



# UP THE HOLLER

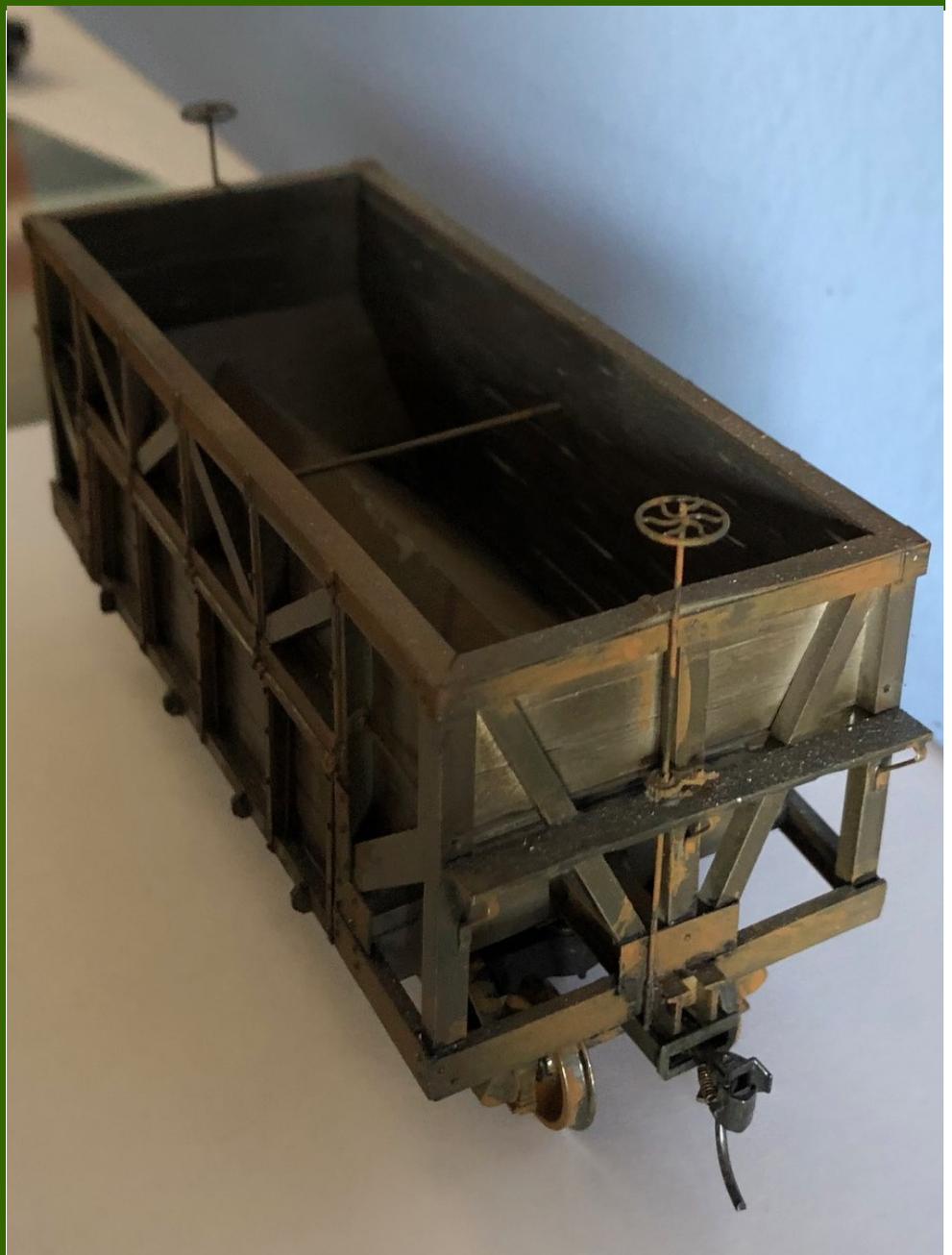


DIVISION 9, MID CENTRAL REGION, NMRA

September 2019

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## FROM THE HEAD OF THE HOLLER

### Dan Mulhearn, Superintendent

Where's Dan? In his words, he got put in the siding by some medical professionals. The official word is that he has been hospitalized for an ongoing health issue.

Things are looking up and Dan has indicated his fervent desire to get back with us shortly.

## FROM THE OFFICE DOWN THE HALL

### Bob Osburn, Assistant Superintendent

August was a busy and exciting month for Division 9. First, the Picnic on the Platform was a great success. We had a great turnout, the weather was perfect, and no one went home hungry. Members really pitched in setting up tables and chairs, organizing a buffet style picnic, and contributing any way they could. Dale Osburn (with the assistance of Bill Wadsworth) assumed the grill master duties again this year cooking everyone's burgers and hotdogs to their order. Big thanks to everyone who attended, helped with the set-up, clean-up, and supplied items for the picnic!

