

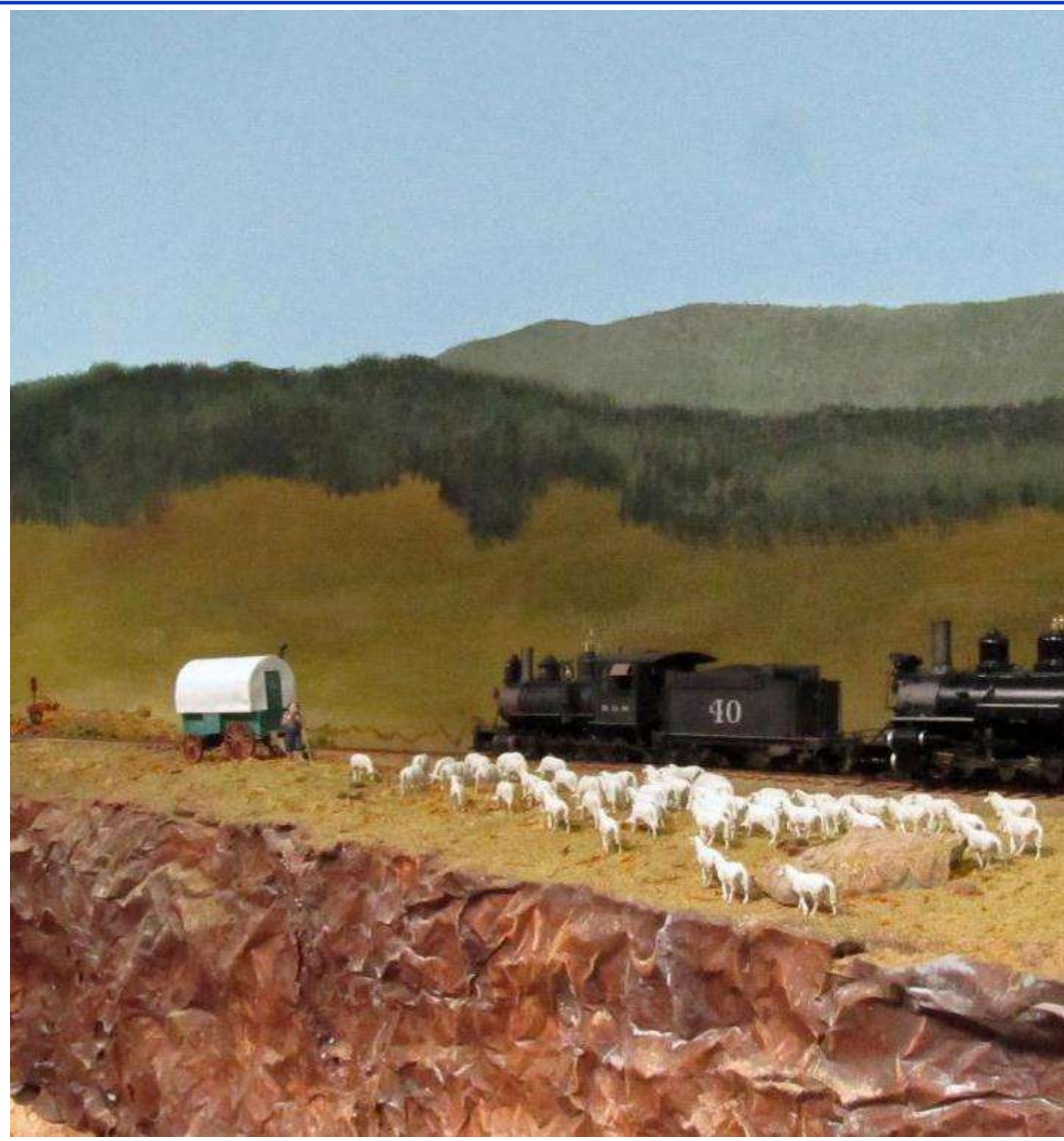
The

# Oil Can

April, 2013



Volume VII Issue 4



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## Editors Corner

**Rick Stern**

This is my first issue as editor of the Oilcan. I want to start by recognizing outgoing editor Don Phillips' outstanding contribution to the Division. I'm learning that the Oilcan is a more complex operation than most people realize (maybe I'll write on this in the future after I've learned more). Don has done a great job of getting both versions (mail and email) of the Oilcan out to subscribers. He has established a solid working relationship with our printer and mailing services, edited contributors' grammar and content, shot great photos, and all of this on a monthly deadline. We all owe him thanks for eight years of service.

In the future as editor, I plan to keep a fairly low profile. I hope I will get contributions of articles and photos from the members and leaders, especially from meetings and events. I also hope to get photos and features from you – If I don't I'll provide material from my archive, which tends toward the oddball, western and narrow-gauge (you eastern coal guys have been warned!).

