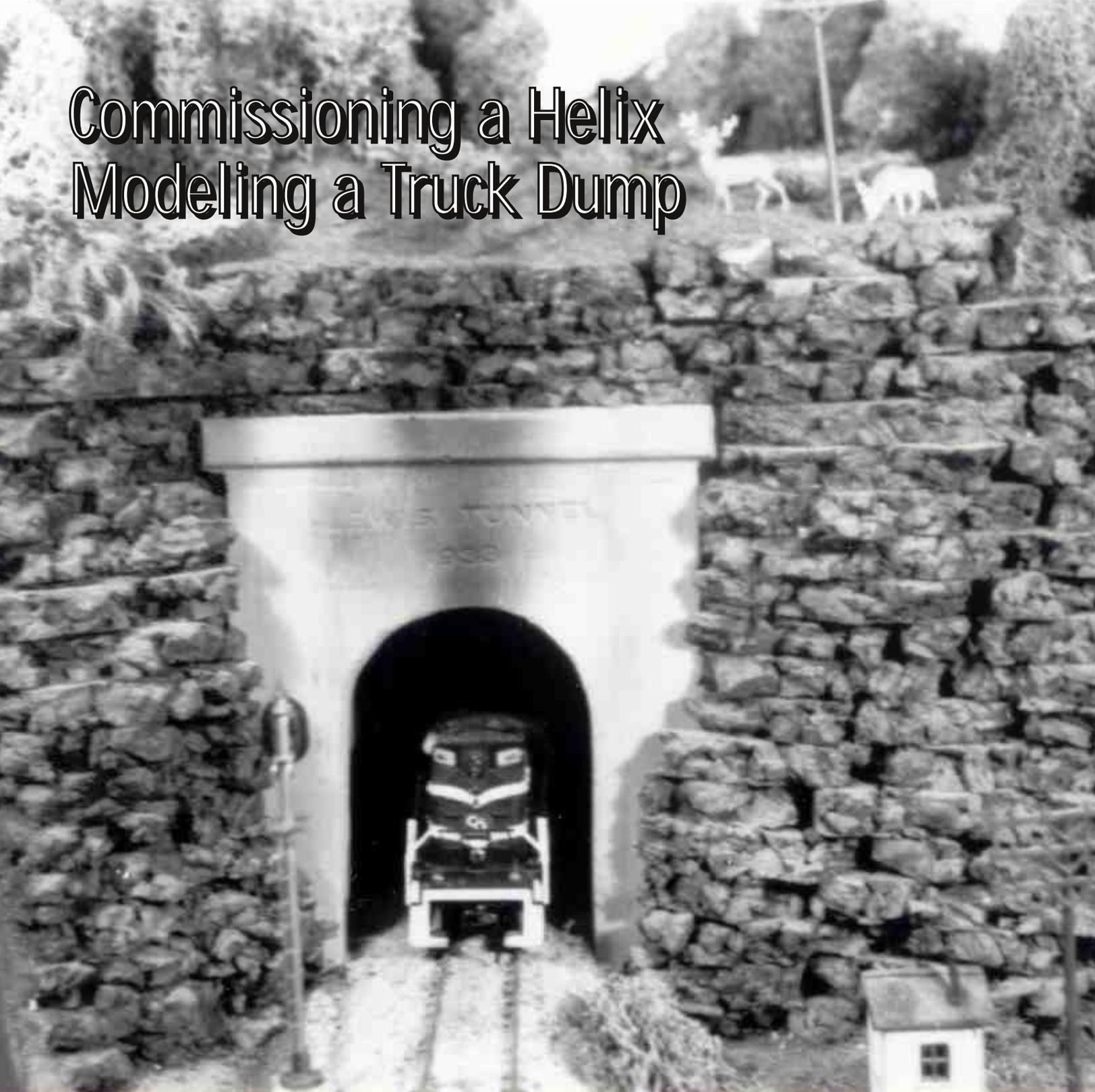


UP THE HOLLER

Volume 2, Issue 3

Commissioning a Helix Modeling a Truck Dump



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Comments from the Head of the Holler

By Lin Young, Superintendent

Our Coal Division just keeps getting better thanks to you members. You keep turning in Achievement Program SOQs (Statement of Qualification) for your work. We still claim "The Region's Most Active Achievement Program Division" title. Our meetings are well attended with nearly 3/4 of our members attending regularly. No other Division can claim that level of attendance. The models we see in the contest are outstanding and the quality of work is unapproachable. Our clinics are also excellent and very enlightening.

While I'm talking about our Division's successes, we are getting national attention on how to resurrect a Division. We have been asked by Mike Brestel, NMRA President, to submit an article for a future issue of Scale Rails, the NMRA monthly magazine. Bob Weinheimer is working on the story. If you have any comments, please contact him. Essentially our report will about you members who have risen to every occasion to make this Division what it is. I cannot praise you enough for your support and enthusiasm.

As you know, we were asked by the Mid Central Region leaders to host the 2010 Convention. You gave Bob Weinheimer and me the approval to present the proposal at the Board of Directors meeting in Cleveland last

month. We won!!!! Bob will be the 2010 Convention Manager. He and I visited and got proposals from several Charleston area hotels. After considerable study Bob signed a contract with the Embassy Suites at 300 Court Street in downtown Charleston. Several of you have already volunteered for various positions on the Convention Committee. Please contact Bob or me if you have particular area that you want to manage or support. We want to put on a show the Region will not forget, so mark your calendar May 13th-16th, 2010.

Several of us attended the Mid Central Region Convention in Cleveland last month. It was another good one. Some of the clinicians were Jim Hedgier from Model Railroader, Dean Freytag the "Styrene King", Dave Ori, a B&O historian and our own Bob Weinheimer just to name a few. There was a variety of layouts open for the Thursday night operating session. I went to John Ritt's Breckenridge & Rawhide RR and got a lesson on how to build a nice layout in a small basement. John does not run long trains, typically one engine, with five to six cars but he kept ten of us busy all night. The convention was capped off with the Saturday evening banquet that featured Trains magazine editor Jim Wrinn as speaker and Jerry Ashley, Region President becoming MMR 411.

(Cont'd on page 4)

Up The Holler is the quarterly newsletter for the NMRA Mid-Central Region, Division 9. Copies are free to Division 9 Members. If you would like to receive your copy of Up The Holler electronically, please email the division clerk at clerk@coaldivision.org. Receiving your newsletter electronically not only helps control our mailing cost, it also enables you to view all pictures in full color. If you would like to receive a high resolution electronic copy to print on your own, please email the editor. Be aware the file can run between 5-15 megabytes in size and would not be recommended for dialup internet service.

Up The Holler is in need of articles to fill our pages. If you have a topic or layout you would like featured in our newsletter, please contact us at editor@coaldivision.org. We can assist with editing and photographs.

Help support the cost of our newsletter. Register your railroad today with a pike ad in Up The Holler. Cost is \$10 per year. To have a pike ad created, contact the editor for further details.

