



# UP THE HOLLER

## Newsletter of Division 9

### THE COAL DIVISION

#### Mid Central Region NMRA

#### JANUARY, 2011



#### DIVISION OFFICERS

Superintendent  
Bob Weinheimer MMR  
304 343 1428  
super@coaldivision.org

Asst Superintendent  
Gary Burdette  
304 675 3909  
asstsuper@coaldivision.org

Clerk- Jerry Doyle  
304 763 7169  
clerk@coaldivision.org

#### COMMITTEE CHAIRS

Achievement Program Chairmen  
Ed Keith MMR  
740 867 5264  
Bob Weinheimer  
304 343 1428  
super@coaldivision.org

Clinic  
Dan Mulhearn  
304 466 9188  
clinic@coaldivision.org

Contest  
Dan Mulhearn  
contest@coaldivision.org

Election  
Bill Wadsworth  
304 768 3266  
nominating@coaldivision.org

Membership  
John Harris  
membership@coaldivision.org

Raffle  
Paul Lapointe  
raffle@coaldivision.org

#### DIVISION STAFF

Editor  
Dan Mulhearn  
304 466 9188  
editor@coaldivision.org

Webmaster  
Bob Weinheimer MMR  
super@coaldivision.org

#### FROM THE HEAD OF THE HOLLER

**Bob Weinheimer MMR; Superintendent**

January brings us to the time of year for making resolutions. Those resolutions may deal with your personal or professional life but have you considered your hobby as well?

Is there something you might resolve to do as a modeler? This resolution should be well defined, measureable, and above all, realistic. For example, don't resolve to earn your MMR if you have done none of the required work. That is unrealistic. How about something more realistic like giving a clinic at a Coal Division meeting? Nearly all of us have some sort of accomplishment or skill we can discuss. Tell us about your layout. What are its goals? Do you crave operation? Is the display of models of more interest to you? We would love to hear about it. Have you learned some new technique that you can share? Recall that Jim Heilmann and Charlie Venable have shown us how to make circuit boards and trees respectively. Paul Lapointe described his benchwork construction techniques. Have you done a bit of historical research that you can relate to us? I bet more than one of you can share something clever with us. If you don't know how to prepare a clinic, I'm sure one of our clinicians would be glad to help. Also, look at a recent issue of Scale Rails for an article by Matt Snell on clinic development and delivery.

What about pursuing an Achievement Program certificate? If you are into operations, the Chief Dispatcher certificate is a natural. Both Lin and I keep track of operating hours on our layouts; that is a big help toward compiling the required documentation. The other paperwork is really easy: you can copy it from Lin or me. The electrical certificate is one that a layout builder almost cannot avoid. Review the requirements and you will see that you do much of what is required without even realizing it. You might decide to earn some number of time units toward Association Volunteer. Get involved. I have no trouble with folks who see a need and want to create a position that addresses that need. That's exactly what I did when we decided we wanted a web site. At my suggestion, Lin appointed me Webmaster. If you need help learning about the requirements for a certificate, check the Coal Division web site and its links to the NMRA site or let me know so I can help. For additional help, check the grid on the Coal Division web site that tells which member has earned which certificates. The holder of a certificate is an expert in that area and should be a great source of help.

So, what am I resolving to do? I have recently discovered the ability of DCC systems to automate switch machine operation. My plan is to install push button operating systems on my three staging yards as well as all other switch machines on the layout. This is already partially done and I am planning the details for the rest of the job. You know, there may just be a clinic in there somewhere...

We have just learned of the death of Dean Freytag, MMR, on Christmas Day. See the lower part of the next page for more on this sad news.

## FROM THE OFFICE DOWN THE HALL

### Gary Burdette; Assistant Superintendent

Events which transpired at our December, 2010 Division 9 monthly meeting served to remind (or, perhaps, re-remind) me of why I am a member of the National Model Railroad Association. Sure, the trains are important in the mix. But, the people involved in this organization make it all come together and be very worthwhile. Both Bob Weinheimer and John Harris have addressed this very topic within the pages of "Up The Holler" on several occasions. The overwhelming results of a survey taken at one of our meetings a while back confirmed this as sentiments shared by all in attendance. As we have been talking about "getting active," as John says, or participating in whatever aspect of our group in which you feel comfortable, the main thrust of all this is just come out and enjoy the company of one-another!