I'm very open to suggestions and help of any kind for making the Oilcan responsive to the changing needs of the Division.

*Rick*

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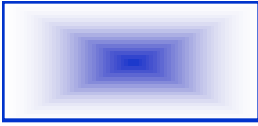
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*The Oil Can is a publication of Cincinnati Division 7, Mid Central Region, NMRA, Inc. Opinions expressed herein are the authors and do not necessarily reflect the opinion of Division 7, the MCR, the NMRA, it's officers, or it's members.*

*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:

This month's cover is a scene from Don Bergman's beautiful Rio Grande Southern, taken during the 2012 Grand Rapids Convention. Don, who lives in Holland MI, has modeled the southern portion of the RGS, including many recognizable scenes (like this one at Lizard Head Pass). Running distance is proportional to the prototype, so the railroad is run with schedules and operating plan similar to the 1930's.



# Headlights

Randy Kerka  
Superintendent

There has been a lot of “chatter” on the Internet (mailing lists and blogs) in NMRA Magazine (Charlie Getz’s column) and among MCR and other region Superintendents and Membership chairs on the subject of new member retention and assimilation into Division activities. Those of you who regularly attend Division 7 meetings know that we have spent considerable time addressing this issue and trying to make new members feel welcome without ignoring the needs of the long-time members. It is a sensitive issue and I can’t emphasize enough how critical this issue is to the future of our group.

Think back to that day long ago when you joined the NMRA and attended your first Division meeting. I will certainly never forget my first meeting back in 1994. I knew no one. I was asked by the Super to stand up and tell folks who I was and what scale I modeled in. Believe it or not a small percentage of the members present actually “hissed” when I proudly stated that I modeled in N-Scale. How embarrassing was that? Well... I immediately headed for the door wanting nothing more to do with that rude group of people.

Fortunately for me and my future with Division 7, several members quickly jumped up and followed me to the parking lot stopping me as I was getting in my car determined never to return to this very unfriendly group. John Burchnall, Gerry Albers, the late Scott Firth, and others cooled me down and explained that these were guys having a laugh at my expense and that apologies were certainly in order. I never got apologies from the jerks that were offensive but the friendship and remorse shown by the group that tracked me down convinced me to give it another try. It didn’t take long before I was getting “involved,” volunteering for every Division event and getting to know those people who could help me with my modeling skills. I took over management of the Membership Booth (yes, the same old relic we are still using), culminating my early service as Volunteer Chair for the 2005 Cincinnati Limited NMRA Convention.

Most of those “clowns” are gone now and I can’t say that I miss them. I cannot imagine how much fun and how many life-long friendships I would have missed out on had I simply bolted and not come back. I promised myself if I ever found myself in a position to make a difference... I would NEVER allow a new member have an unpleasant experience. Hence, my passion on this topic.

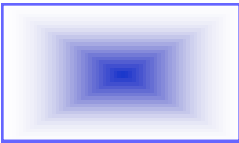
So where has this led us? As Superintendent I take full responsibility if a new member joins and subsequently leaves unhappy. Your Officers are under orders to never be too busy to visit with any Division member. We have instituted the New Member Ambassador position to spot and welcome the new folks, making an effort to “hook them up” with old timers with similar interests. Georgia Dahlberg, MMR has taken on that challenge and is putting her heart into the effort. Members Aid Chairs Pat Homan and Bruce Knapp have embraced this and I regularly hear good comments on their collective efforts to be helpful. We need a lot more help in this effort. I am calling on and challenging the current membership to ALL be ambassadors to the new members and give them the same positive feelings I received from Scott, John, and Gerry. I also owe John Altshool and Jack Fischer for that early kindness that brought me back and kept me back! I am hoping that many of you are now thinking about those folks that made YOU feel welcome in Division 7.

Now I am not asking you to fawn all over the new guys. I am asking that when you see a new face at a Division 7 meeting, to take the initiative to approach that person and introduce yourself. Each one of you is Division 7 to that new person. New members are our future and will help our club prosper as they get involved (as I hope I have done and more importantly... as you have done). Lastly, please remember way back to that first meeting you attended and make the new folks feel welcome. I know that I will never forget!

The NMRA National Convention is in Indianapolis, Indiana in 2016! An outstanding presentation by the host group representing the proposed 2016 National Convention in Indianapolis led to the rapid and enthusiastic acceptance of their bid by the NMRA Board of Directors. The convention will be headquartered in the downtown area near the convention center. With 200 restaurants in the immediate area, a host of rail and family activities on tap, many outstanding home and club layouts, and its central location (within a day’s drive for 156 million people), the convention is certain to be one of the most successful in recent times. The dates are July 3–10, 2016.