COAL DIVISION NEWS AND EVENTS

Assistant Superintendent Report

by Bob Weinheimer

Things sure are getting interesting here in the Coal Division. As Lin notes in his column, we have been awarded the 2010 Mid Central Region convention. Our first task was to identify a suitable meeting site. After reviewing the facilities in the Charleston area, we narrowed the list to the Charleston House Holiday Inn and the Embassy Suites. The meeting spaces in the two hotels are quite different. The Charleston House is almost all ballroom space with folding walls while the Embassy Suites has a number of smaller meeting rooms. In the end, we felt the Embassy Suites' meeting space was far nicer and priced comparably to the Charleston House. The other issue is sleeping rooms. The Charleston House offered us \$99 per night for single or double occupancy while the Embassy Suites offered \$139 for single or double occupancy. That number sounds quite high at first. For a couple of attendees sharing a room, that would be \$50 per night vs. \$70. At the Embassy Suites, however, that price includes a wonderful breakfast. There is a buffet as well as chefs standing by to prepare omelets, custom egg orders, pancakes, or other items not suitable for the buffet line. There is also a Manager's Reception

each afternoon that includes all sorts of beverages as well as munchies. Finally, the room is really a two room suite. There is a bed in the bedroom and the sofa in the living area converts to a queen size bed. The suit also contains a wet bar, microwave, and refrigerator. In the end, we chose the Embassy Suites. A straw poll of division superintendents was very supportive of this choice.

Now all we need to do is to staff the convention! Tony Puccini has agreed to serve as the registrar. We are looking to Jerry Doyle to handle the finances. Greg McCartney and Jerry Doyle are looking at possible convention cars. I have asked Lin to arrange our industrial tour program. We still need leaders for clinics, layout tours, operating sessions, non-rail activities, contest, raffle, company store, silent auction, publicity, and more. Several of these functions will need considerable staffing during convention hours. Clearly, we will be looking to anybody who can help so let us know what you can do for the division.

Most conventions have names with some sort of railroad theme. For example, next year's convention is the 21st Century Limited. This year's was the Port City Meet. Last year's was the

South Wind, a train that served Louisville. The 2006 convention in Morgantown was the Mountaineer Local. What will be the name of our convention? How about the Coalfield Limited? If that is too corny, give us a better one! We do need to resolve this so we can create a logo that will appear on all of our advertising.

The Cleveland MCR convention was great. As the region's contest manager, I was well occupied much of Saturday managing the judging and helping the local guys get all the results documented. My clinic was also well received. It started around 2:30 PM, prime nap time. While I did hear a few guys snoring most seemed to stay awake as they asked plenty of good questions. Presenting a clinic is a great way to share your skills and techniques with an appreciative audience so give it a try. I visited several very nice layouts on Sunday on the way home. The layout tour is in many ways the highlight of the event. Next year's convention will be in Columbus. I strongly urge as many of you as possible to attend all or part of

(Cont'd on page 5)

Monthly Meeting Schedule

September 13th, 2008, Coal Division Meeting, Mark Maynard's home, Portsmouth, OH. This is our annual event at Mark's home. Activities will include a division swap meet, a switching contest on Mark's layout, the Photo contest, a clinic by Mark, and much more. While Portsmouth is out near the edge of our division's territory, this meeting is well worth attending. Consider forming car pools and make the trip to Portsmouth.

October 11th, 2008, Coal Division Meeting, Clint Foster's home, the contest will be open loads.

November 1, 2008 Coal Division Meeting in conjunction with St. Albans C&O Modelers train show, location to be determined. The clinic will be on the Achievement Program. You will learn about the requirements and how to complete the paperwork. The contest is non revenue equipment.

Events Around Our Division and Region

October 31st - November 2nd, 2008, St. Albans C&O Modeler's Train show. St. Albans, WV.

November 8th & 9th 2008, Pocahontas Chapter NRHS Train Show, Bluefield, WV.

April 30 - May 3, 2009, Mid Central Region convention, Columbus, OH. [Click here for more details.](#)

Monthly Contests

January - Caboose

February - Diesel Locomotives

March - Freight Cars

April - Passenger Cars

May - Steam Locomotives

June - Online Structures

July - Offline Structures

August - Traction

September - Photographs

October - Open Loads

November - Non-revenue

December - Modeler's Choice

FOR IMMEDIATE RELEASE

June 6, 2008

NMRA Patent Challenge Update: Real Rail Effects fails to respond to NMRA DCC-sound patent challenge

The deadline for Real Rail Effects, Ltd. (RRE) to respond to an NMRA patent challenge has passed, with no response from RRE.

RRE was granted a patent by the United States Patent and Trademark Office (USPTO) based upon a claim that the technology for using sound with DCC was invented by RRE. The NMRA, with the technical and financial support of a number of DCC manufacturers and hobbyists around the world, filed a challenge to the RRE patent.

The NMRA filed the challenge because we believe that the claims in the RRE patent application were not supported by the facts. The NMRA was aware that prior art and other evidence existed which negated RRE's patent.

The NMRA felt that, should it remain in force, the RRE patent posed a threat to modelers and manufacturers of DCC equipment because it would both increase the costs to modelers and unfairly restrict manufacturers who provide decoders with sound. Therefore, the NMRA coordinated an industry- and hobby-wide effort to have the patent overturned. The NMRA submitted evidence from a number of sources raising substantial questions about the validity of the patent.

On February 11, 2008, the USPTO issued a ruling granting the NMRA's patent re-examination request. The examiner stated in the ruling that there was a substantial likelihood that a reasonable examiner would consider the prior art important in determining the patentability of the application of RRE.

After the examiner at the USPTO determined that the position of the NMRA had merit and compelled a new

analysis of the patent, RRE had two months to respond to the re-examination request. The deadline for a response has come and gone, and RRE made no reply. The NMRA is now very hopeful that a favorable decision will be announced and that the position of the NMRA and its supporters will be vindicated.

The NMRA considers this a clear triumph for the modeler and the model railroad industry. We are proud to have led the challenge team that has made this victory possible.

www.NMRA.org

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(Comments Cont'd)

Next year the convention will be hosted by Division 6 in Columbus April 30th-May 3rd, 2009.

Our next meetings will be at various locations:

July 12th will be at my Grafton and Greenbrier in Gallipolis, OH

August 9th, not yet determined, plan on WV Hobbies and Craft in Teays Valley, WV

September 13th, Mark Maynard's in Portsmouth, OH, we are inviting Divisions 3, 6, 7 & 10 who border us to the west.

October 11th, Clint Fosters in Ronceverte, WV. He has a C&O layout featuring the mainline near Hinton depicted in the mid 50's. Clint has requested anyone with a Digitrax throttle, please bring it with you.

