

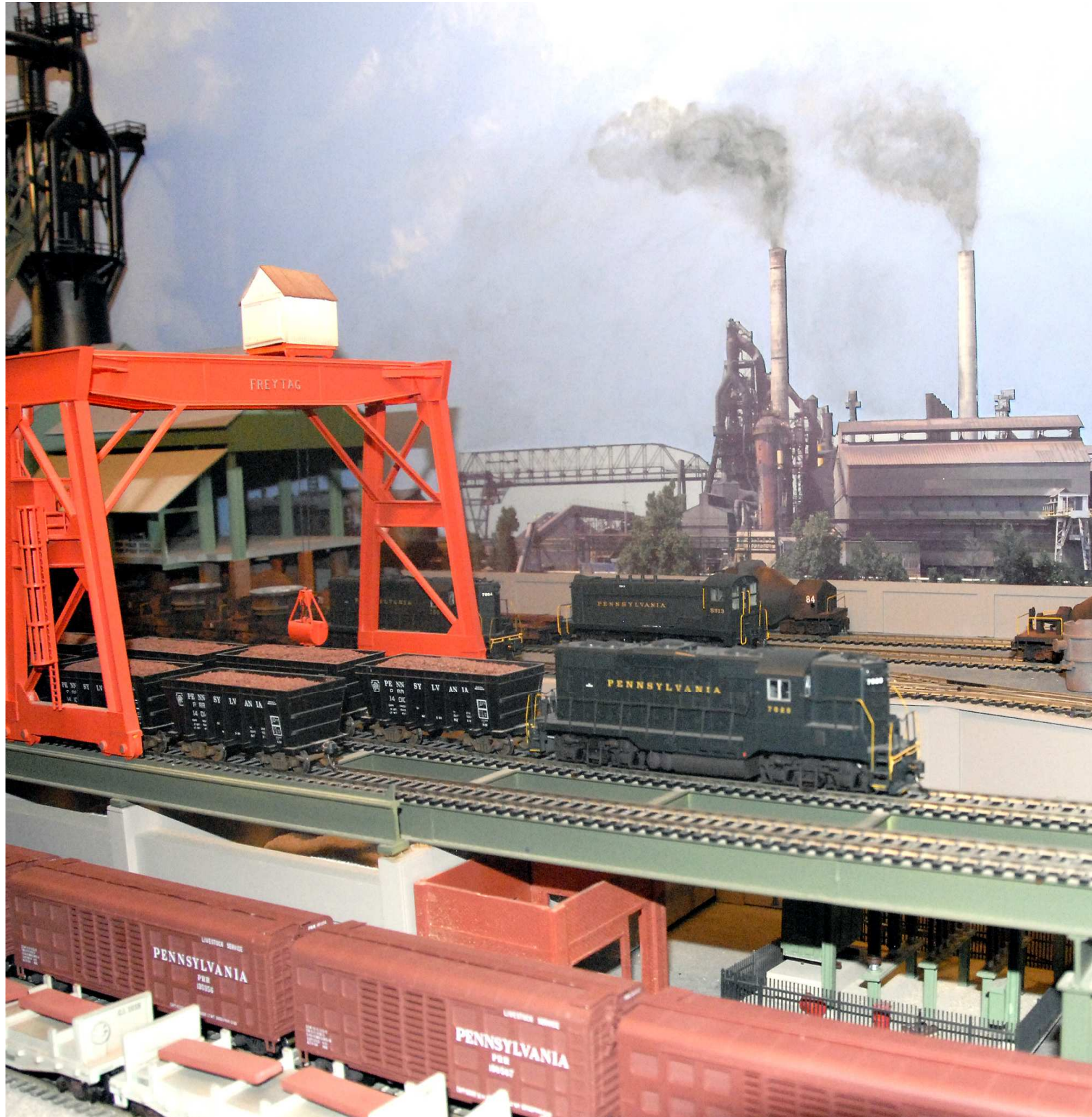
THE

# Oil Can

June 2012



Volume VI Issue 6



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## FICTION AND FACT

From Don's Almanac

### Did you know?

An American steam boat pioneer named **John Fitch** built a **working model** of a steam road locomotive that ran on rails some-time during the 1780's or 1790's. This was years before anyone built a full size working steam locomotive in the United States. The model still exists at the *Ohio Historical Society* museum in Columbus, Ohio.