We certainly did this during our past meeting. First, the pre-meeting social hour saw the typical shopping at West Virginia Hobbies and visiting with all "the guys." Some of us met a little early and had lunch at the Rio Grande Restaurant. Anyone may join us or meet with your own group as you travel to Winfield. Secondly, we discussed some ideas for our education program and what is going on in the NMRA and related organizations (ie.: Kalmbach is reactivating the on-line magazine index.). Next, as part of the model contest Kenny Day discussed some of the prototype history connected with his branch line locomotive shop, while Larry Richards told us about the work his grandfather did as he traveled around the C&O certifying the railroaders' pocket watches. Larry had built a small bus with a bunk to accommodate the gentleman as he made his rounds. Finally, we went over to Dan Kennedy's house to see his fine steel mill and related structures on an excellent model railroad. His wife had prepared a wonderful refreshment table for our enjoyment. A couple of Christmas trees and other decorations all combined to make for an even more enjoyable outing. I found that Dan and I share even more interests than just railroading. All-in-all, for me, this was a day which provided me with a life-long memory.

I give this personal testimonial in collaboration with Bob's welcome and invitation to the member(s) who recently asked if they were allowed to attend our meetings and John's work as Membership Chair. Dennis McGeeney has written of a couple of railfan outings we have taken and John proposed some possible destinations for future trips. As many may remember, we have been invited to attend layout tours and other activities at our sister divisions over the years. (The trip to Alan McClelland's and the Cincinnati layout tours come to mind.) Bob reported that the Division 5 guys would be coming down to present information on the upcoming MCR Convention at Geneva-on-the-Lake, Ohio. He mentioned that he had done the same tour of all the division for our show and Jerry Doyle and I hit a couple. On the occasions in which I made visitations, we were treated like royalty, fed, and invited to see a couple of the members' layouts. In short, all of these outings provided an opportunity to meet new people and see new things. Both Bob and Lin Young have visitors operate on their layouts from time-to-time from all over the country. The Louisville crew are friends from Bob's days living in that area, and they usually come to Charleston and spend a couple of days. All of these activities make for a rewarding hobby experience.

I recently received the up-dated membership list. There were some names of fellows I haven't seen for a while, some who were no longer listed, and many whom I have never met. In a number of my past comments columns I have been encouraging you to participate in the Achievement Program, or study some aspect of prototype history, take part in a railfan outing, present a clinic, and just get involved. Now I just want to say, "Come out and be a part of our group!" I think you'll enjoy the hobby a little more, and we'll profit from your presence. You may even make some life-long memories.

## CONGRATULATIONS: DAN KENNEDY

Coal Division member Dan Kennedy; who's steel mill model took the big prizes at our MCR Regional Convention has a full page article in the current issue of the **NMRA MAGAZINE** regarding his experiences in preparing and presenting his clinic on the design and building on his steel mill model railroad at the 2010 NMRA National Convention, and how he was influenced and assisted by Dean Freytag in his endeavors. Those who have seen Dan's modeling know that it is awesome and very much based in the prototype.

In an eerie coincidence, we learned that Dean passed away on Christmas Day, about the time the magazine was reaching members. Mr Freytag's passing is a large loss to the hobby and we can only hope that Dan will carry on his legacy in promoting accurate modeling of the steel industry and its related rail activities.

In late news we hear that Dan will be making the trip to Ashland, Ohio to attend Dean's funeral services on December 31.

## NEWS FROM NATIONAL NMRA INFONET

Those of you who don't subscribe to *NMRA Magazine* may not know there's [a section on our website](#) devoted to reporting the same NMRA news found in *The Bulletin* section of the magazine every month. Direct them to [www.nmra.org/membership/bulletin/bulletin.html](http://www.nmra.org/membership/bulletin/bulletin.html).

