

THE

Oil Can

March, 2011



Volume V Issue 3



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The Editor's Corner

Don Phillips

The Oil Crisis

Skyrocketing gas prices remind us how dependent we are today on foreign oil, but it wasn't always that way:

In 1859 an ex-railroad conductor by the name of Edwin Drake drilled the first commercially successful oil well outside of Titusville, Pa. That first well started the Pennsylvania Oil Boom that lasted well into the 1900's. The Oil Creek Railroad was quickly chartered and the tracks soon reached the oil fields. Once there, wooden barrels of crude oil were loaded on flat cars and hauled out of the valley to the waiting market.

Even though the internal combustion engine was years away, the demand for petroleum products was so great that in just two short years, when the Civil War started in 1861, the United States was already exporting 37,000 barrels a year to Europe. Two years later in 1863, exports of oil had reached 770,000 barrels a year. The taxes on that oil went a long way in helping the North pay for the Civil War. So what happened?

We still seem to have plenty of oil in the ground here so why do we continue to buy oil from people who hate us? Turns out no one realized how much oil we had because most of it is in Alaska, California, Colorado, Kansas, Oklahoma, Pennsylvania, Texas, Wyoming and Louisiana but all our dipsticks are in Washington..

NOTE: The weathering Clinic on March the 13th has been moved to St. Susanna's Church in Mason

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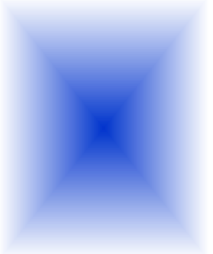
The Oil Can is a publication of Cincinnati Division 7, Mid Central Region, NMRA, Inc. Opinions expressed herein are the authors and do not necessarily reflect the opinion of Division 7, the MCR, the NMRA, it's officers, or it's members.

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:

Five amateur photographers from a Pittsburgh Camera Club are catching their breath after climbing the 194 steps to the viewing area. They're planning on spending the day shooting some of the 50 or more daily trains that passed thru the famous Horse Shoe Curve when railroading was at it's peak. The year is 1956 and the PRR's retired steam loco # 1361 wont be put on display until next year.

This scene is from Bob Bartizek's terrific O gauge Pennsylvania Railroad layout.



HEADLIGHTS

Randy Kerka
Superintendent

So many Post Cards:

By the time you read this the 2011, March 12th Flea Market may already be history. You should all have received a postcard from yours truly heralding that event. The reasons behind doing this are many. There are about 90-100 members regularly attending Division meetings and were probably well aware of the Flea Market date, time and place. But there are approximately 180 dues paying Division 7 members who may not have been aware of the date. Furthermore, sticking a post card on the old fridge serves as a physical reminder and encourages “spousal support” of one’s model railroading addiction! Lastly, many folks outside Division 7 have approached me complaining that they no longer get a postcard reminding them of the Fall Show. They aren’t happy and I can’t stand the heat.

The BOD Budget Committee (and soon the BOD Fall Show Committee, I hope) is mulling over strategic ways to assist us in successfully balancing the budget. Just one key element of this strategy will be the prudent use of post cards. You will be hearing more about this as the strategy develops.

NMRA ballot SNAFU:

It was recently learned that there is a problem with the 98003 Post Office rejecting a few ballot return envelopes because the suite number is not part of the address. Dave Liesse, the election supervisor, will be talking to the Postmaster about this problem, but to be sure that your ballot is received, please add the suite number to the stamped address. (Update: Mike Brestel tells us that the problem has been addressed and ballots should now be delivered without delay. Mike’s and my ballots were both returned!)

The correct address is: NMRA Ballot Committee
 c/o Skingco Services, LLC
 33530 1st Way S. Suite 102
 Federal Way, WA 98003-7332

The NMRA powers-that-be regret the extra trouble this has caused.

For those of you that don’t get the NMRA Magazine:

If for some reason you don’t subscribe to NMRA Magazine, you might be happy to know that there is a section on the NMRA Website devoted to reporting the same NMRA news found in The Bulletin section of the magazine every month. To view this, go to www.nmra.org/membership/bulletin/bulletin.html.

The May 14th Beech Grove Express Bus Trip:

What can I say? HURRY... it is selling out quickly!