NMRA Chief Financial Officer and Division 7 Director Frank Koch, HLM, reported that the first interim goal of at least \$250,000 in pledges for the California State Railroad Museum Gallery, “The Magic of Scale Model Railroading”, has been reached. This triggers the matching pledge of another \$250,000, which puts the Exhibit well on the way toward reaching





# Second Section

Bob Shreve  
Asst. Super

From the early results, it looks like the annual Spring Flea Market at the Lakota West Freshman School was a big success. Dianne Rowland (with Don's help) has done a super job organizing this event over the past years. One of the purchases I made is "Cincinnati Railroad Heritage" by David Ingles and Denny Hamilton. The book is filled with color photos of Cincinnati railroading in the 50's, 60's, and 70's. I'm enjoying looking at the pictures, but I keep thinking I should have been paying closer attention while I was growing up. Where's Mr. Peabody and his Wayback machine when I need him?

Our next meeting will be on April 14<sup>th</sup> at the Anderson Senior Center. Frank Koch will answer your questions about the NMRA's Achievement Program. After the meeting, Rick Crumrine and John Listermann will host layout visits.

There will not be a meeting in May. Instead we will be attending an operating session of the Cinder Sniffers group on May 11<sup>th</sup> on their outdoor layout in Indiana. The Cinders Sniffers run coal, oil or propane fired live steam locos, plus battery or gasoline powered engines, on track gauges ranging from 7-1/2" to 2-1/2". We anticipate the operation session will start around 10:00 in the morning and run until sometime in the afternoon. Transportation to the layout will be the responsibility of the members. Division 7 will provide coolers of water and ice. Grilling is not permitted on the grounds. You will be welcome to bring a picnic lunch if you like, but you need to take all your trash with you when you leave. For safety reasons, everyone must wear sturdy completely closed shoes, and riders must not lean while riding the trains. Cameras are permitted while standing on the ground, but not while riding the trains. Look for more details in next month's Oil Can.

The week after the Cinder Sniffers outing will be the MCR regional convention in Miamisburg, south of Dayton. If you have not gone to a regional convention before, this will be a great opportunity considering the close proximity. It looks like they have a lot of good clinic topics on the schedule. Several Division 7 members will be giving clinics.

The June meeting will be on June 2<sup>nd</sup> at Hyde Park Community United Methodist Church. Remember, that's one week earlier than usual. Matt Snell will do double duty as both clinician and layout host. Dan Mack will also have his layout open after the meeting.

See you in April.

*Bob*

*(Continued from page 3)*

the estimated cost of up to \$750,000.

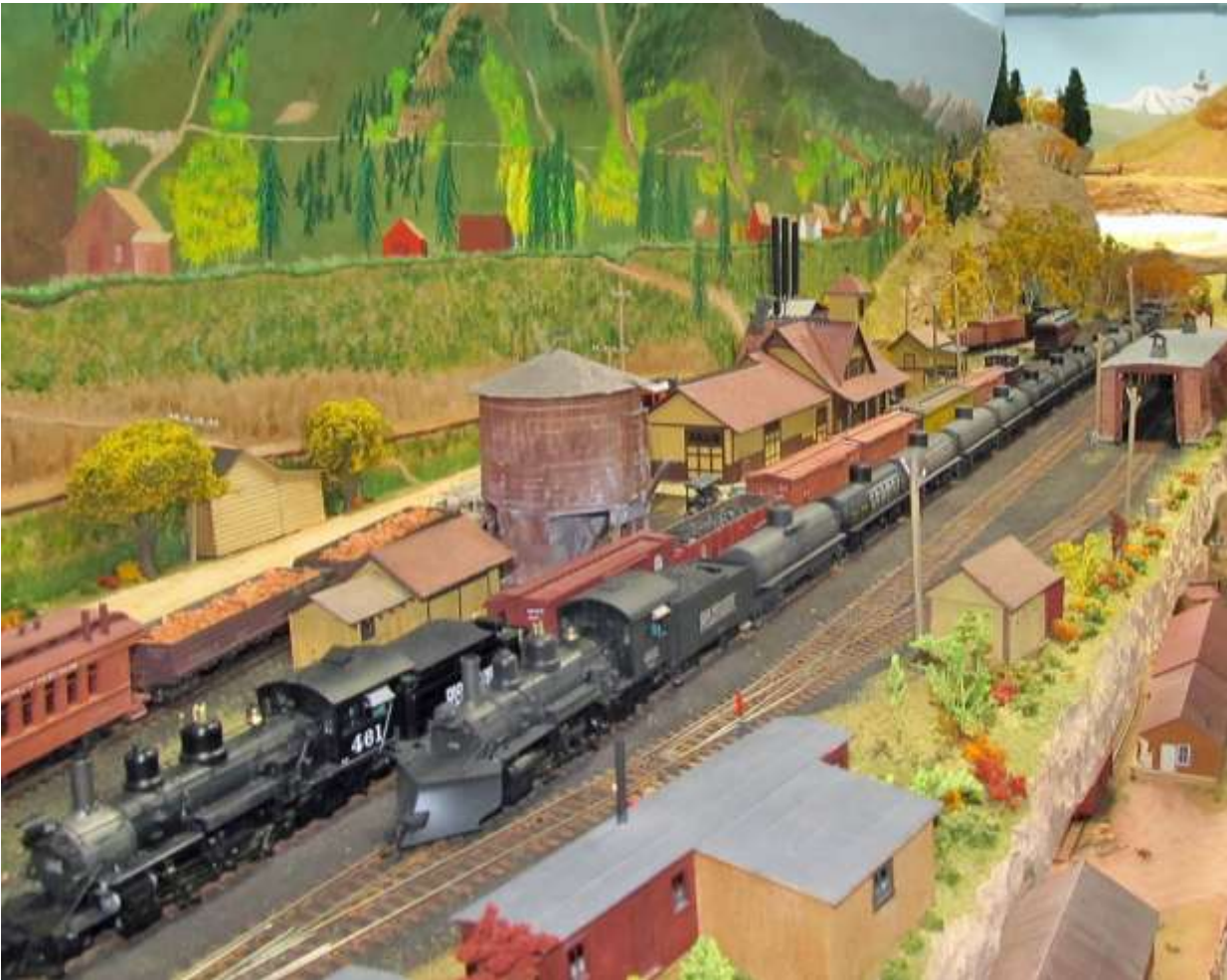
Speaking of Frank, he will no doubt be disappointed to learn that as "Poster Boy" for a guy that simply needs to get off his butt and do the AP paperwork for several Certificates, I won't make the April meeting as I will be vacationing with my golf clubs in North Carolina. I hate to miss his clinic, but Frank, when I term out as Superintendent... I Promise To Get Busy. (By the way, I am not the only one!)

