

THE

Oil Can

July, 2011



Volume V Issue 7



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The Editor's Corner

Don Phillips

"The War Came by Train"

That's the name of the new exhibit at Baltimore's B&O Museum. In keeping with the 150th anniversary of the Civil War the exhibition will run until May 2015 and features the important role the B&O played in the war. With over 500 miles of track that practically straddled the border between the North and the South, no other railroad of the time was more involved. Starting with the first land battle of the war at Philippi, VA and ending with Lincoln's funeral train after the cessation of hostilities, the B&O figured in more than 140 military actions. The exhibits will gradually change over the next four years to reflect the events and changes as the war progressed 150 years earlier. As the first commercially successful railroad in the US, the B&O Museum itself is a must see for anyone interested in railroads. The addition of the evolving Civil War exhibit makes it even more worth a day of your time.

As we move into the "Dog Days of Summer", I'm getting tired of all the bad news we keep getting from the media. In order to lighten things up a bit I would like to suggest the following:

- The next time you go thru a fast food drive-thru remind them several times that you want your order to go.
- Better yet, next time your eating at a sit-down restaurant and the server asks you what you want to drink, ask for diet water.
- If your kids are giving you trouble, tell them that due to the current economic conditions, your going to have to let one of them go.

I've thought of a few other things but I can't put them in print..

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:

It's a warm Saturday afternoon as Summerfield's Water Commissioner, Throckmorton P. Gildersleeve, is about to make his weekly visit to Peeve's Drug Store. His nephew Leroy figures he'll tag along because if he plays his cards right he just might be able to talk his uncle into springing for an ice cream soda.

"How about it unc?"

The scene is from Pat Homan's whimsically detailed layout.



HEADLIGHTS

Randy Kerka
Superintendent

The World's and Nation's troubles

There are a lot of significant problems occurring around the globe; hunger, disease, natural disasters, failing economies (ours included), folks without jobs. Sure makes any troubles we may face in our hobby appear trivial in comparison. But you know me! I just feel compelled to try to outline some of those issues that we in the model railroad community find of significant concern to us.

Privacy rights and issues

As some of you are already aware, the issue of individual privacy and identity theft with respect to member information has become a primary concern at the NMRA national level. Naturally, this concern filters down to the local level with respect to Division members names, home addresses, email addresses, etc. In the past we have gotten requests for a copy of our roster. It is unfortunate, but in an effort to increase security over member personal information the Division 7 Roster will no longer be available in its entirety to the general membership. Elected officers of the Division, the Membership Chairman and the Oil Can Editor will henceforth be the only individuals to have access to that information. If you should require the phone number or email address of another member, please contact one of the above mentioned persons by phone or email and, with a stated reason (which will be recorded), you will be helped. To my knowledge we have never experienced a security breach so it is unfortunate that in this world of increasing identity theft and scams it is necessary to institute this policy. I hope you all understand the importance of this new policy

We are all getting a little "long in the tooth!"

We do not actually track the ages of our membership and I can't tell you what the average age is. But if you look around you at a Division 7 meeting... the color gray (or even white) is blinding! How to make membership in the NMRA appeal to the youth [read: anyone under 50!] is a hot topic that often dominates the blogs and email lists dedicated to our hobby. Rick Crumrine and Bob Chapman are working hard to add youth oriented attractions to the Cincinnati Model Train Show in October. We continue to support the Boy Scout Model Railroading Merit Badge Program. We are targeting youth with our Fall and Spring events with the post card program. But ultimately, the responsibility to bring youth into the "fold" is your responsibility. Bring your kids and grandkids to a division meeting so they can witness firsthand what makes you a model railroad "nut"!

Thoughts on the last Division meeting

I absolutely love the venue that the Hyde Park Community Methodist Church provides. Bob Bartizek's clinic was inspirational (as were most of the committee reports. [Humor]

Congratulations!

Last but certainly not least, congratulations to Tom Brueggeman, one of the very newest NMRA MMRs. Tom joins Frank Hermanek MMR # 360 and Charlie Atkinson MMR # 404 at the very zenith of our hobby. Way to go, Tom! We are justifiably proud of you.

