



April, 2021

# THE Oil Can



Volume XV Issue 4



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## The Editors Corner:

**Dave Puthoff**

### **April Meeting**

We will have an April Meeting on April 11 — but it will be a “**Virtual Meeting**” via *Zoom Meetings*.

In this issue, work recently completed by several Division 7 members on their layouts are presented.

Are you busy doing projects on your layout during our COVID19 staycation? Email your Photos and/or Descriptions to [editor@cincy-div7.org](mailto:editor@cincy-div7.org).

If you have a photo, or a useful tip, or maybe just a useful website that you would like to share, the Oilcan is an opportunity to share it with your fellow model railroaders. Email it to [editor@cincy-div7.org](mailto:editor@cincy-div7.org).

*Dave*

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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, its officers, or its 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:**

**Scene from Jim Rollwage's Layout**



Our March virtual meeting was highlighted by a new clinic by our own John Burchnall detailing (and I do mean detailing) a whole set of historical timelines that can help a modeler select an era/year/month to model and then get the details right to go with that selection. Like autoracks? You won't find those in 1957. Have a favorite steam engine? You won't find that in 1967 (except maybe as a fan trip). Are you partial to Penn Central (don't laugh, there may be some)? That limits the years to a pretty small window. Which gas station brands (and logos) are right for your selected year? Did you know that stop signs used to be yellow? And that yield signs used to be yellow also, but did not even exist pre-WWII? Even railroad crossing signs have changed and the way the stripes on roads are done. There is probably a level where you think it is "too much" to be bothered about; but chances are you know someone who will spot these things. After all, there is the term "rivet counter" in our hobby for a reason.

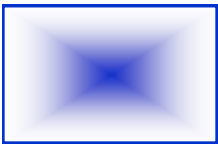
I know John is still doing the research to add to this subject. He probably already had enough for two clinics. He and I discussed that a way to divide this material up might be to focus one clinic on how to select a time to model, and then have a second (and maybe a third eventually??) clinic that would focus on how to get the historical details right for your selected time period. Many of us model the "transition era" BECAUSE we want to include both steam and diesel engines (often because we bought several of each before we even thought about how they would "fit" on a layout).

But seeing the historical overlap on a timeline, the way John displays it, is really helpful because it makes the whole thought process visual. Knowing when certain diesels were produced can be key data in your time period selection. The steam side of the choice is harder to deal with because it varies by railroad. However, I suspect most of us have not only chosen the railroad we will model, but also know some key parts of its history – like when they last ran steam, and even which engines and where. So adding that to one of John's timelines would be easy and could confirm the selection of a period to model.

I confess to being a history nerd, and have always liked this kind of cross-over between my hobby and my interests. For example, my future layout has a pretty specific date already picked. It will be B&O because that is what I grew up close to. It will be in the transition era, which for the B&O extends to 1959. (While "officially" fully dieselized on March 1, 1958, there were still 44 steam engines on the roster in 1959). And more precisely it will be October 1957. Why? Because I want to have at least one 1958 Chevrolet on the layout - because my family bought a new 1958 Chevy. We bought ours in September 1959 at the end of the model year when they were likely on sale; but the earliest I can have one is when they came out in the fall of 1957. This gives me the most remaining steam and early fall is a busy shipping time due to the harvest season and the stockpiling of coal going into the winter. Now with John's research, I can determine that I need red stop signs and probably a sign advertising Top Value stamps on a building in town. This is also before the first round of railroad mergers, so I can have all of the classic names like Virginian, Wabash, Erie, and Monon, but not Erie-Lackawanna or Penn Central. I can have GP-7s and GP-9s, but no GP-30s. Pretty cool. And way more still to learn.

I look forward to "seeing" all of you on Zoom again in April. Continue to hang in there and be safe.

*John*



# SECOND SECTION

Chuck Endreola  
Asst. Super

Anne and I registered on four different local sites to get our Covid vaccinations, none of which responded in almost a month. We received a tip about a site in Dayton that had openings and we scored our appointments right away. Now, a motor trip to Dayton is a boring drive. To make the journey more palatable, I Googled "Dayton train shops". I Found Schultz's Hobbies in Kettering, a suburb of Dayton. It was just a block from the Kettering Medical vaccination center. The Kettering operation was amazingly well organized. We were in and out in 30 minutes.

Now, on to the train shop! We were welcomed by owner-operator, Chris Schultz. I found him to be personable and knowledgeable. I discovered several items I just "couldn't do without" on that first visit. Two weeks later, in and out of Kettering Medical in 25 minutes, and my reward was a second visit to the train shop. I brought in an old Lionel steam loco for repair as well. A great amount of Schultz's business is engine repairs. I mentioned that I am always on the prowl for Victorian scale figures, scratch building parts and details. I was presented with 2 cardboard boxes of said items to rifle through. I left with a full bag and an empty wallet! Now, I had better get busy on some scratch building!

Much to my chagrin, brick and mortar train shops are disappearing. Computer "E-trade" seems convenient, but you run the risk that the item does not satisfy your needs, for any number of reasons, and it can be a hassle to return. In addition, some no name suppliers are fly by night and you never receive your order. I prefer to physically examine items before I buy. To me, train shops are the cathedrals of model railroading. Just walking in and it is an uplifting experience. One gets to meet and chat with fellow modelers, making new friends as well. I enjoy scouting the aisles of merchandise in hopes of finding that special car or structure I have spent years searching for. And sometimes...eureka! There it is! Euphoria is upon me.

But even if I do not find "it", some other items I find will inspire new projects. I depart with my new treasures and renewed impetus to get to the basement. If you find yourself in Dayton, make it a point to stop at Schultz's. And do not forget Hamilton Hobbies, EnterTRAINment Junction, Dixie Union Station, Western Hills Photo & Hobby, HobbyTown and the newest, Allied Rail Hobbies - all in our area. See their listings in our website.

