V&O open house finale

also:
Renumbering Factory Painted Locomotives
Comments from the Head of the Holler

By Lin Young, Superintendent

Wow, what another couple of great months we have had in our Division. Ed Keith and Bob Weinheimer, our Achievement Program Chairs, have kept pushing us to a higher level. We turned in more completed SOQ (Statement of Qualification) forms for a group of our members. We are unofficially claiming “The Most Active Achievement Program Division” title in our Mid Central Region, maybe even the whole NMRA. Bob and Ed have submitted Scenery, Electrical and Chief Dispatcher for some of us, just to name a few. Mark and Mark in Portsmouth, David and Nathan in Pomeroy we need some SOQs from you to keep us on the roll. Editor’s note: see the AP report for a last minute update on AP progress.

I have submitted my SOQ for Chief Dispatcher. As many of you know we operate my Grafton and Greenbrier every Wednesday at 8 PM. It only takes 50 hours (16-weeks, assuming you work about 3 hours per session) to qualify for Chief Dispatcher, with a minimum of 10 hours as Dispatcher. I probably qualified over 20 years ago in Columbus at the Division 6 Ohio State Fairground display, but did not record the time. However, Bob Weinheimer is cleaning the G&G and Pennsylvania Southern Operations Report every week with your qualifying time. The point is all you need to do is document the time you spend operating and dispatching your own layout and have a NMRA witness sign off on your hours. You will need to create a time table for a layout you operate. It’s that easy and we’ll help you!!!!!!

A group of us went to Miamisburg, OH on March 16th to the joint meeting of Division 3 & 7 (Dayton & Cincinnati). Tony Koester, editor of Kalmbach Publishing’s Model Railroad Planning gave a clinic on the progress of his rendition of Nickel Plate’s 2nd Division. It was his usual outstanding presentation. The big draw was to see Allen McClelland’s Virginian & Ohio for perhaps the last time. Allen and his wife have moved into a retirement facility and placed their home for sale. They moved during the week prior to our tour. Certainly Allen has made the most significant impact on our hobby by his willingness to share his knowledge, philosophy, and insight. I even got to see Linn Dale, a town on the west end of his layout again.

Our Division has been asked to host the Mid Central Region Convention in 2010. I mentioned this at the last meeting. Bob Weinheimer and I spent the better part of Thursday, March 27th visiting hotels to host the meeting. Our

(Cont’d on page 4)
Assistant Superintendent Report
by Bob Weinheimer

Although the time since the last newsletter has been short, lots of things are happening. Two van loads of us went to Miamisburg, Ohio March 16th for the Division 3+7 meeting and the V&O open house. Those who went sure got their money’s worth. They heard an outstanding clinic by Tony Koester, saw one of the great layouts in our hobby’s history, and got to meet Allen McClelland, a true model railroading pioneer. A full discussion of the day’s activity is the topic of the lead article in this issue so I’ll say no more about that.

The biggest news in the division is that the officers of the Mid Central Region are working hard to convince Lin and me that Division 9 can host the 2010 MCR convention. With the approval of the membership of Division 9, Lin and I will prepare a proposal for consideration by the MCR Board of Directors at the convention in Cleveland in May. Note that this meeting is open to all NMRA members so if you are in Cleveland for the convention, feel free to attend. In advance of a membership vote, we have visited hotels in the Charleston area to determine their suitability for such a convention. Things look promising.

Make no mistake, this convention will take considerable efforts from our membership. Indeed, our argument against hosting a convention has been our small size and the fear of burnout. That is recognized by the region officers. They will work with us to have members of other divisions help us in order to spread the load. For example, the superintendent of Division 8 (Louisville) has already offered to have his members run the silent auction. We hope that other groups will step forward to take on other assignments. Note that a convention offers many opportunities to earn Association Volunteer points so keep that in mind as things develop.

Lin and I feel this convention could be very successful. As you all know, West Virginia is a railfan magnet. There has not been a convention here in many years. Tours could include Cass as well as the other tourist lines in West Virginia. Lin hopes to work with his contacts to arrange tours to coal mines and power plants. We can also try, with uncertain likelihood of success, to arrange a tour of the CSX Huntington shops. Charleston is no more than five hours by highway from the most distant parts of our region. Indeed, most of the region is less than four hours away. For these reasons Lin and I believe a convention in Charleston will be well attended.

