



UP THE HOLLER

Newsletter of Division 9
THE COAL DIVISION
MID CENTRAL REGION NMRA INC
December 2018



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FROM THE HEAD OF THE HOLLER

Dan Mulhearn, Superintendent

A very big thank you is due to all the Coal Division members who made the long trek to Bluefield for the November 10th train show. The new sponsor was very happy with the venue and the attendance as well as the good dealer base the Pocahontas Chapter had built up over the years. The dealers and display layouts were outstanding. It is hoped everyone attending found something to put under the tree. I apologize for the mix up on the meeting space. Two people had spoken to the City Parks folks about having someone there on Saturday with the meeting room key. This fell through for some reason and we had to have our meeting event in the bleachers, complete with musical accompaniment. Again thanks to all who attended.

As we move in to the Holidays and the end of the year; it is time to reflect on the year we have passed. I really appreciate the enthusiasm and attendance of our Division members. The T-Trak group has been an excellent addition to our activities. A special thanks goes to our committee chairs for their hard work for the Division. We look forward to a new year of green signals.

The situation with factories in China that supplied many of our importers closing is beginning to be resolved. Intermountain advised they have signed up four new suppliers. Other importers are also finding new sources.

From my house to yours a joyous Holiday season.

2nd Annual Gary Burdette Memorial Modeling Challenge.

December 8

St. Albans Depot

Fourth Street and Fourth Avenue, St. Albans, WV

1:00 - Depot open

Set up and view the Challenge entries, buy raffle tickets, etc.,
Socialize

2:00 - Superintendent's Briefing

2:30 - MADD Discussion

3:30 - Raffle Results

FROM THE OFFICE DOWN THE HALL

Bob Osburn, Assistant Superintendent

Thanks to the leadership of Sam Delauter, the setup and takedown of our T-Trak modules at the AMRS Huntington Model Railroad Show was a great success. I'm sure Sam will fill us in on all the details at the December meeting. A large number of Division 9 members attended the show and many questions were asked from members and attendees of the show about T-Trak. This month I would like to give a brief overview of T-Trak for those who would like to join our efforts in creating a modular layout for display at shows and events.

What is T-TRAK?

T-TRAK is a modular model railroad system based on a few standards for module size, track placement, track interface, and electrical connections. The minimal standards allow for a wide range of flexibility in design yet still maintain interoperability with all modules built per the standards. The popularity of T-TRAK is worldwide allowing for modules from all over the world to connect together.

T-TRAK modules are dioramas with sectional track, specifically Kato Unitrack, that snap together to create layouts from a simple circle to large complex layouts. The modules are designed to fit on tables but could just as easily be setup on any flat surface from the floor (yes, around the Christmas tree) to taller benchwork. Layouts are easy to assemble and even easier to disassemble for those that do not have permanent space for a layout. The convenient size of the modules make them easy to store on a shelf or in totes when not in use, or to transport should the need arise.

T-TRAK Standards

One of the beautiful aspects of T-TRAK is the simplicity of the specifications. In actuality, there are very few formal specifications for a T-TRAK module, however, if those few specifications are followed, all T-TRAK modules are compatible with each other. The "length or

width" of the module is the axis parallel to the track. The terms length and width are used interchangeably in T-TRAK. The "depth" of the module is the dimension perpendicular to the track and is the distance from the front (nearest the track) of the module to the back. The "height" of the module is measured from the bottom of the module to the base of the track.

The use of Kato track created an early standard for the length of track on a module to be 310mm (which is 12.2"). A module of this size is typically referred to as a "single". A module with 620mm of track is referred to as a "double". Naturally, those with 930mm of track (3 x 310mm) are known as "triples" and, yes, there are "quads" (4 x 310mm) and even longer T-TRAK modules, but they stray from the small, easy to store, easy to transport that make T-TRAK so attractive. While on the subject of Kato Unitrack, it should be noted that Kato produces straight track in increments of 62mm. (i.e. 62mm, 124mm, 186mm, 248mm and the double crossover is 310mm) and straight track is packaged four pieces to the package so for most typical track combinations (e.g. 124+186; 248+62) two packages of track are enough for two single modules or one double module. There are other combinations that create 310mm of track but they will require more pieces. Since Kato track is measured in metric units it is easiest to build modules using metric measurements.