John Stevens, our national Boy Scout coordinator, wanted me to forward this to everyone: In order to create the most secure environment possible for its youth members, the **Boy Scouts of America (BSA) has developed numerous procedural and leadership selection policies** for its adult leaders. Effective June 1, 2010, those policies included Youth Protection Training. After that date, no adult may register with the BSA as an adult leader in any capacity without first completing this training. The training is good for two years and can be accomplished online. The training can be found at [www.scouting.org](http://www.scouting.org). Across the top of the page find and click My Scouting. You will be required to create an account which will then allow you access to the training. Upon completion of the training, you will be able to print a certificate of completion which should be included with your next Adult Leader Application. The whole

process should take less than an hour. If you have any questions, contact John Stevens at [scouts@hq.nmra.org](mailto:scouts@hq.nmra.org).

Trainfest, which takes place in Milwaukee, Wisconsin, and is operated by the WISE Division of the NMRA, set an **all-time attendance record** this November when 23,476 people walked through their doors. It's the highest attendance in the event's 39-year history.

The folks at x2011, the Sacramento 2011 Convention, report that they've now implemented **RSS feeds from their website**. Attendees and potential attendees can simply subscribe to the RSS feed and they'll receive email messages when items are added or changed on the website. Go to [www.x2011west.org](http://www.x2011west.org) and click on the orange RSS box.

Incidentally, the **x2011 online registration system is up and running**. Presently it's limited to convention registration, but once tour information is released, registrants will also be able to sign up for tours and extra fare events online. Not only will this be convenient, but registrants will be able to see immediately if a tour is sold out.

## UPCOMING MEETINGS

Our first two meetings in 2011 will be at West Virginia Hobbies and Crafts. In January we meet the 8th; the contest will be Cabooses. Gary Burdette will present a clinic on modeling coal mine railroad operations. In February we meet the 12th, the contest will be Diesel Locomotives. Bob Weinheimer will try out the two mini clinics he will be presenting at the MCR convention. One will be on making ballast, the other describes how he makes recordings of the radio traffic at his operating sessions.

March will see us heading to Lin Young's home in Gallipolis, OH on the 12th. The contest will be Freight Cars and the clinic will be an operating session on Lin's Grafton and Greenbrier layout.

In April we will be back at West Virginia Hobbies and Crafts on the 9th. The contest will be Passenger Cars.

We are planning a visit to Parkersburg for the May 14 meeting. Dave Stout and Paul Lapointe are planning what sounds like a great event. Paul's layout will be open before and after the meeting which will take place at Dave's home. Dave plans to feed us so come hungry. Dave is also making an effort to attract other modelers from the Parkersburg area to be our guests. Both Paul and Dave have layouts that are well worth the effort to visit. The contest in May will be Steam Locomotives.

## Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.



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## MEETING MINUTES

### December 11, 2010

### Jerry Doyle, Clerk

#### **Welcome and Introductions**

Our December meeting was held at WV Hobbies and Crafts in Winfield, WV.

The meeting was called to order by Bob Weinheimer at 2:00.

#### **Division Clerk Report**

Minutes – Approved as submitted in the newsletter

Treasury - Only expenditures were \$60 mileage reimbursement to Tom Dixon for the May convention.

#### **Superintendent Report**

Kalmbach has announced the revival of the model magazine index with a full update thru 2010 and a better, easier interface. They also say they will have a utility available for editors of other magazines to update the database. They will not index electronic magazines.

MCR elections are coming up, nominations close at the end of December. Talk to Nominations Manager Lin Young if you want to run for MCR office.

Kingpin with convention material and ballots should be out in January

Bob reminded members about the upcoming MCR convention in Geneva on the Lake in late April. It looks like Coal Division members are presenting 4 regular clinic and 2 short line clinics. The convention co-chairs want to come to sell us, that may be at the January meeting.

#### **Assistant Superintendent Report**

Gary discussed the operations of having a video library in conjunction with our educational mission. He also presented mock ups of an online museum, also in conjunction with our educational mission. Specific topics such as coal mining and steel making were mentioned. The possibility of putting displays in various public libraries as some members have done in the past was mentioned.

#### **Webmaster**

Web traffic still continues at higher level than before convention, 5096 in November and 1911 through December 9. Bob asked members to send layout photos, these are the most popular pages on the site.

Who looks at our site? In declining numbers, our visitors come from the USA, Canada, England, Russia, Belarus,

Germany, Greece, Poland, and the Ukraine. About half the visits cannot be categorized.