Our last meeting was highlighted by John's Burchnell's awesome clinic. He created a comprehensive timeline to aid a model railroader in choosing and modeling an era. It displayed the life span of major railroads, their locomotives, rolling stock and merger information. John added corresponding timeline data of what the world looked like in the chosen era. That treasure of information is helpful in creating accurate and convincing scenes. It is obvious John devoted an incredible number of hours in the research and design of this detailed treatise. John's talents never cease to amaze me. For your reference, all his slides are posted on the Modeler's Aid page of our website.

Here is some great news. I plan to change the format of my monthly meeting reports. Since there is an updated copy of the year's program schedule in each issue of the Oil Can and on our website, I will no longer bore you by announcing what you can read for yourself. Just my little contribution to help shorten the business meeting and get to the fun part sooner. I will still call to your attention any schedule updates, including exciting new additions.

An Ad Hoc committee has been busy in researching methods and necessary hardware and software to implement the simulcasting of our meetings on Zoom after we resume meeting in person. More on that as time progresses.

On March 20<sup>th</sup> I attended Sam Parfitt's OP session. First time I've been to Sam's since he has switched to DCC. He has added signaling, CTC, hundreds of trees and several more gorgeous locomotives. Sam has hand spiked 1500 feet of rail and installed 100 #10 turnouts. It takes 1.5 to 2 hours to take your train to the upper interchange and back (about 1000 linear feet! A stable of 145 exquisite locos and 1000 cars adorn the layout. Sam's lighting and painting of his steam engines is superb. We hope to schedule Sam to present a clinic on his painting early next year.

*Chuck*



**CINCINNATI DIVISION 7, MCR, NMRA  
MARCH 2021 VIRTUAL CONTEST RESULTS**



**MODELS: Steam Locomotives**

**Model Photos:**

- 1st Place: John Burchnell: PRR T-1 on Ed Swain's layout
- 2nd Place: Sam Parfitt: HO GN R-2 2-8-8-2 customized Tenshodo
- 2nd Place: John Listermann: HO B&O consolidation @2781 at Fairmont, WV
- 2nd Place: Paul Miklos: HO Shay #8 kitbashed and detailed MDC

**Junior Division Model Photos:** No entries this month

**PHOTOGRAPHY: Steam Locomotives**

**Prototype Photos:**

- 1st Place: Tom Brueggeman, MMR® #4014 Big Boy, 2019 night photo shoot in Omaha, NE
- 2nd Place: David Wynne: Durango & Silverton K-36 at Silverton, CO
- 3rd Place: Rick Stern: Chengde Engine Terminal in the morning

**Junior Division Prototype Photos:** No entries this month

**2021 STANDINGS – Through March**

**MODELS (Model Photos at Virtual Meetings)**

Roy Allan	6	Paul Alphonse	2
Sam Parfitt	5	John Listermann	2
Paul Miklos	5	Patrick Stanley	1
John Burchnell	3		

**PHOTOGRAPHY (Prototype Photos at Virtual Meetings)**

John Burchnell	10	Bob Shreve	2
David Wynne	4	Rick Stern	1
Tom Brueggeman, MMR®	3		

**JUNIOR DIVISION MODELS**

No entries this year

**JUNIOR DIVISION PHOTOGRAPHY**

No entries this year

**APRIL 2021 CATEGORIES:**

- MODELS (Model Photos if Virtual Contest): Maintenance of Way**
- PHOTOGRAPHY (Prototype Photos if Virtual Contest): Maintenance of Way**

