



UP THE HOLLER

Newsletter of Division 9
THE COAL DIVISION

Mid Central Region NMRA

July 2012



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HEAD OF THE HOLLER

Bob Weinheimer MMR

The month of June, as expected, was one full of great Coal Division activities. June 16 we were the guests of MCR Division 6, the Buckeye Division, at their meeting at Marion, OH. I counted 13 of our members there, probably a greater percentage of our members were there than those of our hosts. Jerry Doyle and Paul Lapointe gave clinics that were well received and our joint meeting went quite well. I feel we represented ourselves quite well. Oh, yes, there were lots of trains to see as one would expect at Marion. On behalf of all Coal Division members, I want to thank Bob Lee and the Buckeye Division for being great hosts.

The following Saturday was our trip on the Potomac Eagle. Dennis McGeeny has recounted that trip in more detail but we did see several eagles including a pair in flight close to the train. The day was hot and there were many folks enjoying the cool river. Some stopped to wave at the train and its passengers, we even got a very special greeting from a group of guys on the way back.

The month ended with a big bang for many Coal Division members. I had never heard the word "derecho" in a weather context before June 29. About 80% of the electricity customers in West Virginia lost power, there also were significant outages in Ohio and nearby parts of Kentucky. As this is being written July 9, there are still some folks without power. My power was off until about 6PM Thursday July 5, that was a long 6 days. Throughout that time I just had to remind myself that I grew up without air conditioning and that we should be thankful that this happened in July and not January. As you can imagine, it also interfered with the production schedule for this newsletter.

On the National level, the election results are now available. As expected, Charlie Getz will be the new President and Dave Thornton and Bill Kaufman were re-elected to their respective Vice President positions. Full details including the other Board of Director results are in the NMRA Infonet article on page. 3.

A couple of weeks ago I received a phone call out of the blue from Larry Smith MMR. Larry has lived in the Birmingham, Alabama area for many years but was one of the Coal Division's earliest Superintendents. It turns out Larry has been reading Up The Holler on line and following us for a while. I will turn my notes from that call into a more formal article for publication here in the next month or so. I want to run the article by Larry prior to publication to check for any errors I might inadvertently introduce.

NEXT MEETING

July 14

West Virginia Hobbies and Crafts
Teays Valley, WV

FROM THE OFFICE DOWN THE HALL

Gary J. Burdette MMR

I may have felt a little sorry for myself, I don't know. I do know I was really disappointed that I was unable to attend the MCR Regional Convention this past spring. I was looking forward to seeing all the guys and getting to visit a number of industrial facilities that are usually off limits. Because the more modern "drive-thru" gall bladder surgery didn't work, the surgeon had to resort to the old-fashioned technique. Eight days later, I finally went home with the thought of still going. Even as late as Friday evening, I was flirting with the notion of riding up with our treasurer, Jerry Doyle, early Saturday to see his clinic and to visit. Common sense prevailed, and I decided that the trip would be too much of a strain. In retrospect, the decision to stay home was sound and the railroad related activities have been numerous these last few months, even sans the convention. Thus, I want to look at all the opportunities we have had available to us during the spring and early summer. There have been plenty of events.

First, I have previously discussed, in these pages, the fun I had at our division meet at the St. Albans depot, the train show at Dunbar, the special slide shows at the depot, and our "Steel is King" division meet in May, at Parkersburg. All of these activities provided various enjoyable experiences for us and allowed us to meet with old friends and make new acquaintances. At Parkersburg a couple from Division 6 came down and several of the guys from Division 2 attended after making friends with some of our members at Pittsburgh. Around this same time, Bob and I went out Dayton way to attend the Miami Valley meeting and see the clinic on the Buffalo Creek and Gauley. Again, the opportunity to talk to some old friend and meet new ones was there. They have a neat show-and-tell time, displays, and snacks. Interestingly enough, they had a vendor present who, among many items, had a cardstock printed engine house and plastic hopper car kits from the old Mann's Creek narrow gauge line at Sewell, W.Va. on the C&O. As one who is modeling this area, these were a must. As an added treat, the research for these items was completed by my C&O Historical Society colleague, Ron Lane, MMR. (You may remember Ron from the *NMRA MAGAZINE* article that stated it took him 50 years to complete his MMR.) A trip to three fantastic layouts completed a great day.