One big reason the region officers are looking to us as a convention host is our high level of activity and well attended meetings. Our March meeting was a good example. In spite of truly nasty weather, over 25% of our membership made it to the meeting. Most divisions do not get that level of participation in good weather! The clinic was freight cars and there were many entries. Just as at an earlier meeting, someone brought an unfinished project just for display. The members looked it over and decided it was the best thing there, even in its incomplete form. That does NOT mean the other models were not worthy of consideration. Congratulations to Greg McCartney and his snow white B&O Canstock boxcar. After the contest, Greg and I presented a clinic titled “Getting Started in Operations”. There were lots of questions and discussion so I guess we got into a topic of interest.

Our February meeting was very well attended with about 40% of the

(Cont’d on page 4)

Monthly Meeting Schedule

May 10th, 2008, Coal Division Meeting at West Virginia Hobby and Craft Teays Valley, WV. Fellowship time and committee meetings start at 1 PM. Business meeting at 2 PM. The contest will be steam locomotives. John Harris will present a clinic on Scenery Techniques.

June 14th, 2008, Coal Division Meeting at West Virginia Hobby and Craft Teays Valley, WV. Fellowship time and committee meetings start at 1 PM. Business meeting at 2 PM. The contest will be online structures. Bob Weinheimer will present a clinic on Model Railroad Inventory.

July 12th, 2008, Coal Division Meeting at home of Lin Young in Gallipolis, OH. Meeting time to be announced. The contest will be offline structures. The clinic will be operating the Grafton and Greenbrier Railroad.

Events Around Our Division


Monthly Contests

January - Cabooses
February - Diesel Locomotives
March - Freight Cars
April - Passenger Cars
May - Steam Locomotives
June - Online Structures
July - Offline Structures
August - Tracton
September - Photographs
October - Open Loads
November - Non-revenue
December - Modeler’s Choice
The initial inclination was the Ramada Inn in South Charleston, due to its proximity to the CSX mainline, would be a great venue. However, it does not have facilities to accommodate our group, specifically meeting and display rooms. We also looked at the Charleston House Holiday Inn and Marriott in Charleston. While the Marriott had the nicest facility, the Charleston House hosted the C&O Historical Convention last year and it would be our choice venue. We are awaiting their proposals and we will present them at the April and May meetings for your review and approval. The preferred dates are May 13-16, 2010. Several of the other MCR Divisions have volunteered to help us, i.e. Division 8 will run the silent auction. Although we are a small division, we live in the Mecca of prototype railroads. No matter where you go in our world there is someone modeling our area of Appalachia. Let’s put on a show they won’t forget!

Our attendance at meetings remains excellent. The models brought to monthly popular vote contest remain outstanding. I’d put them against those brought to any division meeting I’ve attended. Dan Mulhearn, from Pipestem, WV brought Clint Foster, a C&O modeler from Ronceverte, WV last month and we signed him up. Clint has a mid 1950’s C&O layout that operates monthly. Keep up the good work and bring a friend!

Our April meeting was moved up one week to 4/5/2008, so it would not conflict with the St. Albans C&O Modelers weekend modeling symposium at Hawk Nest State Park. The Hawks Nest meeting is a must attend if you even think you’re a C&O fan.

Mid Central President, Jerry Ashley and our NMRA President Mike Brestel have had health problems recently. They are recovering nicely and were at the joint Division 3-7 meeting in Miamisburg, OH. Coal Division member Dwight Sherman is recovering well and was able to attend the March 13th Pennsylvania Southern operating session as well as the April Division meeting.

To repeat from last issue, the Mid Central Region Convention will be hosted by Division 4 May 15th-18th 2008 in conjunction with the New York Central System Historical Society at Independence, OH (south of Cleveland). For those of you who model New York Central’s Kanawha and Michigan, it is a must attend. You can anticipate the Superintendents quarters will have a reception for fellowship and libation after each day’s activities.

I’m considering going to the National Convention in Anaheim, CA from July 13-19. I may not want to miss another opportunity to operate on the La Mesa Model RR Club’s Tehachapi Pass. I was there about eight years ago and ran over it when it only went from Bakersfield to Caliente. Please contact me if you are also thinking the same thing.