One of the easiest ways to get started building your module is to visit MASTERPIECE Module Kits (info@masterpiecemodules.com) and see the different types of pre-cut ready to assemble modules that are available. These kits are very well made and easy to assemble. They have taken out all the measuring and cutting associated with building your first module. The kits come with complete instructions on how to assemble the module, a list of track needed for completion, track mounting screws, leveling feet, sandpaper, and track mounting holes pre-drilled.

As previously mentioned, there are few formal specifications. However, there are some

Continued on page 4

UPCOMING CLINICS

Bob Osburn, Clinic Manager

The MADD session and clinic for December will focus on the Square Foot Challenge dioramas. Members will discuss techniques and challenges encountered building their project. A few of the dioramas were displayed at the Huntington Train Show and drew a lot of response from people attending the show. It is really amazing what you can do with a paper building!

The January clinic will be a series of mini presentations from our members highlighting different modeling techniques and processes. The clinic for February will focus on JMRI Operations, a computer generated train manifest for your railroad. Many members have shown interest in knowing more about JMRI and David Oliverio has agreed to present the clinic.



**Coal Division
Monthly Railfun Event**

*Second Annual
Gary Burdette Memorial Modeling Challenge*

Saturday December 8, 2018

1:00 - Depot open

Set up and view the Challenge entries

Buy raffle tickets, etc.

Socialize

2:00 - Superintendent's Briefing

2:30 - MADD Discussion

3:30 - Raffle Results

Continued from Page 2 specifications that must be followed. The first and most important T-TRAK specification is that **the track at the module edges must be Kato Unitrack**. Modules in a layout are not clamped or bolted together in any fashion. The only thing that holds the modules together in a layout are the Kato unjoiners. It is acceptable to use track from other manufacturers between the Kato Unitrack interfaces, however, most T-TRAK builders use Kato Unitrack exclusively on their T-TRAK modules. Builders must ensure the trackwork on their modules will not cause issues while running trains. The first time T-TRAK builder is advised to use Kato Unitrack exclusively on their first few modules.

The Division 9 T-Trak Special Interest Group has also adopted some additional standards and practices to ease setup, breakdown, and operational success of the modules at shows and events. Other standards address the necessity to give some conformity between modules to reflect a common link between individual module builders and a group effort. Measures have been adopted by the Special Interest Group to supply some materials to the module builder in order to lower cost and achieve conformance and reliability between modules.

Division 9 Additional Standards

Modules—Masterpiece Module Kits recommended

Era—Mid 50's to Early 70's

Outside Module Fascia—Satin Black supplied by SIG

Track—Kato #20-041 Feeder Right Front and Rear Left*

Ballast—Supplied by SIG

Electrical Connectors at Modules—Supplied with Kato 20-041

Front track connector color codes **red**.

Rear track connector color coded **yellow**.

Ground Base Color—Deco Art #DCA12 Cinnamon Brown or Woodland Scenics #C1229 Earth Undercoat

Ground Cover—Woodland Scenics Green Blend T1349

DCC System Control/Wiring Buss—Supplied by SIG

Backdrops—Supplied by SIG

Module Height Adjustment Bolts—Supplied by SIG

Operational Issues--Track on all modules must be cleaned by builder (using bright boy or other method) prior to setup.

*Code 80 Peco Track and Electro Frog switches may be substituted for main lines but Kato track must be used on module ends. Other brands of track and track code may be used off of main lines but builder must ensure the track work on their modules will not cause issues while running trains.