Lin

Allegheny & New River Road

An Appalachian Coal Hauling Railroad set in the 50's

Bringing a little bit of West Virginia to the rest of America
a few tons at a time



John Harris, Chief Engineer

Email : AandNRR@aol.com

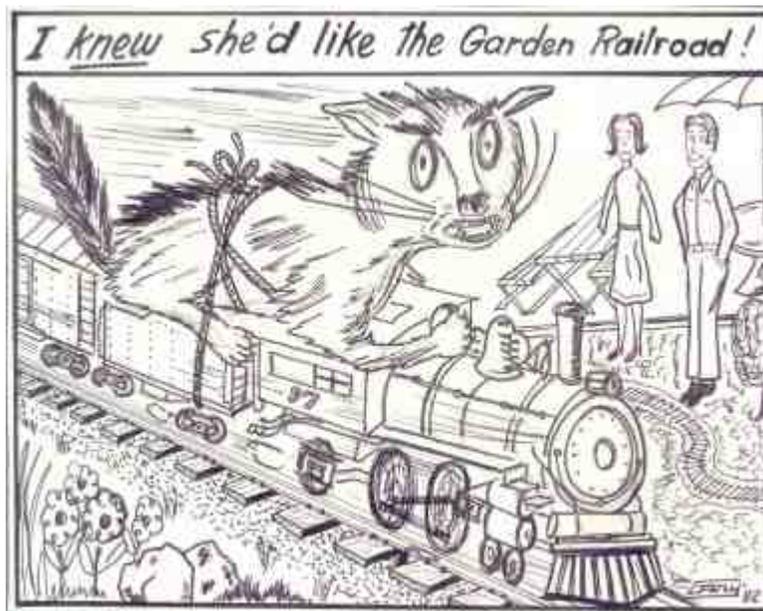
EWME

WESTERN MARYLAND RAILWAY

Thomas Subdivision

Russel Miller-Superintendent

russel22@msn.com



that convention. I am confident you will have a very good time. You will also have the opportunity to see just what goes into a convention which should prepare you well to work on our convention.

In Lin's article, he noted that we received an email from NMRA President Mike Brestel. While the note was several paragraphs long, the key portion is quoted here:

I was talking to Stephen Priest, Tony Koester, and Larry DeYoung about the need to start printing "success stories" in Scale Rails, talking about such things as how moribund NMRA divisions have been resuscitated and turned into active, vibrant hotbeds of model rr and NMRA activity. It occurs to me that you guys have been responsible for doing exactly that, and I want to ask you to share your story with the rest of the NMRA.

Mike goes on to point out the need for photos that would support such an article. I have prepared a draft of this article but it still needs some work. Lin provided some very good suggestions. We will let you know what we submit and when we submit it.

Our meetings continue to be well attended with interesting contest entries and clinics. June attendance was off a bit but that is not unusual during the summer months. We do plan a special meeting September 13 at Mark Maynard's home in Portsmouth, Ohio. Mark has shown us wonderful hospitality in the past and plans to do more of the same this year. Lunch will be served. We will host our division flea market so bring those unwanted items for sale. The division takes 10% of the sale price. Mark's layout is a work of art that you must see. This location is closer to folks in Divisions 3, 6, 7, and 10 than to many of our members. As we are inviting those divisions to join us, I do hope we can work to show our colors and to attend this meeting in large numbers. I realize that gasoline prices may be a deterrent but do think about car pooling. Not only will you save some money but you will have some good folks to talk to during the ride.

Bob

Webmaster Report

Bob Weinheimer

Web site traffic increased dramatically in April and May. This is being written on June 23 so full month results are not available yet. Total page visits have risen from 2202 in March to 3213 in April then to 3800 in May. You might think this reflects many hits on the Spring Up The Holler but such visits have actually been lower than expected. They certainly do not account for this high level of traffic. Our site is more prominently linked on the NMRA web site with its new structure so perhaps that is what is happening.

As soon as we develop a name and logo for the 2010 convention pages on the web site will be created to promote the convention. Eventually all convention information will be found there including registration forms. I do not anticipate the ability to register on line.

As mentioned in the Achievement Program report, there are now several documents used by members to obtain AP certificates. I have posted all 8 of the car descriptions I submitted for the Cars certificate. I hope to post the documents for Scenery from Jerry Doyle, Lin Young, and myself. Other documents I submitted are not in a fully electronic format although I do plan to scan them then post them to the site. The intention is to show site visitors that the documentation required by the Achievement Program is not overwhelming or burdensome. Just keep things simple and address only what is required and all will be well.

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.



Month	Total Page Visits
January, 2007	600
February	609
March	814
April	647
May	619
June	884
July	2653
August	2786
September	1425
October	2474
November	1667
December	1393
January, 2008	2202
February	2653
March	2202
April	3213
May	3800
June	2684

Ronald Henry

We recently received word from Carol Cherry of New Bern, NC that her father, Division 9 member Ronald Henry, passed away July 15. From our membership records it appears that Mr. Henry joined the NMRA in 1981 and continued his membership until his recent passing at age 97. We extend our condolences to Ms. Cherry and all of Mr. Henry's family.



Why join the NMRA, or for the matter, why remain a member of the National Model Railroad Association? This column can't provide a single answer to that question; answers are as different as there are model railroad hobbyists. So this will, in general, be what my grandma called a "dukes mixture" from someone who received his first model train when he was four and built his first model railroad in 1966 on a 4x8 plywood sheet, and now happens to be the Coal Division's current membership chairman.

What will you get out of being a member of the NMRA? Actually, what you get out of it is directly proportional to what you put into it, but more about that later. In general what you get is to be a part of an organization that is constantly attempting to make the hobby more enjoyable. Now for the boiler plate line: The NMRA a non-profit educational association whose purpose is both to promote the hobby of model railroading, and to help set standards within the industry. But the NMRA is far more personal than that. The NMRA is people - people across the globe, people in West Virginia and the nearby sections of Ohio and Kentucky. We are people just down the street or across town or within an hour's drive who love model railroading and want to help others get that same enjoyment out of the hobby that we get.

The NMRA website has a master list of the personal benefits you'll get from being a member. It probably a good idea to repeat them in case you haven't thought about them recently, or haven't been really aware of the all. First of all, membership provides fellowship with other modelers. Some of them are Master Model Railroaders, world class modelers who started just like you and learned a lot along the way and who are

more than willing to share what they have learned. No, they're not "professional model railroaders," but they are a wealth of knowledge, ideas and encouragement, whether you already have a basement filled with a layout or trying to get the courage to start that first layout on a sheet of plywood.

Here are some other benefits:

- Monthly Scale Rails magazine, a full color, glossy magazine with article, plans, product reviews and lots of photos that you won't see in commercial magazines. It's part of your membership and compares, or surpasses, the quality you find in mags with a \$40-60 annual subscription prices.
- A chance for participation in photo, slide and model contests with fellow members.
- Visits and operating sessions on members' layouts in the area ... much more diverse operating opportunities than is provided by only being a member of a local model railroading club (though you should looking to those, too, if you're not already involved with one).
- The NMRA Achievement Program - there's no better way to improve your modeling than this!
- Participation in the "Modeling with the Masters" program.
- Members' Aid Program Got a question? We've got the answers!
- Pike Registry -- Register your model railroad name
- Tape/Slide and Video Clinics - rent them by mail... perfect for home viewing or club presentations
- Kalmbach Memorial Library - perhaps one of the finest resources available to anyone interested in railroads or model railroads... members get special discounts and first crack at special releases.
- Insurance coverage for club layouts, meets and shows
- Heritage & Living Legends Collector Cars

When you're an NMRA member, you're automatically a member of your Region and Division without paying

additional dues!