**Jim Rollwage**

Contest Chair  
Cincinnati Division 7, MCR, NMRA



# MARCH 2021 DIVISION 7 VIRTUAL CONTEST RESULTS

## Steam Locomotives

Model

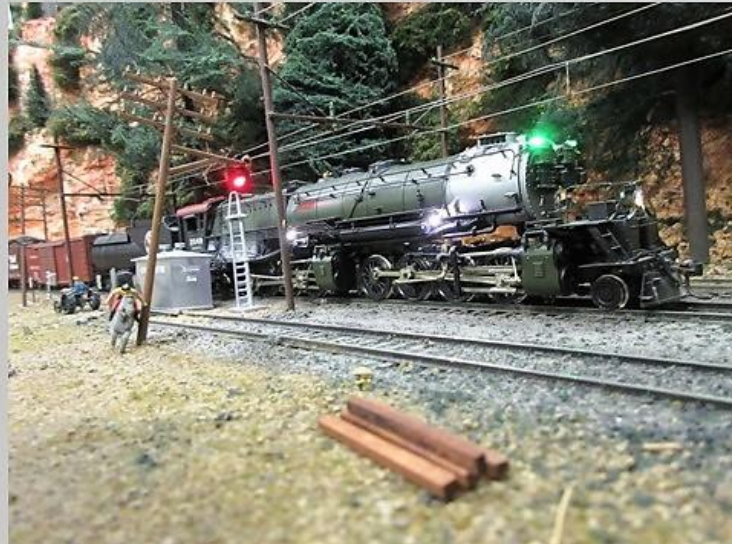


John Burchnall

**1st**

**2nd Tie**

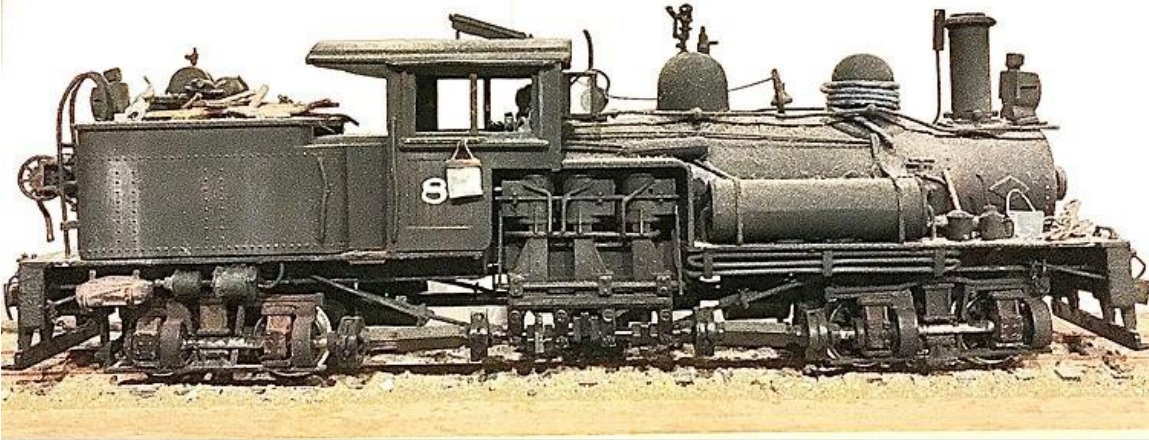
Sam Parfitt



# MARCH 2021 DIVISION 7 VIRTUAL CONTEST RESULTS

## Steam Locomotives

Model



Paul Miklos

**2<sup>nd</sup> Tie**

**2<sup>nd</sup> Tie**

John Listermann





# MARCH 2021 DIVISION 7 VIRTUAL CONTEST RESULTS

## Steam Locomotives



**Prototype**

**Tom Brueggeman, MMR**

**1<sup>st</sup>**



# MARCH 2021 DIVISION 7 VIRTUAL CONTEST RESULTS

## Steam Locomotives



Prototype

David Wynne

**2<sup>nd</sup>**

**3<sup>rd</sup>**

Rick Stern





**CINCINNATI DIVISION 7  
MID CENTRAL REGION, NMRA  
MODEL AND PHOTOGRAPHY  
CONTEST THEMES FOR 2021**



<b>MONTH</b>	<b>MODELS *</b>	<b>PHOTOGRAPHY **</b>
January	Caboose or Passenger Car	Caboose or Passenger Car
February	Hopper or Gondola Car	Hopper or Gondola Car
March	Steam Locomotive	Steam Locomotive
April	Maintenance-of-Way (MOW) Equipment	Maintenance-of-Way (MOW) Equipment
May	<b>Freight Car with Open Load</b>	<b>Freight Car with Open Load</b>
June	- No Contest (if Flea Market) -	- No Contest (if Flea Market) -
July	<b>Bridge or Trestle (with or without a train)</b>	<b>Bridge or Trestle (with or without a train)</b>
August	Tank Car	Tank Car
September	Non-Steam Locomotive - any non-steam motive power on rails (internal combustion, electric, turbine, horse-drawn, ...)	Non-Steam Locomotive - any non-steam motive power on rails (internal combustion, electric, turbine, horse-drawn, ...)
October	Non-Bridge Structure or Diorama	Non-Bridge Structure
November	Freight Car - any revenue producing car not carrying pass.	Freight Car - any revenue producing car not carrying pass.
December	Box or Refrigerator Car	Box or Refrigerator Car

\* Model photos if Virtual Contest

\*\* Prototype photos if Virtual Contest

Changes from prior version in Yellow  
revised March 4, 2021

# DIVISION 7 MEMBERS' "COVID19 ACTIVITIES"

## SIGNALING THE EAST VALLEY SUB (Staging)

Patrick Stanley

On my Southern Pacific Donner Pass layout I have a three track staging that I call the East Valley Sub. It is "close" to the point where the actual East Valley line diverted from the Donner Pass line to head north toward Oregon hence the name. On my layout, it was actually an afterthought once I started planning and laying track. It takes advantage of an empty space underneath the town of Colfax on the backside of the peninsula. It is stub ended staging coming off of a three way turnout that extends the three tracks for about 16 feet.

What I wanted was an easy way to tell which track was lined up and also a way to tell when a train movement into staging had reached the end of the track. Of course you cannot easily see any of this from the operator's position. My solution was to install three double headed signals (NJ International with Oregon Rail signal heads) at the entrance to this staging area using the signal indications to indicate track position on the top and occupancy on the bottom.



I decided on the double headed signals to provide the information I needed. It makes the location look like an important interlocking which of course it isn't. The top signal is a red/green LED that is wired thru some relays and the contacts of a couple of Tortoise switch machines. These in turn are activated by 2 mini SPST toggle switches on the mini control panel mounted on the fascia that determine which track is lined up for movement.



The rule for operating these is simple. If you want track # 1 (tracks numbered 1—3 from left to right) then you flip the left #1 toggle and the top signal above track 1 will turn green. The others stay red. If you want track #2, the #1 toggle comes

down and machines default to track #2 alignment. If you want Track # 3 you flip up the right toggle. Only one track will ever have a green signal at a time. Another thing that happens with this sequence is that only the track lined up will receive power, the others are dead.



# DIVISION 7 MEMBERS' "COVID19 ACTIVITIES"

## SIGNALING THE EAST VALLEY SUB (Continued)

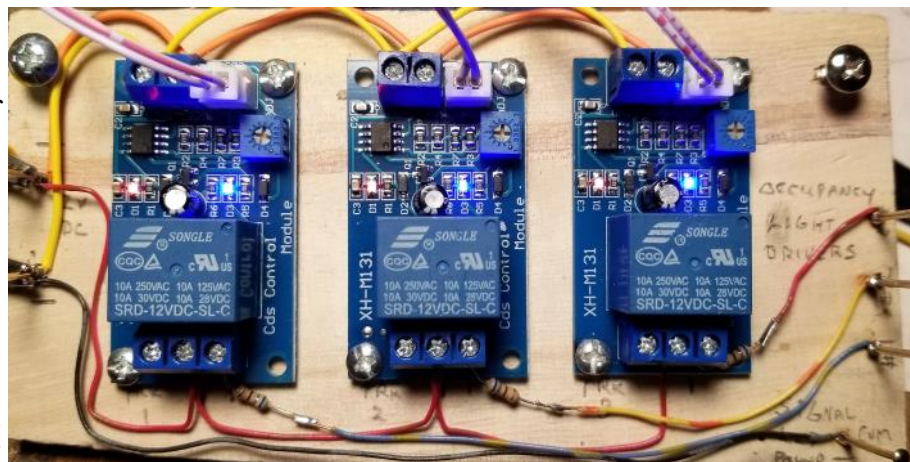
My idea for the bottom light was to have it either dark or showing yellow. The yellow indication would come on when the train reached the end of the track 16 feet away. I decided to use a photocell system to trigger the light change when the car or locomotive blocked a light source. I installed CdS photocells between the tracks, about 7" from the bumper, to give myself a safe zone to avoid a collision and derailment. That was about 20 years ago and other projects became more important. You know how it goes. I was going to build a circuit by Peter Thorne from one of the electronic projects books by Kalmbach but didn't quite get it done. I also never installed a light source above the tracks to be shadowed.



