sold at least two of them. These cars are very cool and once the ads with photos hit the model railroad mags – I am betting they will not last long.

That's it for now. See you all on August 18th.

Randy

August, 2013



SECOND SECTION

Bob Shreve
Asst. Super

As I am writing this, it is Friday before the opening weekend of the 2013 NMRA National Convention. Tomorrow my wife and I are heading south for a week in Atlanta. Maybe I can get her interested in this hobby yet. The convention will be history by the time you are reading this so, hopefully, I crossed paths with you if you were also at the convention.

Lots of people came out for our July meeting at St. Mathias Church in Forest Park. Visiting clinician Frank Telewski gave an interesting talk about the logging operations of the Nebagamon Lumber Company division of Weyerhaeuser at Lake Nebagamon, WI back in the early 1900's. Frank and his close friend John Altshool have spent a lot of time researching the history of this operation. Some of our friends from the Cincinnati Northern club were interested to see a waybill for a lumber shipment to one of the industries on their layout. After the meeting, Steve Montgomery and Dave Puthoff rolled out the welcome mats for layout visits. Thanks to Frank, Dave, and Steve for an entertaining afternoon.

As I said in my article last month, a scheduling snafu has resulted in the August meeting being 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. Mark the date change on your calendar now while you are thinking about it. My apologies for any inconveniences caused by the meeting date change.

Be on the lookout for our new postcard version of the paper Oil Can with all of the pertinent information needed to get you to the August meeting at the proper place and time.

On September 8th, we will make our annual trek to Northern Kentucky. The meeting location will once again be the Kenton County Library branch in Erlanger. I will put in a request that they do not clean the carpets the day before the meeting this year. 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. John Burchnall and some of his Eastern Logger brethren are putting together a couple of short mini clinics to add to the entertainment. The meeting location should be the West Chester Library.

Well, I better go pack, now. See you in Kenwood at the next meeting on **August 18th**.

Bob

As of July 1st, Division 7 membership stands at 307



NMRA, MCR, DIV. 7 JULY, 2013 CONTEST RESULTS



MODELS: Dioramas (On- or Off Line) An On-line structure is any structure on the railroad and either OWNED BY or SERVICED BY a railroad. An Off-Line structure is any structure NOT OWNED BY or SERVICED BY a railroad.

Box Stock: No entries submitted in this category.

Kitbashed:

1st Place: Chuck Endreola: Branch Line Engine Facility;
2nd Place: Georgia Dahlberg, MMR: 4- and 5-Story Buildings with Purina sign, et.al. on the roof.
No other entries submitted.

Scratch built:

1st Place: Ron Pearson: Coal Truck Dump;
No other entries submitted.

Junior Division: No Entries Submitted in Any Category.

PHOTOGRAPHY: Train in Inclement Weather Show at least ONE POWER UNIT and a Few Cars. This can be in Rain, Snow, Sleet, Hail, etc. – If you want to be creative, maybe “work” on some of your over- and/or under-exposed images.

Print Model: 1st Place: Randy Seiler: Great Northern Boxcar in Snow on Sam Parfitt’s Layout
2nd Place: Randy Seiler: Rotary Snowplow (Snow Covered) on Sam Parfitt’s Layout
No other entries submitted.

Print Prototype: 1st Place: Georgia Dahlberg, MMR: Orange MOW Train in the Rain.
No other entries submitted.

Junior Division: No Entries Submitted in Any Category.

2013 OVERALL STANDINGS (as of July, 2013):

MODELS

Frank Hermanek, MMR	11	Ron Pearson	03	Rick Stern	02
Georgia Dahlberg, MMR	09	“Butch” Sage	03	Anton Zillich	02
Chuck Endreola	08	Bob Adams	02	Jim Rollwage	01
Bob Lawson	06	Bob Chapman	02		
Ron Gribler, MMR	04	Michael York	02		

MODELS - Junior Division

Anthony Zillich 03

PHOTOGRAPHY

Georgia Dahlberg, MMR	13	Chuck Endreola	03	John Listermann	02
Randy Seiler	10	Jim Kreissinger	03	Bob Adams	01
Jerry Baston	07	“Butch” Sage	03	Frank Hermanek, MMR	01
Jim Rollwage	06	Anton Zillich	03		

PHOTOGRAPHY - Junior Division

Anthony Zillich 09

And... Coming up in August:

MODELS: Vehicles (Non-Rail). ANY vehicle found on a railroad that does not run on the rails.