2011 MCR Regional Convention is fast approaching:

Please consider joining with a significant number of your fellow Division 7 members in making the 4 hour trip to Geneva-On-The Lake (50 miles East of Cleveland) for the April 28th to May 1st Mid Central Region Convention hosted by Division 5, “The Western Reserve Division”. Find more information at www.railsofages.org. There is also a link from our Web Site. We’ll have a show of hands of who’s going at the April meeting so folks can “buddy up” for the trip.

And finally:

If you would like to get more involved with the operation of your Division in some capacity please let me know. We can use your help in several areas!

See you soon,

Randy

SECOND SECTION

Bob Shreve
Asst. Super

Well, the weather thawed a bit for our meeting in February. Spring is just around the corner. Following the business meeting and honest raffle, Dan Hadley showed the “tools of the trade” he uses when making model railroad videos. It was interesting to hear Dan describe how much effort goes into making a video, both on his part and by the layout owner. Did anyone else think it was some of their own video he was showing as the “how not to do it” examples? After the meeting, we traveled up the pike to Lebanon to see Bob Bartizek’s fabulous O scale Pennsylvania RR layout. Our thanks to Dan and Bob for making it a great afternoon. Also, a personal thanks to everyone for helping put the chairs away after the meeting.

Speaking of spring, the Flea Market will be Saturday, Mar 12th at the Lakota West Freshman Campus. Remember, one person’s excess inventory is another person’s must-have. Sunday, the day after the Flea Market will be the second half of our March double header. Former Division 7 Superintendent John Wissinger will pay us a visit to present a scenery clinic at St Susanna Church in Mason. We’ll stick with our usual Sunday starting time of 2:00 PM. There will not be a business meeting or home layout visit in conjunction with this clinic.

In April, we’ll return to our usual meeting format. The meeting will be on April 10th at the Anderson Township Senior Center on Beechmont Avenue. Dave Keith will tell us about Free-Mo Modules. After the meeting, Dave Keith and John Listermann will have their layouts open for visitors. At the end of April, the Regional Convention will be in Northeast Ohio.

John Burchnall and Merlyn Jarman have put together an entertaining bus trip to Indiana in May. Details are found elsewhere in the Oil Can.

I am looking for 2 or 3 people to give 15-minute mini-clinics at the meeting in October. Contact me if you have an idea for either a full or mini clinic.

See you in March.

Bob

February 2011 Car Projects Report

Jim MacKnight

Two Allegheny Midland hoppers were sold in January, bringing the total sold to 455 with sales of \$7,526 and generating a net income of \$1,968 for the Division. Sixty AM kits have been converting to V&O kits by changing out the car bodies and re-labeling the boxes. We have 82 AM kits remaining in inventory plus 9 kits in our company store’s inventory. AM kits will continue to be converted to V&O kits as demand for the later increases. We should achieve a net profit of \$2000 for the AM project.

Nine Virginian & Ohio hopper were sold in the past month, bringing the total sold to 164 (53%) of 308 kits. Sales total \$2,662 with a net loss of \$37. Sales of 3 more kits will achieve break-even for this small car project. We have 54 V&O kits available in inventory plus 7 kits in our Company Store’s inventory. We also have 90 V&O bodies in inventory. If all V&O kits are sold, the Division should achieve a net profit of \$2,200 for this car project.

Announcements of the V&O car projects are expected to appear in the March issue of the NMRA Magazine, the April issues of Model Railroader and Railroad Model Craftsman, and the next issue of Model Railroad News. Hopefully, both car projects will have sold out by May and we can initiate a new project.

February Meeting at St. Susanna



The Crowd



Dan Hadley - The Clinician



1st Place Models Jim MacKnight



1st Place Photos ???



The Blue Light Special this month is—



Is this Raffle Honest ?



Sure it is !



Downtown Lebanon on Bob Bartizek's layout



Verrrry Interesting !



And that's that !

PUT THIS ON YOUR CALENDAR!

A CLINIC ON SCENERY

(WHICH EVERYONE KNOWS HOW TO DO)

by John W. Wissenger, MMR

Sunday, March 13 at 2 p.m.

At

St. Susanna Church
On Reading Rd. in Mason, Ohio

Many of you know and remember John. In addition to being Division Superintendent in the early 1970s, the period of our most dramatic growth, John has a national reputation as a superb model builder and scenery specialist. Since leaving the Division John has lived in California, Pennsylvania and northern Ohio, and he recently retired to Michigan, where he is well along on building a museum-quality HO railroad.