That probably qualifies **John Fitch** as being the very first **Model Railroader**. (at least in the United States.)

How about if Division 7 came up with an annual award to be presented to a Division 7 member in recognition for some outstanding achievement or service to the division and we call it the "**John Fitch Award**"?

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*Division 7 membership stands at 318 as of June 1st*

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## **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:** Another load of ore arrives for the steel mills at Niles, Ohio. The scene is from Dick Briggs' HO "Pittsburgh Youngstown & Ashtabula" layout visited by the Buckeye Express bus tour May 5th.



## **Once again... Division 7 is in the national spotlight!**

If you read NMRA President Mike Brestel's "President's Car" article in the June 2012 NMRA Magazine you got an idea of how proud he is (and you should be too) of our Division! I had no idea that Mike was going to reprint those articles and it was a tiny bit un-nerving to see my name and thoughts in a national publication. That said the real message, Mike's and mine, should be very clear. Personally, I appreciate the fact that Division 7 has been so recognized and truly stand in awe of all of the men and women in Division 7, old and new alike, that keeps us at the top of the heap. Thanks for the kind words, Mike. (Can you say "lame-duck")?

## **The Russ Wenderfer Award.**

Each year, Division 7 is pleased and proud to sponsor and present the Mid-Central Region Russ Wenderfer Award. At the Mid-Central Regional Convention this prestigious award is presented to that MCR member who has distinguished him or herself in the promotion of the hobby within the MCR. Each MCR Division may nominate a candidate who by their actions, involvement with Division activities, and overall extraordinary volunteer service has promoted the hobby of model railroading and led the way in the promotion of the National Model Railroad Association. Past recipients include Allen McClelland, Dean Freytag, Russ Wenderfer, Jerry Ashley MMR, Howard Smith MMR, Scott Firth (posthumously), Lin Young and current N.M.R.A. President, Mike Brestel.

Due to medical issues, the 2012 recipient was unable to attend the Pittsburgh Convention but his name was disclosed and accomplishments noted. I asked the assemblage at the banquet to please try to keep it a secret and promised to come to the next Division 3 meeting and make the presentation again. The 2012 Russ Wenderfer Award winner is Division 3's Nick Folger. Nick truly personifies the spirit of the award and I was genuinely pleased to welcome him to that elite list of folks mentioned above.

## **Did you miss another Division 7 "Road Trip?"**

We pulled out bright and early on the "Columbus Express". All souls aboard, old faces and new, knew it was going to be a fabulous day when John Burchnall learned there was no microphone with which to antagonize the faithful. Unfortunately, Bruce Knapp was unable to attend this year but the group took comfort in the knowledge that there would be no train wrecks this year! All kidding aside, it was another great bus trip planned and produced by the Burchnall/Jarman team. We are looking forward to next year!

## **I promise not to preach (too much) this month.**

By now you all pretty much know what my division hot buttons are. By way of review they are Faith, Fellowship, Future and Fun. Faith in that the right person will step forward and accept the challenge to participate; Fellowship meaning that our group remain cohesive because of our shared love of model railroading; Future success is assured only if we oldsters agree that the new folks must be roundly accepted, entertained and encouraged; Fun... and if I have to explain that one we are all in serious trouble!

Yes... I am still looking for that one special person to step forward and take the lead as New Member Ambassador.

## **National Convention Stuff...**

Grand Rails 2012 is right around the corner. I hope that many of you make the trip to Grand Rapids, Mi. If you have never been to the National convention or the National Train Show at the end of the convention you simply can't believe how incredible it is! Like most Nationals, they are looking for volunteers who'd be willing to donate an hour or two of their time at the convention doing things like contest room security, helping with registration check-in, silent auction set-up and tear-down, and bus loading. If you're interested and have an hour or two you'd like to donate, contact Mark Baldwin, Vice Chair of Volunteers, at gr2012volunteers@gmail.com for more details.