Lin

Bob

Allegany & New River Road
An Appalachian Coal Hauling Railroad set in the 50’s

John Harris, Chief Engineer
Email: AandNRR@aol.com

Western Maryland Railway
Thomas Subdivision
Russel Miller-Superintendent
russel22@msn.com
Achievement Program

Bob Weinheimer and Ed Keith

This year has started with a high level of AP activity in Division 9. Things got rolling with the good news that Jerry Doyle received his Author Certificate and that Lin Young received his Scenery Certificate. March has seen a considerable number of submissions. Just as the newsletter was going to press we learned that the following certificates have been approved:

Dave Brandeberry: Golden Spike and Chief Dispatcher
Jerry Doyle: Scenery and Chief Dispatcher
Dave Matheny: Chief Dispatcher
Greg McCartney: Association Volunteer
Russ Miller: Chief Dispatcher
Lin Young: Engineer - Electrical and Chief Dispatcher

Congratulations to all!

Looking down the road, we see Jerry Doyle about to submit his Association Volunteer SOQ. Dwight Sherman is very close to submitting SOQs for Chief Dispatcher and Electrical. Lin Young now has five of the seven certificates needed to become a Master Model Railroadist. We hear he ordered ties and spikes and bought some flex track for its rail on a recent visit to the hobby shop. It sounds like he is in hot pursuit of Civil Engineer. He is also talking about working on some locomotives. Keep your eyes on Lin! Gary Burdette is working hard on a scene for Prototype Model as well as several other certificates. It will be a close race to see if Gary beats out Lin. Stay tuned for updates. Jerry is close behind with three certificates in hand with another in the works. Anthony Parrish is one scratch built engine away from his Motive Power Certificate. Greg McCartney is working diligently scratch building cars. Surely there is more activity out there that we do not yet know about.

Lin, Ed, and Bob are normally available before membership meetings to judge any models you bring. It is always best to check to make sure we have the required judging forms with us. Also, please try to have all of the supporting documentation completed prior to judging. If you need to have scenery or other items that cannot be transported for judging, let us know and we will come to you. Go to www.nmra.org and read the requirements for each of the certificates. You may be pleasantly surprised to find that you have already met the requirements for one or more. Just write it up, get things judged or witnessed, and get the credit you deserve for your efforts.

Coal Division Logo
Available For Clothing!
The Coal Division is arranging to have shirts made with our logo on them. Cost is $9 plus you must provide a shirt of your choice. Contact Lin Young for details.

Webmaster Report

Bob Weinheimer

Our web site, www.coaldivision.org, continues to see a steady flow of visitors. It went active in October 2006 with little fanfare and traffic. After we put photos from the 2007 National Train Show on the site the traffic increased significantly. While there are ups and downs, we see 2,000 or more web page views per month. What is reported here is the total number of web pages viewed, not the number of people visiting the site. One visitor, for example, might look at 5 pages on the site, that counts as 5 page visits. We continue to see a good number of visitors come to us from links elsewhere. We are now more prominently listed on the new NMRA web site and I expect that will increase traffic. We also expect to see an increase once this issue of the newsletter is uploaded with its extensive Virginian & Ohio coverage.

Don’t forget to consult the web site for such things as this newsletter, our schedule, a list of Achievement Program awards, officer and committee chair contact information, links to other Mid Central Region Divisions’ web sites, and much more. I am always open to improving the site so if you have any ideas, please let me know by sending a note to webmaster@coaldivision.org.
This issue we are breaking from our traditional format of showing off our monthly contest winners and devoting the space to select images of V&O freight equipment. Photos of rolling stock are often overlooked in feature articles. Maybe some day we will also see color guides to freight and passenger equipment of famous model railroads as well.

Above: V&O 5167 in company diesel sand service at Undercliff Yard. Many railroad rebuilt a small portion of two bay hoppers into covered hoppers. These cars often found their way into company service after newer covered hoppers came on-line.

   (photo by Jerry Doyle)

Right: V&O 3455 is a 50 foot double door general service boxcar. It was photographed in revenue service at the Virginia Roofing Products plant.

   (photo by Jerry Doyle)

Left: V&O 27086 in company service at New Garver. Gondolas often play a dual role as a general revenue and company service car when needed.

   (photo by Jerry Doyle)

Right: The V&O like most eastern roads converted older hoppers to woodchip service by extending the height of the car. Wood chips are not as dense as coal and thus the car could hold more without exceeding the load limit. V&O 10837 was at the Malone wood chip loader waiting for pickup by the next local.