John will be returning to our area to attend our Spring Flea Market on Saturday, March 12, and he has offered to spend his Sunday with us.

The clinic will show how to:

- **Make a realistic river (a little different than most methods)**
- **Make basic land forms from extruded insulation board**
- **How to use paper mache molding compound (like Celluclay) to form scenery**
- **Model rock outcroppings using paper mache**
- **Paint the basic land forms into realistic scenery**
- **Build a realistic forest**

John's work on his Allegheny Midland Class 1 railroad, his Monitor Lines traction layout, and the Cincinnati & Great Western RR Club portable layout is legendary. Come see how he accomplishes these results, and how you can learn from his experience. This is a Power Point clinic, and as a supplement John will be bringing along the 2' x 2' module he used for the photography.

Since this is a Running Extra event, there will be no business meeting or contest.

See you on March 13!

At

St. Susanna Church

2010 Competition Winners



Modeler of the year
Jim MacKnight



1st Place Models
Georgia Dahlberg



1st Place Photos
Bob Adams



2nd Place Models
Don Phillips



3rd Place Photos
Jane Hancock

3rd Place Models
Perry Simpson
Picture not available



2nd Place Photos
Jim MacKnight

"The Beech Grove Express"

Saturday, May 14, 2011

Deluxe Motor Coach Tour to Amtrak's Beech Grove Shops, Special Tour of Columbus, Indiana Historic Structures and 3 Premier Model Railroads

Departing 7:00 AM and Returning by 7:00 PM, from and to Harrison, Ohio
Venue Restrictions Limit this Trip to the First 47 Registrants that Fully Sign Up
Registration Deadline Sunday, May 1, 2011 – No Refunds After Then

Exclusive and Rare Tour Package

Guided Tours of Amtrak Shops and Columbus

Selection of Loco, Car, Trim, Wheel, Paint, Brake Shops
Bus and walking short tour of historic Columbus structures

View Three Premier Model Railroad Layouts!

Featuring 2 scales (HO, O) and 2 gauges (36", 56.5")
within the Central Indiana Division, Mid West Region, NMRA

Single Departing Location: Harrison, Ohio

Exact location disclosed later only to registrants
Park at own risk - Provide car and license info below

Fantastic Inspirational Day for a Great Price!

Deluxe motor coach transport, scenic roads, bottled waters
Experienced guides, McAlister's Deli deluxe box lunch

Jack Simpson – nice newly rebuilt and enlarged fully scenicked Hoosierline HO layout set in the 1950s, featuring Monon, C&O, B&O, a PRR, 1000 sq. ft, 100% signaled, first generation diesels, prior version featured in Dec99 NMRA Bulletin

Jim Canter – huge mostly scenicked 44 ft x 70 ft fine scale Proto-48 Nickel Plate Road "O" scale pike, featuring precision handlaid track and diverse freight cars, steam and diesel locos, C&O and PRR, built in cabinets, wife's scrap booking business

Ron Lane, MMR – exquisite HO and HOn3 authentic representation of New River, W.Va. coal operations of C&O and Mann's Creek Railway, featuring scratch structures, and all named figures, bonus G scale structures and 1:1 telegraph tower

Fares and Registration

Basic Fare of \$59 per person includes:

- **Deluxe Motor Coach** round trip transportation from Harrison, Ohio to all included Indiana area attractions
- **Transport and admission to shop complex, city tour, 3 premier model railroads, deluxe box lunch, waters**
- **Rare guided visit to Amtrak Beech Grove Maintenance Facility Shops**, with cameras and photography permitted
- **Bus and walking tour of historic Columbus buildings**, including rare Irwin mansion and restored 1900 soda shop
- **Visits to 3 nearly complete high quality model railroads** - all never seen before on Division 7 tours

Other Terms and Conditions:

- Long pants and fully closed shoes required - umbrellas not permitted (bring caps, hooded jackets or ponchos instead)
- Safety glasses with side shields required - indicate below if you'll bring your own or purchase here for us to provide
- Registration exclusively limited to Cincinnati Division 7 members, spouses and children (at least 12 years of age)
- Do not delay in registering - due to venue restrictions this trip is limited to the first 47 registrants that sign up!
- Cincinnati Division 7 reserves the right to modify or cancel this event due to matters beyond our control