See you soon,

Randy



SECOND SECTION

Bob Shreve
Asst. Super

The June meeting at Hyde Park Community United Methodist Church was a hit. I counted between 50 and 60 people in attendance. The business meeting moved along briskly. Gerald Michael even added a touch of Neil Rothe salesmanship during his video library report. Bob Bartizek presented a clinic entitled “Designing Interesting Layout Operations”. Bob’s presentation included lots of examples of switching operations on his Pennsylvania Railroad layout. I especially like his idea of sidings next to unseen industries located in the aisles. After the meeting, Pat Homan opened his layout for visitors. Thanks to Bob and Pat for giving us an enjoyable afternoon. Thanks also to the many members who helped put the chairs away after the meeting. The people at HPCUMC really go out of their way to support our meeting, so it’s nice when we can do something for them in return.

On **July 17th**, we will be meeting in Tower A in Cincinnati Union Terminal. The CRRC members will give a presentation on the history of Tower A. Please note that there is one stairway you will need to climb to reach Tower A. This stairway and limited space in Tower A will probably force a limited presence by the Division 7 company store at this meeting. **Note the July meeting is 1 week later than our usual 2nd Sunday schedule due to the National Convention from July 3rd through the 9th.** Parking at the Museum Center is \$6.00, unless you are a Museum Center member or member of the CRRC (show your membership card). You will also need to sign in with the security guard when going up to Tower A. Frank Fieler will have his logging railroad layout open for visitors after the meeting. Frank’s home also offers a spectacular view of downtown Cincinnati.

In August we return to our usual 2nd Sunday schedule. We will be in Kenwood at the Good Shepherd Lutheran Church. Ed Swain will present a clinic on Background Buildings. Several layouts will be open for visits after the meeting.

September will find us in Northern Kentucky. In lieu of our usual business meeting / clinician format, we will be having a short business meeting followed by an expanded layout tour that day. More details will follow in the coming months.

I’m starting to work on the schedule for 2012. Several people have already approached me with clinic topics. Contact me if you would like to join the ranks of Division 7 Clinicians.

That’s it for this month. Ordinarily, I would say see you on **July 17th** however, I will be out of town that weekend. I’m sure Randy will do an excellent job covering for me.

Bob

The summer issue of Mid-Central Region’s newsletter “The Kingpin” is available on the MCR web site.

Bob Chapman advises Division 7’s Lebanon Sub will continue to meet the third Thursday of the month thru the Summer. If you haven’t made it to one of these meetings yet, they’re held at Resurrection Lutheran Church on North Broadway in Lebanon starting at 7:30. Bring a model your working on or just come by to see what others are doing and possibly pick up a few tips etc. (besides, they usually have cookies)

June 2011 Car Projects Report

by **Jim MacKnight**

Division 7's Board of Directors approved our next car project at the June 3rd meeting. We will be offering a Virginian & Ohio 50' plug-door box car, in V&O blue, with "The Ridge Runner" slogan in white lettering. The cars will be offered in four numbers, priced at \$17 for singles, and \$64 for a four-car set. The order will be for 500 cars. Allen McClellan is working with us to ensure that the cars' color and lettering is correct. We expect to have cars available for sale by late August or early September.

Four Allegheny Midland hoppers were sold since mid-May, bringing the total sold to 501. We have 6 AM kits remaining in inventory, plus 90 AM car bodies (kits were converted to V&O kits and sold). We can sell more kits if the demand is there. They will be promoted with the new V&O box cars.

John's Honest Raffle

by **John Shields**

This time I will give a preview of the up coming raffle activities. Since changing the content has worked well to allow me to "move" some of the inventory from the raffle "closet", here is the plan for the next months. July and August will be standard raffles, with HO and N scale items. September will be the next non-scale raffle of tools, memorabilia, and other items of interest to everyone.

October we will return to the regular items, plus we will begin our locomotive raffle (one HO and one N again). This will continue in November; with the drawing finally occurring in December. Since these tickets are not the regular two-part tickets, you do have to write your name and address or phone number on them. My suggestion is that you bring some return address labels to stick on them. [If you are like me, you get these in junk mail from lots of groups; so here is a use for them!] So save them up and bring them to the October (and November, and December) meeting - a buy lots of tickets.

And finally, in January we will once again switch to HO and O scale for the raffle when we meet at the O scale club at Harmony Lodge.

Have you noticed fewer raffle wins by the officers? Maybe there was something to all the rumors about previous shady practices. Or maybe I missed part of the training. I think I will give Bruce a call....

