



UP THE HOLLER

Newsletter of Division 9 THE COAL DIVISION

MID CENTRAL REGION NMRA INC

February 2016



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From the Head the Holler By Gary J. Burdette, MMR

"A New Look for a New Year" was the theme for January, and in my opinion, it was a wonderful success. Part of this was due to your participation and part to a little bit of luck. The former was highlighted by all of the variation of contest items entered in the new "Photos, Fine Arts, and Finest Finishes" category. There were both prototype and model pictures, a couple of railroad line drawings, and some nicely painted, lettered and finished models. The goal of addressing the artistic side of model railroading was achieved. The latter, the last minute change of clinic, possessed an element of luck in that there was a new clinic in the wings with some models related to the topic for viewing. A lively discussion rounded out a good time.

Part of the idea of having a monthly title is to set the tone for us to have items for a show -n-tell, which we have been calling M.A.D.D. , or having items from the depot or from home on display. I have been gathering some things as have several of you. I had some signal models, drawings, supplies, and books for display in January. I will hold these in reserve until we have our clinic on Signals. I hope to set the themes for the remainder of the year and contest topics as well.

Along with the basic categories, the popular "Modeler's Choice" has been expanded into the all-inclusive "Steel is King" day and contest. Further extending this new look to the "Civil, Mechanical, Electrical, and Railroad Engineering," "5M Event" in December, and, now, with the "Artistic" one this past month, a nice variation has been developed. For February I am proposing "Coal Country: Coal Mines, Coal Camps, Company Stores, and Coal Cars." Yes, this is a mouthful and a larger, broader area which may effectively draw more entries which is my goal. Bring your tipples, company houses, scenes, stores, truck dumps, dump trucks (model cars), fancy coal cars ,and anything related to coal country (except the steel mill stuff). Get ready for the more traditional ones coming up, too.

The "new look" idea is in response to the change from meeting to event and some of the other things the NMRA has been trying, to promote attendance and membership. We are, however, not just getting "on board" now. I think the new look of the Coal Division began with our reinstatement and our name and logo a few years back. With the initiation of the ***Up the Holler*** newsletter, the theme, look, and feel of the group was established.

We have grown and developed from that seed and, due to the work of many, have been adding new things to our agenda almost every month. With the re-election of your officers by acclamation, your superintendent and assistant superintendent will continue on the path we have been taking and invite your ideas and participation. As a side bar noting the change, I have an old Division 9 circular cloth patch with an outline of the State of West Virginia and a Cass Shay locomotive embroidered over top. Great then, better now. I hope we continue to grow.

"History and Hobby" denotes the interconnection between the prototype and our modeling. Choosing the ST. ALBANS depot as our headquarters, we have

Continued page 2

Continued from page 1

cemented the two areas together. The NMRA web site has both aspects represented and every article shows us how to model the “real thing.” I mentioned the idea of MM & MMs last month. Models, Models, and More Models can be a program where we bring in items as usual for the raffle, build items we’ve wanted to build, but don’t fit our railroads for display, or construct finished models for sale to other groups and the public. (I have a couple of things going). Since most model groups have the goal

of using models as a form of representing history, the afore mentioned theme is a natural for the Coal Division (and SACOMM) as a part of the depot experience and could enhance the museum and provide a fundraiser, as well.

Keep building models, coming up with ideas, and participating in the exciting world of railroading on the Coal Division.

FROM THE OFFICE DOWN THE HALL

Dan Mulhearn, Assistant Superintendent

As this is written, winter has finally arrived. We got a little over three feet of snow from Winterstorm Jonas; however, there was very little wind. We are in a private development so our roads do not get treated by the State DOH. The new contractor we hired was right on the spot and we were never snowed in. Dennis McGeeney will tell me I should have been snowed in so maybe I would get some bench work done downstairs! I have asked Dennis, over the years, to nudge me on that front and he takes his job seriously.

Did you see that the Coal Division got another mention in the National *NMRA Magazine*? It seems some model photos published in *UP THE HOLLER* have been posted in the members only section of the NMRA web-site. They were posted by Jim Zinser MMR who writes the Division Business Car column for the National magazine.

