



UP THE HOLLER

Newsletter of Division 9

THE COAL DIVISION

Mid Central Region NMRA

January 2015



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From the Head the Holler

By Gary J. Burdette, MMR

Greetings! I hope this finds you all well and that you have had a joyous Holiday Season.

Our December meeting at the C&O Freight House (St. Albans Historical Society building) was an enjoyable one. We had our friends from Kentucky report on the upcoming MCR 2015 Convention to be held in Lexington this spring. Several entered the model contest while a number of you had MADD displays from a G scale loco in progress and PRR HO cars to the Lincoln Funeral Car and an original Amtrak Passenger Car Booklet to a number of HO Mack trucks. Dennis gave two nice mini-clinics on ballasting using paving sand and mountain building using caulk and bathroom towels. The raffle was great, as usual, and was quite successful. A former member has returned informing us he is now modeling Australian railroads. His contact at the hobby shop "down under" models the western US. And, a new, potential member, just moving into the valley from Pocahontas County, has asked for help in checking out some of his dad's old HO trains. We said we'd be glad to look them over since the hands-on approach to modeling is really being accentuated in our division and the NMRA.

On the business end, we have established a committee to price some items received from an estate. The plan will be to sell these N Scale and HO Scale pieces and split the profits with the owner. Matt and I have sorted and bagged everything (during a lull in the "Christmas Reading" at the depot in December) to make the committee's job a little easier. There are a number of HO Scale and N Scale detail parts in the parcel we purchased from Nitro Hobby and Crafts as part of the N Scale Layout Project. Since we have no use for these, they will be included in the lot and marked accordingly. Hopefully, we can prepare a list and distribute it to the Kanawha Valley N Scale Modelers, the Appalachian Model Railroad Club, and the KVRRC. A "Company Store" or flea market offered before our monthly meeting (hopefully in February) may provide the format to a successful sale (I have a peg board and shelf for display purposes).

I asked the question, "What is our role at the St. Albans depot for 2015?" It has been a kind-of headquarters for us for a while. We have organized, painted, fixed, and participated in some activities to help enhance the station. Even our detour next door in December opened the depot for a community activity for Mr. Claus. We have discussed possible monetary donations but have not yet taken any action. Perhaps, the proceeds from the flea market would be a start. Just being there and helping as we can has been a plus, however, there has been little revenue generated to pay the water, sewage, garbage, gas, and electric bills. Maybe we can help through both donations and fund-raisers.

I noted some scheduled and possible activities for next year including the CSXT/Chessie Joint Convention (fund-raiser), TRAINING Day (public activity), National Train Day, building the N Scale layout, building displays, cleaning the Ashland and Union Station models, sorting the CSX drawings, working on the library, establishing more hands-on clinics and discussions (everyone has some little tip to share.), more "travels," set up the modeling shop and hang-out in the west end, and anything else you can think of that you'd like to do. I do see this as a place to congregate to "play trains" beyond our meeting dates.

Some of you saw the new window and there is a second one on the way, so some action is being taken. I've met with the mayor and a community grant-writing committee, so the "friends of the depot," though not exactly defined yet, does exist and the Coal

FROM THE OFFICE DOWN THE HALL

Dan Mulhearn, Assistant Superintendent

I am not much of an Andy Williams fan but when I here him singing "It's the most wonderful time of the year" I very much agree. We just had Thanksgiving with all the food and fellowship with friends and family. Some of us now are looking forward to celebrating the birth of our Savior. Others are looking forward to the Festival of Lights, the high point of the Jewish calendar. All of us are getting into the Holiday mood, looking back at the past year and planning for the new year ahead. Folks who only get the train set out once a year are rummaging in the attic or basement preparing for that traditional train around the tree. However you celebrate the holidays, my wife Nina and I wish you joy, peace, fellowship and health.