Fast forward to about 2 weeks ago. I was browsing the All Electronics Store web site as I do from time to time. They have a lot of items useful to model railroaders if you are not familiar with them. (This is NOT a paid endorsement). They advertised a Light Actuated Relay Module (the thing I had not built) for \$4.60 each (Cat # PRM-1). So I bought 3, thinking this is what I needed to finish this project. When they arrived, I bench tested one and it did just what I needed it to do. It even comes with its own CdS photocell, which I didn't need but that's OK.

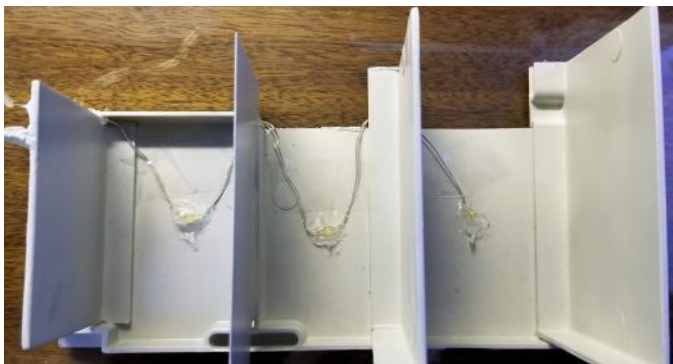
I proceeded to install the three units on a mounting board (some scrap lumber) and prewired what I could on the bench. The module boards require a 12vDC supply to operate. I also needed a voltage source for the yellow LED's in the signal, so I just powered them using the same 12v supply with 680ohm resistors.

Just a note about the modules. They come with LEDs on the board to indicate power on and also activation of the SPDT relay. They also have a small pot to adjust the sensitivity. Very easy to adjust. With the unit powered and light on the photocell, rotate the pot CW until the red light comes on and then back it CCW until it turns off. That's it. One thing I noticed was that the NO/NC relay contacts at the bottom of the board were silkscreened backwards. This may have been why they were surplus; who cares, they work.



The only other part of this project left to do was to

construct a light source for the CdS cells in the track. Since I had about 6 inches of clearance above the tracks here, I made a not too fancy divided light panel from some scrap plastic to shine light onto each of the tracks. I then mounted three LEDs I got from a cheap battery operated string from Big Lots a couple years or so ago. I hooked them thru a resistor to a convenient DC supply for switch machines that was 6 inches away. That way they are on when the layout is powered. The hard part was aligning this in a confined space. I used two 1x4" Velcro strips with tape attached to mount it to the plywood



above. With everything in place it was a simple matter to adjust the on/off by using the red led mounted on the module as described earlier.

I know that there are other ways to do this, but I am a relatively low tech guy who learned how to use relays, switches, etc to control stuff. This is a relatively simple project to provide simple detection. I hope you can use this information for your layout.

## DIVISION 7 MEMBERS' "COVID19 ACTIVITIES"



(Cover Photo): This is an Athearn Genesis 4-8-4. It was in very poor shape when I purchased it. I added the missing details and had to scratchbuild a few parts. The oil bunker was backdated to match an in-service locomotive. I ended up converting it from an FEF-3 to an FEF-2 and gave it a complete paint job, in the Two Tone Gray scheme. Now she stays busy pulling passenger trains on the Denver Pacific.

Jim Rollwage

## DIVISION 7 - ANNOUNCEMENTS

### Carillon Park Rail Festival August 21-22

The Carillon Park Rail & Steam Society and Carillon Historical Park present the 14th annual Carillon Park Rail Festival. This 2-day event will be Sat. August 21, 9:30am – 5pm and Sun. August 22, 11am – 4pm. at the Carillon Historical Park, 1000 Carillon Blvd, Dayton, Ohio 45409. **NOTE THIS IS A NEW DATE FOR THE SHOW.** Featuring model train displays, historical displays, live steam engines, food & merchandise vendors, flea market, and miniature train rides through-out the weekend. \$12 adults, \$10 seniors, \$8 children. For more information, visit [www.railfestival.com](http://www.railfestival.com). Inquires contact David Oroszi <[david.oroszi@usa.net](mailto:david.oroszi@usa.net)> 937-238-5655

## Spam Button Misuse

It has come to the attention of the IT department that many NMRA members do not receive NMRA email publications (*Turntable*, *eBulletin*, *Dispatch*) because *other* members use the Spam button.

If the publication is not of interest, simply delete it. If you no longer want to receive *any* NMRA email publication, please use the Unsubscribe link, which is safe and secure. Never use the Spam or Junk button. If too many people do this, service providers such as Yahoo will block all people from ever seeing the emails. Most NMRA members want to keep in touch. Don't ruin it for them.

Please note that Unsubscribe will apply to all NMRA email publications, including the Turntable, eBulletin, special eBulletins, and Dispatch.

# DIVISION 7 - ANNOUNCEMENTS

## Great Northern Railway Operating Session on April 17 at 7 PM (Saturday)

**NOTE: Contact Sam Parfitt prior to attending, in order to confirm the Operating Session. --- Ed.**

The last ops session went well with the layout 'cooperating' especially at 42 years old!