SWOOPS 2011

by **Rick Stern**

The Southwest Ohio Ops (SWOOPS) weekend will be held September 30- October 2. SWOOPS 2011 is sponsored by NMRA Division 7 and includes layouts in the Cincinnati and Dayton area. Railroad scales/gauges include N, HO, HOn3, O 2-rail and O-3 rail with a variety of eras, railroad sizes and operating schemes.

We have just finished our web site which you can find at <http://swoops2011.wordpress.com/>. The site lists the layouts we expect to have open. We are also expecting an evening open house or two for socializing in the West Chester, Ohio area. There will be more information posted as the registration date comes close (we hope to open for registration on August 1) including hotels and local model railroad attractions. (Note: you can subscribe to the web site with RSS, so you will be notified of changes }

CINCINNATI CONVENTIONS

by **Jim MacKnight**

The Chesapeake & Ohio Historical Society will hold their 42nd annual convention from Wednesday August 3rd through Sunday August 7th. Headquarters will be at the Marriott Cincinnati, located at River Center, in Covington, KY. Information at www.cohs.org

The Nickel Plate Road Historical and Technical Society will hold their annual convention at the Cincinnati Marriott Northeast, 9664 Mason-Montgomery Road in Mason from Thursday September 29th through Saturday, October 1st. Hosted by the Cincinnati Railroad Company. Information at www.nkphts.org

Both conventions will feature train excursions, visits to Cincinnati Union Terminal, clinics/slide shows on railroad history and model railroading (COHS), and a banquet on Saturday night. Self-guided tours of local layouts are being planned for Sunday for the COHS.

For additional information about membership in these two railroad historical societies, contact Jim MacKnight, (513) 733-1246

DIV. 7 JUNE CONTEST RESULTS

<u>MODELS</u>	<u>PHOTOS</u>
<u>Kitbashed:</u>	<u>Print Prototype:</u>
1st: John Miller	1st: Jerry Baston
	2nd: Bob Adams
	3rd: Bob adams

2011 Overall Standings

<u>MODELS</u>		<u>PHOTOS</u>	
Jim MacKnight	06	Bob Adams	05
Georgia Dahlberg	03	Georgia Dahlberg	05
Ron Gribler	03	Jerry Baston	03
John Miller	03	John Listermann	03
Jim Ossman	02	John Miller	03
		Jim Rollwage	03
		Bob Chapman	01

The Company Store

Because of the difficulty in reaching the location of our July Division meeting, the company store will probably have only a minimum display of the available inventory. Please don't let that discourage you from shopping. John will be more than happy to take your order for future delivery. Remember, our Company Store is one of the few sources of income for the division and in these days of economic turndown, we need all the income we can get. (besides, it's that income that pays for the Oil Can and the editors obscenely high salary)

June Meeting



More awards for Georgia



Bob Bartizek— June Clinician



“Don’t you dare say the Raffle isn’t HONEST”



Don Leedy’s Achievement Award “Finally”