Not too long ago, in his Trains Of Thought column in *Model Railroader* Tony Koester wrote a piece called “tick-tock”. His point being we ain’t getting any younger and we should set our modeling goals accordingly. That rang true to me as I rapidly approach 72 years of age and have yet to complete a layout. I started collecting HO when I was 13 years old with an old flat kit and an Athearn PRR streamlined coach. Remembering those, they were a bear to get square and they had such deep, sharp wheel flanges that you could have plowed a field with them. The collecting has gone on since and today could probably stock a small hobby shop. I don’t care to

dwell on my tumultuous twenties, but suffice it to say no model railroading got accomplished. As my thirties, forties and fifties passed most of my leisure time was spent chasing the real thing. I have shot thousands of rail photos in every one of the 48 contiguous states.

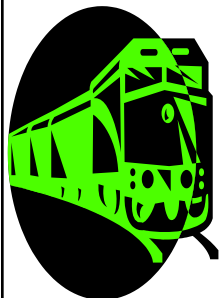
There will be no regrets if that layout never gets built in my basement. Over the years there has been so much joy in meeting the good friends that grew from model railroading. That is especially true since joining the NMRA in 2005. We don’t just make good and lasting friends; we enjoy every aspect of developing our knowledge of modeling. There are hours of planning. What road shall be modeled? What era? Are we interested in emulating prototype operations with all the interesting study that entails? Where can we find plans for that building? What type of air horn did my favorite road use; or if a free lance railroad, what will be my standard air horn, bell location, etc.? With the rise of the internet so much good information on all aspects of the hobby from modeling to electronics to scenery or virtually any subject you care to mention is readily available. Prototype historical societies are great sources of information on all aspects of your favorite road or roads. My current planning is to model the N&W Clinch Valley line, in particular the area between Norton, VA and St. Paul, VA, to take advantage of interchange opportunities with the L&N, the Southern’s ex Interstate line, and the Clinchfield. Or in a later era CSX and NS. My point is set your priorities and give yourself time to get it done. But, if that basement layout never gets completed, it’s been a great ride.

NEWSLETTER DEADLINES

The goal of the newsletter team is to have this document reach you by email or snail mail at least one week prior to our meetings. We typically start the layout work the Monday 12 days before the meeting. This allows a day of review by the officers and a proofreader before the electronic version is issued, usually on Wednesday. The paper version is mailed Thursday or Friday. For this to happen reliably, we need all items for publication by that Monday 12 days prior to the meeting. If we don’t get it on time we

can’t print it. Please help us give you the most up to date information possible. Here are the deadlines for the next few issues.

March	February 29
April	March 28
May	May 2
June	May 30
July	June 27



History and Hobby *February Railfun Event*

February 13, 2016 @ *your* **ST. ALBANS** *depot*

TIMETABLE

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

- *Hobby items
- *History items
- *Articles

2:00 - Superintendent's Briefing: Info. On-

- *The Depot
- *The Division

2:45 - Raffle and Contest: *History with models-*

- *Enter contest get raffle ticket
- *Contest: Coal Country: Mines, Company Houses, Company Stores, Truck Dumps, Dump Trucks, Coal Cars, and more.
- *Clinic: Glowing Steel - Paul Lapointe

RAFFLE Dan Mulhearn

There were several interesting items including a beautiful print from a pencil drawing by Mike Penn of an NS train on a trestle. The raffle raised a total of \$62.00. Several members have donated some useful items for future raf-

fles. Please consider donating any items you are no longer using. Remember, the raffle is the Division's way of helping the SACOMM people keep the depot heated and lighted for our meetings and events.

NMRA MCR DIVISION 9

THE COAL DIVISION

January Railfun Event

St Albans Depot
St Albans, WV
January 9 2015
Minutes

CALL TO ORDER: The meeting was called to order by Superintendent Gary J Burdette at 2:01 PM. The meeting venue was the C&O depot at St. Albans, WV.

PRIOR MINUTES: On a motion by John Harris, seconded and approved, the minutes of the Dec. 12, 2015 meeting, as published in *Up The Holler*, were accepted

TREASURER'S REPORT: In the absence of the Division Clerk there was no formal report submitted.

SUPERINTENDENT'S REPORT: Gary Burdette spoke on displaying more models at the depot and other venues in order to attract folks to the hobby. He also mentioned that National has a new, downloadable, five minute recruitment video available.