Name(s): _____

Address: _____ City _____ State _____ Zip _____

Phone: _____ Cell: _____ Email: _____

Parked Car Make & Model: _____ Lic. Plate: _____

Number of persons _____ x \$59 ea. = \$ _____

Number of safety glasses* _____ x \$4 ea. = \$ _____

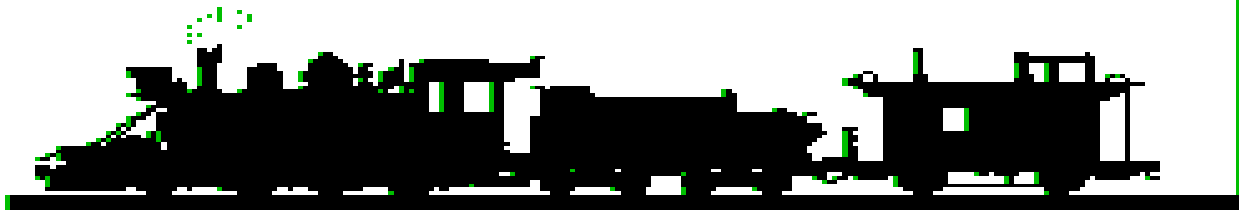
* must bring own or purchase here Total = \$ _____

Pay by check or money order to: Cincinnati Division 7, NMRA

Mail to:

Beech Grove Express Registrar
17765 Horizon Way
Lawrenceburg, IN 47025

Further info: Jean Jarman jjarman1@comcast.net Tel: (812) 539-3232



MODEL RAILROAD SPRING FLEA MARKET & SWAP MEET

Sponsored by Cincinnati Division 7 NMRA
www:cincy-div7.org

**Saturday, MARCH 12, 2011
10 AM to 4 PM**

LAKOTA WEST FRESHMAN CAMPUS

**5050 TYLERSVILLE ROAD
WEST CHESTER, OH. 45069**

**FEATURING LOCAL MEMBERS & HOBBY
DEALERS**

\$4.00 ADMISSION

\$3.00 YOUTH (11-15 years of age)

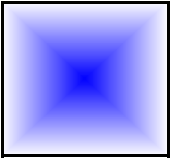
Under 10 years of age FREE

TABLES \$17 (each 30 inches x 8 ft)

Table Reservations: rhord@fuse.net

**All SCALES of Model Railroad Equipment
plus Videos, Memorabilia and More**

Don't miss this Model Train buy-sell-swap event !



Fiction & Fact from Don's Almanac

Don Phillips

This month's cover reminds me of trips I made with the camera club I belonged to in Pittsburgh a long time ago. We'd spend a whole day at the curve and its predecessor the **Allegheny Portage Railroad** site which is near by.

After the war of 1812, migration to the Indian Territories (Ohio etc.) continued to grow and it was soon apparent that what was needed was a faster way of moving people and goods west and grain, meat and other products east. New York was the first to act and soon the famous **Erie Canal**, suggested by Robert Fulton thirty years earlier, was under construction. When it opened in 1825, a mule drawn barge could travel all the way from the Hudson River in the east to the town of Buffalo on Lake Erie in the west. It made a tremendous impact on the New York economy; however, it only connected to Lake Erie. Goods from Pittsburgh, only 400 miles from Philadelphia still traveled by barge down the Ohio and Mississippi rivers to New Orleans where they were loaded on ships to sail around Florida and up the east coast to New York. It could take as long as two months or more to complete the journey. Philadelphia and Baltimore were desperately searching for a way to get their share of that pie. Soon the Chesapeake and Ohio Canal Co. was building a canal that they hoped would someday reach the Ohio River in the west. There was even a rumor that a bunch of nuts down in Baltimore were talking about actually building a steam railroad all the way to the Ohio River.

Pennsylvania realized that by taking advantage of the Susquehanna River a barge could make it as far as Hollidaysburg in the central part of the state. From the west a barge could travel by several rivers all the way from Pittsburgh to Johnstown. The only problem was a little thing in the middle called the Appalachian Mountains, a group of mountain ridges running diagonally north to south and creating a 36 mile barrier between Hollidaysburg and Johnstown.