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

January	December 31
February	January 28
March	February 25

MONTHLY MODEL CONTEST 2018 SCHEDULE

January	Modeler's Choice	August	Freight Cars
February	Steam Locomotives	September	Photo, Model or Prototype
March	Locomotives Other Than Steam	October	Open Loads (flats, gondolas, hoppers)
April	Cabooses	November	Passenger Cars
May	Anything Steel Related	December	Second Annual Gary Burdette Memorial Modeling Challenge. Details and kick off in October
June	Non Revenue Except Cabooses		
July	Structures		

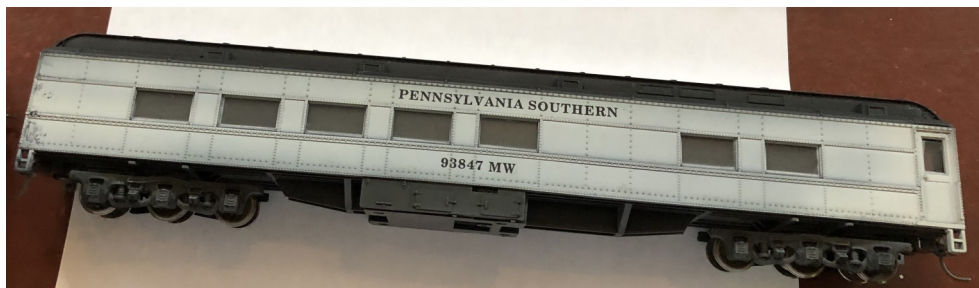
CONTEST

Photos by Bob Weinheimer

The November contest was passenger cars and there were several entries. First place went to Bob Weinheimer for his pair of Maintenance of Way passenger cars, an Athearn diner and sleeper that had been painted, lettered then upgraded with metal wheels and body mounted couplers. There was a tie for second between Sam Delauter and Mark Maynard. Sam's entry was a PRR baggage, mail, and passenger combine that was highly detailed including some 3D printed parts. Mark's entry was a fresh shiny just out of the box Rapido N&W dome car. Third place

went to Tom Harris for his Southern heavyweight sleeper. The car started as a Branchline kit, these are wonderfully detailed kits with many parts. Tom added working diaphragms, otherwise the kit was built as intended by the manufacturer.

The December contest isn't really a contest, it is the Second Annual Gary Burdette Memorial Challenge. This is not a competition, rather a display of the skills of the Coal Division members. Look for complete coverage of the displays in the January issue.



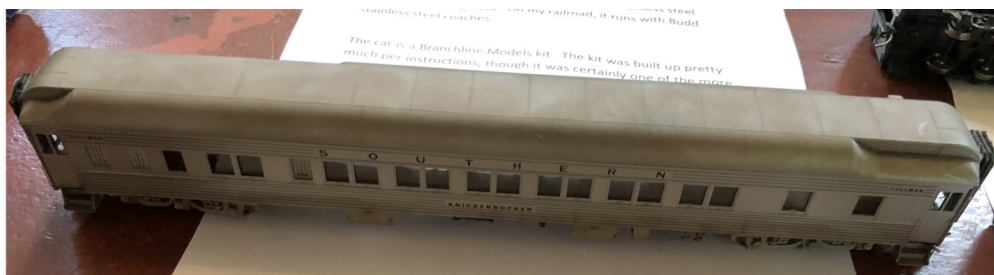
One of Bob's cars, the Maintenance of Way diner.

Sam's RPO, baggage, and passenger car in N scale.



Mark's dome car.

Tom's Branchline Southern sleeper.



NMRA MCR DIVISION 9 *THE COAL DIVISION*

St Albans Depot
St Albans, WV
October 13, 2018
Minutes

Meeting called to order by Assistant Superintendent Bob Osburn at 2:02 p.m.

November – No Clinic

December – Gary Burdette Memorial Modeling Challenge

Division Clerk Report

September Minutes approved
Treasury Balance is \$8,582.35.

Membership

No report.

Superintendent Report

No Report.

Raffle

Tom reminded everyone to buy early and often.