ASST. SUPERINTENDENT'S REPORT: Dan Mulhearn expressed, on his own behalf as well as that of the members, our deepest sympathy to Tony Puccini on the recent loss of his mother.

AP CHAIRMAN REPORT: Bob Weinheimer noted that activity has slowed down. He encouraged members to bring in items for judging. Of course, larger items such as a layout, etc. can be scheduled to be judged at their location.

NEWSLETTER EDITOR: Bob Weinheimer reminded all that the deadline for the February UTH is Feb. 1. It was also noted that Pike Ad fees are due.

CLINIC CHAIR: Bob Osburn stated that Paul Lapointe will soon be presenting a clinic on using LEDs and electronics in modeling. The clinic scheduled for today on railroad signaling by Jerry Doyle will be postponed. Gary Burdette will present a clinic on scratch building in its stead.

MEMBERSHIP CHAIRMAN'S REPORT: John Harris informed us he had distributed two new name badges today. Name badges are still priced at \$10.00.

Division membership is down slightly at fifty nine members.

NOMINATING COMMITTEE REPORT: Bill Wadsworth submitted the name of Gary Burdette for Superintendent. Dan Mulhearn was submitted as Assistant Superintendent. At this point the floor was opened to nominations. No other nominations were submitted. On a motion by Bob Weinheimer, seconded and approved; the above nominees were elected by acclamation.

OLD BUSINESS: None pending.

NEW BUSINESS: None submitted.

ANNOUNCEMENTS: Matt Crouch advised that those wishing to travel to the 2016 National Convention at Indianapolis by Amtrak would leave Charleston, WV at 8:49 PM and arrive Indy at 5:15AM. Checked baggage is available at both stations.

The Coonskin Park Model Train Show will be Feb. 20 and 21.

The Dunbar Train Show will be March 11, 12, and 13 at the Dunbar Armory.

MADD: Gary B displayed a book containing explanations of aspects and indications of C&O signals. Larry Richards displayed two Electro Motive Division builder's plates from diesel locomotives. Bob Osburn displayed electronic switching items from Ferrick Hill Shop which could be used in track panels and many other uses.

ADJOURNMENT: On a motion by John Harris, seconded and approved, the business meeting was adjourned at 2:58PM.

Submitted by Dan Mulhearn, Acting Clerk

CONTEST
Dan Mulhearn
Photo by Paul Lapointe

The January contest was a mixed bag of arts, finishes and weathering. Larry Richards, who showed us a whole, new side of his considerable talents, won with a pen and ink drawing of a steam loco and train. Larry did the drawing from his imagination one quiet night in a Conrail yard office. There were five second place winners. Dan Mulhearn had a photo scanned from one of his slides of a Colorado & Southern (BN) freight with Fisher's Peak in the background. Bob Weinheimer entered a Colorado and Tucson (free lance line of an acquaintance) box car which featured a rather intricate and difficult to mask and decal paint job. Gary Burdette displayed his artistry with a pencil drawing of a locomotive shop. Paul Lapointe submitted a print of work going on at a steel mill with glowing liquid steel represented by illuminated wire. Paul's photo has been featured in the Walthers Catalog. New member Sam Delauter submitted his N scale hopper cars and explained how he weathered them. He weathers his trucks by holding the paint sprayer steady and pushing the truck

through the spray to get an even coat on the wheels. Pretty neat idea! The February Contest will be Coal Country: Mines, Company Houses, Company Stores, Truck Dumps, Dump Trucks, Coal Cars, and more.



Larry Richards' contest winning drawing

KANAWHA UNITED MODEL RAILROADERS ASSOCIATION
MODEL TRAIN SHOW
MARCH 11, 12, 13 2016
DUNBAR PARKS AND RECREATION
COMMUNITY CENTER

Thousands of negatives still need



your positive support.

So do the thousands of plans, photos, and slides from our Kalmbach Memorial Library that we're working to digitize so that members can access them from their own computer. The good news is that the scanning is well underway. The better news is that our image library is even larger than we thought!

Which is why we still need your help. The more funds we receive, the more images we can make available.

If you haven't contributed to the Diamond Club, do it now:

Silver Level – Contribute \$75 and receive a silver 75th Anniversary commemorative pin and have your name listed in *NMRA Magazine*.



Gold Level – Contribute \$750 and receive a gold 75th Anniversary pin, a golf shirt with the Anniversary logo, and have your name listed in *NMRA Magazine*.