#### **Achievement Program**

Certificates have arrived for Ron Blessing (scenery), Paul Lapointe (electrical).and Dave Stout (scenery)

#### **Nominations Chair**

None

#### **Membership Chair**

John asked members to double check their membership expiration. Membership numbers are fairly stable. Prices from two companies will be solicited for name badges for members.

#### **Raffle**

None

#### **“Up The Holler” Editor Report**

Holiday schedule adjustments – input is due December 15, one week earlier than usual. Dan mentioned we need clinic volunteers for January.

#### **Old Business**

None

#### **New Business**

Lin Young mentioned the Diamond Club effort from the NMRA, the effort to digitize all images in the Kalmbach Library. The amount of \$250 was proposed, a larger sum of \$500 was also proposed. The motion to contribute \$250 passed unanimously.

#### **Announcements**

Dan passed on greetings from Clint Foster. He and his wife are both recuperating well.

#### **Next Meetings**

Date: January 8

Location: West Virginia Hobbies and Crafts, Teays Valley, WV

#### **Contest**

Modeler's Choice

#### **Clinic**

In lieu of a formal clinic this month, Dan Kennedy is opening his layout for your visit.

## RULE 17, WHAT'S THAT?

by Dan Mulhearn

DCC has been a quantum leap forward in how we operate our model trains. We have been able to escape the routine of throwing block switches to connect our locomotive and throttle to operating our locomotives in a much more prototypical manner. One of the big steps forward, in my opinion, is the ability to operate locomotive lights as if we were actually an engineer on a prototype locomotive.

But, the decoder manufacturers have just about universally adopted a "toy train" mentality in making the light functions automatic. Fortunately, given the abilities of the DCC protocols, this is easy to correct. In North America no locomotives had automatic switching in their light functions. The headlight and rear headlight were manually controlled by the engineer with a switch which offered the options of "Off" "Dim" and "Bright". For example, if a way freight stopped, cut off his train, and delivered a car or two to a siding or industry; the front headlight would not automatically extinguish when the unit was placed in reverse. So, the trick is to give the model engineer total control over the operation of the lights on his locomotive. This is accomplished by programming the configuration variables (CVs) in our locomotive decoders to operate as we would wish. CVs are basically electronic switches within the decoder which allow options in how the decoder will react to commands from our throttle. In a binary system, either the switch is off (0) or on (1). The "switches" in a CV are read from right to left and ascend by doubling the number in the previous. So, in the first box on the right "on" is 1 and "off" is 0. The next box to the left; "on" is 2 and "off" is 0. Next box, "on" is 4 and "off" is 0. Some of the CVs are governed by NMRA recommended practices and others are at the option of the decoder manufacturer.

Now, what is this "Rule 17" in prototype practice. Basically, this the rule which governs the use of the headlight and rear headlight on prototype locomotives. The rule covers when the headlight is to be displayed in "bright" mode and when it is to be dimmed or in some cases extinguished. The rules differed slightly according to individual railroads and time periods but below is the Norfolk Southern version from a 1985 rulebook.

**RULE 17;** The headlight must be displayed, burning bright, to the front of every train by day and by night except as provided in Rule 17(a). If the engine is detached,

the headlights must be displayed in the direction of movement.

**RULE 17A;** Headlight must be dimmed under the conditions outlined below, except when closely approaching and passing over public crossings at grade:

- (1) passing through yards where other engines are employed.
- (2) Approaching train order signals displayed to indicate orders, junctions, meeting points, and when stopped.
- (3) Approaching and passing head and rear ends of trains on adjacent tracks.

A basic knowledge of decoder programming will allow you to set your locomotive to comply with the rule on your pike. The particular decoder you are using will permit, unless it a really old one, reconfiguring the light outputs to comply with "Rule 17". With the newer sound decoders there is software available which really makes this process easy. It is a matter of "clicking" on the configuration you want. But, even in the older decoders, and without any computer controlled software; you can set up the lights to operate prototypically. Below listed are some "CV" configurations for some common decoders which will get you to the goal of prototypical operation.