A plan was soon devised whereby the goods, after traveling by barge, could be unloaded at Hollidaysburg, put on rail cars and with a series of inclined planes lifted to the top and dropped down the other side. The state approved the funds and construction began in 1831. Three years later the state owned **Allegheny Portage Railroad** opened in 1834. Wooden rails topped with iron strapping were laid on stone ties while stationary steam engines supplied the power and hemp ropes were used to pull the cars up the 1400 feet needed to reach the top. A total of ten inclined planes were used, the steepest of which had a 10% grade while the longest was 3000 feet. These were separated by relatively flat areas where horses pulled the car to the next plane. One of those flat areas went thru the first railroad tunnel in the United States. Traffic immediately grew to the point that a year after opening they had to add a second track and now by attaching a car at each end of the rope, the weight of the car going down helped pull the other car up. The next innovation came when they devised a way to load the barge itself on flat cars and eliminate a lot of labor and time unloading and loading at each end.

In 1844 a German engineer named John A. Roebling replaced the unreliable hemp rope with the wire rope he had started manufacturing. This was the first time it was used in any quantity in the United States. It worked so well, he went on to design and build a couple of bridges using it.

By the late 1840's competition from the fast growing Pennsylvania Railroad caused the inclines to be abandoned and new tracks were laid around the mountain. Unfortunately this came too late to save the APRR and after losing money for years, the state sold it to the PRR who promptly closed it down. The year was 1854, the same year John Thompson and Herman Haupt completed the Horse Shoe Curve thru Kittaning Gap.

The Three Rivers opSIG event will take place April 15-17. This will be an "Op-til-you-drop" weekend, generally centered on Ft. Wayne, IN but including Northern Ohio as well. Registration is on line. Information on the event is posted at:

<http://www.hoosierdiv3nmra.org/opsig/index.htm>

KNAPP'S NOTES

Bruce Knapp

WHAT TO WRITE ABOUT

I arrived home from today's meeting [February 13, 2011], having promised Don Phillips I would send my article tonight [I have to beat Randy Kerka]: I am now faced with a bad case of "writer's block". I thought about making snide comments about our "HONEST" raffle, but today' raffle speaks for itself. I thought our contest awards, especially 1st and 2nd place photography, but again, that speaks for itself. I considered harassing my buddy John Burchnall but that is way too easy. I thought about making "old jokes" about Dick White but that is overdone. What to write about? I remembered my introduction to scale model railroading.

I became hooked at age 4 when I received a Marx Commodore Vanderbilt clockwork freight set for Christmas. I wore the set out and got a new locomotive. The Marx was replaced in 1949 by an American Flyer 290 freight set: over the ensuing years my parents and I added additional freight cars, locomotives and accessories. I loved that American Flyer equipment and I still have much of it. In 1957, I went to Hall's Drugs, while waiting for a summer band rehearsal; I purchased my first Model Railroader [July 1957] and discovered the wonderful world of HO scale. Like so many modelers before me; I quickly became a fan of the legendary "Wizard of Monterey", John Allen. I was overwhelmed by the photographs of other modelers, whose work was an instant inspiration. I bought my first HO at Don's Service on Main Street with the purchase of three Athearn cars, a DL&W box car, a CN&W box car, and a Santa Fe 1900 class caboose. I also made friends with Gordon Brady, a euphonium player in the West Hi Band, who was also a model railroader.

My first layout was on a 4' x 8' sheet of plywood; a simple loop with a couple of sidings. I did use brass flex-track and some Atlas brass switch kits. The power was provided by an American Flyer #8 transformer, with a Gilbert rectifier. My earliest locomotives were a K&O battery powered Santa Fe F7A and a Rivarossi Italian 0-4-0. [Both locomotives still exist and still operate] The first Cimarron Northern was very crude, but it was a start. I'll write more about my progress in the hobby at a later date; I will bet most of you have some great stories also.

Keep 'em rolling!

Bruce A Knapp

Lebanon Sub Going Strong

The Lebanon Subdivision meetings are going strong after a January cancellation due to heavy snow. The February meeting welcomed 14 model rails to Resurrection Lutheran Church in Lebanon, four of whom had not attended the meeting before. Tim Cook of Tim's Trains came from Covington to present "What's New at the Hobby Shop" and to acquaint us with his plans for the hobby shop as well as on-going programs and services available. He left with some hobby goodies to share as well. Five folks brought items to show and tell about, with new member Don Campbell of Wilmington, walking away with the \$15.00 gift certificate for his scratch built prairie church building. Coffee, fruit punch, and hot hors d'oeuvres were available throughout the meeting to enjoy.