Here in the Coal Division our activities include:

- Clinics given by modelers for modelers at our monthly meetings
- Region & Division Collector Cars
- Photo and slide contests
- Model contests and Popular Vote model contests
- Layout tours and open houses
- Private operating sessions at modelers' homes from time to time.
- Contests and give-away drawings.

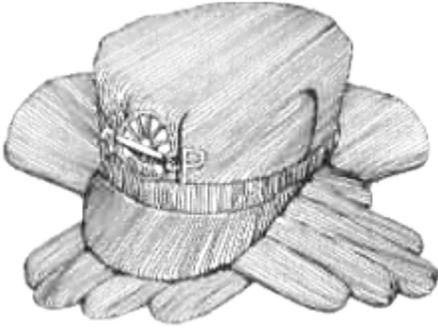
Our monthly meetings are sort of a mixed train that delivers a little bit of everything and hopefully has something for everybody who gets on board.

And then there are the NMRA conventions... Anyone who thinks a local club can offer the same benefits as the NMRA has never been to an NMRA National Regional or Division Convention, where some of the best modelers from around the world gather to teach, learn, compete in modeling contests, and view some of the best model railroad layouts around You must be a member of the NMRA to attend the Regional conventions.

The national convention is capped off by the "National Train Show®", one of the largest shows of its kind in the country. You'll typically find over 150,000 square feet of booths from model railroad manufacturers and dealers, most with special "train show deals" or special model introductions.

In addition, Region and Division conventions and meets give members a chance to gather together to gain knowledge and "talk trains" all year long.

If you not a member already and aren't convinced yet, take out our discount six-month membership, or visit your local Division meeting where non-members are welcome to stop by and find out what they're missing. If you're already a member, take a moment to ask yourself how many of these benefits you are taking advantage of, and if you haven't been to a meeting for a while, we'd be glad to let you see for yourself the changes we've made to make your membership more enjoyable. ☺☺☺



Achievement Program

Bob Weinheimer and Ed Keith

In the last issue we reported that a number of certificates had been approved for Coal Division members. We have had a brief pause in activity but things are picking up again. Jerry Doyle recently submitted his SOQ for Association Volunteer. A number of other folks are very close to submitting a variety of SOQs. Greg McCartney and Dwight Sherman are very close to having all the work and documentation prepared for Electrical. This is one of the easier certificates to earn and we suggest others look over the requirements to see if it is within reach. Anthony Parrish and Gary Burdette have

accumulated all of the operating hours required for Chief Dispatcher. All that remains is to prepare the other documentation. Keep in mind that you can submit copies of the documentation prepared by others. Dwight Sherman needs only a few more dispatching hours before he too, can submit his SOQ for Chief Dispatcher. James Moore is also in hot pursuit of Chief Dispatcher. Anthony Parrish and Gary Burdette are also working on scratch built items for Motive Power.

We have received confirmation that our level of Achievement Program activity is quite high. During the year beginning in April 2007, 40 certificates were issued to Mid Central Region members. Of that 40, 15 were awarded to Coal Division members! We represent less than 5% of the Region's membership but accounted for over one third of the Region's Achievement Program activity! Keep up the good work.

In the June 2008 issue of Scale Rails, an item in Jim Zinzer's Division Business Car column caught our attention. He noted that the Eastern Iowa Division of the Mid Continent Region

has developed a library of Achievement Program information that includes samples of the actual documentation used by members in obtaining various AP certificates. Our webmaster is taking that a step forward by uploading to our web site documentation used by Coal Division members for their AP submissions. As this is being written there is a group of documents used for Master Builder Cars. Check it out at www.coaldivision.org/achievement.html.

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. 

Member	Golden Spike Award	Master Builder - Motive Power	Master Builder - Cars	Master Builder - Structures	Master Builder - Scenery	Master Builder - Prototype	Model Railroad Engineer - Civil	Model Railroad Engineer - Electrical	Chief Dispatcher	Association Official	Association Volunteer	Model Railroad Author	Master Model Railroader
Dave Brandeberry	X								X				
Gary Burdette	X			X								X	
Jerry Doyle	X												
Dan Gross											X		
Ed Keith, MMR		X	X		X		X		X		X	X	201
Kelley Masile												X	
Mark Maynard	X												
Greg McCartney									X		X		
Russ Miller									X				
David and Nathan Robinette	X												
Charlie Venable	X												
Bob Weinheimer	X		X		X		X	X	X		X	X	402
Lin Young	X				X			X	X	X	X		

Updated 7/14/08

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.



DISPLAY TRACK



Above: Anthony Parrish won February with this GP30 dressed up in his private road paint scheme for the Midland Atlantic. As you can see, Anthony has added a significant number of detail and scratchbuilt parts to complete this locomotive.

(photo by Anthony Parish)

Right: Greg McCartney won second place with his WM stone hopper. Greg started with a Steward Pennsy H39 hopper and rebuilt the end bracing to match the WM prototype. If you are wondering why we are showing you second place, Greg also won first place with a scratch built B&O Canstock boxcar. The B&O Canstock car was not meant to be part of the contest as it was not complete lacking paint and several detail parts. Members added the car anyways and it won with a majority of the votes.

(photo by Jerry Doyle)



Left: Gary Burdette won the passenger car contest with this rendition of a C&O RPO painted in the tri-color paint scheme.

(photo by Jerry Doyle)

On the Cover: Our cover shot this issue is the December 2007 Modeler's Choice contest winner. Gary Burdette built this diorama based on the Chesapeake and Ohio's Lewis Tunnel. Gary prepared a mold for the tunnel portal that included a slot for a rubber stamp to create the lettering of the tunnel's name. Cork bulletin board squares were used to create the rocks. Trees, ground cover, phone poles, the signal, ballast, and the tunnel stock complete the scene. For fun, Gary added the white tail deer and a rattle snake.

(photo by Jerry Doyle)



Above: Bob Johnson won first place in our steam locomotive contest with his kit bashed On30 steam locomotive. Bob started with the drive of a Bachmann F7. He modified the truck side frames to give them the appearance of arch bar style trucks. The superstructure was scratch built and weathered.

(photo by Jerry Doyle)

Below: Our winner for online structures for June was Jerry Doyle with his scratch built model of JD Cabin. Jerry modified the structure from the prototypes original appearance with the addition of stairs on the outside. This model was to be placed on the Grafton and Greenbrier in place of the current Atlas model. The model was not used because of the close proximity to the aisle.

(photo by Greg McCartney)





Left: Bob Johnson displayed this dryer during the June online structure contest. Bob scratch built the On30 scale structure using household items along with a few things he found at a craft store. The overall structure of the silo was made from a green foam vase insert found in the floral section of a craft store. Bob added strips of elastic band to create a sheet metal appearance. The top is a wire mesh strainer. The conveyor was scratch built from wood.
(Photo by Greg McCartney)

Below: Gary Burdette won our off line structure contest with this submission during our July meeting.

(photo by Jerry Doyle)





Commissioning a Helix

By Tony Puccini, photos by Jerry Doyle

Like most people who read model railroad publications, I wanted to create my own railroad empire ever since I was a little boy. When I was five years old, I received a Lionel Train Set for Christmas. The circle under the Christmas tree was put on an old table in the basement after the holiday season. Money was not available for equipment and other accessories but dry leaves and pine boughs became scenery and my imagination brought me hours of joy.