PHOTOGRAPHY: Railroad Signals and/or Signage; i.e: Order boards; semaphores; signs on a passenger station, etc. but no rolling stock.

In June, Brad Jonas volunteered to assist me with the monthly contests and for July helped me immensely. From now on, you will be seeing him right alongside me; and maybe unlike the Raffle, Monitoring My Every Move DURING the CONTEST. Additionally, you will see his name by mine at the bottom of each reporting month. Thanks again, Brad.

Jack Laubisch and Brad Jonas
NMRA, MCR, Div. 7

Division 7 Car Project

Merchants Despatch Transportation (MDT) 40' Reefers

Merchants Despatch 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 ER shops, and operated into the early 1950's. Our steel reefers were built in lot 742 in 1937, and operated in that paint scheme into the late 1950's.

Four car numbers are available: 22223 and 22465 (wood) and 6270 and 6489 (steel)

Available at the Meeting

1 car (your choice) ————— \$18.00*

Set of Four ————— \$70.00*

* Plus Tax



'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

Tennessee Valley Railroad
Chattanooga, TN



630 takes a ride on the Turn Table



Restoring Another One



Neat little Citter

Tennessee Valley Railroad
Chattanooga, TN



Probably didn't look this good when it was new.



Waiting their turn to be restored

NMRA Convention in Atlanta



NorfolkSouthern at Austell, GA
One of the Prototype Tours at the National
Photo by Bob Shreve



One end of the full scale-model of the C&O bridge at Sciotoville, Ohio
from Mike Devaney's N scale layout
One of the many layout tours at the National
Photo by Bob Shreve

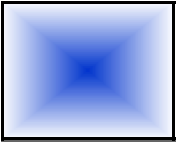


A couple of suspicious characters at "Steam in Mason"
Photo by unknown

Steam in Mason



Photos by Jim Carson



Division 7 Car Projects

I picked up a complete set of our latest “project” cars, the MDT refrigerator cars, and I am extremely pleased with all four kits. Jim did another great job in selection, researching, and piloting the project. I started thinking about the amount of work that goes into a successful project. Obviously, it starts with car selection. Should it be a well-known prototype that operated in this area, or one of the hobby’s better-known freelance roads? What period will have the greatest appeal, and of course, what scale will guarantee the largest market? Some of us model “foreign” roads [read that western] in the oft-modeled steam-diesel transition era. Our potential market is not just Division 7 or even the MCR; we have a “world-wide” market to appeal to. An additional consideration is, who do we have produce the model [usually a kit]? Once those decisions are made and cleared with the BOD, then comes the research, much of it done by the project chair. Other considerations include setting a unit price, a set price, and shipping costs. [The project chair better have an accurate crystal ball to predict what the USPS will charge for shipping] Remember this ends up being one of our major fundraisers. Jim MacKnight has done an outstanding job of making all these factors fit together and become a success. Three things I can say without hesitation, [1] I will never criticize, [2] I will always support the project, and most importantly [3] I won’t volunteer to be on Jim’s committee. Keep up the good work Jim, and how about a Santa Fe car?

John Altshool

I have seen John over the past three weeks and spoken to him on the phone. John is now in hospice at Cedar Village [5467 Cedar Village Drive, Mason, Ohio 45040]. He is physically very frail, but is mentally very sharp and enjoys visits and phone calls. John is usually at his best in the morning, so visits and calls are best before lunch. I have enjoyed my visits and phone calls with him very much. John is a font of knowledge about the history of the Santa Fe, local railroads, and all aspects of the hobby, which he enjoys sharing. He continues to help me improve both my knowledge of the Santa Fe and my modeling skills. John is in room 386 at Cedar Village and his phone number is [513] 204-0353. I know he would enjoy a call or a visit.