June took us to Marion, Ohio where we met with Division 6, our sister division as I like to call them, at the

Marion Union Station. Wow, what a place full of artifacts, beautiful architecture, and many trains running across the diamond. Next door is "The Shovel" restaurant named for the Marion Shovel Company just across the street. What history this place must have seen. This is an all day event with clinics in the morning and afternoon, along with a business meeting and train watching. The Marion Model Railroad Club is housed in the freight house next to the station and was fun to see. The Cleveland crew made the trip, as well. As an aside, we announced that Bob and I had presented David Robinette with his Electrical Engineer and Master Builder-Structures AP Certificates at the local rehab center as he was recuperating from surgery of which you have read in these pages. David was active in the Columbus area division during the years ours was inactive. Many were glad to hear about him and sent well wishes. To top things off, I passed around a new 2012 Ohio Highway Map with pictures of many fun activities available in the state from boating, fishing, camping, amusement parks, antiquing, and others including, you guessed it, riding the excursion train at Hocking Valley with our own "conductor" pictured. Another great day.

While the Division 6 group was planning for an excursion to Cincinnati to see Entertrainment Junction and the Union Terminal, we were finalizing our plans to ride The Potomac Eagle at Romney, West Virginia. All of Dennis' hard work at organizing the trip paid off as 20 of us met for lunch then boarded the train for a wonderful, scenic, and historic trip up the South Branch of the Potomac River. We saw eagles, people canoeing, and fishing, an old Sears house, the colonial road, and hand cut stone houses made by German immigrants. Our group consisted of husbands and wives, son and daughter-in-law, son and grandsons, and other members. It was noted that one of our members had an NMRA family membership and that it might be something we all may want to consider as a way to support the organization and foster greater participation: a real family feel, you might say. This certainly was!

Do I still feel sorry for myself for having missed the convention? You tell me. What a thrill it has been to have been a part of all these other get-togethers and experiences available to us all as part of our Coal Division!

NMRA INFONET

The Ballot Committee has met and issued the official results of the election from this Spring. The results are:

President:

Ballots received - 1680,
Valid ballots cast - 1569
Charlie W. Getz, IV, HLM - 1550

Vice President - Administration

Ballots received - 1680
Valid ballots cast - 1637
Dave Thornton - 723
Clark Kooning, MMR 588
Howard Goodwin 326

Vice President - Special Projects

Ballots received - 1680
Valid ballots cast - 1599
Bill Kaufman - 1104
James "Lumpy" Lupfer - 493
Norman Frowly (Write-in) - 1
Charles W Getz, IV, HLM (Write-in) - 1

Eastern District Director:

Ballots received - 523
Valid ballots cast - 472
John Roberts, MMR, HLM - 461
Various individual write-in votes - 9 (on each)

Pacific District Director

Ballots received - 90
Valid ballots cast - 90

Mike Bartlett - 53

Robert Peterson - 25
Kelly Loyd = 12

At-Large North America Director

Ballots Received - 1565
Valid ballots cast - 1477

Miles Hale, MMR - 865

Mike Brestel - 610
Dave Barrow - 1
Whit Johnson - 1

There were seven (7) ballots unopened as they were postmarked beyond the deadline.

The Board of Directors will meet in Grand Rapids on Friday, July 27, Saturday, July 28, and Sunday, July 29. While the Friday meeting is a closed caucus, most of the Saturday and Sunday meetings are open to all members. At this time the meeting room hasn't been determined, so check with the convention hotel after you arrive if you're interested in attending.

The NMRA has revisited its corporate status and has incorporated in the State of Missouri. One of the driving factors was to enable the Board to conduct electronic meetings (a practice not allowed in the State of Ohio, where the NMRA was formerly incorporated). This lets the Board vote on matters of significance in the time between the Winter and Summer meetings. The move also provides the proper opportunity to revisit the regulations (bylaws) as we update them to satisfy the Missouri Corporate requirements.

