



UP THE HOLLER

Newsletter of Division 9

THE COAL DIVISION

MID CENTRAL REGION NMRA INC

June 2016



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FROM THE HEAD OF THE HOLLER

By Gary J. Burdette, MMR

I don't know about you, but I am still basking in the warm glow from the smoldering furnaces of Steel is King Day. What a great time we had (despite a little wind chill) with good friends, a great meal, and wonderful train layouts. Thanks to Dave, Rhonda, and Davey and to Paul for all your fine efforts.

It has been noted that these same types of EVENTS can be had more often as we develop new activities. The June clinic will feature such a stimulated, educational, hands-on experience through our *Spray Day at the Station* series beginning with air brush painting. Developed by Bob Weinheimer, he, Jerry Doyle, and Anthony Parrish will instruct us in the use of this special piece of equipment and address solvent-based and acrylic paints. Both the operation of the spray gun and compressor will be addressed. Mixing and application of a nice coat of paint will enable us to paint any special item we desire. Box car bodies donated by the NMRA will be put to use as a make-and-take project. This will be fun, so be sure and come to the depot! (One member will have a couple of single-action brushes for sale at a modest price, so bring a little extra cash if interested.)

Now, this isn't a one-and-done process, but the start of a three-part painting theme that includes painting, decaling, and weathering freight cars. The second instruction in the series will be in August with the third scheduled for October. We will look at general decaling, custom made and screen printed, and computer generated decals. Weathering will include use of the air brush, dry brushing, chalks and pastels, along with a couple of hints from the European military modelers. Plan your schedules now for attending this Special Event Series.

Are there other similar things we can do? I know Dan Mulhearn has been looking at fine-tuning and tweaking locomotives. I am working on a 'Fill-a-Foot-of-Foam-with-Scenery.' The *Freight Car Tune-up* clinic presented by Mark Maynard and *Tools* by Bob Osburn have been two very entertaining and enlightening examples of successful approaches to expanding these ideas.

Related to this might be the development of a question and answer section on our web site that was proposed a few years ago by the late Shelby Young. He prepared a registration sheet listing topics each of us could choose as an area of experience that we would feel capable of addressing in a Q/A format. Mark Maynard suggested calling it the 'Yellow Pages of Model Railroad Information.' He also suggested we develop a sheet which could be posted on-line that describes each clinic and be available for later viewing by those who missed the presentation or as a review for those who would like a reference.

Let's see what we can develop for future activities as we participate in *Spray Day at the Station* and take the hands-on, make-and-take process to the fullest level of enjoyment.

FROM THE OFFICE DOWN THE HALL Dan Mulhearn, Assistant Superintendent

To start off my thoughts this month I want to thank Dave Stout and his family, as well as Paul Lapointe for their hospitality at the wonderful Steel Is King meeting. Anyone who left Dave's hungry has only themselves to blame. Dave's layout never ceases to amaze me, I always find something I had not noticed before. It was really great to see the progress Paul is making on the new extension of his layout. His bench work is really incredible. I will be looking forward to see his progress next year.

I started to talk some about operations and methods of controlling train traffic last month. My thought was to do an article on one of the more modern train control methods, known as Track Warrants. Along comes the latest newsletter from the Operations Special Interest Group (OPSIG) with a very thorough article on Track Warrants. The author has solved one of the problems with Track Warrants by developing what he has named a segmented Track Warrant which actually is up to three warrants in one; greatly reducing paperwork and radio traffic. Lets do an illustration of how prototype railroads use track warrants using Bob Weinheimer's Pennsylvania

Southern. The DS gives Extra 3215 south Track Warrant 11 stating to proceed from Pittsburgh to Bridgeville and clear the main at the last named point. So 3215 runs to Bridgeville and takes the siding. The DS then issues 3215 Track Warrant number 15 which states after arrival of extra 6790 north proceed from Bridgeville to Washington. Once 6790 arrives, 3215 may proceed toward Washington. The fly in the ointment is that once 3215 south clears Bridgeville he must again contact the DS and give up Track Warrant 11. On Norfolk Southern both the train crew and the DS, in order to give up or clear a Track Warrant, must read and repeat the entire warrant. Meanwhile 6790 north can not leave Bridgeville until the DS clears Track Warrant 11 and prepares a new warrant to move 6790 north. Clear as mud, right? The segmented warrant reduces a lot of this extra paperwork. I recommend this article, as well as the OPSIG Newsletter in general. If you have a real interest in operations membership in OPSIG is a real bargain; especially if you can receive the newsletter electronically.