Pat Homan’s Layout



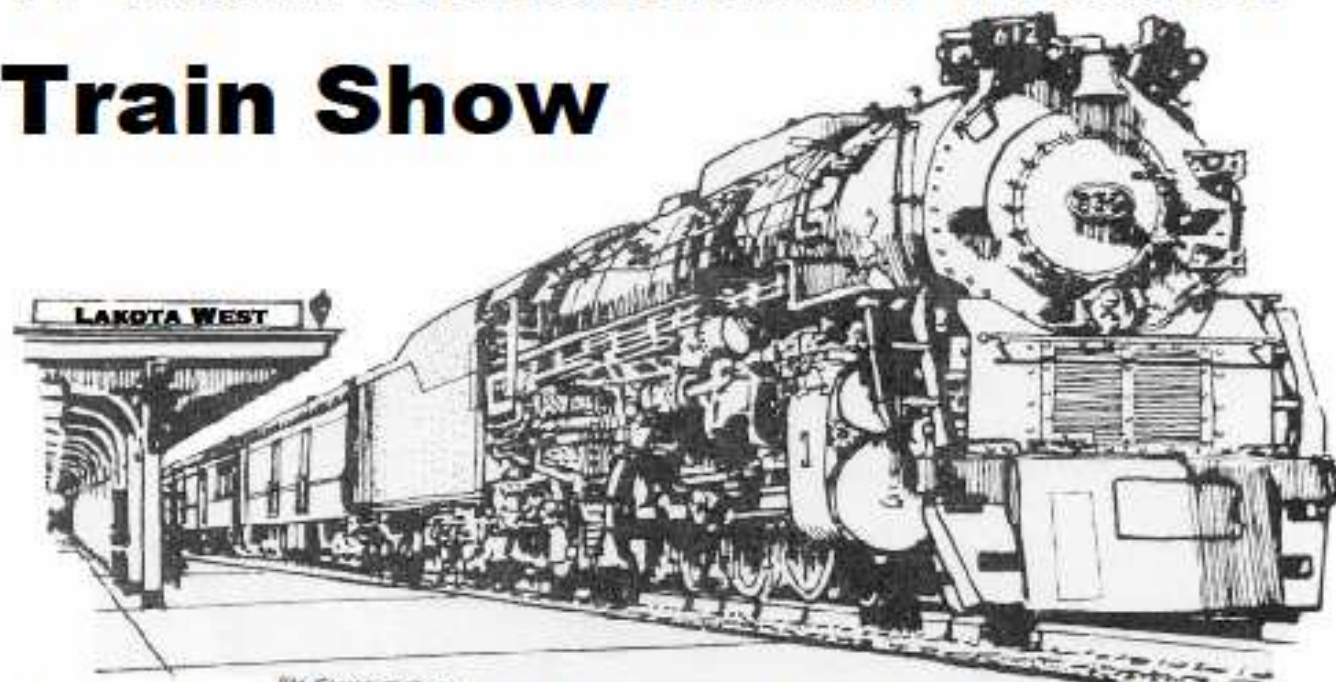
The Whole Scene



“Welcome back Gildy

SPONSORED BY CINCINNATI DIV. 7 OF THE NATIONAL MODEL RAILROAD ASOC.

44th Annual Cincinnati Model Train Show



Lakota West High School

**FREE
PARKING!**

Saturday October 29, 2011 11:00 AM – 5:00 PM

Sunday October 30, 2011 11:00 AM – 5:00 PM

8940 Union Centre Blvd. - West Chester, Ohio 45069

- Model Trains in All Scales
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- Retail Sales - Over 250 Dealer Tables
- Hourly Door Prizes!
- FREE Engine Check-Up & "How To" Classes

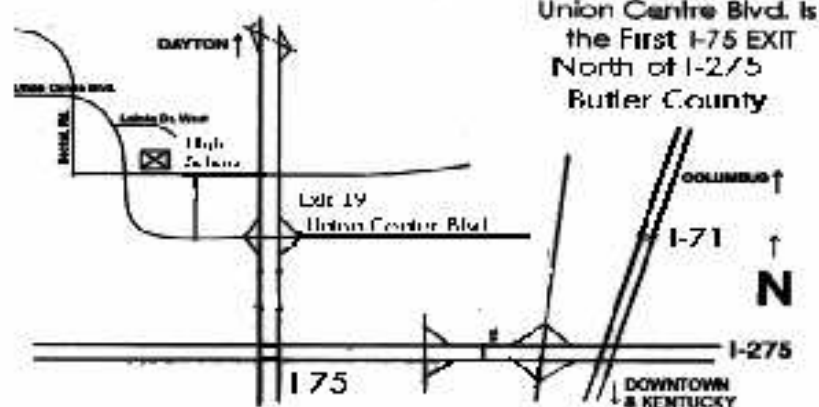
FUN FOR THE WHOLE FAMILY!

Admission

Adults - \$ 7.00

Children under 12 FREE

Scouts in Uniform FREE



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Train Set**



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Modeling Rolling Hills and Sedimentary Moraines

By Georgia W. Dahlberg, P.E.

It's funny how one thing leads to another. In using Paragona brand wire Mesh for my Son of Grassinator project, I started wondering what else I could make with this mesh product. One thing that occurred to me was the flat aspect of my layout's upper level. Deserts are really rolling hills and only completely flat in a few places such as Alkali flats. How does one make rolling hills, realistically and cheaply? Here in my hot little hand was the answer to the rolling desert hills.

This mesh has an expansive property. It can be stretched more in one direction than the other but with a little care, I could get a small hill shape. Putting my knee into a square piece of a full sheet, I was able to get a relatively good-looking hill shape while keeping the edges relatively flat. Now, using this as an armature for solid plaster to make an attractive rolling hill would offend the cheapness in my model railroading nature.