Diamond Level – Contribute \$7,500 and receive a diamond-and-gold Anniversary pin, a golf shirt and sweater with the Anniversary logo and your embroidered name, a print of the NMRA's 75th Anniversary commemorative painting, and have your name and photo printed in *NMRA Magazine*.

Make a contribution that will make a difference for decades.

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



Layout Expansion on the Pittsburgh & Western RR Part 2

By Paul Lapointe

This month I want to talk a little more about working with steel studs.

Steel studs consist of two components; the track and the stud (see "1-Stud diagram"). The track metal is bent into a "C" cross-section. It comes in 10 foot lengths. The studs are similar to tracks but in addition also have a bent lip and holes punched along their length to allow wires and pipes to pass through them. They come in 8 foot, 10 foot, and greater lengths and they are sized to be a snug fit inside the track (see "2-Stud and track" picture).

Steel studs come in different cross-sectional sizes. I chose a cross-section that is the same as a standard wood stud (1½" x 3½") to make mating with wood studs easier. The steel comes in different thicknesses, the lightest being 25 gauge. That's what I used on the original portions of the layout. I'm currently using 20 gauge because that's what I can get locally. Being heavier steel makes it a little tougher to work with but also more rigid.

Some of the tools needed to work with steel are shown in the "3-Tools needed" photograph. From left to right we have wide-jaw locking pliers used to clamp parts for fastening together, a metal file for cleaning up rough edges,

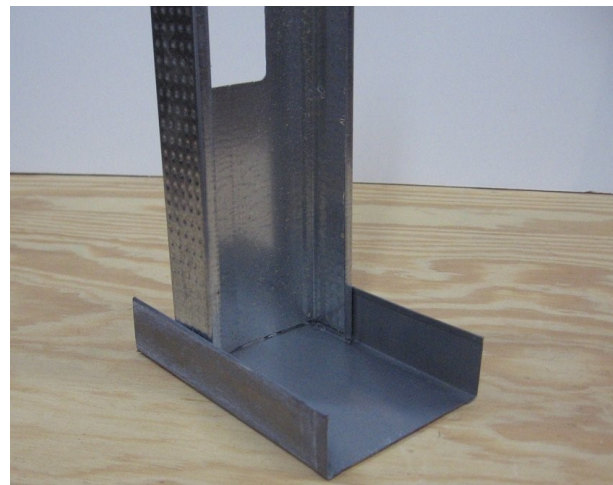
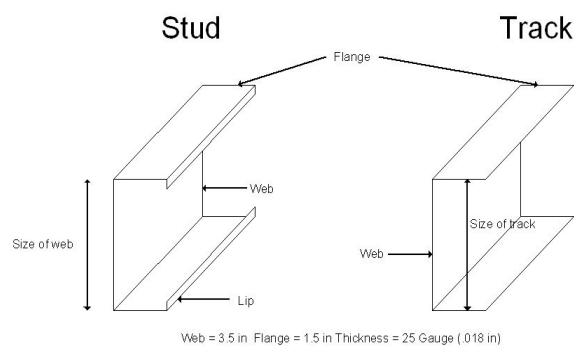
tin snips for cutting, an electric drill with the proper driver bit, and special self-drilling self-tapping steel screws. Not shown is an abrasive cutoff saw which speeds up the cutting of many small pieces.

The "4-Cantilevered bench" picture shows how I build my benches. The long horizontal pieces are tracks. The crosspieces are short lengths of studs. Wherever two pieces meet there is a screw. In effect this is like building a very short steel wall then laying it on its side. The benches are fastened to the vertical wall studs and wood diagonals support the cantilever.

Just like L-girder and grid type benchwork, you can cut and combine pieces at an angle to build out areas such as the triangular area shown in the "5-Inside corner" photograph and the extra width added in the "6-bump-out" photo used to handle a return curve on my original layout area.

As you can see from the "7-plywood layer" picture, I've started to cover the benches with ¼ inch plywood before the next step of laying down extruded foam. More about that in my next article.