See you at the depot!

Spray Day



At the station!

 **Spray Painting Rolling Stock
Using the Airbrush – w/References**

Aug.-Decaling-TBA
Oct. - Weathering?

ST. ALBANS DEPOT

DATE: 6-11-16
TIME: 3:00
Bring your mask!

Learn hands-on airbrush painting tips in enamels and acrylics.

NEWSLETTER DEADLINES

The goal of the newsletter team is to have this document reach you by email or snail mail at least one week prior to our meetings. We typically start the layout work the Monday 12 days before the meeting. This allows a day of review by the officers and a proofreader before the electronic version is issued, usually on Wednesday. The paper version is mailed Thursday or Friday. For this to happen reliably, we need all items for publication by that Monday 12 days prior to the meeting. If we don't get it on time we can't print it. Please help us give you the most up to date information possible. Here are the deadlines for the next few issues.

July	June 27
August	August 1
September	August 29
October	September 26
November	October 31

NMRA MCR DIVISION 9

THE COAL DIVISION

Steel Is King

Dave Stout's Home

Parkersburg, WV

May 14, 2016

Minutes

Meeting called to order at 1:22 p.m. Members introduced themselves.

The temperature was 51° F with winds 21 mph and gusting.

Division Clerk Report

Treasury balance is currently \$9,081.17.

April minutes were approved.

Pike Ads \$0.

Raffle revenues \$0 - no raffle today.

Superintendent Report

Gary Burdette thanked Dave, Rhonda, Davey Stout for opening their home and providing lunch and Paul Lapointe for opening his layout.

He talked about the recent MCR convention in Columbus, Ohio. The 2019 and 2020 convention sites were discussed. The possibility of Division 9 hosting the 2020 convention was mentioned with Elkins and Charleston possible locations.

Assistant Superintendent Report

Dan discussed his experience at the recent convention. This was his first time as a judge and had good things to say about the experience.

Achievement Program

Bob mentioned two members who should be earning certificates soon. He challenged Jerry Doyle to earn his MMR before the 2017 convention.

Newsletter Chair

Bob is always looking for articles. He is also looking for material for the next issue of *The Kingpin*, the MCR newsletter.

Clinic Chair

Next month's clinic will be airbrushing by Bob Weinheimer and Jerry Doyle.

Librarian

Bill said materials are still being organized. Donations are always welcome.

Contest Chair

This month's contest – steel.

Membership Chair

No report.

Raffle

None.

Old Business

None

New Business

Bob Osburn asked if anyone had experience with making their own decals. Several members had done this and some discussion ensued.

Announcements

National Train Show Indianapolis, Indiana July 8 -10.

Future Meetings

June 11 – St Albans Depot

June 18 – Marion, Ohio

July -- Meeting cancelled for NMRA National in Indianapolis and National Train Show.

August 13 – St Albans, Depot Picnic on the Platform

September 10 – Portsmouth, Ohio, Mark Maynard's.

Meeting adjourned 1:57 p.m.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk



Summertime at the Depot *June Railfun Event*

June 11, 2016—St. Albans, WV

TIMETABLE

12:00-2:00: Open House Tours by the Super & Photo Ops prior to event

1:00 - Social & M.A.D.D. Viewing Time:

(Models. Artifacts. Displays. Discussions)

Badger airbrush video , Books, etc.

2:00: Superintendent's Briefing:

Info. on Help hotline - "Yellow Pages" and Depot

2:45: Contest: Non Revenue

Raffle: Bring your money!

3:00: Clinic:

Hands-on airbrush painting with Bob Weinheimer, Jerry Doyle (solvents), & Tony Parrish (acrylics).