It has been just fourteen years since we moved in to this house. The house has a large finished basement and there is darned little trackwork in place after all this time. There is a rumor that Dennis McGeeney has gotten me a cattle prod for Christmas to get me going. Seriously, I thought when we retired and moved here I would be model railroading 24/7. It has not worked out that way. I

became very involved in my Church and hold and have held jobs which require a lot of time and this is my first priority. Then there is the volunteer fire department which requires response at all hours and hours and hours of training continually. Then there was that semester of EMT basic and the three semesters of Paramedic school. Then again there are facets of the hobby which kept me away from the home layout. There was the module program with the Pocahontas Chapter. I have been fortunate to have a network of fellow modelers ranging from Richmond, VA to Dayton, OH who have allowed me the privilege of operating on their layouts. Lastly, every once in a while I like to get out there to watch, listen to and photograph my inspiration, the prototype. A good scanner radio allows one to listen and see how the pros do it and apply that knowledge to what I do in the basement. So, I have no complaints. If I never finish my layout I have had great joy in planning, acquiring my rolling stock and fellowshiping with all of you. Model Railroading is fun!

Merry Christmas to all and to all a good night. Dan

Head of the Holler from page 1 Division is a part of that group. I plan to speak with some of the guys who use the Marion, Ohio station and some Virginia modelers, whom I know, that use their local depot and have community activities as part of their NMRA outreach. As things continue to evolve, maybe we can find our own comfortable niche in "our" depot.

NEWSLETTER DEADLINES

The goal of the newsletter team is to have this document reach you by email or snail mail at least one week prior to our meetings. We typically do the layout work the Wednesday 10 days before the meeting with distribution Thursday or Friday. For this to happen reliably, we need all items for publication by the Monday 12 days prior to the meeting. If we don't get it on time we can't print it. Please help us give you the most up to date information possible. Here are the deadlines for the next few issues.

February	February 2
March	March 2
April	March 30
May	April 20
June	June 1
July	June 29
August	July 27
September	August 31
October	September 28
November	November 2

MY WORD

Bob Weinheimer, Editor

Again this month we do not have an NMRA InfoBlast column. I sure hope all is well with its editor. A note to NMRA President Charlie Getz shed no real light on its absence.

Things are progressing nicely on a couple of Pennsylvania Southern Railroad projects. Benchwork is pretty much in place for the Neville Island extension. Coal Division member Bob Osburn has put together the solution to the problem of blocking trains that would enter the abyss if the span crossing the doorway is not in place. It is fully automated and ready for installation. Thanks to Bob!

The other project is a bit more mundane. The Washington engine terminal has been something of a trouble spot for many years. It's quite small but the recently added task of servicing layover power for the Waynesburg mine trains proved to be too much. After the December operating session the existing tracks were removed and the scenery was scraped down to the plywood. I just finished installing the new longer tracks that should make the facility more user friendly. No other scenery or structures will be in place for the January 8 operating session but that is just as well. If there is a need to modify the track arrangement it will be far easier with no ballast!

Thanks to Stuart Thayer, Greg McCartney, Jerry Doyle, and Jim Rollwage for inspiration and critique of the various ideas.

If space permits, next month I'll have some photos so all of this makes a little more sense.

NMRA MCR DIVISION 9 *THE COAL DIVISION*

December 13, 2014
Minutes

Called to order: The meeting was called to order at 2:00 PM by Supt. Gary Burdette. The venue was the St. Albans Historical Society building as Santa was making his annual visit to the depot.

Presentation: Gary presented Bruce DeMeayer and Larry Smith from MCR Division 10. Those gentlemen presented a brief look forward at the plans for the upcoming MCR regional convention. The venue was presented as well as some of the excursions planned. The date is May 14 through 17, 2015 and on line registration is available.

Division Clerk: On a motion by Nathan Robinette; seconded and approved the minutes of the November 2014 business meeting as published in *Up The Hollar* were accepted. In the absence of the Division Clerk there was no treasurer's report.