But.... hadn't I been using Woodland Scenics Plaster Cloth to make hills? Why not use the kneed mesh as a form? Well, all that plaster would adhere nicely to the mesh but I could avoid the mess by using another trick. I had made a mountain by tying lath pieces together to form an umbrella shape for my mountaintop and to protect the rug on my layout floor; I covered the lath and cardboard strips with sheets of cheap light aluminum foil. Why not do the same with the expanded mesh form? The light foil easily shapes to the mesh and smoothes out well and folds under the square form. Adding several layers of wet Plaster cloth over the mesh made a good-looking rolling hill and to save some time, I made two forms. After letting them dry for a couple of days, the aluminum foil allowed the plaster hill to readily pop off the mesh form. Remove the foil and give the underside of the hill a few days to dry out. But the mesh forms and aluminum foil are ready to be reused. The flat edges allow the hill to be placed on the flat surface of the foam sheets of my layout, ready for adding dirt surfacing and vegetation.

Now the term 'Sedimentary Moraine' may be a geologically incorrect term. While driving North from Las Vegas a few years back I did notice that the constant west to east wind removed dirt from the western sides of the ridges, even to the edges of the rock and deposited the dirt in large sloping "Moraines" on the eastern sides. The mesh might be used to model these sedimentary features. I had a lot of "moraines to build and a limited amount of energy. I decided to use a few leftover pieces of 1 1/2" foam about 3-4" wide and 12" long. I carved and sanded these to look like the foot hills carved by wind and water drainage of centuries and covered them with a piece of....you guessed it, aluminum foil. Plaster Cloth layers are put over this form, built up and removed after drying. For variety, I resurfaced the foam just a little and did another. After a while, I had distant moraines for the foam mountains I had previously carved. I used scrap 1 1/2 inch foam to underlie and attach the moraines to the mountains and plaster cloth to tie them together, ready for dirt and vegetation.

Merle Bevis HO Estate Sale

John Burchnall

Merle Bevis was an early Eastern Logger, the second owner of module #5 (dual gauge engine house).. He was also very active in attending NMRA National Conventions, usually with the love of his life Donna who passed away a few years before him. Merle's fairly large home layout was mostly Appalachian coal railroading with over 400 hopper cars.

Merle's HO equipment including engines, rolling stock, buildings, etc. will be offered for sale Saturday, July 23rd from 9am to 5pm. The address is: 11555 Greenridge Drive.

Directions: From I-275 take Hamilton Ave. (127) north. Turn West on Crest, after you cross Pippin, Greenridge is the 1st street on your right. Phone (513) 741-7727

The World's First Suspension Railroad Bridge

That honor falls to the original Niagara Falls Suspension Bridge between the US and Canada. In the 1840's the potential commerce that would result from an easy way to move goods between the two countries had the attention of both sides. The concentration of population in the east made the Niagara River between lakes Erie and Ontario the obvious choice. Two companies were formed, one American and one Canadian, and in 1847 they jointly hired an experienced bridge engineer, Charles Ellet, Jr., to design and build their bridge. Said bridge would span the 800-foot wide chasm 230 feet above the water at a narrow place approximately two and a half miles down stream from the falls. Ellet started by offering a \$5 prize to anyone who could fly a kite across the gorge. After many tried and failed, a young American boy named Homan Walsh won the contest. Once the kite string was secured they used it to pull a heavier string across and used that to pull a heavy cord then a light rope and so forth until they had the full size wire cable they needed anchored on both sides. Once that initial step was out of the way, a temporary wooden pedestrian bridge was completed. In 1848, after a dispute with the bridge companies over his charging tolls for pedestrians to cross and keeping the tolls, Ellet left and the bridge project sat in limbo for the next three years. In 1851 the bridge companies brought in our old friend John Roebling who had just finished surveying and helping oversee the Pennsylvania Railroad across Pennsylvania which included the famous Horse Shoe Curve.