CONTEST Dan Mulhearn

The May "Steel Is King" contest brought three entries. All three entries were based on gondola cars as used in steel service. Winner Paul Lapointe's and second place Dave Stout's models were based on loads. Bob Weinheimer presented a gondola with a scratch built coil carrier assembly.

The contest for June category is non-revenue cars. Of course this includes caboose but there are many other cars that would fit this category. Think of plows, flangers, maintenance of way cars, whether purpose built or repurposed from some other type of car. We look forward to seeing your entry.



Paul Lapointe's winning entry. Paul even gave us a mini clinic on making the bundles of scrap. Photo by Paul Lapointe.



Bob Weinheimer's third place entry. This car was painted, lettered, weathered, detailed, and included a scratch built interior for steel coil loading. Photo by Bob Weinheimer

RAFFLE Dan Mulhearn

The raffle returns at the June meeting! We have some good stuff on hand but can always use your no longer needed odds and ends. Remember the proceeds go toward our helping maintain the depot. Thank you for your support of the raffle.

Layout Expansion on the Pittsburgh & Western RR Part 5 By Paul Lapointe

Doubling the peninsula (continued from part 3):

After leveling the two support beams for the peninsula, and adding 2x4 legs, levelers, and diagonal bracing, I worked on building each of the two decks. The lower deck or level of the peninsula is a steel frame four feet wide and 12 feet long, which will be divided down the middle with a backdrop to make two sides. At the end of the peninsula, I need a turnaround loop to get to the other side. Because my main line minimum is 24 inches radius, I need to expand the end to at least 54 inches. I chose 60 inches for scenic and safety reasons. A necessary extension like this at the end a peninsula is often called a “blob” by layout designers.

The way to bulge out an area using steel studs is to build up an extended area of individual pieces. I started with a two-foot long piece with short extensions at right angles attached to the side of the frame *Photo 1*. Then a five-foot long piece is notched at the two extensions, bent, and then fastened to the frame *Photo 2*.

The peninsula is to have an upper level but I didn't want any supports to interfere with the view of the lower level. What I wanted was a cantilevered or “floating” upper level with hidden support. To achieve this, I made “T” beam silhouette risers cut out of three-quarter inch plywood that would support the upper level in the middle and be hidden behind the backdrop. The top and bottom flanges (horizontal pieces) are the width of a stud and the “web” (middle upright part) is six inches wide and the height of the first level backdrop *Photo 3*. I needed six risers altogether *Photo 4*.

For convenience, I built the frame for the upper level on top of the lower level frame *Photo 5*. The upper level frame is only three feet wide as opposed to the lower at four feet. It still needed a “blob”, though, at the end to meet minimum radius curves but I made this one 54 inches instead of the 60 inches of the lower.

Once completed, the upper level frame is raised up and fastened to the top of the plywood riser. The result is an unobstructed, two sided lower level and an obstruction free upper level.



Photo 1: Starting side extension for turnaround loop.



Photo 2. Completed side extension.

Continued page 7

Continued from page 6



Photo 3: Profile of plywood risers.

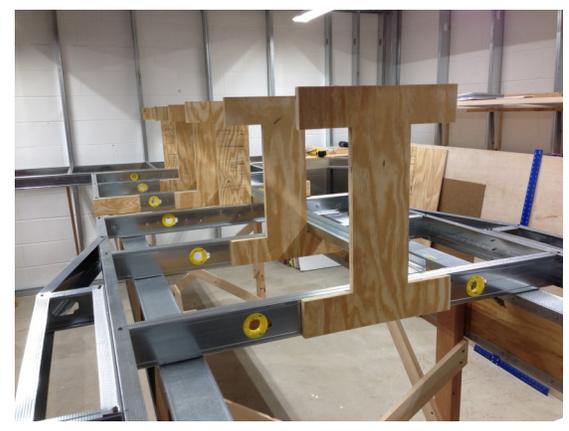


Photo 4: Six risers used for supporting future upper level. (above)

Photo 5: Building upper level frame prior to installing in place. (below)



Photo 6: Upper level frame raised to top of riser to give unobstructed lower level.