Superintendent's Report: Gary yielded the floor to Matt Crouch who spoke briefly on a concept he had discovered in Dayton, OH called "Model Railroading Training Day." This is a concept where experienced modelers teach the basics to beginners and non modelers. Gary followed up with suggestions for a committee to develop this idea further. Gary then discussed a list of projects, with a timeline for the coming year.

- 1) Repair and display, at the depot, the recently acquired model of the C&O Ashland, KY station. January
- 2) Finish and display on a baggage cart in the baggage room, the proposed N scale layout we began. January
- 3) Event day; sort CSX drawings. February
- 4) Model Railroading Training Day led up by Matt Crouch. March
- 5) National Train Day event with displays, etc. open to the public at the depot. May
- 6) CSX Convention. June
- 7) Travels with Matt. Matt Crouch will set up one excursion a year; ala the Travels with Dennis model.
- 8) Refinish the library and move the kitchen to create the E Linwood Young Memorial Library at the depot
- 9) Set up a shop/modeling area in the west end of the depot.
- 10) Set up hands on clinics open to the public

Assistant Supt. Report: Dan wished all present a Merry Christmas and Happy Chanukah and expressed the wish that 2015 would be as good for the Division as 2014.

Achievement Program: Paul LaPointe received his AP Scenery certificate from Bob Weinheimer.

Newsletter: Bob Weinheimer reports the Mail Chimp distribution system seems to be working smoothly. He also noted the the upcoming MCR *Kingpin* will be a paper copy, delivered by snail mail, as there will be election ballots and details on the regional convention.

Clinics: Dan Mulhearn stated that clinics are always needed and that suggestions had been received for clinics on locomotive lubrication and service as well as DCC decoder installation.

Raffle: Paul LaPointe discussed the six lots of equipment/artifacts on the block today.

New Business: On a motion by Nathan Robinette, seconded and approved, a committee consisting of Gary Burdette, Bob Osburn, Bill Wadsworth, and Tony Puccini was appointed to evaluate and decide the disposition of several boxes of N scale bits and pieces acquired by the Division.

Announcement: One of the newer members requested information on standard DC wiring and several members offered their assistance.

MADD: Larry Richards discussed his display of HO scale Mack truck models. Nathan Robinette showed us an HO scale car he acquired which depicts one of the cars on Lincoln's funeral train. Matt Crouch stated the Division had rekindled his interest in modeling and displayed several HO scale PRR cars and a G scale logging locomotive which he has been superdetailing. Matt also displayed an old Amtrak brochure explaining the types of accommodations available on Amtrak trains in that era.

Adjourn: On a motion by Nathan Robinette, seconded and approved, the meeting adjourned at 3:13 PM. The meeting was followed by the raffle, modeling contest and a clinic by Dennis McGeeney on ballasting and scenery techniques. Dan Mulhearn; acting clerk

THOROUGHbred LIMITED
2015 MCR CONVENTION
MAY 14-17, 2015
LEXINGTON, KENTUCKY
HOSTED BY MCR DIVISION 10
DETAILS AT thoroughbredlimited2015.yolasite.com

CONTEST REPORT

Paul Lapointe

December's Contest:

The category was Modeler's Choice.

There were four great entries: Dale Osburn had a Bar Building street scene, Gary Burdette a truck coal dump and conveyor scene, Larry Richards brought in his HOn30 Sawmill diorama that did so well at the Cleveland National, and Ed Keith brought in a free-lanced combine kit-bashed from three cabooses!

Larry took first place and Dale second place.



Next Month:

January's meeting is at the Depot. We should be back in the waiting room. The contest category will be Non-revenue cars including cabooses.



Both photos by Paul Lapointe

RAFFLE REPORT

Paul Lapointe

With the Division back in home territory at the Depot in December, the raffle took in a respectable \$64 with many items donated at the last minute. Thanks again to our generous members!

January's meeting is again at the Depot so take a look around for anything you can donate and bring it with you.