Roebling discarded Ellet's design and came up with his own design of what would become the world's first railroad suspension bridge. It consisted of two decks one above the other which formed a hollow square tube and made the resulting structure rigid enough to carry a railroad train. Constructed almost entirely of wood the lower deck was even with the top of the chasm while the upper deck was 18 feet above it. Twisted wire ropes (cables) strung from twin granite towers on each side supported the structure in typical suspension style. The lower deck of oak planks was used for horse drawn wagons and pedestrians while the upper deck carried the trains. (*Editor's note: I'm not sure I would want to walk on the lower level while locomotives passed overhead dropping hot embers on me but on the other hand, that might be better than walking on top and suffocating in the smoke from a locomotive passing below.*)

Three railroads used the bridge to cross the river. They were the **New York and Erie's** Canadigua & Niagara Falls branch, **New York Central's** Buffalo and Niagara Falls branch and Canada's **Great Western Railway**. Three railroads using the same bridge in itself is not surprising until you consider each was a different gauge. The New York Central was 4'8 1/2", the Great Western was 5'6" while the New York and Erie was 6'. They managed to solve the multi-gauge problem by using only 4 rails. One pair of rails formed one track while another pair along side formed the second track and the distance between the inner rails of those two tracks formed the third track. It must have worked pretty well because by the mid 1860's 45 trains a day were crossing, although by Roebling's orders, one at a time and no faster than five miles an hour.

On March 18, 1855 the first passenger train crossed and officially opened the completed bridge. The lower pedestrian and wagon level had opened the year before. The original bridge was built mostly of wood that because of the constant exposure to moisture had a short life span. Gradually, as the wood components weakened or failed they were replaced with steel or iron until by the 1886; the bridge had been almost completely changed over.

As a safety factor, Roebling had designed the bridge to carry far more weight than the trains of the 1850's warranted but as the years passed locomotives and rolling stock kept getting bigger and heavier. By 1890, they far exceeding anything even he had imagined in the 1850's. In the mid 1890's the decision was made to replace it with a new steel arch bridge. The new bridge opened in 1897 after which Roebling's railroad suspension bridge was dismantled. It had started life as a wooden structure supported only by Roebling's new fangled wire rope and if Wikipedia's statistics are close to being right, in its 42 years it must have been crossed by over half a million trains. Roebling went on to design and build other suspension bridges winding up his career with Cincinnati's suspension bridge and finally the Brooklyn Bridge, both of which have been in constant service for almost one and a half centuries. Seems strange that the bridges we built in the 20th century don't last nearly as long.



KNAPP'S NOTES

Bruce Knapp

Tigger, the Railfan

If you have been to 118 Cliff Road in the past 6 years [our new house]; you have probably met Tigger. Tigger is a 26-pound, classic ginger cat. We adopted him before we moved here in September of 2005 and he has been a member of our family and an ex-officio member of the Ohio Valley Gentlemen's Sipping and Switching Society ever since. The last few weeks I have been watching train [model and prototype] videos. I soon found that Tigger loves train videos, also. Tigger seems to prefer tapes with steam locomotives or a lot of action. He really enjoys my Raton Pass and Cajon Pass videos; who says cats aren't very discerning animals. He also seems to enjoy my Cass tapes; it must be the shay locomotives. I suspect when we start operation, he will join the action. He has shown interest when we have trains under our Christmas tree; he loves chasing and derailing the last car. As a complete aside, I was interested to find out that calling Tigger a "pet" is politically incorrect; the correct term is "animal companion" and we are not "pet owners", but companion caretakers. Who knew?

The Raton Pass

Well it had to happen, I am back to working on the layout. I started by relaying some track work in the yard at Trinidad, Colorado and am now extending the mainline to the Santa Fe-Cimarron Northern interchange. I decided to keep my old Cimarron Northern for interchange. The Cimarron Northern will replace the Colorado and Wyoming at both Trinidad and Raton, as I have plenty of motive power and rolling stock. The CNRR will be standard gauge and will roster an interesting collection of 2nd hand motive power and will serve to bring coal to the Santa Fe. My choice of mid-summer 1951 allows me to operate steam on both roads, have Korean War traffic, and summer-time vacation traffic [several sections of the passenger trains]. Summer time also provided the Santa Fe extra traffic to Raton, New Mexico as they ran many Boy Scout specials for Philmont Scout Ranch. We will handle the Super Chief, the Chief, the El Capitan, The Grand Canyon, the Fast Mail, plus the normal overflow of freight traffic. I think the layout will be fun to operate, especially for the poor dispatcher.