Steel Studs





3-Tools Needed



4-Cantilevered Benchwork



5-Inside Corner



6-Bump-out



7-Plywood Layer

Welcome to the NMRA InfoNet News (Infoblast) For January 2016

Tom Draper

Register for the Highball to Indy 2016 (2016 NMRA Convention)

Registration fees for the 2016 NMRA Convention (July 3 – 10, 2016) in Indianapolis, IN will increase on February 2, 2016 – so to avoid the increase register now at www.nmra2016.org.

Upcoming 2016 NMRA Election -

The 2016 NMRA election ballot will be in the February issue of *NMRA Magazine*.

Every member of the NMRA worldwide will be receiving a copy of the February NMRA Magazine since one of the offices on the ballot is for At-Large Worldwide Director.

Removable mailing labels will not be used for this election. There will be directions on the ballot telling you how to fill in your membership information.

There will be five ballot collection points for this election. Some of these collection points will also be distributing the ballot electronically. If you receive the ballot electronically, please do not return the ballot through the post.

The Candidate Statements in the *NMRA Magazine* are restricted to 400 words. The candidates are allowed to write longer statements on the website. All Candidate Statements will be posted on the website. You should find a note in the "IN THE NEWS" section which should have link to the correct section. Otherwise, you can find them in [NMRA Elections under Organization & Structure](#).

Candidates for the 2016 NMRA election -

Atlantic District Director

Peter Bowen

Kathy Millatt

At Large Worldwide Director

Mike Brestel

Bob Ferguson

Western District Director

Steve Barkley

Don Fowler

Stephen Priest

****Please be sure to vote in this upcoming election.****

(Editor's note: Coal Division member may vote only for the at Large Worldwide Director position. The others positions are outside of the geographical limits of the Coal Division.)

BOD Winter Meeting, 2016

The Winter Board of Directors meeting will be held in Atlanta, GA on February 20 and 21, 2016 at the Drury Hotel. The Budget and Operations meeting will begin at 2:00 pm on Friday, February 19 and the Board will caucus that evening. These last two meetings are open only to invited guests.

The regular, open session of the BOD meeting begins at 9:00 AM on Saturday, February 20, 2016. Because the agenda is not yet finalized, there is no way of telling if the meeting will continue on Sunday. All members are invited to attend the open sessions on Saturday, February 20 and Sunday, February 21 (if there is a Sunday meeting).

Message from John Stevens, NMRA Secretary -

My name is John Stevens and I am the NMRA Secretary. It appears I am the only NMRA member whose history with trains started with an HO train set. A couple of years after receiving my first train set, I received an Aurora race car set. I really enjoyed playing with the cars, especially when I found that they made a piece of race track that had a piece of train track crossing it. This allowed me to run a train and also run the race cars.

I moved to the Atlanta area in 1996 and was recruited to become an NMRA member in 1999. I later became the SER Secretary and then NMRA Assistant Secretary and in 2012 the NMRA Secretary.

The NMRA Secretary has a number of duties. The first is to prepare the BOD Meeting Consent Agenda Package. This process starts 75 days prior to the meeting and is completed when the package is forwarded to the Leadership Team no less than 20 days prior to the meeting.

The second duty is to prepare the Minutes of the BOD Meetings. This process involves taking notes during the meetings and then within 20 days of the completion of the meeting or the Annual Banquet forwarding the draft minutes to the BOD. Over the next couple of weeks the minutes go through a number of revisions until the Final Minutes are completed. The minutes then go through an approval process with the BOD and then they are posted to the website.

The third duty involves the EHB. The BOD usually makes amendments to the EHB during the BOD Meeting. Once the Final Minutes have been approved, I amend my version of the EHB and then forward it to the IT Team so that they can be posted on the website.

Although these duties are all important, I think my most important duty is overseeing the elections. The nine BOD members, the President, and the two Vice Presidents all have three year terms. (The Secretary and the CFO are appointed positions). Every year there are at least three positions that are up for election. It takes approximately 15 months from the time I start soliciting for Nominating Committee Chairs until the process has been

completed and the election results are announced.

If you have any questions about any of the Secretary duties, please contact me at snevets4@bellsouth.net

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

Regards,

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

MY WORD Bob Weinheimer, Editor

It looks like I have lots of room to fill this month. This issue would have contained 11 pages but since the number of pages cannot be odd without leaving a blank, it becomes 12 and I get to fill the 12th. It got this big because we have lots of good stuff.