Buy the way, at Grand Rails 2012; there will be a drawing for four cab rides from among the participants in the Little River Railroad tour. The cab rides will be in the railroad's #110, a 4-6-2 Pacific built by Baldwin, during its trip to Quincy and back. The train's consist will contain a WWII troop car, two converted stock cars, and three cabooses. In addition, the Little River RR's two other locomotives will be on display for photographs. In fact, you can even climb on them!

## **Where in the world is Bob Bartizek?**

Many of you may know that Bob spent some serious time in the hospital in the early weeks of April. He is greatly improved and right here in his own words, "I'm pleased to report that I'm finally home from the hospital and feeling good. I don't have the most energy yet and am 9 lbs lighter (I don't recommend the Bethesda North diet plan by the way) but being home is great. Thanks for all of your thoughts and prayers. I look forward to seeing everyone soon.

See you all at Anderson Senior Center on June 10<sup>th</sup>,

*Randy*

# SECOND SECTION

Bob Shreve  
Asst. Super

The annual Division 7 bus trip occurred on May 5<sup>th</sup>. John Burchnall and Merlyn Jarman put together a trip to Marion, Ohio and several layouts in the Columbus area. The northbound trip had visits to Dick Wagner's O-scale layout that filled 2 basements, and Gerri Doebelin's HO scale Colorado themed layout (definitely my favorite layout of the day). The next stop was lunch in Marion at the site of the Marion Union Station. This is a great spot for train watching with 3 active main lines passing the station. Besides the station (with a fabulous stained glass window in the ceiling), we had a tour of the restored tower with a demonstration of the interlocking machine. There was also a large HO scale club layout housed in one of the station buildings. The railroads cooperated by sending 4 trains past the station while we were there. The return trip included visits to Howard Smiths and Dick Briggs' HO scale layouts. Congratulations to John and Merlyn for pulling off another great bus tour. For the second year in a row they timed it perfectly so it rained only when we were on the bus. The bus trip was the only Division 7 activity in May.

On June 10<sup>th</sup>, 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, John Listermann and Bob Shaw will be open for visitors.

The July meeting will be **one week later than normal on July 15<sup>th</sup>** at St, Matthias church in Forest Park. Dave Puthoff will show how he makes signals for his layout that plug in to a receptacle in the scenery base. John Miller and Bill Doll will be the layout visits.

The end of July will bring the NMRA national convention to Grand Rapids, Michigan. It looks like there will be a lot of good clinics presented, and the idea of the self-guided layout tours looks promising.

Other clinicians we will have in the second half of 2012 will be Mike Mereness in August, Bob Weinheimer from Charleston, WV in September, and Lou Sassi in November. In 2013, I am looking to get back to more basic modeling clinics. I'll be 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.

All for now. See you in Anderson Twp on June 10<sup>th</sup>.

*Bob*

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## John's Honest Raffle

The Raffle is back in June after taking a month off for the Buckeye Express bus tour. We will be doing the conventional HO and N scale raffle this month. I have cars from a couple of eras in both scales.

We will continue the special raffle that we began in April for the copy of the Linn Wescott book: "**Model Railroading with John Allen**". It's a large format hardcover book with lots of color pictures of the famous Gorre & Daphetid Railroad. This special raffle will carry over through the July meeting when we will draw the winner. Tickets are \$1.00 each or 5 for \$4.00. Like the engine raffle, you do not have to be present in July to win – but that means you have to put your name on the tickets. (use the return address label tip again).

*John*

## Contest Results

Models: NA

**Note: There was no competition in May**

### **Division 7 Annual Bus Tour**

Photos: NA

### 2012 Overall Standings thru May

<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				

### 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 inquiries 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.

# Riding the Midnight Milk

By Georgia Dahlberg, P.E.

Going to a military college in Vermont was hard enough, I had just turned 17 and as a freshman had no car and little money. Going home on a weekend was an occasional affair at best. I found the quickest way to get from Northfield, Vermont to Malden, Mass. was to hitch a ride with some friends. The problem never was getting home. There definitely was a problem getting back however. My parents were very busy people and a 400-mile round trip up to Norwich University and back most definitely didn't fit into their weekend plans nor the friends with whom I rode down. I was on my own for getting back although my parents would get me to the bus or railroad station in Boston and pay for the ticket. The bus schedule meant I had to leave early Sunday morning but the Boston and Maine Railroad had a train leaving about 10 PM on Sunday night. For this teen, later was definitely better.