Thanks to a recent auction, there are several new engines on the roster plus several that have been painted and decoders and lights installed.

Passenger yard was expanded by one more track.

Pizza at 6:30-7:00.

Please email if attending.

### NEW POLICY:

Since there's not a lot to do outside our homes related to railroading, those who wish to have a 'one-on-one' or with own friends to operate the layout during the month, please email or call.

Being retired, I spend the bulk of my time in the basement so visitors are always welcomed. Thanks.

New arrivals and updates:

GN R-2 2-8-8-2, black, Lights and decoder installed; GN R-2 2-8-8-2, Glacier park, lights and decoder installed; GN S-1 4-8-4, coast drive

GN Y-1 electric 1-C-C-1, lights and decoder installed; UP 4-12-2 with working greasly valve; SF Hudson 4-6-4 Blue goose, decoder installed.

ACL R-1 4-8-4 painted and lights/decoder installed; RF&P 4-8-4 painted and lights/decoder installed; DM&IR S-7 0-10-2 painted and lights and decoder installed.

3 N&W passenger cars; NYC Dreyfuss Hudson; CP Royal Hudson; UP Veranda turbine; Burlington 1934 Zephyr passenger train set.

C&O L-1 Streamline Hudson.

(Robby the Robot)

NP A-3 gray boiler; PRR K-4 streamlined, 4-6-2; C&O K-4 2-8-4 and H-6 2-6-6-2 painted, lighted, new motors and decoder installed.

The N&W Y-3 2-8-8-2 was painted with a new motor, decoder and lights installed; Ditto for the Texas & Pacific 2-10-4.

A DM&IR S-7 0-10-2 arrived. One of the few engines that I've been looking to purchase.

C&O M-1 steam turbine: very unusual engine 2-D-2 + 2-D-2. I've installed a decoder in the engine so it has the turbine sound. Also, added extra weight and, so far, it easily pulled 30 cars.

UP M-10,000 4 car set. The first streamline diesel train set. Two decoders were installed in this engine. One front(sound) and one rear (no sound).

ACL 4-8-4: A two tone black and grey.

I've moved all my vintage metal Athearn/Varney and wood Silver *Streak*/Ambroid freight cars to Seattle, so freight drags will dominate, plus passenger trains of your choice.

### NEW PROJECTS:

Installed decoders in several more engines. A selection of 45 engines can now be done. Began installing hardware needed to, remotely, control turnouts via the track schematic on the PC's monitor screen: Along with the signaling system, this is also LCC.

Most testing done with passenger trains seems to be ending, as the longer passenger cars are about twice the length of a regular freight car and pose different problems, but they seem to be finally resolved.

New vintage metal Athearn/Varney and wood Silver *Streak*/Ambroid freight cars have been tested, and are working well over the mainline.

Finished adding the last tunnel portals that I failed to do, 40 years ago.

Got to do some PM on 3-4 engines.

New passenger yard completed.

The signaling system using LCC is complete along with monitor showing train positions on the layout.

**Mission Statement:** Main theme of my railroad (besides modeling the Great Northern Railway): when building the railroad, I wanted to model mainline running with big time steam and 'scale like' trains of 25-45 cars on single track mainline with passing sidings.

The GNRW has been updated to handle DCC operations.

As I used to do in the 80's and 90's, should you have a DCC engine, you may bring it to operate on the GNRW.

Please email me which you would like to do.

Mainline operator(4)

Local mainline operator

Seattle freight yard: 14 tracks, 550 car capacity.

Seattle roundhouse: 24 stalls

St. Paul freight yard: 12 tracks, 420 car capacity

St. Paul roundhouse: 24 stalls

Cascade tunnel electrics: operator (2)

Ore dock: 120 car capacity.

Main panel dispatcher.

Swan river logging railroad: operator (2)

### USUAL STATS:

Time: 1938. All steam and electrics. The GN railway is a point to point railroad, 400' mainline with two 400-500 car yards at Seattle, Wash and St Paul, Minn, each having 20+ track turntables and one staging yard holding 300 cars. Minimum radius, 48" with #10 turnouts; Track all hand laid on individual wooden ties. 100% scenery.

Four track 12' ore dock.

Interface railroads: NP, SP&S, Milwaukee, DM&IR, UP, SP, D&RGW, SF and CN.

Swan Lake logging railroad: Has interface with GNRW, yard, John Allen's 'time saver' and double switchback into the valley.

For pictures see:

<http://ogrforum.ogaugerr.com/topic/great-northern-railway?page=1>

Video:

<https://www.youtube.com/watch?v=tOb7SgZTLWA>

Junk food and beverage will be available.

Sam Parfitt

samparfitt@fuse.net

cell: 513-378-9133





# NATIONAL NMRA CONVENTION now *Virtual!*



Welcome to Santa Clara, California -  
***VIRTUALLY!***

While we were saddened to cancel the live in-person convention we were all looking forward to, the members of the [Pacific Coast Region](#) are pleased to announce that planning for a substitute multi-day video virtual event is well underway.

Scheduled to run from **Tuesday, July 6** through **Saturday, July 10, 2021**, this five-day event will mix live and recorded events, including, but not limited to:

- Video Clinics
- Video Layout Tours
- Virtual Operating Sessions
- Q&A Sessions
- Layout Owners Panels
- Prototype Tours
- Meetings
- Slack channels, or breakout rooms, for live post-presentation discussions

Each convention day will run from 9:00 AM to 9:00 PM, Pacific Daylight Time. Most content will be recorded and available for playback for a period of two weeks after the original live presentation. A dedicated team of volunteers is working to make this a great convention, all for a cost of just \$49.00.

The committee expects to cooperate with the successful NMRAX virtual meeting team.