GrandRails 2012 has just signed up a rep from QSI who will be presenting several clinics about their brand new diesel sound system. The system lets users control sound and light functions to match specific railroad practices. Check the clinic schedule for this addition.

Coming soon: an announcement on the convention website about self-guided tours at GrandRails2012. Watch for it

And, again an important message from the Convention committee: Now's the time to make sure your convention-going members are aware of it! [Grand Rails 2012 is looking for volunteers](#) who'd be willing to donate an hour or two of their time at the convention doing things like contest room security, helping with registration check-in, silent auction set-up and tear-down, and bus loading. If you're interested and have an hour or two you'd like to donate, contact Mark Baldwin, Vice Chair of Volunteers, at gr2012volunteers@gmail.com for more details.

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

-Gerry Leone, MMR
NMRA Communications Director

ACHIEVEMENT PROGRAM

Bob Weinheimer MMR

In last month's article I misstated the certificates earned by David Robinette. They are Electrical and Structures. Please accept my apologies for this error.

Dan Kennedy's Scenery SOQ has been approved, I am waiting for the certificate for a proper presentation.

Dan Mulhearn received his Author certificate at the joint meeting with Division 6 on June 16. Thanks to Don Wilke for taking the photo.



UPDATE ON DAVID ROBINETTE

Nathan Robinette

Dad is back home and eating a little more. His blood pressure is still on the low side but he is doing somewhat better, had physical therapy today (July 9) and hopefully in the near future we will get a ramp built in front to make it

easier to get him in and out of the house. We were in a shelter for 3 days after the big storm as we had no power or phone and needed his oxygen machine plugged. We survived and got home Tuesday night (July 3).

TRAVELS WITH DENNIS THE POTOMAC EAGLE EXCURSION

Dan describes the trip in his My Word column on page 5, suffice it to say we had a great time. We got to meet lots of family members, the folks who mean so much to the Coal Division members. In addition to the group photo below, there are a couple more photos on page 6.



Here is a group photo of the folks who rode the Potomac Eagle. Missing from the photo is Bob Weinheimer, he was behind the camera.

MY WORD

Dan Mulhearn, Editor

Man, we don't realize how nice all our modern conveniences are until we have to do without for five days. The big storm trapped us on our road; but with the help of my brothers from the volunteer fire department we cleared the fallen trees. I apologize for my part in the delay of this month's *Up The Holler*. Spent most of five days cleaning up, trying to get more propane for our generator and running assistance calls with the fire department. Of course, getting on the internet was out of the question. I have four very large trees down on my property and a section of fence to rebuild. Thankfully, no damage was done to the house.

The Coal Division had a wonderful outing on the Potomac Eagle train. We did see eagles as well as many happy campers, rafters, kayakers and a group of fellows who showed us their better halves. Paul La Pointe was curious about the car we rode in, which was a lightweight streamlined coach. One of the train crew advised that it was an ex Pennsylvania coach and that led me to do a little research. Our car, South Branch Valley 7600 was ordered in Jan. 1951 by the Pennsy and delivered between Oct. and Dec. 1951. The car was built by Budd to plan 9621-110 and was given PRR road number 1577. There were 32 coaches in this order, delivered in stainless with Tuscan red number boards atop the windows. The cars were initially assigned to service on the Boston to Washington "Senator" trains as well as the New York to Washington "Congressional" service. The cars acquired the nickname of congo or clocker coaches. As originally configured the car had a large ladies restroom at the vestibule end, which is the restroom we used on our ride. Opposite the ladies was a smaller men's room and an equipment locker. The main seating area had 60 coach seats in a 2X2 arrangement. The non vestibule end of the car featured a fourteen seat lounge or smoking area. The fourteen seats were arranged seven on a side with their backs to the wall, facing the aisle. This is the area where there was a stainless