   (photo by Greg McCartney)
Sunday March 16th saw the Coal Division take a road trip to Miamisburg, Ohio. Ten members made the trip filling a pair of minivans driven by Lin and Bob. Our first stop was at the Holiday Inn for a joint meeting of Divisions 3 (Dayton) and 7 (Cincinnati). Approximately two hundred people were at the meeting including many visitors from throughout North America. Indeed, this was an international gathering. The event started around 2 PM with brief business meetings of both divisions. Next, NMRA National President Mike Brestel, a member of Division 7, took the podium to answer questions. He recognized several recent Master Model Railroaders including our own Bob Weinheimer. Mike then introduced the day’s clinician, Tony Koester. Tony presented a very interesting clinic about progress on his new Nickel Plate layout. Along the way he showed many ways to enhance a layout via the use of relatively simple custom built structures and some good layout planning. Our group was very favorably impressed by Tony’s presentation.

The next item on the agenda was a visit to Allen McClelland’s Virginian & Ohio. As you have no doubt heard, Allen and his wife have moved to a retirement community. Their home, complete with the layout, is on the market. For our visit, the living room, devoid of furniture, had become a sales place for some of Allen’s equipment. As with any tour of a home layout, having two hundred visitors can cause serious congestion issues. Groups of thirty were given tags for 25 minute visits to the basement starting at a specific time. Even so, the layout area became somewhat crowded. Allen was a gracious host who took time to chat with all of us. Trains were constantly in motion. Allen Keller and his crew were there filming for a Great Model Railroads tape. Some of us were able to stand by and watch Tony Koester being interviewed for this project. Trains were

Above: V&O 2059 is westbound through Lindale, VA on the point of a mixed freight.

*(photo by Jerry Doyle)*
The two Division 9 vans quickly became separated after leaving the hotel. Bob’s group headed directly to the V&O while Lin’s group went to another layout on the day’s tour, Wes Reece’s Virginia Southern. This is a freelance layout in the modern era that moves large quantities of coal out of Kentucky and West Virginia. The layout is spread over three rooms with one dedicated to staging. The layout is nicely done and features long coal drags pulled by SD-40s, SD-40-2s, and even some AC4400s. Visiting CSX and NS power is also seen. Wes’s layout is in the same neighborhood as the V&O so this was not a big detour.

Bob’s group finished up visiting the V&O just as Lin’s group arrived. This group then headed to Wilmington, Ohio to visit Jim Rollwage and his Denver Pacific. You may recall that Jim presented a clinic at our October 2007 meeting describing the design process for his new layout. Lin’s group lingered at the V&O and found some good deals when the prices of the remaining cars and locomotives were cut in half. Both groups headed for home arriving in mid to late evening. The day was very enjoyable. Not only did we get to see a couple of great layouts, we were able to meet many other NMRA members and

Top: Looking west out of Santel Yard at Kingswood Jct. Just beyond the tower is the interchange with the Allegheny Midland.

Middle: AM 3072 has brought a train south off the Allegheny Midland and is waiting to go west over the Gauley Division.

Right: The Marshall Chemical plant at Lindale VA.

(constant in motion. At one point the GMR photo crew turned their lights toward the layout so Jerry Doyle could grab a nice shot.)
to hear Tony tell us about his layout. In addition, the ride over and back was full of great conversation.

Of course, the primary reason for this trip was to visit the V&O at its final open house. Some may wonder what’s so special about this particular model railroad. To answer that question, one must know the history of the V&O and what it has meant to our hobby.

The original V&O Afton Division was a landmark layout that influenced almost every aspect of the hobby as we know it today. Allen McClelland was a pioneer of many of the ideas we take for granted today whether it be walk around control, linear bench work, carrier control (the predecessor to DCC), prototypical operation, use of a real CTC system, or the beyond the basement concept. While Allen may not be credited with every one of those ideas, he was the first to put them all together. The result was a model railroad that broke free of the bounds of the basement and became a transportation system connecting the Tidewater of Virginia with the Midwest.

The current Gauley Division will probably never be as famous as the original Afton Division. This is not because it is not as good as the Afton Division, but because we will not have the opportunity to get to know it as well. The Gauley Division is an impressive railroad. Long aisles and vast distances between towns give the

Top: The mainline has a 1.77% ruling grade out of Lindale up to the Summit at New Garver. The bridge crosses a small tributary of Linn Creek.

Middle: New Garver is at the Summit of the Gauley Division. There is a passing siding as well as a helper pocket located here. Today there is some MOW equipment on the helper pocket.

Left: V&O Alcos 2438 and 345 have just brought their eastbound train over the summit at New Garver. A set U25Cs are in the background as the helpers today.