Soon I would have the opportunity to spend a lot of hours working on my friend Tom's layout with his father. This gave me quite an appreciation for HO scale. My young teen years saw girls and football taking up most of my free time

but model railroading was always in the background.

I would spend almost 27 years in the military and eleven years in a followup position overseas. This Gypsy lifestyle precluded my building a meaningful layout. I did do a lot of 'arm chair' railroading, built a number of freight cars from kits, and discovered N scale which seemed the ideal size for me. Helping my daughter, Danni, with building a doll house, furniture, et al was a lot of fun and taught me a little about building in miniature.

In the final years before retirement, Looking at layout plans gave me the incentive to design my dream railroad. I designed plans for a small, medium, and

a large room.

In 2005, I purchased my retirement home in Huntington, Wv. A 9'X10' spare bedroom was designated as the Train Room. My model railroad the 'Three Arrows Railroad' finally had a permanent home. Of course, none of the three layout plans that I had worked on over the years seemed quite right. While talking about this with Bob Weinheimer and Jerry Doyle, we allowed that a dual level layout connected by a helix (for me a tight spiral) seemed to be a good option.

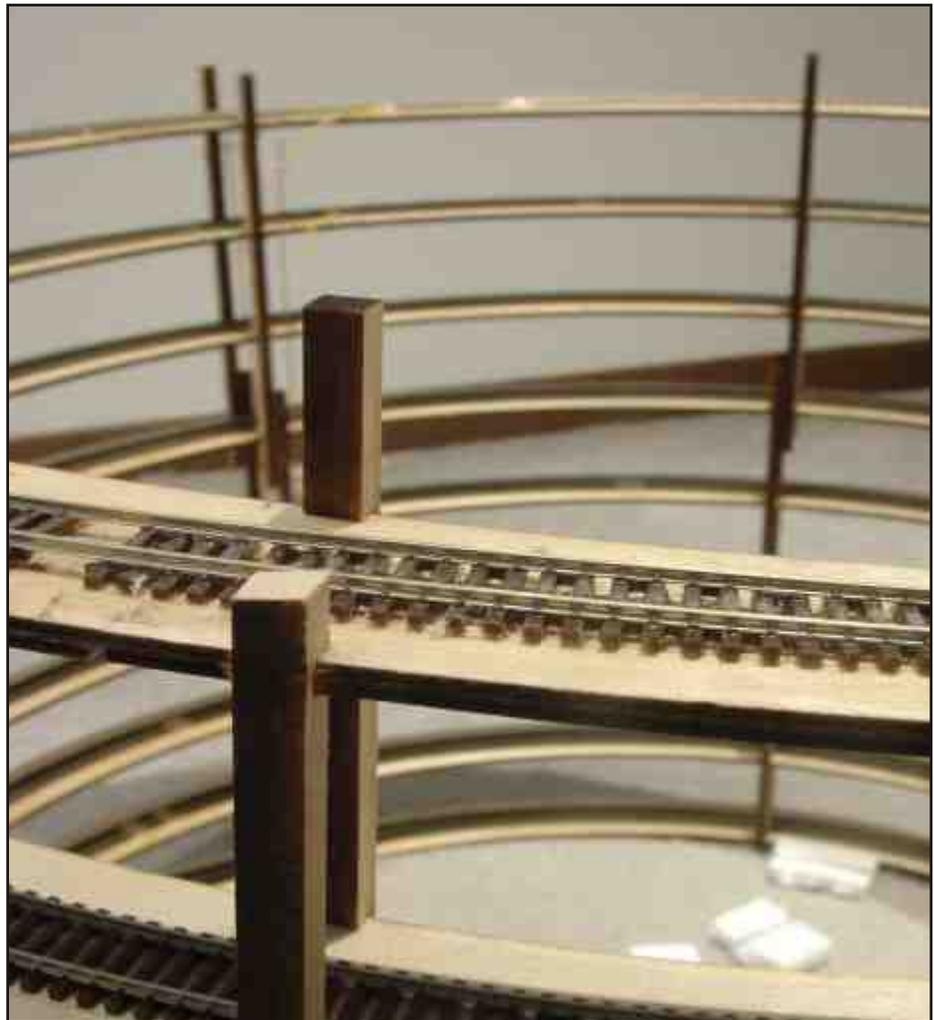
Cleaning, painting, and myriad projects associated with moving into a home occupied the first year. I did find the time to design a dual level track plan.



A lot of hours went into this and I found it both challenging and fun. I read all that I could about building a helix and received a lot of offers of assistance from my friends. To me a helix is extremely complicated and daunting. So much can be out of kilter and so much time and frustration can be spent getting it just right.

A call to go back to work came just after I had been retired for 13 months. This 67 day recall turned into a 12 plus month tour of duty. I would spend my time in a very isolated spot with no outlet to spend money. I ascertained that the money that I would save by not having a cold drink, going out shopping, to restaurants et ai, would be put aside and upon my return I would have the helix professionally built.

Using the internet, I contacted companies that build layouts and dioramas for museums etc. No one answered my email. I guess that my helix was just to small a project. Working my way down the list, I contacted Steve Worack from Progressive Model Design. Steve is affiliated With Circuitron of Tortoise switch engine fame. Jerry Doyle made the connection as I didn't realize that at



the time.

Steve spent a lot of time and energy explaining the many facets of the helix and ensuring that this helix would be exactly what I needed for my layout. The final product was as follows: The N scale helix has a 30'1 outside diameter with a track

radius of 141'. Spiral easements were provided on the entrance and exit tracks. The helix started at ground level at the 9 O'clock position and rose in a clockwise fashion. Exit from the helix is at the 5 O'clock position and directed the exit track back toward the lead in track so that after curving back on itself, the upper exit track is directly over the lower. The height of the rail heads at the exit point is 17" above the rail heads at

the entry point. The effective grade is just over 2.2%.

Construction was of laser engraved and cut 1/16" plywood of 3-ply construction. Two layers were staggered and laminate together to provide a total thickness of 1/8". Precise, laser cut inside and outside spacer bars were fastened to the structure. No roadbed material was used.

Trackage was Atlas code 55. Rail joints were staggered and soldered at every other joint. Expansion joints were at the other rail joints. The trackage was adhesive fastened to the wood support helix. Feed wires were provided as needed. I have included a drawing and a picture of the helix.

Packing and shipping was in an

oversized corrugated container via UPS ground service. The helix was extensively supported and surrounded by foam packing materials for adequate cushioning. Construction time was less than 5 weeks and progress photos were sent during the construction process. An email with directions on how to adequately unpack the helix was also provided.