steel counter and cabinets during our ride. This was probably something added by Amtrak when they used the car. The car became Penn Central 1577 and continued in it's assigned service until the dawn of Amtrak. All but 2 of the 32 cars were conveyed to Amtrak in 1976. Old 1577 was assigned Amtrak number 7408 but continued to run in Amtrak service as 1577 until it was taken out of service to be rebuilt as part of Amtrak's heritage fleet. In May of 1981 the car was rebuilt at Amtrak's Beech Grove Shops and was converted from steam heat to HEP (head end power). HEP cars are lit, heated and cooled by electrical power supplied by the locomotive or a special generator car. Upon rebuilding, the car was assigned Amtrak number 7600, the number it still wears. The car was stored dead in Feb. of 2002 due to the lack of handicapped accessible restrooms. In Aug. 2003 the car was reassigned to be used a crew training car. I was not able to determine exactly when South Branch Valley RR acquired the car, or if there were any interim owners between Amtrak and SBV. So, the car in which we took our leisurely meander down the South Branch of the Potomac regularly saw 100 plus MPH running on the Northeast Corridor for three different owners! This information was gleaned from the South Branch Valley website, *The Passenger Car Library Vol. 4 Mid Atlantic RRs* by W. David Randall and *Amtrak By The Numbers* by David C. Warner and Elbert Simon.

I am sorry, I can't resist. At the risk of overkill on the NS Heritage units I would like to show two more images, again courtesy of NS Corp. and railpictures.net. One photo is the lineup at the Spencer Shops roundhouse for the big gala gathering of all 20 units on July 3 and 4th. The other photo shows the Wabash and Central of New Jersey units, which had been rushed from the factory to Spencer, in their very first revenue service. Appropriately they are hauling coal. Hope to see you all at the upcoming meeting.



ODDS AND ENDS

Dan Mulhearn

A “CLEAN COAL” STEAM LOCOMOTIVE?

A Minnesota non profit company called *Sustainable Rail International* working with the *University of Minnesota Institute on the Environment* have announced **CSR PROJECT 130**; aimed at developing a steam powered, carbon neutral high speed passenger locomotive. It is proposed to have modern steam technology and to run on a biofuel called torrefied biomass (biocoal). Biocoal exhibits the same energy density and material handling properties as coal, but unlike coal, it is carbon neutral. In November of 2011 SRI purchased 1937 built Santa Fe steam locomotive 3463 from the Great Overland Station Museum in Topeka, KS. The locomotive has been cosmetically restored and stabilized at the Topeka site. Within the next twelve months it will be moved to Minnesota to complete the detailed engineering needed to modernize and reconfigure the locomotive. For more information on the Coalition for Sustainable Rail and CSR PROJECT 130, visit www.csrail.org.

PROTECT THE LINE. COM

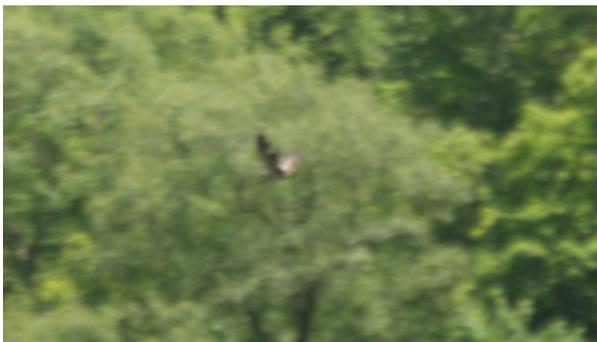
NS would like communities, businesses and informed observers, such as rail fans, to report issues relating to public safety and security to the railroads police force. This is a significant expansion of the community based rail security initiative started by BNSF Railway.

Everyone with a stake in rail operations is invited to

join NS new “Protect The Line” reporting program; which will directly connect you with the NS Police. Interested people can access the Protect The Line website at www.protecttheline.com or via the BNSF Citizens for Rail Security at www.citizensforrailsecurity.com NS Police may be contacted directly at 800-453-2530 or nspolice@nscorp.com. BNSF police may be contacted at 800-832-5452 or www.citizensforrailsecurity.com.