The planning committee draws members from 21<sup>st</sup> Century Limited, a California nonprofit corporation that successfully ran NMRA's highly regarded San Jose 2000 and Sacramento 2011 national conventions, as well as local modelers and operators. [Pacific Coast Region](#) of the [National Model Railroad Association, Inc.](#) is also a co-sponsor of Rails by the Bay.

More detailed information is expected to be released by April 2021.

## *Current Plans Include:*

### Video Clinics

We have a clinic by Frank Markovich MMR® who will describe building parts of the "Magic of Scale Model Railroading" exhibit at the [California State Railroad Museum](#) in Sacramento, the capital city of California. More to come...

### Video Layout Tours

We'll also be offering pre-recorded video layout tours, coupled with live moderated Q&A sessions with layout owners. You'll virtually visit the top-quality layouts of modelers like Jack Burgess, MMR®, Guy Cantwell, Dave Connery, MMR®, Bill Decker, Dave Houston, Otis McGee, Dave Stanley, and more. Visit the [Layout Tours](#) page for more information.

### Model Show

We're also developing an online, photo-based model show to showcase the models you've built in the past year, with a "Meet the Modeler" panel so you can chat about your techniques.

### Special Interest Groups

Interested in layout design? We'll offer a complete Layout Design SIG program including videos of LDSIG-oriented layouts, and a panel discussion about lessons learned and layout improvements. For operators, virtual op sessions (either as an active participant or viewer) are also under development. We will offer a number of channels for interaction among the attendees to capture some of the feeling of meeting old friends in the hallways.

### National Train Show

The National Train Show, which is separately planned and operated, remains canceled and will not be held virtually this year.

### Updates

Check the [News & Updates](#) page for the latest updates on additions, cancellations, and other updates to clinics and other events as the information becomes available.

## Mail-in Registration Form

[Click here for mail-in Registration Form](#)

Please print and fill in by hand. An e-mail address is **required**, as all communications from the convention will be electronic via e-mail. Return completed form with your payment (in U.S. funds) to:

**Rails by the Bay 2021**  
**530 Fig Tree Lane**  
**Martinez, CA 94553**

**NOTE: Consider this announcement as tentative, as COVID19 conditions may change. --- Ed.**



Central Indiana Division  
of the  
National Model Railroad Association  
*Presents the*

## Franklin Train Show

**Saturday-Sunday May 15th & 16th, 2021**

**Masks Required - Hand Sanitizer Stations, - Contact Tracing**

### **\*\*CID Annual Meeting\*\***

Johnson County Fairgrounds  
250 Fairground St.  
Franklin, IN

**10 AM to 3 PM**

CID Annual Meeting

May 16th at 1:00PM



**Admission: \$3.00 per Adult or \$5.00 per Family**

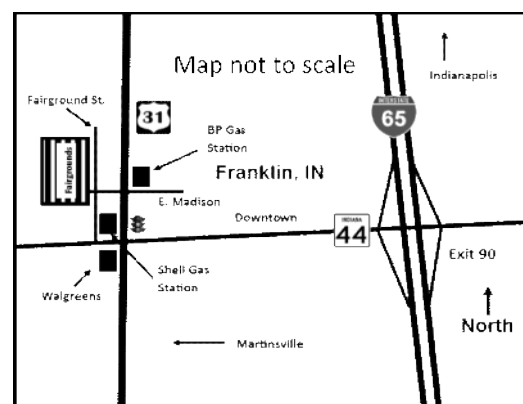
**\*\*NMRA Members Free with current membership card must show card at entrance\*\***

### Show Features

- Operating Layouts
- Displays
- Dealer Tables
- Food
- Clinics
- Door Prizes
- Free Parking

**- Popular Vote Contest -**

**Favorite Intermodal Facility**



**Dealer Tables \$16.00 each [8 foot] for both days**

**Setup from 7:00 AM to 10:00 AM Both Days**

**Table reservation form at: [cidnmra.org](http://cidnmra.org)**

**For information contact Michael Roderick at (317) 833-3556 or [mdrghost@hotmail.com](mailto:mdrghost@hotmail.com)**

**Check out our website at <http://www.cidnmra.org>**

**The next CID train show is at Danville, IN on November 20, 2021**

# DIVISION 7 - CLASSIFIED ADS

As a benefit to Division 7 members, the Oil Can will offer to list free Classified Ads to allow members to sell railroad-related items. A few other Divisions offer such a program. The Board will periodically re-evaluate the program. If you have items to sell, please review the Rules, and send an email to [editor@cincy-div7.org](mailto:editor@cincy-div7.org)

## **CLASSIFIED AD RULES:**

Item(s) must be railroad related.

Seller must be a Member of Division 7 MCR NMRA.

Listing description shall be 30 words or less.

Item(s) can be displayed for a maximum of three (3) months. Oil Can Editor will assign a Listing Number that will include the last month of listing. (E.g., "xx-July 2015" would indicate Listing xx will be listed through the July 2015 Oil Can).

Seller must list name, and either Phone Number and/or Email, so the interested Buyer can contact Seller. It will not be listed without them. **(NOTE: Seller agrees to allow contact information to be published in the Oilcan, which is published on the Internet).**

A single photo may be submitted for each listing.

Limit of three (3) listings from same Seller at any one time.




Seller shall email Oil Can Editor if item is sold so it can be removed from page.

All transactions are between the Buyer and the Seller.

Oilcan Editor reserves the right to edit listing if needed, and will notify Seller of edit prior to publication.