I will be back with a golfer's tan in May. Bob Shreve has the throttle!

*Randy*

April, 2013





More pictures from Don Bergman's inspirational HO<sub>n</sub>3 Rio Grande Southern. For the narrow gauge fans who have studied this line, there are many recognizable scenes. Don's excellent modeling shows at every turn.

Rico Colorado. Don's layout ends here, though the real RGS continued south to Durango. A friend nearby is building the south end of the railroad and they expect to coordinate schedules and operations between the two.

Crossing a bridge. Note the load of cyclone blowers in the third car.

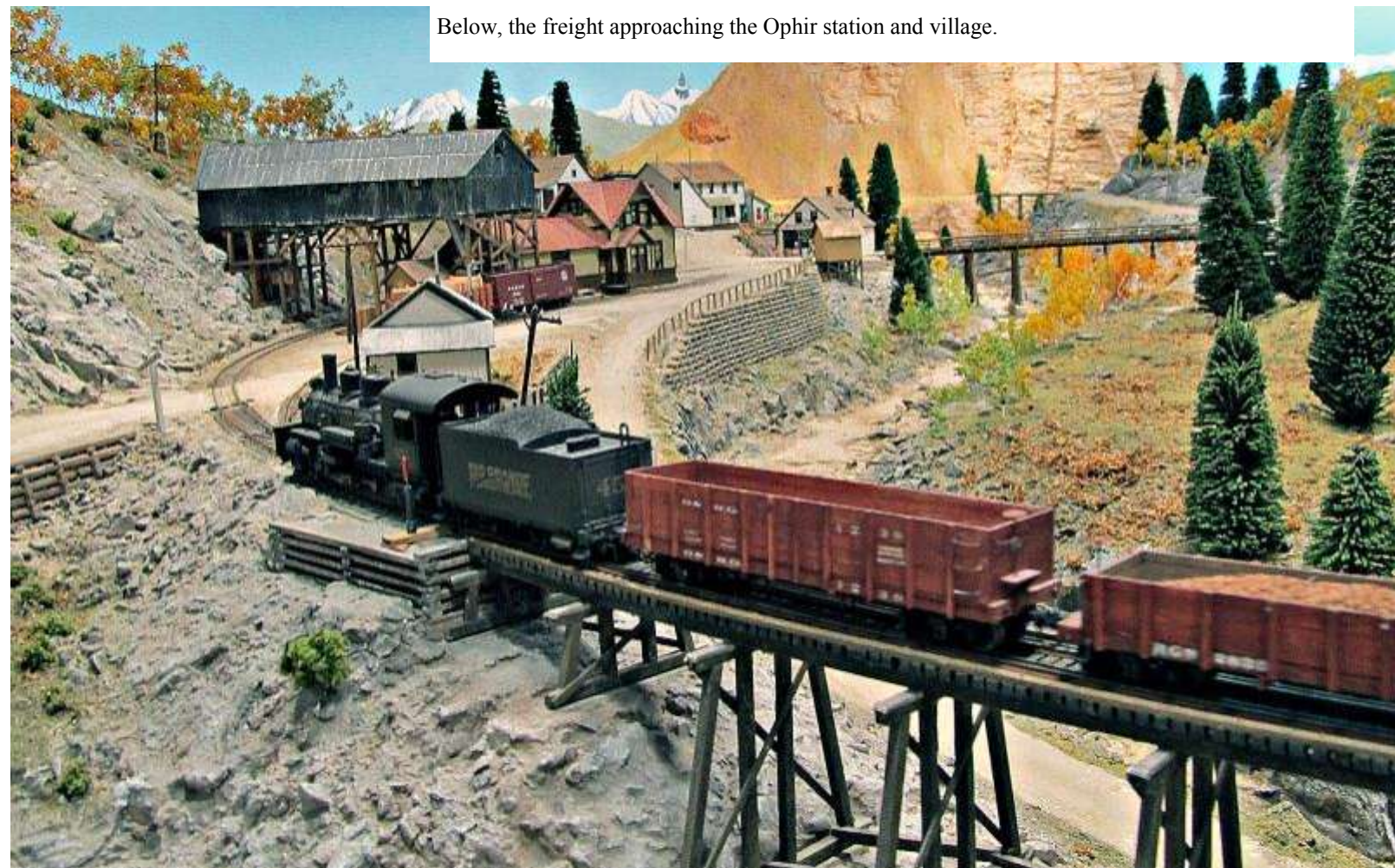




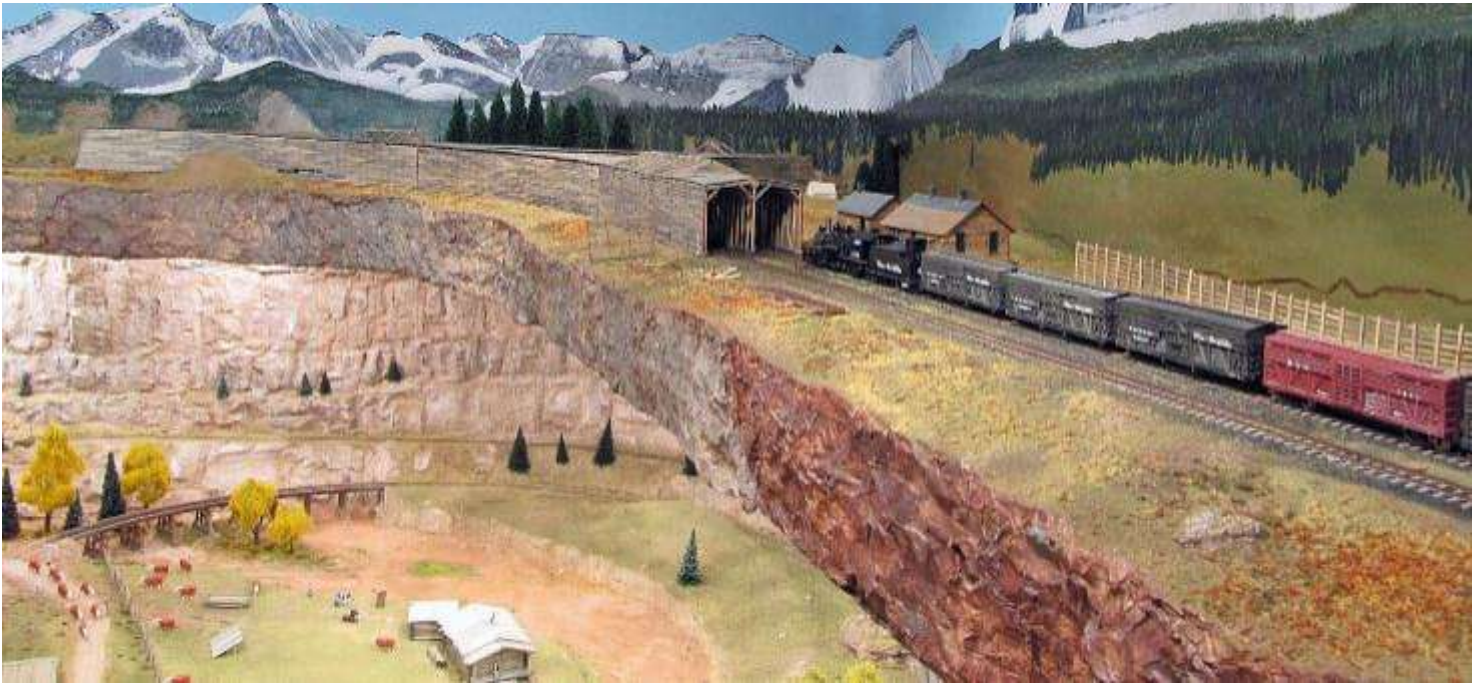


Scenes at the Ophir loop. Above a freight starts across bridge 45-A while a passenger train waits on the passing track on the highline above. Schedules are similar to those of the prototype in the 1930's, and Don has regular operating sessions.