June's Clinic

I really learned a great deal from Bob Bartizek's presentation at our June meeting. It was especially valuable as I was considering the operational aspects of several sites on my layout. I will be able to use more than one train to accomplish work at some sites, plus you don't have to have the building to have sidings. I enjoyed Bob's photography, modeling, and presentation. What amazed me most was the realization that Bob uses three-rail O scale for his layout. His modeling skills and the operational potential of his Pennsylvania inspired layout prove that fine modeling is fine modeling with any scale or gauge. Thanks, Bob for a very worthwhile afternoon; I suspect some of your ideas will show up in the Raton Pass. While on the subject of June's meeting, I am very impressed with Randy Kerka's leadership. We visit friends, learn, share, have fun, but don't waste time. Thanks to John Shields I also won a raffle prize. I am currently looking forward to the 2011 NMRA National in Sacramento as I am taking the Amtrak Zephyr. See everyone at the July meeting.

Keep 'em rolling!

Bruce A. Knapp

Next Regular Meeting

2 PM Sunday

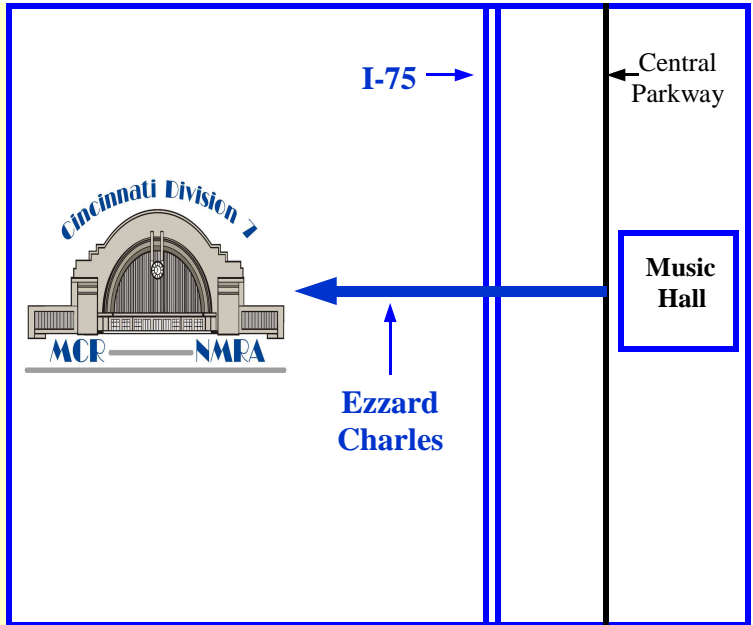
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**Cincinnati Union Terminal
1300 Western Ave.**

Directions

**From I-75: Follow the signs to exit onto Western Ave.
Turn West on Ezzard Charles to CUT**

**From Central Parkway: At Music Hall, turn West
on Ezzard Charles to CUT**



Coming Down the Line

Cincinnati Division 7, MCR, NMRA 2011 Schedule

NOTE: ALL REGULAR MEETINGS START AT 2 PM

<u>Date</u>	<u>Location</u>	<u>Program/Speaker</u>	<u>Layout Visit</u>	<u>Contest Topic</u>
July 3	Sacramento, CA	National NMRA Convention	Convention Layouts	Convention Competition
July 17	Cincinnati Union Terminal	“History of Tower A” CRRC	Frank Fielor	<u>Models:</u> Flat Cars or Gons. <u>Photos:</u> Servicing Facilities
July 21	Resurrection Church Lebanon, OH	Div. 7 Sub Meeting	None	Show & Tell
Aug 14	Good Shepherd Lutheran Church Kenwood	Ed Swain Background Buildings	TBD	<u>Models:</u> Thin line models <u>Photos:</u> RR Stations and/or Freight Houses

<u>Around the Region</u>			<u>National</u>		
8/13	Summerrail CUT	Cincinnati, OH	7/3-9	National NMRA Conv.	Sacramento, CA
9/18	All Trains Flea Mrkt.	Greenville, OH	7/3-9	National S Gauge Conv.	Sacramento, CA
10/02	Model RR Show & Swap	Troy, OH	8/3-7	C&O Historical Society	Cincinnati, OH
10/29-30	Cincinnati Train Show	Lakota West Hi School	9/7-10	National Narrow Gauge	Hickory, NC
11/5-6	Dayton Train Show	Dayton, OH	9/21	1st National On30 Conv.	Indianapolis, IN
11/13	Train & Toy Show	Dalton, OH	9/21	1st National Proto 48 Conv.	Indianapolis, IN
12/2-4	St. Bernard Train Show	St. Bernard, OH	9/21-24	National O Scale Conv.	Indianapolis, IN
			9/29-10/1	Nickel Plate Hist. Tech. Soc	Cincinnati, OH

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

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