NORTH AMERICA’S LARGEST RAILCAR UNDER CONSTRUCTION

From *TRAINS MAGAZINE* website forwarded by Ernie Ritter of the NRHS Pocahontas Chapter. Kasgro Rail at New Castle PA is nearing completion of the largest rail car ever built in North America. The 36 axle Schnabel car is 231 feet long and 18 feet high. The company had to hire 15 new employees to complete the car. The car is designed in such a way that the load itself makes up a part of the car. The load is suspended between the two ends of the car by lifting arms. The car is bigger than a similar car built in Germany by Krupp in 1982. Kasgro President and CEO states that all drawings had to be redone to US Standards and the car’s construction has taken one year. The word, Schnabel, comes from the German word Tragschabelwagen; which means carrying beak wagon. This refers to the tapered shape of the lifting arms which resemble a bird’s beak. The new car will be headed to the port of Charleston, SC in July to move equipment involved in power plants for Westinghouse Nuclear.



We were very fortunate that an eagle decided to pace our train. The photo is not very good but that blob in the middle really is an eagle in flight. We saw others in the trees but given the distance and the motion of the train it was not practical to photograph them well. The train lived up to the promise that we would see eagles.

Photo by Bob Weinheimer



Here we see trip organizer Dennis McGeeney with his son and grandsons. This truly was a family outing!

Photo by Donna McGeeney

NS HERITAGE UNITS

Dan Mulhearn

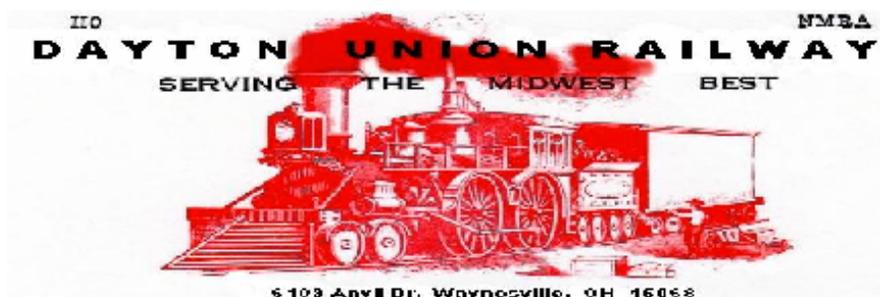
There continues to be great excitement in the railfan and modeling community over the Norfolk Southern Heritage Unit program. The internet is full of sightings of each loco, where it is currently running and whether it will be traveling a particular way soon. On my recent trip to the Cresson PA area; as I was driving up from WV; my friend John Locke and his son were working their way out from New Jersey. As they were photographing trains on the old PRR Middle Division they caught the Nickel Plate unit head out on an eastbound coal train followed by the Lehigh Valley unit as the second unit on another coal train. The only one I have managed to actually see, so far, is the SOUTHERN unit which spent at least a week as part of a helper set out of Bluefield WV. NS seems to really be getting into the spirit of celebrating their 30th birthday with a bang.

Meanwhile, please indulge me in posting a couple more photos, again courtesy of NS Corp showing two of the newest heritage units. The first one is for Division 9 member and former RDG/CR locomotive engineer Dennis McGeeney and shows the EMD SD70ACE just delivered in the colors of the READING RR. The second one is for me, and is my favorite of all the units; the ERIE two tone green passenger colors with the gone but not forgotten ERIE nose wings. Again this is an EMD SD70ACE unit. When I was fifteen and again at sixteen we vacationed in a cabin on the banks of the upper Delaware River at Equinink, PA. Along the NY Shore, which we could walk to over the one lane Lordville Interstate Bridge, was the old Delaware Division of the ERIE RR. This, at the time, double tracked line between Port Jervis and Binghamton NY is one of the most scenic rail lines anywhere in the east. I have fond memories of A-B-B-A F units in black and yellow on time freights, geeps on local freights and E8 or Alco P As on the accommodation train which met the Chicago train at Binghamton. I can remember sitting with Claire Homer in her daddy's front porch swing watching an eastbound hotshot accelerating out of Lordville curve with sparks flying from each F units exhaust stacks and that wonderful, as David P Morgan described it, nasal chant from those 567 prime movers. I did not have a camera at the time; but those days, the sights, the sounds, even the wonderful fresh air country smells are indelibly etched on my mind. So, I would love to be able to get a shot of that ERIE NS heritage unit on the old ERIE Delaware Division. It is now a part of, though not very busy, of the NS Southern Tier line. But, just let me get her westbound at Pond Eddy Curve, coming by Reber's Restaurant in Lackawaxen, downtown Cochection, Narrowsburg, Lordville, the bridge over the East Branch of the Delaware at Hancock.. Oh, my! I am sure, if you love trains, that you have similar memories resting gentle on your mind. What a wonderful hobby!