(photo by Greg McCartney)

(photo by Jerry Doyle)

(photo by Jerry Doyle)
Above: C&O 6172 has just arrived at Brestel Jct. where the C&O’s Greenbrier Subdivision connects with the V&O. The bridge above carries the V&O mainline over both the C&O and the Greenbrier River.

(photo by Jerry Doyle)

Right: Chornell Cement & Building Products is one of the few industries located on the old V&O main. The new mainline is on the hill in the back ground.

(photo by Jerry Doyle)
operator a feeling of remoteness. The arrangement of the lower level of Allen’s home, with a core area including the stairs and a bathroom, enhances these distances and limits lines of sight around the layout. Indeed, there is no single place where one can stand and see the entire layout. The bench work, construction, and lighting make you feel as if you are looking at a museum display. The Gauley Division would have truly been a remarkable railroad to operate. See the September 2006 issue of Scale Rails for a track plan of the V&O and an interview with Allen. Alas, the title of the article references the future but not quite this scenario.

Time will tell if we will see any future V&O layouts. I suspect Allen is not finished modeling the V&O, but until then sit back and enjoy our images of the V&O Gauley Division. In a perfect world, his home will be bought by a modeler who values the layout and can carry forward the traditions of the V&O. In today’s tough real estate and mortgage market, we will just have to wait and see what happens.

**Top:** Virginia Roofing Products is one of several industries in South Marlinton.  
*(photo by Jerry Doyle)*

**Middle:** Greenbrier Paper Company’s plant at South Marlinton is one of the largest accounts on the Gauley Division. It is situated at the eastern end of Undercliff Yard.  
*(photo by Russel Miller)*

**Left:** V&O #82 is receiving fuel and sand at the Undercliff Locomotive servicing area.  
*(photo by Jerry Doyle)*
Above: Overview looking west through Undercliff Yard. The building on the right is the power plant for Greenbrier Paper Co.

(photo by Jerry Doyle)

Above: Looking east at the approach signal for Valley Jct. on the Stone Creek Branch. The V&O mainline is to the right.

(photo by Jerry Doyle)

Above: Overview of the Malone Wood Chip Loader. The Stone Creek Branch is above on the hill.

(photo by Russel Miller)

Left: At Wyngate, the Stone Creek Branch passes over the mainline.

(photo by Jerry Doyle)
Re-numbering an Athearn SD45-2

Article and photos By Anthony Parrish

This is a great time to be a Chessie System and Seaboard System modeler with so many of the model manufactures producing fine locomotives for these roads. Recently I purchased an Athearn SD45-2 in the Seaboard System paint scheme. The model is very nicely done. The only detail work that I plan on doing on this unit is to add the lift rings, windshield wipers and a couple of grab iron on the top of the plow. I also need to renumber the locomotive.

Why am I renumbering the locomotive you might ask? The reason is I have other friends that model some of these railroads in the same time period that I model. Even though several manufactures now produce locomotives with several different road numbers, the likelihood of us all having the same locomotive model and number is still quite high in an operation session. Also it is not realistic to see a train roll by with the same locomotive model with the same road number.

Another reason why I am renumbering the model is that it has the wrong number for my time period. The Athearn model comes numbered in the 3600 series. This is correct for the SD45-2 in the Family Lines paint scheme and when they were first repainted into the Seaboard System scheme. Shortly after adopting the Seaboard System paint scheme, the railroad began renumbering some of their equipment. The SD45-2s were a part of that renumbering. I have even seen photos of some locomotives that look like they just received their repaint job and had the panel under the cab window painted again with the new numbers added.

Renumbering the locomotive was not difficult since I had two options for doing so. The first one was simply to leave the original number on and repaint the panel under the cab window the same color as the car body. This gives the impression that the locomotive was repainted and then later renumbered. The second option was to remove the number all together. This gives the impression that the locomotive received the new number at the same time the locomotive was repainted. It also eliminates the process of having to match up the car body paint. I elected to use the second option for my SD45-2.

I used a method that I learned at the St. Albans C&O Modelers Weekend at Hawks Nest, WV. Dave Sepos and Ross Jack gave a seminar on upgrading Athearn Chessie System SD50s. In the seminar they added additional details to match the prototype closer. In the process they removed the number and sub road names on the cab sides. The tools that they used were simple:
Walthers SolvASET, Q-tips, and a "Mickey Stick".