MY WORD

Bob Weinheimer, Editor

I need to start this column with an apology to Dan Gross. In listing the winners from the MCR convention contest I overlooked Dan's first place in the black and white prototype photo contest. Congratulations to Dan!

I trust all those who made the trip to Parkersburg had as much fun as Gary Burdette and Dan Mulhearn described in their columns. I really enjoyed seeing Paul Lapointe's layout construction progress. Seeing it in the newsletter is one thing, seeing it in person is something else. In the two weeks or so since our visit, Paul has made more progress as shown on pages 6 and 7. I wonder just what we will get to see at the next Steel is King day!

When assembling the newsletter, this is the last item to be written and fitted in wherever space permits. Why? Well, I need to see what all I have to print. There are the usual columns as well as feature articles. If there is little space this one is small. If there is lots of space, this column grows and I put in NMRA ads. I also like to see what the officers write before writing my piece as I do not want to be repetitive. Fortunately, Gary and Dan rarely step on each other so that makes part of the editing easy. It also give me the opportunity to comment on their comments.

Dan wrote of the recent article in the *Dispatcher's Office* about track warrants. I, too, pored over that article to see how the author had addressed the issues. A few years ago I tried the full blown track warrant thing on the Pennsylvania Southern. One subtlety about track warrants is that, in un signaled territory, a warrant should not be written for movement past a meeting point until after the meet is completed. Dan points out how cumbersome this can be. It can lead to considerable radio chatter and can drive the poor dispatcher nuts given that lots of stuff happens in a short time on a model layout. I think the crew politely told me "no more" the second time we tried it.

We went back to something not too far from the warrants tried in the article, those were the hybrid orders adapted from Lin Young's Grafton and Greenbrier. Meets could be added easily after departure. While that works, it still didn't feel very prototypical. As noted in a recent issue, the Pennsylvania

Southern has gone to more formal train orders but they are delivered to crews before starting out so there is little radio chatter. If a meet must be set up after departure, it is still necessary for the crew to copy and read back a train order.

Not much has been done on the layout since last month but I did have to do a full restage as we got to the end of the schedule in the May session. The wiring project I mentioned last month has worked out well. Getting all the wires out of the tunnel between the house and the garage has eliminated the issues with autoracks. It even seems that the turnouts in North Yard are more responsive with the DCC hardware being closer to them. In general, color coding the main buses was worth the effort. As more and more track gets rebuilt, its new wiring will also be color coded. I strongly suggest you do that from the start!

June will not likely see anything major done on the layout as there is a special operating session in late June then the NMRA National Convention will take place before the July session. I will be looking at adding lighting to structures during that time. Paul Lapointe's clinic from earlier this year has inspired me to do something about that and now the appropriate power bus is color coded to make it easier to tap into. I should get back to tearing up track after the July session.

Speaking of operating sessions, note that they are held the second Thursday of each month. We usually get started around 7 PM. Coal Division members are all welcome. If you are wondering what happens at these sessions, attend one. If you like it, keep coming. If you find it's not for you, that's OK too.

Finally, if you are interested in operating an airbrush, be sure to stick around for the clinic at the June event. We'll talk a little about the theory then reduce things to practice. We'll use the stash of cars from the NMRA headquarters. After painting the cars in June, we will put decals on them in August. In October we'll look at weathering. Ideally interested members can attend all three sessions but if you can't be there for the airbrush session, bring along a painted but undecorated car to decal in August.

NMRA InfoNet News

Tom Draper

2016 NMRA Election Results

At-Large Worldwide Director

Mike Brestel – 646
Bob Ferguson – 371

Western District Director

Stephen Priest – 181
Don Fowler – 144
Steve Barkley – 84

Atlantic District Director

Kathy Millatt – 79
Peter Bowen – 18

John Stevens – NMRA Secretary

Message from Fred Headon, MMR current NMRA Canadian District Director:

As the Canadian District Director I am taking this opportunity to explain some features of NMRA Canada. This entity has been established for NMRA members who reside in Canada. It is an educational, non-profit association (paralleling its parent) that focuses on promoting and teaching the art and craft of model railroad-ing. Our membership which varies between 900 and 1100 ranks Canada as the second largest national membership within the global extent of the NMRA.