More NS heritage unit photos, off the internet courtesy of NS Corp. Above is the Savannah & Atlanta, NYC, RDG and ERIE units. Below is the NYC unit poses. These units are all EMD SD70ACEs





Won't you share your talents with us at the next MCR convention?

We're building the best convention we know how for May 15th -18th , 2013. With the material we have already put into it we will be bust'n at the seams. I would like to invite you to share your talents with all the members by being a clinic presenter. Our theme will be Realistic Model OPERATIONS. To that end here are some of the categories and topics we are especially looking for:

- Planning, developing, starting or improving model railroad operations**
- Modeling for realism, what's new in materials and techniques**
- How the real railroads work, why trains run and how they do what they do**
- ?? We're wide open to any of your ideas**

What we don't need are: Slide shows of layouts or the prototype without any tie in to how they can improve a viewer's operating knowledge and fun.

I've enclosed a confirmation form for you to list your topic (or topics) and any equipment you need. Presentations will last 75 minutes with set-up time included. Clinics will be presented once or twice on Thursday, Friday and Saturday.

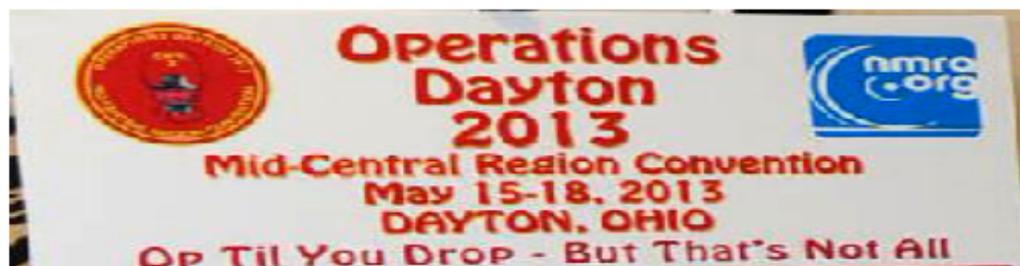
We are not able to pay for any of the clinic presentations but as in the past your service can be rewarded with AP credits.

Please set aside May 15th – 18th, 2013 and plan to join us for the extra fun as a clinic presenter. I'll have an advance registration form out to you when they are available and after you indicate the activities you will be attending we will schedule your clinics around them. I'll see to it that you get the "early bird" registration rate. Please get this confirmation form back to me as quick as you can. If you have any questions you can contact me by email at (bfink@go-concepts.com) but I need the form back too.

Thanks in advance for your continuing help in our hobby.

Check our progress on www.mcr2013convention.com

Bob Fink MMR
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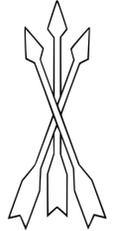
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Allegheny & New River Road
An Appalachian Coal Hauling Railroad set in the 50's



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



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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.

July 14

**West Virginia Hobbies and Crafts
Teays Valley, WV**

August 11

**West Virginia Hobbies and Crafts
Teays Valley, WV**

September 8

Portsmouth, OH

October 13

**West Virginia Hobbies and Crafts
Teays Valley, WV**