

NMRA MID-CENTRAL REGION, DIVISION 9

Up The Holler

VOLUME 1, ISSUE 2

Crescent Valley's Monongalia Subdivision

Model a Transfer Caboose
CSXT's Presidential CW40-8
Make Your Own Ballast

Up The Holler

The Coal Division's Official Newsletter

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INSIDE THIS ISSUE

Coal Division News and Events	3
Division Website Update	3
Building a Transfer Caboose for the Midland Atlantic	4
Modeling CSX' Presidential CW40-8	5
Make Your Own Ballast	5
Crescent Valley's Monongalia Subdivision	6

Comments from the Head of the Holler

By Lin Young, Superintendent

In the last issue, I expressed my excitement about the level of interest from the Coal Division membership. Boy, our members just keep coming to the front with clinics such as the airbrushing demonstration at the January meeting, the decaling demonstration at the February meeting, and the weathering demonstration at the March meeting. Unfortunately, I was in Florida while the pros were training you during January and February.

Bob Weinheimer, our Assistant Superintendent, has the division website up and running. You can visit at www.coaldivision.org. Please send him your pike photos for inclusion on the web site. Moreover, you can solicit business for your pike with an advertisement in Up the Holler.

The Mid Central Region Convention, The South Wind, will be held in Louisville, KY April 12th

- 15th. If you have not attended a MCR convention, this promises to be a good one. For example, there is Dinner with the Masters on Thursday evening where you can dine with notables such as current NMRA President Mike Brestel, past President John Roberts MMR, and Tony Koester, Editor of Model RR Planning. The clinicians represent the "Who's Who" in model railroading. We are fortunate to be a part of one of the most talented Regions in the NMRA. I highly recommend that you find time to attend. While on the subject, the NMRA National Convention will be in Detroit this year from July 22nd - 28th. This is as close as it will be to our division until the Milwaukee Convention of 2010.

Why all the hype about conventions? Well, they give you an even better vision of what others are doing in "The Worlds Greatest Hobby."

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

Mid-Central Regional Convention

By Bob Weinheimer

The Mid Central Regional Convention will be hosted by Division 8 in Louisville from April 12 to 15. There will be a wide range of activities including clinics and industrial tours. The featured clinic will be an update by Tony Koester on his new layout. Friday will feature an all day visit to the Kentucky Railway Museum as well as a visit to the Jim Beam Distillery

and the Heaven Hill Bourbon Heritage Museum. Saturday will see two tours, one to the Paducah and Louisville Railroad and one to a Louisville Gas and Electric electrical generation plant. Clinics will also be delivered Friday and Saturday. The convention banquet will be Saturday evening. Sunday will include a self guided layout tour. There are some must see layouts in the Louisville

and Lexington areas. Please do plan to attend what looks to be a fine convention.

Full details of the convention are in a flyer you should have received a while back. Check the convention web site <http://www.metcalf-web.net:8081/2007-Convention.htm> for late changes.

Division Website Update

By Bob Weinheimer

From January 1st through March 13th, 725 visitors have viewed 1507 pages. The greatest number of hits is on the home page with the newsletter and schedule pages tied for second. After that, the next most popular page is layout photos. If you have photos of your layout, we urge you to share them with the world. Forward your photos to me, Bob Weinheimer, at asstsUPER@coaldivision.org.

It appears that most hits on the site come from visitors typing in the web site name or saving it as a favorite. After that, links from the

NMRA site and from Google searches bring the most visitors. All of the other divisions in the Mid Central Region have links to other divisions' web sites including our site.

We have continued to receive positive feedback about the site. MCR President Howard Smith even sent a note saying the site looked pretty good.

We recently found that users of Microsoft Internet Explorer sometimes see things differently than those who use Mozilla Firefox as their browser. If you have any

problems with the site, please let me know which web browser you use and the nature of the problem.

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

Monthly Meeting Schedule

- April 21st, 2007 - General Meeting 2pm WV Hobby and Craft - How to Paint Clouds
- May 12th, 2007 - General Meeting 2pm WV Hobby and Craft - How to Scratch-build a Turnout
- June 9th, 2007 - General Meeting 2pm WV Hobby and Craft - Etch Your Own Circuit Boards
- July 21st, 2007 - General Meeting at the Home of Mark Maynard - Details to Follow

Events Around Our Division

- April 12th - 15th - Mid-Central Regional Convention
- April 27th, 28th, & 29th - 2nd ANNUAL COLLIS P. HUNTINGTON MODEL RAILROAD SHOW - Dunbar Community Center, Dunbar WV. Contact: chpmodelrailroad@aol.com for details.

January 2007 Contest Winner



Midland Atlantic transfer caboose X-90 sits on the cab track of the Pennsylvania Southern's Pittsburgh yard. Model by Anthony Parrish.