Train room preparation is almost complete. Only clouds need to be added to the recently painted sky. Mark Maynard's excellent clinic is my inspiration for this project. Then the helix, the keystone of the railroad, will be mounted. To me, this helix is a work of art and perfect for my needs. 🙏🙏





(photo by Christina McCartney)

Boys and Their Trains

by Greg McCartney

Many of you know I have a son Adam who likes to play with trains as much as I do. I don't know if this will be a life long trend for him or just a passing phase. Time will tell. I bought his first electric train this past February for his 1st birth day. He already had many pieces of the Thomas the Tank wooden series along with a library of videos to watch. So I figured I would continue the Thomas theme and purchase one of Bachmann's Thomas sets. I also purchased locomotives Henry and James. The set turned out to be a hit. Unfortunately, Adam was too young to play with an electric train so after a few minutes of letting him watch Thomas go around the track, I put the set away. I keep the locomotives and cars

out and run them from time to time on my main layout. To this day, Adam continuously wants to play with his electric trains. He knows they are in the garage and often points down the stairs towards the garage door. My garage is not somewhere I can let Adam play and the layout is too tall for him to see his trains without me holding him.

In efforts to pacify Adam's desires to play with his electric trains, I got some of my toy train set rolling stock and locomotives I had as a child. Adam has had a ball with it. Of course, he has broken a few things but the stuff was not in the best of shape to begin with. Fooling with this stuff has really brought back some memories for me. My dad purchased my first train set for

Christmas when I was just a little older than Adam. It was a Tyco Spirit of '76 set. I still have the locomotive and caboose. Each Christmas after that, I got an electric train set. I still have some of this stuff while other parts have been lost.

All in all, it has been an enjoyable time and I have learned a few things along the way. Adam has kept me pretty busy in the rebuilding department fixing things as he breaks them. I have also learned how to rebuild a Tyco motor allowing me to restore a GP20 to operating condition. Most of all it has been a great way to spend time with Adam doing something we both enjoy.

[WP](#)



(photo by Gary Burdette)

Building A Truck Dump Coal Loader

By Gary Burdette

The structures found in coal country are both varied and interesting. They may be as simple as a platform upon which a truck backs to dump coal directly into an empty hopper car or as complex as a large mine and tipple. All contain a wealth of detail. I have enjoyed many trips into the heart of the Coal Division or looking through various books on the region as I studied the numerous types and styles of facilities.

Perhaps one of my favorite structures is the truck dump/bin/conveyor loader. While I've seen a number of these over the years, the two I have built were similar yet different. The first one was a

steel conveyor housed in a wood framed shed covered with corrugated steel. This was a commercial kit based upon a real West Virginia B&O facility. Called Tygart Tipple (stock number HO# 6611) it was produced by Wabash Valley of Huntington, IN as part of their Hometown Series. The second was a steel framed conveyor with a steel framed corrugated shed that I scratch built based upon an article by Chuck Yungkurth in the March 1977 issue of *Railroad Model Craftsman* (pp 35-39). Chuck gave a complete description of how he built his model with model and prototype photos as well as a nice set of

plans. I had a great deal of fun building both models and derived a great deal of satisfaction out of completing a pretty nice version of Chuck's rendition.

My purpose here is not to duplicate what Chuck described so well but to tell you how I did things in a rather unorthodox manner. Chuck used wood and plastic I beam stock and other more conventional materials to build the conveyor, cribbing, bin, shed, and other items. I built my loader out of a variety of pieces which are not associated with model building. I guess you could say I junk-bashed my model out of some pretty crazy things. I feel anything is

fair game when modeling and I hope to share with you some ideas and techniques.

I've been termed a scrounger, and that is true. The conveyor sides and A-frame supports were made with sections of cloths hanger which hold baby's and children's clothing. The plastic square with hook upon which the garment hangs is an I-beam shape which may be a little large for HO scale, but once included in the structure didn't look bad at all. The kids had a few plastic or rubberized toy rocket launchers which had a square base with a diamond patterns, a motor and pulley protrusion, and a kind of control box looking device cast on. The base sat upon a steel frame with cross bracing. There was a cylinder extending from the launching pad upon which the rocket sat. At first, I looked at this tube as a possible smoke stack or billboard post. The more I looked, the more I saw. My use of clutter began to kick in gear.

While Chuck fashioned his conveyor, supports, and frame work out of wood and plastic stock, I used my found items. I glued side and end I-beams onto a wooden tongue depressor to fashion a conveyor. Short sections of a stick from

a cotton swab were cut for rollers. A piece of dowel rod was fashioned for a large drum and a thumb tack placed into the end formed a pulley. Cross braces were added. I wrapped a length of black friction tape around the length to complete the belt. I cut two motor looking pieces from the rocket bases and glued them together to form a complete motor and attached it to the top edge of the conveyor. Chuck added a hoist type motor to the side of the A-frame and attached a cable up of the top and down to the conveyor as a lifting device. I cut off two of the control box looking devices from the bases and glued them together. One end was square and the other rounded (disc shaped) and looked a lot like a lift-style motor and pulley integrated into a case. I attached this and ran my cable as well as conduit from both motors to a control box made from an Atlas phone pole switch box. I cut a spout or chute from cardboard and attached it to the end. I painted the frame and motors a medium industrial green and glued chunks of coal onto the conveyor.

Next I built the cribbed tie retaining wall for the ramp to the unloading bin. I followed Chuck's lead but used plastic

timbers from an old AHM trestle which had been destroyed beyond repair but left plenty of wood for my wall. I cut and fit each board and glued it onto a plywood base. I did follow Chuck's technique and squished plastic wood (the smooth, putty type) into the openings from the inside. I sprinkled on some sand which stuck in the wet putty. A cardboard road was added and covered with putty and sand in much the same way as was mentioned in the article.

Probably the oddest technique was when I built the bin and shelter. I did use a block of wood (as was suggested in the article) for a concrete base and built up a cardboard bin to sit on it which I painted Floquil rust. The support frame which went around this structure and which extended above to serve as a shelter against rain, ice, and snow, as well as to keep the coal contained and dust down was made of those toy rocket launching pads. Because they were rectangular in shape, they could be connected into a box like arrangement and fit down over the bin and base. As seen in the photo, the corrugated siding is over scale. Again it is from a toy not a model. I painted the frame black to contrast with the green conveyor and the