Assistant Superintendent Report

Bob Osburn opened with noting the improved condition of the depot. Limited refreshments are available today.

Old Business

Mark thanked both divisions for tokens of appreciation.

Depot Committee

Jerry Doyle and Dale Osburn brought the group up to speed on cleanup activities at the depot. Mark Maynard inquired about bringing items for temporary display. Items are welcomed and encouraged.

New Business

Dale proposed we raffle the layout kit at the Huntington Model Railroad Show. Tickets will be \$5 each and the winner will be drawn at the end of the show. The motion passed with one abstention pending approval of the AMRS.

Newsletter - Up the Holler

No report.

Announcements

The Bluefield WV Show will be November 10 & 11.
Sixty-First Annual Huntington Model Railroad Show
November 23 – 25.

Achievement Program

No report.

Future Meetings:

October 13 – St Albans Depot
November 10 – Bluefield Train Show
December 8 – St Albans Depot

Librarian

Bill Wadsworth reminded everyone the library is available for checkout today.

Contest

Today's contest is Open Loads. Today's meeting is the kickoff for the Gary Burdette Memorial Modeling Challenge.

Meeting adjourned at 2:28.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

Clinic

October – Mounting Tortoise Switch Machines

NMRA MCR DIVISION 9 *THE COAL DIVISION*

November 10, 2018

Bluefield, WV

Minutes

The meeting was called to order at 2:06 pm by Superintendent Dan Mulhearn and he welcomed the attendees.

Minutes of the previous meeting were temporarily misplaced and were not in the October newsletter but have since been recovered and will be in the December newsletter.

Treasurer's Report

No report as clerk was absent.

Superintendent Report

No report.

Assistant Superintendent Report

No report as he was absent.

Region President

Bob Weinheimer briefly discussed newsletter articles and AP info.

Discussion Items

Sam mentioned that there will be a T-Trak setup at the Huntington train show.

Jim Porterfield discussed the cultural program he's involved with at Davis & Elkins College.

Membership Chair

No report.

Contest Chair

No report.

Raffle Chair

No report.

Old Business

None.

New Business

None.

The meeting was adjourned at 2:23 pm.

Next Meeting

St. Albans Depot December. 8, 2018.

Contest – Passenger Cars

Bob Weinheimer won first place. Sam Delauter and Mark Maynard tied for second place, and Tom Harris won third place.

Respectfully submitted by Bill Wadsworth, Acting Clerk

MY WORD

Bob Weinheimer, Editor

Last month this newsletter was a little lean and this month it is as large as it has ever been! Much of the content is based on the Thanksgiving weekend train show in Huntington sponsored by the Appalachian Model Railroad Society. They gave us plenty of room for the Coal Division display as well as the T-Trak layout and we thank them for that.

I also want to recognize Sam Delauter for his efforts in making the T-Trak layout a great success. Sam was the leader and with help from Bob Osburn, Dale Osburn, and others the layout was set up quickly and torn down just about as quickly. I was there most of Saturday and saw two trains running for hours without any trouble or derailments.

The next T-Trak display will be in February at the Kanawha Valley Model Railroad Show in January, see page 14 for details.

I want to make a couple of comments about the November contest. Yes, I won but I didn't feel I had anywhere near the best modeling on display. Tom's Branchline built car, well described in his paperwork, got but one vote (mine) while a fresh out of the box car with nothing done to it got more votes. Sam's detail work on his entry also deserved more votes than mine.

I would ask the members to read the documentation that each contestant writes describing the work being presented. Try to understand the level of effort put into the model. The modeler's name is not secret, ask about the model and what is special about it.

OK, I'm done ranting about that. I am anxious to see the modeling challenge entries at the December meeting. If I don't see you in December, I wish you the best for the holiday season.

T-Trak Update

Sam Delauter

I hope everyone had a great Thanksgiving. I spent my weekend at the train show in Huntington. For those of you who are in the T-Trak group or considering joining, you missed a good show. Attendance at the show was good as was interest in the NMRA and T-Trak.