WMPA

WMPA [Western Modeler’s Protective Association] has been keeping an eye out for the disturbing trend of the expansion of Appalachian modeling. Please note, the Rocky Mountain chain is newer, taller, and much more challenging to model than their Eastern cousins. You can still have coal mining, lumbering, plus gold, silver AND cattle. Depending on the era you choose to model, you can have everything from wood-burning 4-4-0’s, Native Americans, and buffalo to stack trains powered by both EMD’s and GE’s latest products. When was the last time you went to the movies and saw a good Eastern? WMPA membership has been talking about a good ole-fashioned lynching, oops I meant a neck-tie party.

The Monthly Raffle

I continue to invest my hard earned money to support the Division by purchasing raffle tickets at each meeting. [please remember, I am retired and live on a fixed income] But, never mind my dire financial straits, let’s look at the last raffle. Just like June’s raffle, John called a ticket one number above mine and a ticket two numbers below. To add insult to injury, three of our officers won prizes. [Bob Shreve even won the special locomotive drawing] I don’t wish to be a “spoil-sport”, nor do I think I should win ever month [every other month would be fine], but I should get special treatment since I am one of Division 7’s senior citizens [I am older, but not ancient like Dick and Charlie]. Seriously, I was pleased to see some donated items in the raffle; search around, I am sure we all have kits, tools, books, etc. which we won’t use and that would please someone else [like me]. Contribute!!!

Bruce

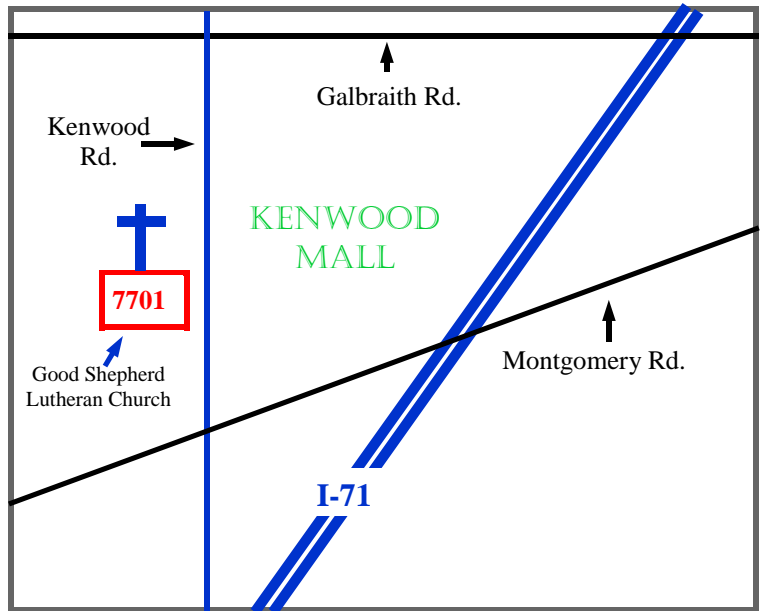
Next Meeting

**2 PM Sunday
August 18, 2013**
@

**Good Shepherd Lutheran Church
7701 Kenwood Rd.**

Directions:

Good Shepherd Church is on the west side of Kenwood Rd. between Galbraith and Montgomery Rds.



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>
8/15	Resurrection Lutheran Church	Lebanon Sub Meeting Lebanon, OH	NA	Show & Tell
8/18 <i>Note Date</i>	Good Shepherd Lutheran Church Kenwood	Gerry Albers Sam Swanson "Making Water"	Paul Miklos Jim Stewart	<u>Models:</u> Non-rail Vehicles <u>Photos:</u> Railroad Signals
9/08	Kenton County Library Erlanger, KY	Dan Stenger "Garden Railroad Basics"	Several Garden Railroads	<u>Models:</u> Steam and/or Diesel Locos (includes traction) <u>Photos:</u> Steam Locomotives
9/19	Resurrection Lutheran Church	Lebanon Sub Meeting Lebanon, OH	NA	Show & Tell

Around the Region

2013

8/8-11	Steel Mill Modeling Seminar	Kent, OH
8/10	Summerail at CUT	Cincinnati, OH
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

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