MEETING NOTICE

The January meeting will return to the St. Albans Depot at Fourth Avenue and Fourth Street in St. Albans, West Virginia. The doors should be open by 1 PM with the business meeting starting at 2 PM. As noted by Paul in his column, the contest will be non-revenue cars including cabooses. We will have the usual raffle so keep that in mind if there are any items you no longer need but might be wanted by other members.

For the clinic, Dan Mulhearn will discuss his visit to the Age of Steam roundhouse. This was a private visit and not part of a formal tour. Dan did an off the cuff talk about this a few months back but in the meantime he has found more photos and will present them as part of his clinic. After hearing the architect of the project speak about it at the Cleveland convention banquet, this should be a must see presentation.

PRODUCT REVIEW

BOWSER HO SCALE ALCO C430 LOCOMOTIVE

Dan Mulhearn

In March of 1967 ALCO Products outshopped three 3,000 horsepower B-B trucked demonstrator locomotives. These three were among only sixteen of this model ever produced. ALCO, at the time, was in steep decline and indeed went under in 1969. The three demonstrators were built even though the model had been available for over one year because ALCO wanted to demonstrate its finally developed new high adhesion four axle truck. Also ALCO was hoping to stimulate its poor domestic locomotive sales. The three units are known to have demonstrated on the D&H, New York Central and Seaboard Coast Line but the dates and whether they ever tested anywhere else is lost to history. There were several problems encountered in that the new high adhesion trucks were not quite ready for prime time and even after refitting were rough riding. ALCO had decided to go with aluminum cabling which if nicked or cut immediately began to corrode requiring the entire cable to be replaced. The units also had aluminum pistons which were unable to stand up to the heat and pressure of producing 3000 hp from the 251 model engine which had started out as an 1800 hp plant. At any rate these units became oddballs in an EMD/GE world. Part of this was maintenance as they just didn't fit in. Back in 1975 I got a tour of the huge Chessie/B&O shops at Cumberland, MD. While heavy repairs and rebuilds were still being done there; the bulk of the work was the care and feeding of EMD B-B and C-C locomotives. Basically it was a railroad version of Jiffy Lube set up specifically for EMD locomotives. The foreman told me that when one of the rare GE U30Bs would show up on a train, he would shudder, fill it with fuel and send it on the first thing smoking westbound. So poor maintenance was probably a factor in the poor reputation of these units. I know the all ALCO Long Island RR had excellent service from its C420 fleet until towards the end.

Why am I concentrating on these three locomotives? My proposed model railroad will be centered on the L&N/N&W yard at Norton, VA on the N&W/NS Clinch Valley subdivision of the Pocahontas Division. All three of these ALCO demonstrators wound up on the L&N although I will have to take considerable modeler's license to shoehorn them into my 1968 operating era. Who cares, I love ALCOs and they are beautiful models. The demonstrators were leased to Seaboard Coast Line and by 1969 were purchased by SCL. The reason these three orphans were purchased when SCL was buying GP40s and U30Bs by the fleet was probably that ALCO was in

fire sale mode by that time. SCL had a financial interest in L&N, which later developed into the Family Lines, then Seaboard System and finally CSX. The coal country of eastern Kentucky lines on the L&N was a hotbed of ALCO locomotives, both new and old, and SCL leased the three C430s to L&N and off they went to coal country in 1976 (late 1968 on my railroad, there's that modelers license.) In 1979 they were purchased by L&N. I have all three units, 1277 in SCL colors and two in the 2200 series in L&N gray which will be renumbered to the L&N 5600 series which was the road numbers they displayed in L&N road service. The 2200 series was assigned when they were reassigned to switcher service at Covington, KY. In 1981 all three were sold to locomotive dealer Chrome Crankshaft. Two of the units were immediately scrapped after a service of only 15 years. The third unit was cut down to the frame, had it's traction motors removed and was used as a heavy duty flat car around the shop complex for several more years!