What is a "Mickey Stick" you ask? It is a plastic McDonald’s coffee stirring stick with a chiseled end. You remove the flat paddle at the end of the stick. Once that is removed, file the end down to a chisel like tip. This is used to chip away the lettering that is to be removed.

To remove the lettering on the cab, begin by placing a puddle of SolvASET on the lettering you wish to remove. Make sure there is a puddle there the entire time you are removing the lettering. Depending on the locomotive manufacture, let the SolvASET stay on the model for five to ten minutes. Be careful, SolvASET can remove the paint from the model as well. After two minutes, use the Mickey Stick and gently begin scraping the lettering. If the lettering doesn’t begin to come off, let it stand for another two minutes and try again. The trick here is to use as little pressure as possible on the Mickey Stick. With some models such as Atlas, the lettering begins to come off after soaking for a couple of minutes. For Athearn models, you may need to soak them a little longer and apply a little more pressure to remove the lettering.

You do not want to use a lot of pressure on the Mickey Stick because you can gouge the paint. Timing and pressure are the key. Once you notice the lettering starting to flake after scraping with the Mickey Stick, slowly and lightly work your way across the cab. Always make sure that your working surface is wet with SolvASET. Once you have gone across the cab removing the lettering, wet a Q-tip and remove the lettering flakes and SolvASET. Repeat this process several times until the surface is as clean as possible. Be careful not to rub too hard because the paint will be very soft. Rubbing the area hard could remove the paint.

After cleaning and drying the area, examine it to make sure that all of the lettering is removed. If some of the lettering remains, repeat the process, but be extra careful. You should not have to soak the area with SolvASET for a long period of time. Also doing the second pass increases your chances of removing paint. If this should happen, dry the area as quickly as possible. Then set the locomotive aside for a couple of days to dry then try again.

In my experience, I have only had one locomotive that I had to go back and re-touch the paint. Once all of the lettering is removed, you may notice the old lettering ghosting on the paint. You may also notice some of the clear finish has been removed. When the locomotive is renumbered and weathered, you will hardly notice it.

Once all of the lettering is removed, you can now start the relettering process. If you wish, you can gloss coat the area before you re-letter. I have done this on some models and have placed the lettering on without it. I have had tools needed for the renumbering project include a bottle of Walthers SolvASET and a McDonald’s coffee stir. The paddle end of the coffee stir has been removed and the end filed to a point. (photo by Anthony Parrish)
Midland Atlantic freight car roster. By removing heralds, reporting marks and sometime numbers made quick work of modeling some of the Midland Atlantic’s freight cars. I have had success doing this on several different manufactures products. However, I have not had great success on Bowser, Stewart, and Branchline models. The Solvaset does not seem to be strong enough to remove the lettering without removing the paint. If you do have something that you would like to renumber, give this method a try.

Solvaset is puddled over the lettering to be removed. Once the lettering starts to soften, the Micky stick is used to scrape away the unwanted lettering.

(photos by Anthony Parrish)

success using both methods. On the SD45-2, I did give the area a coat of Model Master Semi-Gloss before decaling.

On my example, the SD45-2, I used Microscale’s White Railroad Gothic Letters and Numbers Set for the cab numbers and Shell Scale EMD/GE Number boards 8” Black Numbers set for the number boards. To renumber the number boards, I used the blank white number board panels applied directly over the old ones. Seaboard System had SD45s from the Seaboard Coast Line and Clinchfield Railroad. Both railroads had subtle differences in details. The Athearn model comes detailed for the Clinchfield Railroad. I like to give my Chessie and Seaboard locomotives numbers from photos that I have taken. I had a photo of 8971 coming off the west leg of the wye in St. Albans, WV in 1992. So this became my new locomotive number. The 8971 is a former Clinchfield locomotive, so the details would match up. Once I decided on a locomotive number to model, it was a simple matter to cut the numbers from the Microscale and Shellscale sets and applying them to the model. Once the decals were set, the entire model received a coat of dullcoat to seal the cab numbers and number boards. The locomotive is ready for some weathering and then road service.

I have used this method for both locomotives and freight cars. Using this method, I was able to increase my
We are looking for articles for our newsletter. If you have a model railroad or modeling project you would like featured in our newsletter, please contact Greg McCartney at editor@coaldivision.org.

Please help keep our newsletter costs down and elect to receive your newsletter electronically. Benefits include all pictures in color. Please see our web site at www.coaldivision.org for details.