# DIVISION 7 - CLASSIFIED ADS

Picture	Description	Price	Name	Phone, or Email	Listing No.
	N scale Life Like, 50 foot B & O boxcar, Micro Trains trucks, low-profile plastic wheels	\$9	Martin Simon	<a href="mailto:mrsimonarchitect@gmail.com">mrsimonarchitect@gmail.com</a>	156-Mar 21
	N scale Atlas, 50 foot B & O boxcar, Micro Trains trucks, low-profile plastic wheels	\$9	Martin Simon	<a href="mailto:mrsimonarchitect@gmail.com">mrsimonarchitect@gmail.com</a>	157-Mar 21
	N scale Atlas, 50 foot Erie boxcar, Micro Trains trucks, low-profile plastic wheels	\$9	Martin Simon	<a href="mailto:mrsimonarchitect@gmail.com">mrsimonarchitect@gmail.com</a>	158-Mar 21
	N scale Con Cor, Southern auto rack original trucks and couplers, low profile plastic wheels	\$8	Martin Simon	<a href="mailto:mrsimonarchitect@gmail.com">mrsimonarchitect@gmail.com</a>	177-Apr 21
	N scale Walthers, TTX container carrier original trucks and couplers, low profile plastic wheels	\$8	Martin Simon	<a href="mailto:mrsimonarchitect@gmail.com">mrsimonarchitect@gmail.com</a>	178-Apr 21
	N scale Trix, Great Northern large tanker original trucks, couplers, and metal wheels	\$8	Martin Simon	<a href="mailto:mrsimonarchitect@gmail.com">mrsimonarchitect@gmail.com</a>	179-Apr 21
	Athearn, Conoco 3-dome tank car, no.190, w/Kadee-type couplers, RTR Retail: \$11.98	\$7.50	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	180-May 21
	Athearn, Shippers Car Line 3-dome tank car, no.42, w/Kadee-type couplers, RTR Retail: \$11.98	\$7.50	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	181-May 21
	Stewart, Western Maryland EMD F7A and B, phase I late diesel, black w/gold speed lettering. Retail: \$89.00 each	A/B set \$120	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	189-Jun 21
	Stewart, Western Maryland U-channel, 55-ton, 6-panel 2-bay hopper, speed lettering, s/n 15593, 15595, 15608, 15631, 15632, 15646 Retail: \$10.95 each	set \$50	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	190-Jun 21
	Roundhouse, EJ&E 40' AAR boxcar w/Superior door, no. 61277, dark green w/orange stripe, RTR Retail: \$18.50	\$10	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	182-May 21
	NYCS Adlake –Kero, model 400 railroad lantern, with 3-1/4" cast clear globe, good condition.	\$85	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	183-May 21
	PRR Adlake –Kero, model 300 railroad lantern, with 3-1/4" fluted red globe, good condition.	\$90	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	184-May 21
	Stewart, Clinchfield EMD F7A, phase I late diesel, no. 806, gray w/yellow nose, custom painted. Retail: \$130.00	\$100	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	191-Jun 21
	Stewart, Clinchfield 70-ton, 14-panel 3-bay hopper, s/n 54000, 54003, 54014, 54078, 54332, 56212. Retail: \$8.89 ea.	set \$40	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	192-Jun 21
	Keystone Loco Works, company houses (3), cast metal and wood construction kit. Retail: \$19.95	\$15	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	187-May 21
	Keystone Loco Works, Barnhart log loader, cast metal kit. Retail: \$32.95	\$25	Jim MacKnight	<a href="mailto:jimmack6@hotmail.com">jimmack6@hotmail.com</a>	188-May 21
	About 100 HO freight cars, Athearn, TM, etc. with Kadees and RP-25 wheels. Many with intermountain wheels.	\$5 to \$7 each	Sam Parfitt	<a href="mailto:samparfitt@fuse.net">samparfitt@fuse.net</a>	175-Apr21

# Cincinnati Division 7 N.M.R.A. - 2021 Program Schedule

See website for most recent [printable landscape PDF](#). Dates, times and events can change. Most meetings begin at 2:00 PM

Month	Date	Location	Program / Speaker	Contests *	Layout Visits
Jan	Sun, Jan 10 Virtual	100% Virtual via Zoom – see Oil Can, website, postcard & email	Dave Ackmann, Gateway Division (St. Louis) – “3D Printing”	Virtual - Model & Proto Photos: Caboose or Passenger Car	Youngstown Model RR Club + Mike Farrow
Feb	Sun, Feb 14 Virtual	100% Virtual via Zoom – see Oil Can, website, postcard & email	Gary Hoover – “1950’s N&W HO Scale Layout with O. Winston Link Scenes”	Virtual - Model & Photo: Hopper or Gondola Car	Gerri Doebelin, Howard Zane
Mar	Sun, Mar 14 Virtual (New)	100% Virtual via Zoom – see Oil Can, website, postcard & email	John Burchnall – “Modeler’s Guide to Timelines in Selecting Eras”	<b>Move from June:</b> Virtual - Model & Photo: Steam Locomotive	Dave Holl
Apr	Sun, Apr 11 Virtual	100% Virtual via Zoom – see Oil Can, website, postcard & email	Ed Swain – “Modeling the Louisville Lift Bridge”	Virtual - Model & Photo: Maintenance of Way Equipment	Virtual
May	Sun, May 16 (note date)	100% Virtual via Zoom – see Oil Can, website, postcard & email	Rick Stern “Exotic European Rail Trip”	Virtual – Model & Photo: Freight Car w/ Open Load	Virtual
May	May 20 to 23 <b>CANCELLED</b>	Mid Central Region Convention “Northern Express” Erie, PA	<b>ENTIRE EVENT CANCELLED</b> Convention Clinics, Banquet, Tours	<b>ENTIRE EVENT CANCELLED</b> Convention Contests	Convention Tours and Layouts
Jun	Sat, June tbd?	<b>RESCHEDULING</b> - Annual Flea Market - Lakota W. Freshman	<b>RESCHEDULING</b> - Dealer, Sales, Membership & Modeler Aid Booths	No Contest	None
Jul	July 4 to 11 <b>VIRTUAL ONLY</b>	<b>NMRA National Convention VIRTUAL</b> Santa Clara, CA	<b>VIRTUAL ONLY EVENT</b> Clinics, Tours, Programs, Show	<b>VIRTUAL ONLY EVENT</b> Convention Contests	<b>VIRTUAL ONLY</b> Tours & Show Layouts
Jul	Sun, Jul 18 (note date)	100% Virtual via Zoom – see Oil Can, website, postcard & email	Paul Dolkos - “Tracks in the Streets” and his B&M and Baltimore layouts	Virtual – Model & Photo: Bridge or Trestle	Virtual
Aug	Sun, Aug 8	100% Virtual via Zoom – see Oil Can, website, postcard & email	Bernard Kempinski (or June 13?) “Railroads of the Civil War”	Model & Photo: Tank Car	Virtual
Sep	Sun, Sep 12	Virtual?	tbd	Model & Photo: Non-Steam Locomotive	Virtual?
Oct	Sun, Oct 3 (note date)	In person? (and simulcast?) at Hotel, Library or Civic Center?	tbd	Model & Photo: Non-Bridge Structure/Diorama	tbd
Oct	Sat 9 – Sun 10 11 am to 5 pm	53rd Annual Fall Train Show Lakota West High School	Cincinnati Model Train & Trade Show Booths, Layouts and Slide Show	None	Train Show Portable Layouts
Nov	Sun, Nov 14	In person? (and simulcast?) at Hotel, Library or Civic Center?	Roy Hord – “The Norfolk Southern Pocahontas Division”	Model & Photo: Freight Car	tbd
Dec	Sun, Dec 12	In person? (and simulcast?) at Hotel, Library or Civic Center?	Potluck slides or clinic tbd?	Model & Photo: Box or Refrigerator Car	tbd