Our agreement with the NMRA Board of Directors allows us to set a dues structure based on Canadian residence and circumstances while maintaining all the rights and privileges of NMRA membership. Volunteer administration allows a lower dues rate for Canadian members and allows payment in Canadian dollars to overcome exchange rate issues. A similar agreement allows Canadian

members to subscribe to the NMRA magazine. Subscriptions to a member's Regional publication (four Regions span the Canada – U.S.A. border) can also be paid through the offices of NMRA Canada. Currently our Board of Directors includes representation from New Brunswick, Ontario and Manitoba. We intend to expand our representation to better reflect our membership.

Within Regions of NMRA Canada are a number of Divisions most of which have a common pair of problems – considerable distance between centres and small member numbers. One service to our members, the NMRA Clinic DVD's (but not the Prototype or Modeling ones) are available through a Canadian address facilitating access. The bi-lingual NMRA Canada website offers links to sites focused on Canadian railway history and to Canadian -focused SIGs including the Canadian National Historical Association, Canadian Pacific Historical Association, Pacific Great Eastern/BC Rail SIG, Ontario Northland Historical & Technical Society, the Toronto, Hamilton & Buffalo SIG and the VIA Rail SIG. Links are included to some member's model railways and to clubs within each of our four Regions to enhance the fellowship that is so much a part of NMRA activities.

Fred Headon, MMR
Canadian District Director

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You will find those addresses at www.nmra.org or in the NMRA Magazine

Regards,

Tom Draper – HLM, DSA, FA, MSA, PA
Director – Support Services

LIBRARY CORNER

Bill Wadsworth

The Coal Division has recently received a set of DVDs from the NMRA that have clinics taken from various convention presentations. I will bring them to our meetings so that if any of you are interested they can be borrowed for a while. I'm thinking you could pick them up at one meeting and return them the next. I have made a list of them with their topics and hope to have copies at our next meeting so you will know what's available. Also, Bob Weinheimer will be posting this list on our website in case you don't have a handout.

In addition to the NMRA clinic DVDs, I have some of my own that will be available to be borrowed. Based on our discussions at the last meeting others may also have some they would be willing to lend as well. I don't yet have a listing for these but hope to put one together for you in the future. Your comments and suggestions on this "library" would be appreciated.

ALL ABOARD

An Invitation to Join Division 6 in a
Day of Fun

When: June 18, 2016
Where: Marion Union Station
532 W. Center ST.
Marion Ohio
Time: All Day

Come and join the members of Division 6 in our annual June Trainfest. There will be clinics, raffles, a flea market, fellowship, and, of course, train watching. There is no need to call, just show up. There is no cost however a donation to the station is helpful. Food and drinks are on your own however there are plenty of places to pick up food and drinks locally. Any questions contact Division 6 Superintendent Greg Short at oc5855@hotmail.com.

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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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*.



your positive support.

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*.

Make a contribution that will make a difference for decades.

Visit www.nmra.org/diamondclub or call HQ at 423-892-2846 to contribute.



Now that Up The Holler is a monthly publication, your Pike Ad support is much more important. If you don't already have an ad, please consider buying one. We can help with the art work if necessary.



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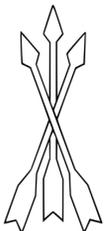
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Western West Virginian



With Connections to the B&O, C&O, Western Maryland, West Virginia Northern

Woody Higginbotham - Superintendent



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Upcoming Coal Division Events

If you received this newsletter via the US Postal Service and have an email address, please let us know so we can save printing and postage costs. Send a note to editor@coaldivision.org to get onto the email distribution list for Up The Holler.

**June 11
St. Albans Depot**

**July 8-10
National Train Show
Indianapolis, IN**

**August 13
St. Albans Depot**

**September 10
Portsmouth, OH**