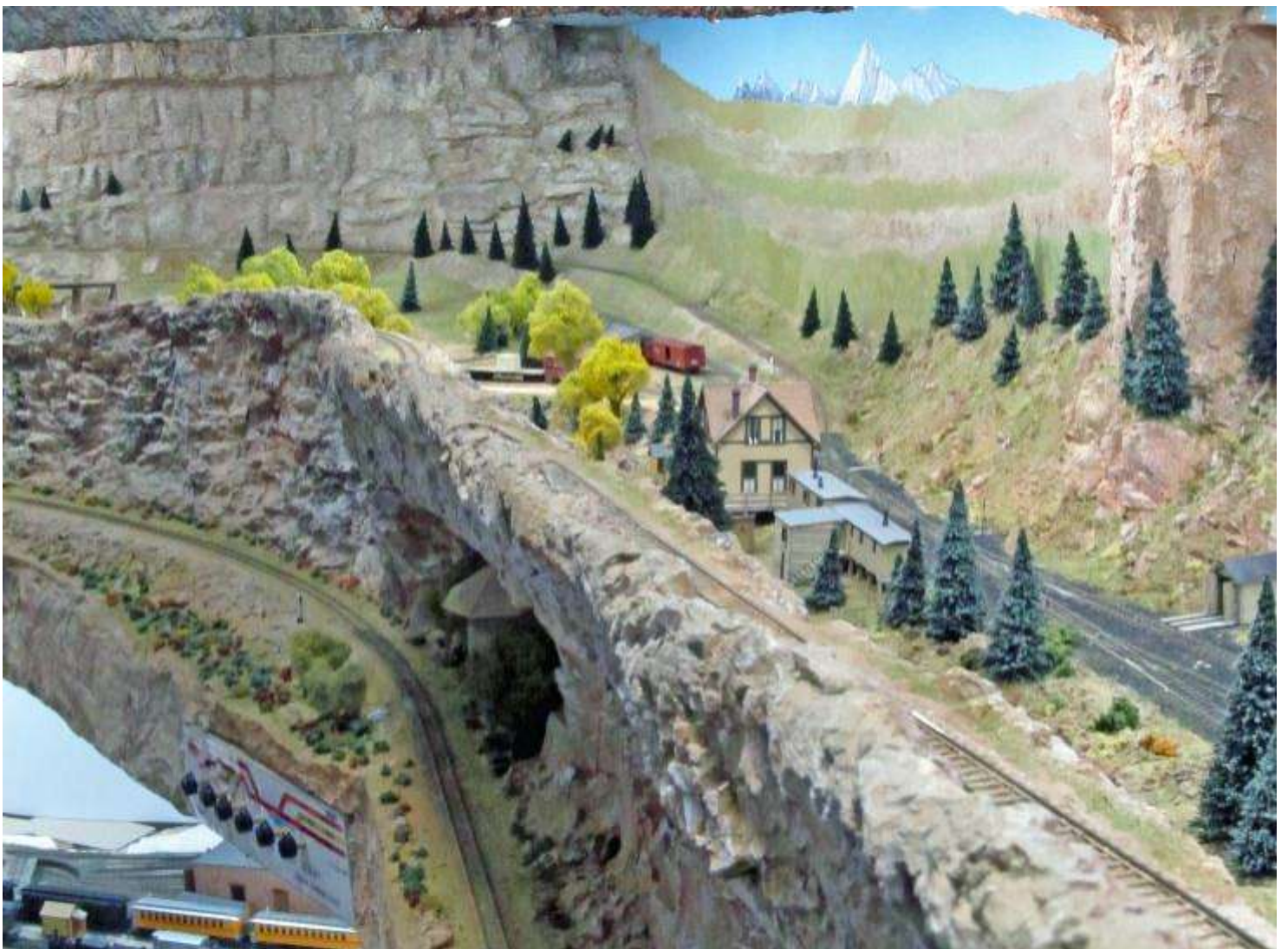
Below, the freight approaching the Ophir station and village.







Don's layout is built in half the basement of a medium size condo, so it's about 24' square. These pictures show some of the creative multi-deck construction that allows him to achieve the uncrowded and historically accurate scenes on his layout. Above shows Lizard Head pass on top, with Vance Junction and the branch to Telluride crossing the trestle on the middle deck. Photo below shows Vance Jct, with the Telluride branch climbing the grade in the foreground, a section of main line "floating" in front of the water tank, and at the bottom the unfinished Ridgway yard. If you really want a layout, you'll find a way to build it.