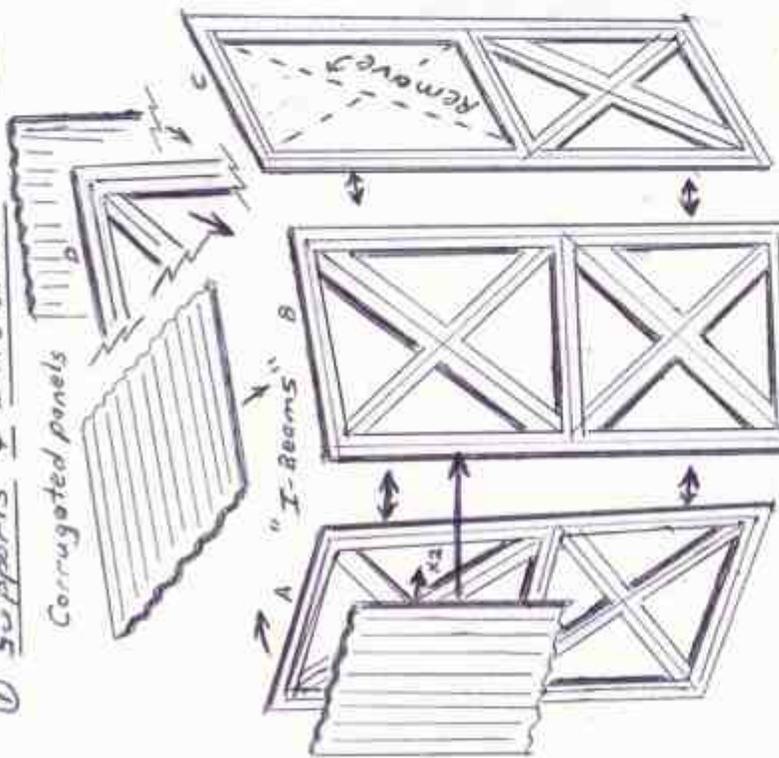
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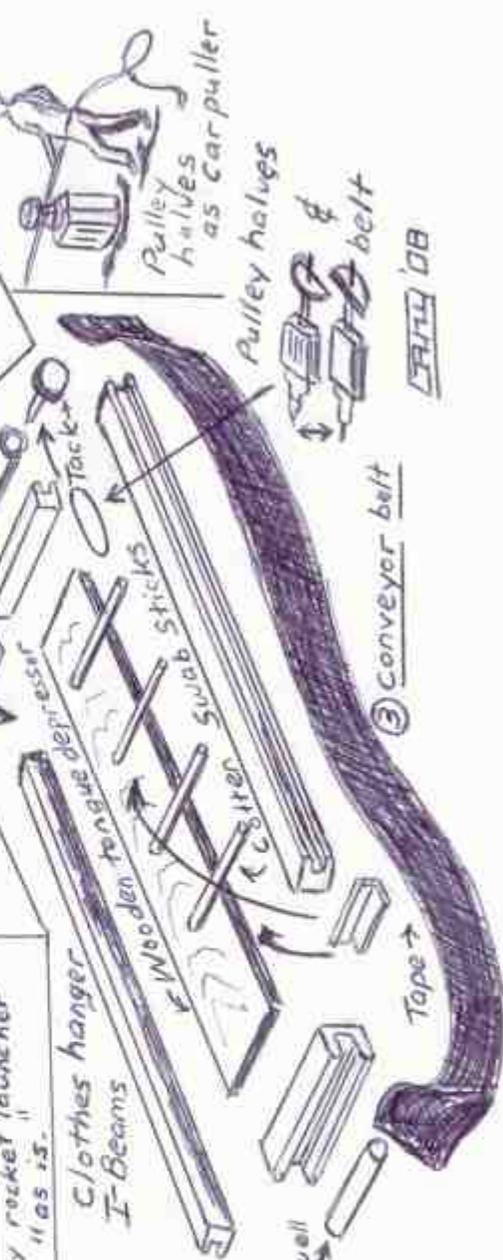
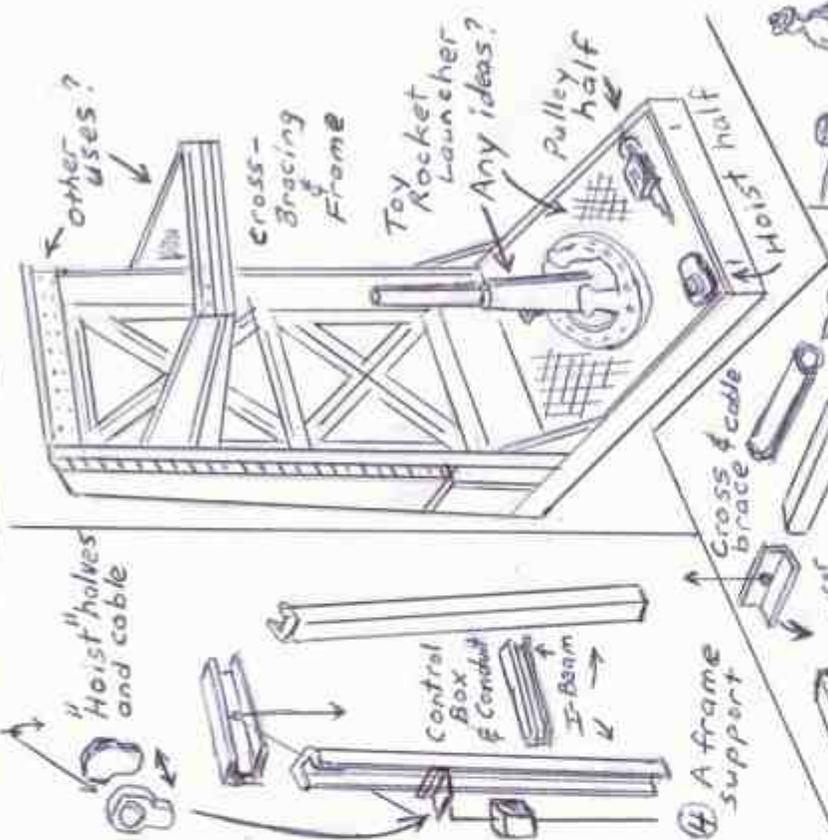
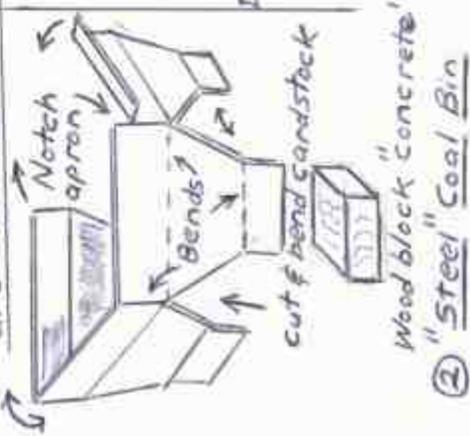
(photo by Ted Luce)

TRUCK COAL DUMP ASSEMBLY

① Supports & Enclosure



The frames cut from toy rocket launcher are assembled almost as is.

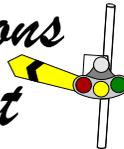


corrugation silver. Both were weathered with rust then coal dust.

I added a number of details to the model to make a mini-scene. I glued on cinders, sand, dirt, coal, and a little strip of flocking. A few strands of hemp rope provided some dead weeds. A chain, tool box, shovel, and some barrels all added interest. I put in the railroad rail and wooden post as Chuck did to help support one wall. Plastic stud bolts were added for strength. I used a combination of parts from those cast on motor looking things from the rocket set were fashioned into a car pulley. Signs were made using dry transfer lettering and the miner's cap was hand drawn. I painted and weathered a matchbox truck and man with a shovel to pole loose any chunks of coal. A power pole, line, and lamp and bushes round out the model.

As you can see, I used some really strange items in a pretty typical technique to build my loader. While most of the parts were odd, the way in which everything went together was prototypically correct and thus pleasing to the eye. A believable structure was assembled. Keep your eyes open and don't be afraid to try new ideas. You will have a unique model, and you and your friends my just like what you see.