Paul Lapointe continues his story about the construction of the next phase of his layout. This month he tells us about using steel for benchwork. This is not something many of us are comfortable with but I am always looking for new ways to do things. We can all see the results of Paul's work at the Steel is King event in May.

The Mid Central Region convention is going to be here before you know it. This year's host is the Buckeye Division, the convention venue the Embassy Suites hotel in Dublin, Ohio, suburban Columbus. You should have received your printed *Kingpin* containing all the convention information. The convention web site can be reached by clicking [here](#).

The NMRA National Convention is coming up quickly as well. It will be in Indianapolis, not very far from much of the Coal Division. If you missed the convention in Cleveland, consider making the trip to Indianapolis. If nothing else, plan to attend the National Train Show the weekend the convention closes. Learn more by clicking [here](#).

From the InfoBlast you can see that the position of At Large Worldwide Director of the NMRA up for election. By now you should have received your *NMRA Magazine* with the ballot. Note that we can vote only in that election. The Atlantic District Director serves Europe and other areas overseas. The Western District Director serves the western part of the United States. Please review the candidate statements and vote, this is your chance to

make a difference.

Speaking of elections and the NMRA Board of Directors, I plan to attend the meeting in Atlanta in late February unless we get another of those winter storms that would make the trip unwise. As the head of the Discount Program I am expected to make a report. You will be hearing more about this in the coming months. As a tease, expect to receive NMRA member discounts at the Hocking Valley, the B&O Railroad Museum, and Entertainment Junction.

Dan noted in his column the recognition our member are receiving in the *NMRA Magazine* Business Car column by Jim Zinser MMR. The items that grabbed Jim's attention were the photos of the Portsmouth event's contest as well as the coverage of a steel mill meeting by Paul Lapointe and Dave Stout. In recent columns Jim has also mentioned the Elkins event and Dan Mulhearn's comments on sound equipped locomotives. Many of these items have been reproduced in the members only portion of the NMRA web site. Once logged in click the @Home link to see these items and many other from the newsletters of other Divisions and Regions.

Now it is time for an update on the Pennsylvania Southern. As the regular crew knows, one can never have enough staging. A good rule of thumb is to determine what you think you need, double it, and add one. Even that may turn out not to be enough. In my case I have about 20 trains to stage at each end of the railroad but either 11 or 12 tracks. That means something has to give.

For a few years that meant that most, but not all, trains were physically removed from the layout after their run and placed on a shelf under the respective staging yard.

After the evening's session I would take those cars from the shelves and put them in boxes. Cars for trains for the next session were already pre-staged in other boxes, they would come out and go into the staging yards. All of this meant lots of handling and storage space were required. After seeing a couple of recent articles about live staging and the use of drawers I did something. I built a 6 unit set of drawers at each staging yard. Each drawer is about 42 inches long and 24 inches deep and slides out on full extension drawer slides. This means cars can go directly from the layout to a drawer and pre-staged trains can be stored in other drawers. The February session will be the first use of these drawers. I sure hope they work well and save some wear and tear on the rolling stock. The photos tell the story.



Older arrangement with trains put on shelf then later put into boxes



Six drawer unit before adding cars



Bottom drawer stocked with pre-staged trains




NMRA's Mid Central Region is proud to announce the release of a one room brick schoolhouse kit made by Mountaineer Precision Products. The prototype was in Canal Winchester, Ohio but seems typical of 19th century schools throughout the rural Midwest. Some of these structures are still in use today for farm equipment storage (the directions say that the Canal Winchester school has been moved and preserved). The kit features laser cut wood construction with plastic brick overlay. The HO scale kit was initially available for sale at the Regional Convention and now O and S scale versions are available. The kit prices are: HO \$45, S \$70, and O \$80 including shipping. Make payment to NMRA Mid-Central Region. Orders should be sent to:

MCR Project Kit
3238 Belvoir Blvd.
Beachwood, OH 44122

NOTE: Gary Burdette still has two of these kits available for sale.

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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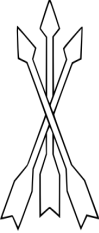


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Allegheny & New River Road
An Appalachian Coal Hauling Railroad set in the 50's



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



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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

February 13

**St. Albans Depot
Fourth Street and Fourth Avenue
St. Albans, WV**

March 12

St. Albans Depot

April 9

St. Albans Depot

May 14

**Steel is King
Parkersburg, WV**