## OVERALL STANDINGS for 2013

### *Models*

Frank Hermanek	04	Butch Sage	03	Anton Zillich	02
Georgia Dahlberg	03	Bob Adams	02	Ron Gribler	01
Chuck Endreola	03	Rick Stern	02		

### *Photography*

Georgia Dahlberg	05	Chuck Endreola	03	Jerry Baston	02
Randy Seiler	04	Jim Rollwage	03	Anton Zillich	01

### *Junior Division*

#### *Models*

Anthony Zillich	03
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#### *Photography*

Anthony Zillich	03
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### April Topics:

**Models: Passenger Cars** (Any car commonly found in a passenger train)

**Photography: Trains on Bridge** (Show at least one power unit and some cars)

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

*Jack Laubisch*

Competition Chairperson, NMRA, MCR, Div. 7

### [Don't forget to vote!](#)

In the center of the February issue of the NMRA magazine, you'll find an announcement along with the official ballot for the upcoming 2013 NMRA election. A list of the candidates and their bios for the three open offices also appears but only one of those offices, "**Candidate for At-Large-World-Wide Director**" applies to our division (the other two are out of our geographical area). Included in the four candidates running for that office is our own **Mike Brestel**. Mike, who is the immediate past president of the NMRA, has been a life member for almost 40 years and has ably served our hobby and Division 7 in various positions for over 45 years. You can read his bio in the list of candidates in the center section of the February issue.

On the last page of the 4 page center section insert of that February issue, you'll find the official NMRA 2013 ballot. Please follow all the directions carefully and remember, only the "At-Large-World-Wide Director" applies to Division 7.

From what we can tell, Cincinnati's Division 7 is one of the more successful divisions in the NMRA thanks in good part to many dedicated and hard working members like Mike. What better way to keep us up there at the top than to continuing having one of our members in a leader position nationally.

So, one more time:

**[Don't forget to vote!](#)**





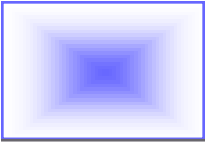
Built for Western Maryland coal service Shay #6 was shipped to Elkins, West Virginia May 14, 1945 for use on the 9% grade on the Chaffe branch. Shay #6 was the last Shay ever built. The locomotive's commercial life was short, lasting only four years. #6 was then stored and finally donated to the Baltimore & Ohio Museum in Baltimore, MD, where it remained for 26 years. In 1981, #6 was traded to the Cass Scenic Railway. Today, #6 is still like new and a spectacular example of the fine technology of geared locomotives. It combines the grace and refinement of the Pacific Coast Shay with sheer mass (162 tons). The locomotive is about twice as large as any other locomotive at Cass. The Big 6 is assigned to the Bald Knob, Spruce, and Elkins excursions. *Photo by Don Phillips*





RJ Corman GP16 #1804 was acquired from the Seaboard Air Line and rebuilt. Thurmon, West Virginia. *Photo by Don Phillips*





## **Are we there yet?**

When I still commanded the 338<sup>th</sup> Army Band, “Are we there yet” was often asked by one of my senior NCOs. It usually happened as we pulled out of the reserve center on our way to a commitment. He would keep it up until either our E-8 or I would stand up and say, “we’ll be there soon, now be quiet”. I got a chance to read Randy Kerka’s article before I wrote this, so I reflected on the status of Division 7, the MCR, and the total NMRA, and again I heard the same question. I read about Randy’s initial division meeting and wondered, “Has this been the experience of others”? Recruiting and retention are an important part of what we do to promote the hobby. What was your first experience? My first visit was a very positive experience; I came as the guest of Ralph Paine, a very close friend and model railroader. Ralph introduced me to John Wissinger, the superintendent. I was welcomed by a lot of people I knew already and last but not least, I won the raffle. [An Atlas Santa Fe SD-24] What do we [or can we] do to insure each visitor’s experience is an enjoyable one? I firmly believe our division is one of the best in the entire association and you the individual are the strength of our division. When a new face shows up, make a new friend, not just a new member. Remember, to them, you ARE the NMRA. [We all are]

## **The Spring Swap Meet**

Kudos to Diane and Don Rowland, Roy Hord, and the many volunteers who made this year’s swap meet such a success. I know we were very busy at the Modeler’ Aide booth, especially our test track. I didn’t get a chance to talk to many of our dealers, but the ones I did talk to claimed to have a very successful day. If the equipment that showed up for testing was any gauge of the show, it was excellent, as the equipment I tested was uniformly great. [Plus the prices were also excellent] I have to thank my partner in crime, the ever-popular Pat Homan, who does a fine job at the test track. All in all, the swap meet was a totally enjoyable experience, thanks to everyone.