Keep in mind that when installing decoders, the wire colors are consistent among all manufacturers due to NMRA protocols. So, the headlight is connected to the white wire, the rear headlight to the yellow wire and the common power to all lights is the blue wire which supplies full track voltage to the lights (12 to 14 volts in HO). The newer QSI decoders also offer a five volt power supply so that you can use a smaller resistor for a 1.5 volt bulb or LED. Soundtraxx "Tsunami" decoders have built in resistors so that you can simply hook up a 1.5 volt bulb or LED without worrying about a resistor. It is important to carefully assess the documentation with your particular decoder as these lighting accessory parameters have changed and will probably continue to do so.

Having said that, here are some programming hints for some common decoders. Keep in mind that newer versions of these manufacturers products may or may not work similarly.

Continued on page 6

Continued from page 5

## LOCO HEADLIGHT PROGRAMMING

### Rule 17 (dimmable) operations

#### SOUNDTRAXX LC SERIES

CV33; program to "1" for headlight on when "F0" or light function on when in forward

CV34; program to "1" for headlight on when "F0" or light function on in reverse

CV49; program to "1" to make headlight "dimmable"

CV50; program to "65" to make rear headlight on when "F6" on

CV38; program to "128" to make headlight/rear headlight dim when "F4" on

#### LENZ LE1014MP

CV51; program to "7" to make headlight on both directions when "F0" or light function on; rear headlight on both directions when "F1" on, headlight dimmed when "F4" on

CV52; program to "64" which controls the brightness of the headlight when dimmed

CV57; program to "6" which dims rear headlight when "F4" on

CV58; program to "64" controls brightness of rear headlight when "F4" on

#### NCE D13SRP

CV33; program to "1" headlight on when "F0" or light function on in forward

CV34; program to "1" headlight on when "F0" of light function on in reverse

CV35; program to "2" rear headlight on when "F1" on

CV120; program to "32" allows headlight(s) to be dimmed

CV121; program to "32" allows headlight(s) to be dimmed

#### TCS DP2X

CV33; program to "3" headlight on when "F0" or light function on either direction

CV34; program to "4" rear headlight on when "F1" on either direction

CV49; program to "40" selects dimmable headlight

CV50; program to "40" selects dimmable rear headlight

CV123; program to "32" enables dimming when "F4" on

## Thousands of negatives still need



## your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

**Silver Level** – Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.



**Gold Level** – Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

**Diamond Level** – Contribute \$7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

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Ed Keith, MMR  
President  
Chesapeake, OH



Bob Weinheimer, President  
398 Mount View Drive Charleston, WV 25314  
[www.pennsylvaniasouthern.com](http://www.pennsylvaniasouthern.com)



**SHAMOKIN DIVISION**  
DENNIS MCGEENEY ROAD FOREMAN  
SUMMERSVILLE, WV  
[DENNAPAT@VERIZON.NET](mailto:DENNAPAT@VERIZON.NET)  
304-872-7262



**HINTON DIVISION**  
Gary Burdette - Superintendent  
Point Pleasant WV




**WESTERN MARYLAND RAILWAY  
THOMAS SUBDIVISION**  
RUSSEL MILLER - SUPERINTENDENT  
[RUSSEL22@MSN.COM](mailto:RUSSEL22@MSN.COM)



**Midland Atlantic**  
Anthony Parrish, CEO  
[tony765@aol.com](mailto:tony765@aol.com)

NORFOLK AND WESTERN




**PIPESTEM BASEMENT  
DIVISION (HO)**  
DAN MULHEARN  
304-466-9188  
[danninal@earthlink.net](mailto:danninal@earthlink.net)



**CRUSTY MOUNTAIN  
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Mark Maynard, President  
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Tony Puccini, President  
6 Garwood Drive Huntington, WV 25705  
[puccinibaj@hotmail.com](mailto:puccinibaj@hotmail.com)



Robert Weinheimer MMR  
398 Mount View Dr  
Charleston, WV 25314

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### Upcoming Coal Division Meetings

January 8, 2011

West Virginia Hobbies and Crafts  
Teays Valley, WV

February 12, 2011

West Virginia Hobbies and Crafts  
Teays Valley, WV

March 12, 2011

Lin Young's Home  
Gallipolis, OH

April 9, 2011

West Virginia Hobbies and Crafts  
Teays Valley, WV