From the first trip, I discovered what a Milk Train was all about. Leaving Boston's North Station was some 20 express refrigerator cars with a green Boston & Maine passenger car and caboose stuck on the end, bound for Quebec. The passenger car was a relic of the past and an exact copy can be found in an Ambroid or La Belle clerestory passenger car kit with its open-end platforms and truss rods. It was unusual for there to ever be another passenger on that train and I had the 80-foot car pretty much to myself. I'll never forget the worn green plush velvet reversible seats, which were impossible to get any sleep on, as the ancient padding resembled a wooden plank. How many hours did I stare at the clerestory windows in the dim murky midnight lighting?

For the most part, the trip through Massachusetts and New Hampshire was uneventful and fairly fast. Along about 1 AM, the train made a stop just on the NH-VT border at Bellows Falls, NH. Here, one could get out and stretch a bit while innumerable milk cans were loaded into some of the express reefers. Crossing the bridge into Vermont, the milk train stopped at every little station that existed on its crawl up the length of the state. Sleep was almost completely out of the question due to the jerky starts, stops, reversals and jockeying to pick up the local reefer car or load of cans next to each local milk platform, after platform, after platform. Eventually, the sun would rise and you could see what the starts and stops were all about. They said that there were more cows than people in Vermont. One trip on the milk train would convince you of the truth of that statement.

Norwich University has a large campus. Along the entire back of the campus runs the double track right of way for the Central Vermont. You cross a deck girder bridge, the back road to the dorm parking, then several large practice football fields. One can see the dormitories in the distance, the hockey rink and finally the football field and you are into the outskirts of Northfield, Vermont. It's a downgrade from the stadium into the Northfield station and the train picks up a little speed as it goes by the campus.

My problem was that I had to make it back by 7:30 AM Monday morning and the train was scheduled to arrive in Northfield at 7:30. That meant I had to get off the train with my luggage (mostly clean underwear) and run upgrade back to the dormitories in zero minutes. If the train was ahead of schedule, I might get back on time, completely out of breath from the run. If the train was on schedule as usual or even a bit late, it was impossible. I usually knew by the time we crossed the deck girder bridge what kind of a day was ahead of me.

What a temptation to jump off the moving car steps to the ground and run across the practice field to get back on time. Fortunately, I knew the chances of me hitting the back road just right were slim and the steep embankment all along the back of the campus would be very unforgiving. Five or ten miles and hour seems slow while in a passenger car but awfully fast when hanging off the platform steps. The temptation was always there but getting my legs cut off by the train in the jump would have definitely hampered my run across the field. Good sense prevailed thankfully and despite the problems engendered for being late in the morning, I continued to enjoy the use of my legs. But even today, I can never forget riding that Central Vermont midnight milk.



**Buckeye Express Bus Tour May 5, 2012**



**Dick Wagner's New York Central Layout**





**Gerri Doebelin's HO Scenicked Harbor layout**



**Historic Marion Station**



**One of the four trains that went by**



**Marion RR Club layout**





**Howard Smith's B & O Sandpatch Division layout**



**Dick Briggs' Pittsburgh Youngstown & Ashtabula layout**



## Progress at Trinidad

I am tired of reporting “no progress” on my layout, so I determined to have some progress to report, this time. My celestial vibrations [a term from my college days] motivated me to work on the Raton Pass; the current construction site is the town of Trinidad, Colorado. The ending of most of my performing group’s seasons was the perfect time to restart construction. Armed with my track plan, a massive amount of code 70 Micro-Scale flex track, Peco turnouts, homasote roadbed, and tools, [reminder to self, “Don’t grab the soldering iron from the wrong end”] I descended to my laboratory with my assistant Igor [Tigger, our cat]. Lorell Joiner made a video on track laying for Kalmbach several years ago; one of his main points was, “You may not have time to do it right the first time, but you always have time to redo your work. My first efforts left a lot to be desired, so I found myself redoing some of my original track work. By the way, I also keep a copy of Early Anglo-Saxon Curses handy for work sessions; it came in handy as I surveyed my initial work. I don’t think my wife, Margaret, always sees my attempts to express myself in Anglo-Saxon as an honest attempt to keep the earliest language of my Celtic ancestors alive. Well \*&%^#@ to that. Any way several hours have gone into construction and the two-track main lie is now at the Trinidad depot site and the all the yard trackage at Trinidad is in place. I pushed several freight and passenger cars through the many turnouts, and amazingly everything works! The next project will be wiring the entire area into my NCE DCC system. I had better keep that curse book handy. I think the two things that motivated the restart were, [1] The MCR Region Convention in Pittsburg, and [2] the operating session at Gerry Albers. I do hope to have the railroad open for our December meeting. All for now!