Setup for T-Trak was spread out over a couple days. The Osburns setup the tables, the NMRA booth, and their modules on Wednesday. The rest of the modules were setup on Friday shortly before the show. Within an hour we had everything set up and trains were running. I think once everyone gets a little more used to how the modules get setup that time could be cut in half. On Sunday, the show ended a little early at about 3:45. Between Herb, Dale, Robert and myself we had the T-Trak, our tables, the NMRA booth and my layout loaded into the vehicles by 5:04. The layout ran well with very few issues with some of the modules. Most of those I cleared up at the showing, the rest can be addressed by falling back on our standards.

I was very happy with how the layout ran and there has been some great work done on scenery. With the Huntington show behind us, we need to look toward the future. The next show will be the Kanawha Valley Rail-

road Association show. The KVRA show was formerly held at Coonskin Park and will take place in February at the Arena Event Center in St. Albans. When we started this group our goal was to have all modules built and all scenery completed by the KVRA show. That date is fast approaching but by staying diligent and making progress we can meet that goal. By the time that this publication has reached you, I will have sent an email to each of the T-Trak members with an up to date copy of our standards. These will be the most up to date; however, older versions have been available several different ways. Speaking of standards, at the December meeting we will be discussing adding more standards to our group to aid in blending of scenery between modules and standards to aid in the setup of the layout. One of the advantages of T-Trak is the ease of use and setup. Adding extra standards will ease of setting the modules up, the speed of setting up the modules, and also will make it easier in the case that we need to fix something during the show.

I would like to thank the members of this group their hard work in getting ready for the show and also for participating in the show.



This is a view of the whole layout. There is an aisle around the side and back but the modules with the most scenery are up front and center.



Sam's four foot module shows an interesting switching puzzle as well as significant industry. There is even a pair of crossovers between the two main lines.



Bob Osburn's module shows a high level of detail including manhole covers in the road.



Next to Bob Osburn's module was one built by Dale Osburn. Like Bob's, this is two feet long. It, too, is highly detailed and beautifully weathered.



Herb Parsons built a one foot module featuring a section house and associated structures.



In addition to the T-Trak display, the Coal Division also had its display set up and staffed. The display includes the module created by John Harris showing the stages of building a railroad. The display got lots of attention.



Sam brought his N scale layout, here we see photos of both sides.



Last but by no means least, Sam also brought his Z scale one foot module. You saw an article about the construction of this module in a recent issue of Up the Holler.



C&O 614 at JD Cabin deadheading on train 351 on the Grafton and Greenbrier Railroad.
Photo by Jerry Doyle.

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.

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14th Annual

Kanawha Valley
Model Railroad Show

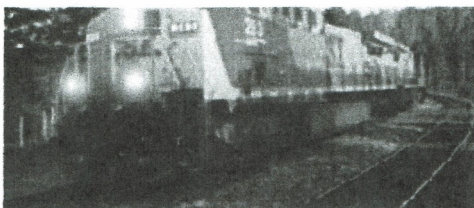
Presented By:

Kanawha Valley Railroad Association

New Location!

THE ARENA EVENT CENTER

6400 MacCorkle Ave., Saint Albans, WV



FEBRUARY 23 & 24, 2019

Saturday from 10 a.m. to 5 p.m. and
Sunday from 10 a.m. to 3 p.m.

Vendors, layouts and clinics!
Free Parking, Refreshments Available

ADMISSION: \$5.00; Children under 12 free!

VENDOR TABLES - \$25.00

Information: Tyler Wylie (304) 621-2610 or tywylie5@gmail.com;
Joe Horter: (304) 539-6721 or jhorter@gmail.com



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NEW RIVER GORGE
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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
 AandNRR@aol.com

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

**December 8
St. Albans Depot**

**January 12, 2019
St. Albans Depot**

**February 9
St. Albans Depot**

**March 9
St. Albans Depot**

**April 13
St. Albans Depot**