Photo by Jerry Doyle

Building a Transfer Caboose for the Midland Atlantic

By Anthony Parrish

It's been two years since I built this car, so I can't give a detail step-by-step description on how I built it. But, I can give a general description of how it was built. Midland Atlantic's transfer caboose number X-90 was built by using parts from an Athearn bay-window caboose and a Moloco transfer caboose kit. The Moloco kit was designed to be placed on a 40ft flat car and includes a caboose body, fuel tanks, brake wheel assembly, steps and stanchions. All that I used from the kit was the body and the fuel tanks. I decided not to use the stanchions and brake wheel assembly because they were made from styrene and I didn't think they would hold up to being handled very much.

Because I wanted a small car length, I decided to kit-bash the floor and frame for the cab instead of using a 40ft flat car. For the floor and frame, I used parts from an Athearn bay-window caboose. I began by cutting the floor to the length that I wanted. Once I had the two pieces squared, they were glued together. At this time, I also glued the weight to

the floor. This helps provide strength to the floor and keep it flat. Next I cut the bolster and coupler pocket from the frame and glued them to the floor. Then I cut a piece from the remaining frame to fill in the space between the bolsters. To give the appearance that the car might have been built on a tender frame, I glued a piece of Evergreen channel stock between the steps on the bottom of the floor. I also cut a piece of styrene strip and glued it to the side of the floor to the same height as the weight on the car floor. I then glued a piece of scribed styrene sheet the same length of the weight. It was also cut wide enough to sit on the styrene strip that was glued to the floor earlier. To finish covering the floor where the weight did not cover, I used a couple pieces of styrene strip. I glued a set of air tanks to the bottom of the car for fuel tanks. The tanks are made by Athearn and can be found in their GP-9 locomotive kit.

The transfer cab body was built according to Moloco's instructions. Since the body would be glued directly

to the floor, I glued some block styrene to the inside of the body close to the floor. That way I had a little more gluing surface when the body is ready to be attached. The roof had a large gap in it once I glued it to the body. To hide this, I glued a couple pieces of thin styrene strips over the gap. I used an after market smoke stack, I can't remember whose. I also added a Detail West firecracker style antenna to the roof.

Once I had the body completed, I placed it on the floor to mark where it would sit. Then I began building the hand rails. For the side hand rail post I used Athearn long locomotive stanchions. I basically just eye-balled where I wanted the stanchions to be and drilled holes in the floor. Once I straighten out the stanchions, I inserted them into the car floor. I bent .020 brass rods for the railing. I also used .020 brass rods for the end-rails and post. I bent the rod so that they would fit the holes that are already on the Athearn floor. For the end post, I drilled two holes in line with railing on both sides of the coupler

(text continued on page 9)

Modeling CSX's Presidential CW40-8

By Jim Heilmann

A few years ago, I was at WV Hobbies & Crafts browsing through their decal file when I found Microscale set #MC-4082. I just had to have it. After finding a photo of CSX 1992 and remembering a newspaper article about this engine being in Huntington, WV, I began to think about changing one of the dash 8-40Cs that I had in my collection. The more I dreamed about it, I decided to look for an undecorated dash-8. This gave me another excuse to visit WV Hobbies & Crafts. They had a Bachmann Spectrum that came with three cabs so you would have the appropriate one for the road

you were modeling.

After getting home with it, I studied the photos, decals, and paint scheme. I began by cleaning the shell in warm soapy water to get rid of the release agent and allowed it dry for a few days before getting back to work. After removing all the grab irons, the shell was primed. This proved fatal for some of the grab irons; thank Heaven for the extra cabs. I was able to rob Peter and pay Paul. Then the yellow was applied using Floquil CSX Yellow followed by CSX Blue. Both were thinned and applied with an air brush. After the paint had dried for about a week, I

found time to start on the decals. The unit was first sprayed with testers gloss coat, then the decals were applied. Afterwards, the unit was over-sprayed with Testers dull coat. When all was dry and well cured, the finishing touches were installed: hand rails, grab irons, MU hoses, etc.

The model placed 3rd in the Division 6 Motive Power Contest at Columbus, OH on March 5, 2000. It was a great surprise and honor to have it place 1st in the Division 9 Motive Power Contest on Feb. 10, 2007.



Make Your Own Ballast

By Bob Weinheimer

At the November Division 9 meeting, I showed an ore hopper with a live load that was meant to simulate iron ore. The load attracted a fair bit of attention so I thought I would explain how I made it and other such materials. By far the largest volume of material I make is ballast for track and car loading. I do this by putting stripes, an inch or so in length, of black and white acrylic artist colors into the bottom of a 3 quart stainless steel bowl. Mix the two stripes of color with the back of a spoon. It will be messy but don't worry. Once mixed, add about one cup of sand and stir until it is uniform in color. Add a second cup and repeat. You should be able to

make about 5 or 6 cups of ballast with this recipe. Once the sand and colors are well mixed, spread the mixture out on a flat surface covered with aluminum foil and allow it to dry. This should take a couple of hours. Once dry, break up any clumps and sift. I use a big plastic saltshaker as a sieve.