Keep ‘em rolling!

*Bruce A. Knapp*

## June 2012 Car Projects Report

Our 2011 Division 7 car project, Virginian & Ohio 50’ plug-door boxcars, in V&O blue, with “The Ridge Runner” slogan in white lettering, are offered in four numbers. They are priced at \$17 for singles, and \$64 for a four-car set, plus Ohio sales tax. We have sold 372 V&O boxcars during the first 9 months, mostly through mail order sales. We are in the black for this car project, and have 108 car kits available for sale.

We have sold 572 Allegheny Midland 70-ton triple hopper car kits, and have only 15 car kits remaining.

Our new 2012 car project will be Allegheny Midland 41’-6” gondolas, in HO scale, by Accurail. The cars are black with white lettering, and will be offered in three numbers. This limited-edition run will consist of 400 cars. They are priced at \$18 for singles, and \$51 for a three-car set, plus Ohio sales tax. We expect to have cars available for sale at the June Division 7 meeting.

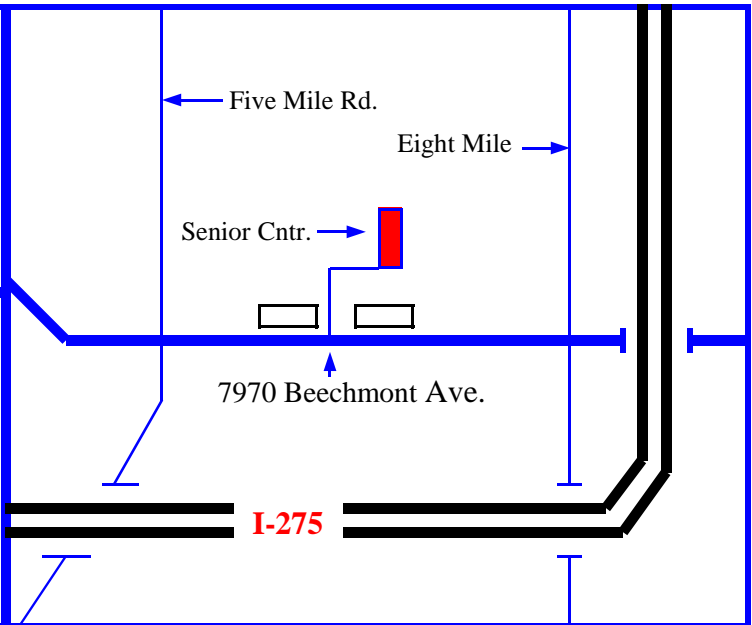
**Jim MacKnight**  
Division 7 Car Projects



**Next Meeting**

**2 PM Sunday June 10th**  
@

**Anderson Senior Center**  
7970 Beechmont Ave.



**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>
June 10	Anderson Senior Center	Dave Keith Train Order Operations	Bob Shaw John Listermann	<u>Models</u> Off-Line Dioramas <u>Photos</u> Workin' on the RR
June 21	Resurrection Lutheran Church	Lebanon Sub Meeting	None	Show and Tell
July <b>15</b>	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**

6/23-24 Miami Valley Rail Festival Dayton, OH  
8/11 Summerail CUT Cincinnati, OH  
9/15 All Trains Flea Market Greenville, OH  
10/20-21 Cincinnati Model Train Show W. Chester, OH

**National**

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**

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

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Div. 7 Web Site [www.cincy-div7.org](http://www.cincy-div7.org)  
MCR Web Site [www.midcentral-region-nmra.org](http://www.midcentral-region-nmra.org)