The Operations Department



by Greg McCartney

In this issue of Up The Holler, I want to introduce a new column discussing railroad operating rules and how they can apply to our model railroad operations. By following the operating rules, an extra element of realism can be added into to our operating sessions. In each issue of Up The Holler, I will try to review one rule and how it can be made applicable to model railroad operations. Most of these rules are the same from one railroad to another. For those wanting to follow the rules of their particular prototype, operating rule books are easily found at swap meets, train shows and on EBay.

This issue we will discuss Rule 17. Rule 17 deals with the operation of the headlight of a locomotive. This excerpt is taken from the June 1st 1970 edition of the Illinois Central Rules and Regulations of the Operating Department. Of all my operating rules manuals, the Illinois Central had the lengthiest discussion of Rule 17.

17. The headlight must be displayed to the front of trains by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of the main track, or is standing to meet a train at the end of two or more tracks or at a junction.

When an engine is running backward, headlight or white light must be displayed on the rear end.

17 (a). Except when approaching public crossing at grade, the headlight must be dimmed under the following conditions:

- (1) When standing or moving at points in yards where other engines are working.
- (2) Approaching stations where train orders or messages are received.
- (3) On multiple track when approaching train in opposite direction.
- (4) When standing or moving on main track at meeting points.

17 (b). When the headlight fails, a white light must be used in its place, the bell rung continuously, the whistle sounded frequently, and the train dispatcher notified a the first opportunity.

17 (c). Where engines are equipped with white oscillating light it must be displayed to the front

by day and by night, except when headlight is inoperative it must be displayed in stationary position to replace headlight. When not being used to replace headlight, it must be extinguished when the headlight is dimmed or extinguished.

17 (d). Where engines are equipped with red oscillating light, it must be displayed both day and night when a train is disabled or stopped suddenly by emergency application of brakes; or when the engineer or the conductor finds it necessary to stop train under conditions whereby adjacent racks may be fouled. Engineer or train approaching on adjacent track must stop immediately and will not proceed until it is determined that track is unobstructed. The use of the red oscillating light does not relieve train and engine crews from complying with Rules 99 and 102.

S-17. When necessary to head in on cars to meet a train, thereby obscuring the headlight, the movement must be protected as prescribed by Rule 99 until the main track is clear.

Except at train order meeting points or in block system territory, an opposing train finding an engine on siding with headlight burning must stop before passing the headlight, ascertain the cause, be governed by conditions and make report to the train dispatcher.

18. Yard engines will display a headlight to the front and rear by night; also to the front by day. The headlight may be extinguished on the end coupled to cars.

For those of us using DCC, the application of Rule 17 is pretty easy. Most decoders sold today have the ability to implement Rule 17 lighting effects. The modeler has the ability to control how the headlights are dimmed, for example, i.e. by button control or by changing the direction of the locomotive. For most decoders, function Function 0 (F0) operates the front headlight and the rear headlight if the locomotive has sound. Function 1 (F1) can be set up to operate the rear headlight on locomotives without sound. Once set up for dimming, Function 4 (F4) usually will dim the light. Consult your decoder's manual for details on setting up Rule 17 lighting and start following the rules today!!! 🚂🚂🚂

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The “Coal Division”... A New Member’s Perspective

By Bob Johnson

Ah yes... the anticipation... the NMRA... my first club meeting... just what I am to expect? Although I’ve always been fascinated with the idea of model railroading, I’m after all just a beginner. These guys are model craftsmen who have been modeling for years. Just how in the world can I fit in with such masters?

Yes, those were my thoughts prior to my first visit to the NMRA’s Mid Central Region Division 9 “Coal Division”. Those thoughts were soon turned into the realization that these guys were not only craftsmen and Master Modelers, but they were just plain everyday folks who have one common trait... the love of modeling and running trains.

I listened to the passion in their voice as they talked. It did not matter whether it was about building scenery, structures, laying track, or even the intricacy of running a model railroad as a prototype; they were passionate about their hobby. It was apparent the one thing that unites this division is the people. Their passion, their sharing of knowledge, their camaraderie, and their love of their hobby of model railroading.

After my first few minutes my feeling of fear and anxiety were replaced with feelings of relaxation, fascination, and wonder. I felt relaxation because of the personalities of those around, fascination because of all of the knowledge that existed in the room, and wonder for what new experiences that lie ahead for me.

Then I realized what was ahead for me... the opportunity to learn the art of model railroading from some of the best modelers in the country... to explore the world of model railroading thru the eyes of those who have been modeling for years... to participate in an organization that loves and promotes its’ hobby... model railroading.

But what do I and other beginners have to offer to these experienced members in return? That’s a question

I’m sure many newcomers have asked: “Just what can I give back to these master modelers?” They don’t ask or expect anything in return, as they love to share their ideas and techniques. Maybe that’s the answer... new ideas, techniques and other possible skills.

Although a person may be a beginner in a new endeavor, that does not mean they do not possess skills from other walks of life which can be applied to model railroading. It may be woodworking, carpentry, electrical work, mechanical abilities, sculpting, art and painting, or just plain having a sense of creativity. A beginner is only a beginner until they take their first step.

My first step was attending my first Coal Division meeting, the first step of starting a whole new adventure. Along this adventure I will be led by the masters of the hobby. A whole division of modeling knowledge that is willing to share amongst each other. I ask you... what better way to make a beginner into a modeler?

That’s what the Coal Division and the NMRA is all about... sharing the love of modeling trains with others. Sharing so that they to can learn and share with their friends and family the joys of model railroading.

New members are beginning an adventure of seeking knowledge, so what would a new member like to see? Obviously they would like any activity that promotes leaning, techniques, knowledge and information. How could we as a division go about providing that activity?

Have we ever considered a division directory of members? This directory would provide a listing of our membership, their modeling specialties, their interests, their layouts, and how to contact them for questions. A wealth of information is available within our division... why not use it? Hey... people like to talk about what they excel in.

Monthly division meeting clinics are great, but how about some sessions in addition to these? Why not do some sessions and build some modules? Maybe do a module for each stage of layout building (e.g. bench work, bare track, scenery base, etc.) which then could be used for shows and demos.

Would you like to help all those who

have uncompleted layouts complete their layouts? What about new additions or changes to existing layouts? I know I would love the experience. Instead of dinner and a movie we can have potluck and lay track, put down some groundcover, or install new structures. Knowledge, fun, camaraderie, and for us fat guys, a full stomach.

What about participating in some hands on themed clinics (e.g. structures, freight cars, engines etc.) where members bring their own material / project while a division subject matter expert advises and helps with the techniques involved? Cost to the division... nothing... but the rewards... priceless (I know bad line, but true).

Involvement is what the Coal Division and the NMRA are all about. Not only involvement together as members, but also involvement in letting others become aware of our hobby. Why not do a clinic or demo for a Boy / Girl Scout troop, a church youth group, or school group? Get the youth involved now so the future of model railroading will continue to be bright.

Yes... I’m a new member... what do I bring to the table? I bring a thirst for knowledge, the anticipation of starting a new adventure in model railroading and hopefully some new perspectives and ideas that will enhance the division. My thanks for all my fellow members who have given of themselves and offered me the encouragement and help I have needed to embark upon this adventure. Hey... I can truly say, the Coal Division, pulling together to inspire a new generation of model railroaders.

Bob

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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.

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