## Good-bye to COVID19!

Things seem to be very slowly returning to some state of normalcy as the Covid-19 vaccines seem to work and people have taken the CDC's recommendations seriously. The NMRA National Convention is a cancellation again the summer, as I suspect the Santa Fe convention is also cancelled.

One thing that has helped lessen the strain has been our monthly Zoom meetings. We have had visits and clinics by many of the leaders in our hobby. I suspect this has been a real plus for our membership. Another plus has been calling each other just to say, "Hello and how are you"? I had one of those calls last week from John Burchnell. John was concerned about my recent "fun filled" five days at Christ Hospital. I had every test you can think of with no real diagnoses. It has me considering stepping down as secretary. I am uncertain how I really feel about that. I have suggested finding an assistant to learn the position and ultimately step into the roll full-time. I have thought about moving back to my former role as the westside representative for the BOD. The bad news, I will continue *Knapp's Notes* sorry about that. Thanks for the call, John and thanks for being a friend.

## Cancelations [?]

Cancelations will continue until most of our populace has been vaccinated. That is, provided Mother Nature does not have a new surprise in store for us. One potential bright spot is the possibility of our Spring Flea Market in June. Of course, Mr. Homan and I have prepared to work our magic at the test track. This year, we are going to try small doses of C-4 to correct balky mechanisms. C-4 in proper amounts can solve any motive power problem, especially early Bachmann, Lifelike, and Tyco; plus, I like the big bang! We do not call it "modeler's aid" for no reason. Pat is an artillery specialist. BANG!

## Bill Edwards

Yesterday afternoon (March 30), former member Bill Edwards succumbed to a multitude of health issues. Bill had been in and out of assisted living since August of 2019. Bill was an outstanding modeler and clinician, who was well known on both local and national levels for his many clinics on weathering, scratchbuilding, and many other topics. Bill was involved with fellow modeler Paul Godwin in the very popular series of clinics, sponsored by Tim's Train Shop. I was a close friend of Bill and enjoyed doing clinics with him. (Often being the target of Bill's humor!). There are no plans for Bill's memorial, but I will let everybody know when I have more information.

## Honest, I Really Need These

Since we didn't have our annual Swap Meet and Train Show, like many other members, I was cheated in my attempt to add more items to my inventory. I am certain there were a plethora of Santa Fe and Burlington items in bad need of a good home. (Remember, Trinidad, CO served the Santa Fe and the Burlington). I am sure there were Ulrich piggyback flats, PECO turnouts, plus many other treasures I desperately needed. Oh well, there is always June 5<sup>th</sup>. Please notice my want list and come prepared.



**Coming Down the Line**

Cincinnati Division 7, MCR, NMRA  
2020—2021 Schedule

**NOTE: ALL REGULAR MEETINGS START AT 2 PM**

<u>Date</u>	<u>Location</u>	<u>Program/Speaker</u>	<u>Layout Visits</u>	<u>Contest Topic</u>
4/11	<b>Virtual Meeting</b>	Ed Swain <i>Modeling the Louisville Lift Bridge</i>	<i>Virtual</i>	<b>Models:</b> Maintenance of Way Equip. <b>Photos:</b> Maintenance of Way Equip.
5/16	<b>Virtual Meeting</b>	Rick Stern <i>Exotic European Rail Trip</i>	<i>Virtual</i>	<b>Models:</b> Freight Car with Open Load <b>Photos:</b> Freight Car with Open Load
<b>June</b> (a Saturday)	<b>Tentative</b>	Annual Flea Market <i>Lakota West Freshman School</i>		

<u>Around the Division</u> 2021
8/21 & 8/22 Carillon Park Rail Festival - Dayton OH

<u>Region / National</u> 2021
5/15 & 5/16 Franklin Train Show - Franklin IN
5/20-23 MCR Convention - Erie PA <b>CANCELLED</b>
7/6-10 National NMRA Convention - <b>VIRTUAL</b>

<u>Modeling Problems? - Ask the Member Aid Committee</u>
Pat Homan (513) 861-2057
Bruce Knapp (513) 941-2713

Div. 7 Hot Line ....(513) 662-RAIL
Div. 7 Web Site .... <a href="http://www.cincy-div7.org">www.cincy-div7.org</a>
MCR Web Site .... <a href="http://www.midcentral-region-nmra.org">www.midcentral-region-nmra.org</a>
Mail Address ..... Cincinnati Division 7, MCR P.O. Box 62501 Cincinnati OH 45262-0501