## **New Products Needed**

I was drooling over this year’s Walthers catalog, as I started my Christmas list [you can never start too early, as this list is for 2013 *and* 2014]. There are some very nice Santa Fe specific items from many manufacturers, but I noticed a couple of items I would like to see. I would like to see Classic Metal Works issue some 1947-’48 vintage Ford trucks, plus some 1950-’51 Chevrolet automobiles. Both items were a very common sight when I was growing up and would go well on my new layout.

Keep ‘em Rolling

*Bruce*

Thanks so much to ALL my faithful flea market volunteers. The flea market would not be such a great success without the continuing help and dedication from the set up crew, admissions folks and the take down crew.

Thanks also to Roy Hord for managing to fit yet more vendors into the small space.

Hope to see you ALL again next year.

*Dianne & Don*

Congratulations are in order to Bill Doll for the very nice article on his layout in the April *Model Railroader*.

Rick



Glad Spring is Here! South of Lloydminster just inside the Saskatchewan border, CP Rail train that got stuck in a the March snowstorm.

*Pictures by Simon Barber by way of John Depauw*





### Next Meeting

2 PM Sunday April 14

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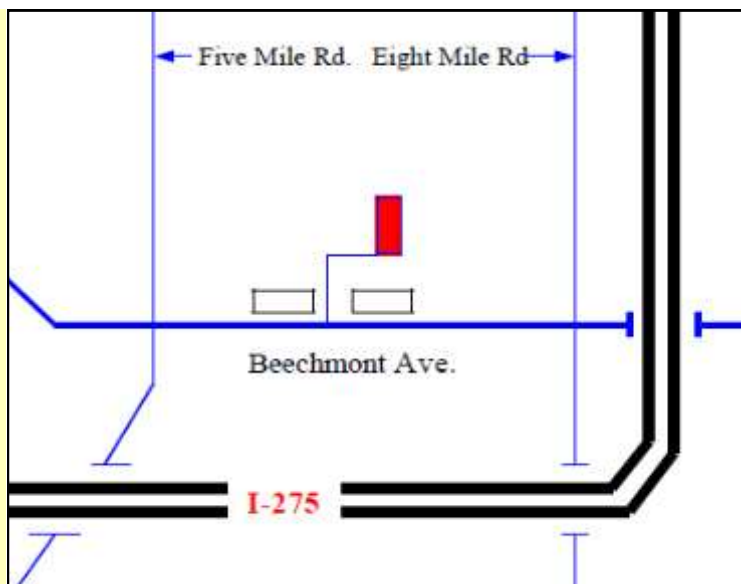
Anderson Senior Center  
7970 Beechmont Ave.

#### Directions:

From most areas: I-275 to Beechmont Avenue.  
West 1.8 miles.

From Kentucky and southwest areas; I 471/I275 to  
exit 69 Five Mile Road, North (left) to Beechmont  
Avenue, East (right) 0.9 miles.

The Senior Center is on the north side of Beechmont  
Ave, behind the fire house



### Coming Down the Line

Cincinnati Division 7, MCR, NMRA  
2013 Schedule

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

Date	Location	Program/ Speaker	Layout Visit	Contest Topic
April 14	East Anderson Senior Center	Frank Koch NMRA Achievement Program	Rick Crumrine John Listermann	<u>Models:</u> Passenger Cars <u>Photos:</u> Train on Bridge
April 18	Resurrection Lutheran Church	Lebanon Sub	N/A	Show & Tell
May 11	Cinder Sniffers – No Meeting	Cinder Sniffers	Cinder Sniffers	No Competition
May 16	Resurrection Lutheran Church	Lebanon Sub	N/A	Show & Tell

### Around the Region 2013

4/5-7 C.P Huntington Model Tr. Show .....Charleston, W.VA  
 4/27 Hoosier On30 Mini-Meet.....Oaklandon (Indianapolis) IN  
 5/2-5 Midwest Region Convention.....Indianapolis, IN  
 5/15-18 Mid-Central Region Conv. ....Dayton, OH

### National 2013

5/17-29 Cass Rail Fan Weekend.....Cass, W.VA  
 6/5-9 National Garden Rwy. Conv. ....Cincinnati, OH  
 6/26-30 National N Scale Conv. ....Milwaukee, WI  
 7/14-20 National NMRA Conv. ....Atlanta, GA  
 8/28-30 National Narrow Gauge Convention...Pasadena, CA

### Modeling Problems? - Ask the Member Aid Committee

Pat Homan (513) 861-2057

Div. 7 Hot Line ....(513) 662-RAIL

Div. 7 Web Site ....www.cincy-div7.org

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