The next Lebanon Sub meeting is scheduled for the third Thursday in March (the 17th) at Resurrection Church on Broadway at the north end of Lebanon starting at 7:15 pm. Everyone is invited. Bring a model you have been working on to talk about and you might walk away with the gift certificate for the night. Bring a kid too. The meetings are early enough to get them home and into bed for school the next day. We will also build a Paper Creek model structure, so also bring a pair of scissors.

See you there!

Bob Chapman

Next Meeting

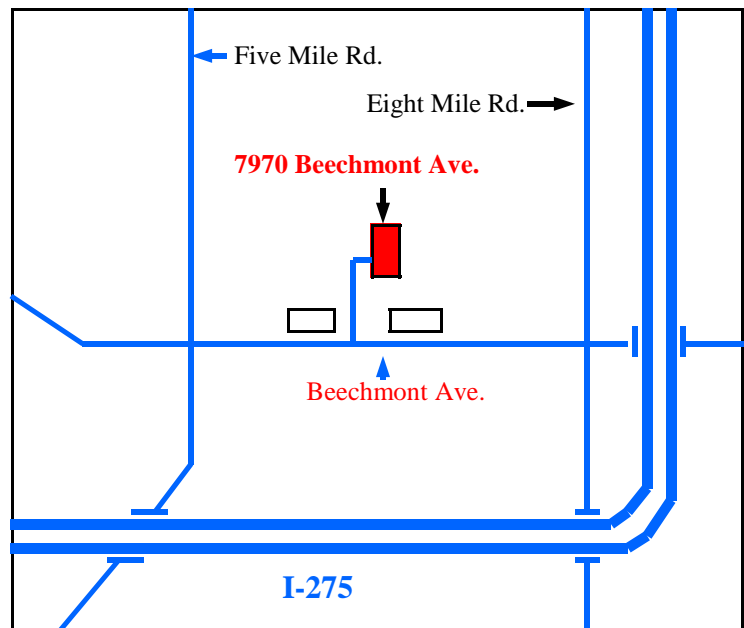
2 PM Sunday April 10th

@

**Anderson Senior Center
7970 Beechmont Ave.**

Directions

7970 Beechmont Ave. is on the north side of the road between Five Mile and Eight Mile Rds. It sits well back behind several other buildings and is hard to see from the road. Look for the approx. address and turn in. You'll find it in the rear.



Coming Down the Line

Cincinnati Division 7, MCR, NMRA

2011 Schedule

NOTE: ALL REGULAR MEETINGS START AT 2 PM

(Unless otherwise notified)

<u>Date</u>	<u>Location</u>	<u>Program/Speaker</u>	<u>Layout Visit</u>	<u>Contest Topic</u>
Mar. 12	Lakota West Freshman Campus West Chester, OH	Spring Flea Market & Swap Meet	NONE	NONE
Mar. 13	St. Susanna Church Mason, OH	John Wissinger Scenery Clinic	NONE	NONE
Mar. 17	Resurrection Church Lebanon Ohio	Div. 7 Sub-Meeting	NONE	NONE
Apr. 10	Anderson Sr. Center Beechmont Ave.	Dave Keith Free-Mo Modules	Dave Keith John Listermann	<u>Models:</u> On-line Diaramas <u>Photos:</u> Member's Layouts

Around the Region

3/12 Div 7 Spring Flea Mrkt, Lakota W. Freshman School
3/19-20 Div 5 Railfest Kirtland, OH
4/28-29 MCR Regional Conv. Geneva-on-the-Lake, OH
5/20-22 Cass Rail Fan Weekend Cass, W.VA

National

6/22-24 National N Gauge Conv. Hershey, P
6/21-25 National Garden RR Conv. Overland Park, KS
7/3-9 NMRA National Conv. - Sacramento, CA
7/3-9 National S Gauge Conv. Sacramento, CA
9/7-10 National Narrow Gauge Conv. - Hickory, NC

Modeling Problems ? Member Aid Committee

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

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