Finally, the model: the bodywork is excellent with all hand rails and other parts added. The horn and radio antenna are correct and correctly placed for these three locomotives. Paint and lettering are correct and well done. My three units all have the new Lok-Sound Select sound equipped decoders. All three, out of the box, creep along just barely at speed step one and top speed appears to be close to the prototype 65 mph. Function 0 operates the automatically reversible headlight. This is not prototypical however it is a simple matter to change it with a few mouse clicks using Lok-Sound's decoder programmer device or JMRI Decoder Pro. The number boards light up separately using another function, which is neat. Power up your track and the unit just sits there quietly. You can blow the horn, ring the bell, turn on the lights but no motor sound. Just press function 8 and you will hear the air starter begin cranking the engine followed by that chopped-chopped ALCO exhaust. The locomotive is outstanding in appearance, operation and sound. Bowser has imported the C430 in every paint scheme these sixteen units ever wore including the demonstrator colors, SCL, L&N, Reading, Conrail/Reading patch, ConRail black, ConRail blue, GB&W, NYC, PC and several short lines. If you are a fan of big ALCOs and enjoy a well produced model; the Bowser C430 is for you. Sound equipped units list for almost \$300.00; so talk to Chuck!

Plan to attend

PORTLAND DAYLIGHT EXPRESS

NMRA NATIONAL CONVENTION



We're working hard to bring you a great
National Convention

August 23 – 29, 2015

Hosted by the Columbia Gorge Model Railroad
Club, who also brought you
the 1994 NMRA National.

The event is to be held at the Doubletree Hotel at
Lloyd Center, near downtown Portland.

Bring the family to explore and enjoy
the Great Pacific Northwest.

Check out our website
<http://www.nmra2015portland.org/>
and follow us on Facebook.
<https://www.facebook.com/NMRA2015Portland>

NMRA National Convention Portland 2015 Portland Daylight Express

80th NMRA National convention

Dates of event: August 23 – 29, 2015

Location:

Double Tree by Hilton Hotel Portland at Lloyd
Center, 1000 NE Multnomah Street, Portland, Ore-
gon 97232

National Train Show: August 28 – 30, 2015

Location:

Portland Expo Center 2060 N Marine Drive, Port-
land, Oregon 97217

Convention features:

Clinics:

Six Clinic rooms with seven sessions per day pro-
vides more than 200 clinic sessions and more than
125 topics.

Modeling with the Masters:

Master Model Railroaders lead several sessions of 28
each, guiding participants in constructing a project,
which they can take home.

Contests:

The usual NMRA National Model, Photography
and Craft contests offer opportunity for you to have
your best creations evaluated against your peers.

Auction:

The Silent Auction attracts all kinds of hobby items
including models, books, prototype historical gems.
We expect about 3000 lots. Following Cleveland's
lead in 2014 we plan to offer early online registra-
tion of lots for sale. It saves time on the day.

Tours:


We have a great selection of Prototype, Industry,
General Interest and Layout tours. Many of these
facilities are rarely open for public visitation.

Non-Rail:

A full schedule of activities and tours, including a
lunch, is planned for the non-rail family member.

Editor's Note: Yes, Portland is a long way from
the Coal Division but it is a very beautiful city that I
have had the opportunity to see while on a couple
of business trips. Consider combining the conven-
tion with a visit to other locations in and around
Oregon and Washington.

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



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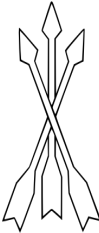


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Alleghany & New River Road
An Appalachian Coal Hauling Railroad set in the 50's



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



John Harris, Chief Engineer
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Western West Virginian



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

Woody Higginbotham - Superintendent



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Upcoming Coal Division Events

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January 10
St. Albans Depot
Fourth Street and Fourth Avenue
St. Albans, WV

February 14
St. Albans Depot
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March 14
St. Albans Depot
Fourth Street and Fourth Avenue
St. Albans, WV