Use whatever vessel and sieve you have handy, the choice is not critical. The color of the ballast can be adjusted by using different ratios of black and white color. Other colors can be used to make other materials. For example, the iron ore was made with burnt sienna but used the same process.

This process can also be used to make simulated coal by using only black

color. On the other hand, if making the large quantities needed to provide live loads for unit trains, the process can become quite laborious. In that situation I suggest the use of black beauty sandblast grit. This can be obtained at cement plants for about \$10 per 100 pounds. That is a lot of grit but if a few modelers go together on a purchase it may make sense. It will surely be easier than mixing all that sand!

If there is interest, I will gladly demonstrate these techniques at a future Coal Division meeting.

A Day on the Monongalia Subdivision, June 9, 1984

By Jerry Doyle

After a slow start, Crescent Valley operations of the former Monongalia Southern's Sutton West Virginia Branch have become more predictable. A tip from the CV Sutton agent revealed that a Mon Shifter would be running around midday. This is the CV train that serves mines on the Monongalia Subdivision. Right on time, the train arrived at Mon Junction with one unit, eight empties, and a borrowed WM safety caboose.



A quick talk with the crew revealed they were taking empties to the Buck Mine at Backfork, WV. After signing the register, the Mon Shifter made its reverse move heading to Backfork.





Upon arriving at the mine, the crew found a Jordan spreader that had been spotted there by the previous day's Big Otter Turn to make room in Sutton.

To make room, the crew moved the spreader to the siding at Konish Lumber. The chip loader wasn't working and no one was around.



After clearing the single loaded car from the tipple, the empties were spotted. Three cars were loaded and ready at Doyle Mining but were awaiting bills. A quick call to the agent at Sutton informed us that they were not ready to be moved.

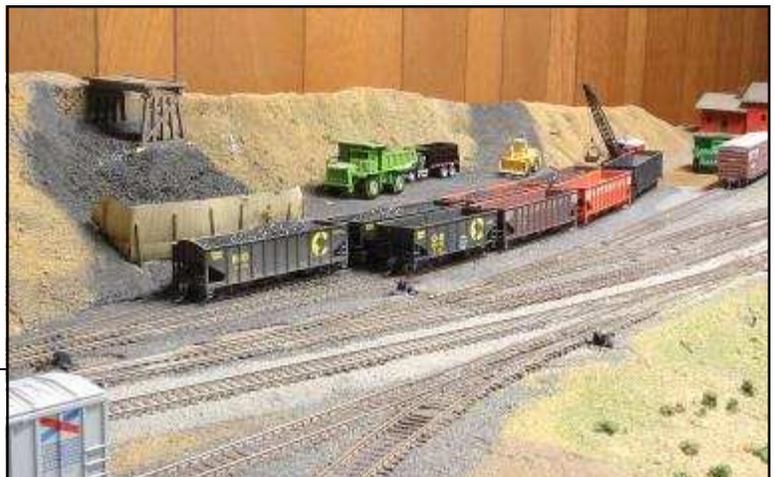


Their work done, the crew headed back to Sutton.

The crew was asked by the agent to take the spreader back to Ripley since they had a light train today.



Taking a moment before the train arrived back at Sutton, we checked out the ERW tipple. Apparently the coal business is good for ERW; several haul trucks were dumping coal while we were there.





Once back at Sutton the crew ran around their train for the return trip to Ripley. We were "blessed" with one of the least attractive units on the CV roster. It is a former Central Valley unit still wearing ragged remnants of a paint scheme obsolete for at least 15 years. Its unusual hybrid CV/CVS paint scheme is the result of a hasty wreck repair a few years before.



Their work done, the crew exchanged paper work with the Sutton agent and headed back to the CV yard at Ripley, WV.

(text continued from page 4)

pocket, inserted the brass rod and super glued them. After I installed the Athearn brake wheel assembly I super-glued another piece of .020 horizontal across the end rails and post. I also installed straight grab iron from Details Associates on the end of the floor on both side of the coupler pocket.

The Moloco kit included two detail parts they referred to as fuel tanks. The tanks looked like storage cabinets to me, so that's what I used them for. The car still looked a little bare to me, so I made 3 more storage trunks. These were made from block styrene and cabinet doors from up under an Athearn standard passenger car.

I painted the car in two sections: the floor/frame and the cab body. I painted the frame/floor with Testor's acrylic Semi-Gloss Black. The body was painted with Scalecoat II Bright Caboose Red. I used a Micoscale letter/number set, consolidated lube plates, and red stripes for the frame. The logo is a custom made decal. I used Testor's Dullcoate once I was finished with the decaling. The windows were installed per Moloco's instructions, and the body glued to the floor. I used Athearn trucks, Proto 2000 metal wheel sets, and Kadee #5's to finish the car. The project took about two afternoons to build and it gives the Midland Atlantic a unique cab to be used in transfer, local or work train service.



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REGION, DIVISION 9**

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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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