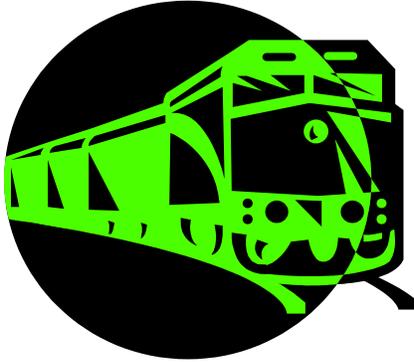
Secondly, we had a new member, Randy Allio who entered a beautifully scratch built freight car into the contest. He also demonstrated a narrow gauge engine that was remote controlled and has on board battery power. Randy is a very accomplished model railroader and we shared a lot of interesting discussions with him. He also expressed interest into presenting a clinic covering many of his building techniques at future meetings. Committee Chair reports, discussion on the up-coming Square Foot Challenge for 2019, and raffle completed a short outdoor business meeting. Tom Harris then took the lead for the clinic with hands-on cloud painting for the T-TRAK backdrops.

Several Coal Division members made the trek to the 2<sup>nd</sup> Annual Model Railroad Show at Morehead, KY on August 24<sup>th</sup>. Many hours of planning and preparation went into this event which keeps growing each year. The show was at the Morehead Convention Center, one of the nicest places I have ever attended a model show. It is a beautiful and clean building with plenty of parking, great accessibility, a restored C&O passenger station, and freight depot across the street. The freight station has been turned into a museum featuring railroad and historical collectables.

T-TRAKers from MCR Divisions 7, 8, 9, and 10 constructed a very large (40 module) T shaped layout at the show. We all had a great time running trains, trouble shooting, sharing techniques, and making new friends. I don't know how common it is to have so many divisions working together for a common goal, but T-Trak has given us this opportunity.

Hope to see you September 21<sup>st</sup> at Mark Maynard's home layout at West Portsmouth, Ohio.

Cover: Photos by Dale Osburn, model by Randy Allio. See page 6 for more.



**Coal Division**  
**Monthly Railfun Event**  
*“Ride the Crusty”*

**Mark Maynard’s Home**  
**West Portsmouth, Ohio**  
**September 21, 2019**

8:00 - Layout opens if you wish to run trains on the Crusty.

11:00 - Things really get rolling. Visit the layout, set out items to sell, socialize. Coal Division takes 10% of all sales from seller.

12:30 - Lunch

1:00 - Social time, contest is Photographs

2:00 - Superintendent’s Briefing

2:40 - Contest, Results

3:00 - Continue running trains and socializing!

***More details including directions are on the next page.***

## SEPTEMBER EVENT: RUNNING THE CRUSTY ROAD

Our September will not be a joint event with Division 6 as in past years but we have extended an invitation for their members to attend. As he has for the past several years, Mark Maynard has graciously agreed to host us and to provide lunch and beverages.

Mark's layout will be on display. We should expect some big changes as Mark told us in the July issue of the progress on Sugar Grove Tower.

A big part of the day is the flea market sale. Bring any of those things you thought you couldn't live without but now realize you don't need. In particular, consider items that you might think too valuable for the raffle. Make sure your name is on it or the packaging, set a price, perhaps do some haggling, and be rid of it. We hope to have somebody to handle the money and bookkeeping but if you make a sale privately, please don't forget to pay the 10% fee due from the seller.

The contest will be photographs so bring those pictures of trains or other railroad subjects, prototype or

model, black and white or color.

While those who wish to operate the Crusty are welcome at 8:00 AM, the other parts of the event start around 11AM. Lunch will be available around noon or shortly thereafter. The business session will start at 2. While Portsmouth is a long distance for most of us to travel, car pooling can reduce costs and provide lots of good discussions en-route. All we need is a nice day.

Now, for some directions: If you are coming from anywhere but the west, find your way to Portsmouth, OH and leave town headed west on US 52. Look for Brouses Run Road about one half mile after the road narrows from four lanes to two lanes. Turn right onto Brouses Run Road then turn right into the first barn lot. In the past we have used Mark's house as a landmark but now you should turn at the Dollar General store. The model railroad is upstairs in the barn, the other activities will be out behind the barn under the canopies. If you want to use GPS, the house number is 42.

### CLINICS

#### Sam Delauter, Clinic Chair

The August clinic was painting clouds. Many of our members were involved, learned some new techniques and we were able to paint the T-TRAK backdrops. Many thanks to Tom Harris for putting on another great clinic. There will be no clinic this month. In its place will be the tour of Mark's layout. I hope everyone gets to spend some time to see the layout and hopefully run some trains. Photos of many of the backdrops are in the T-TRAK report after the backdrops had been attached to the modules.

October	Headend equipment
November	Bluefield Train Show
December	Square Foot Challenge

### MONTHLY MODEL CONTEST 2019 SCHEDULE

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

### 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

October	September 30
November	October 28
December	December 2
January	December 30

**NMRA MCR DIVISION 9**  
***THE COAL DIVISION***  
**St. Albans, WV Depot**  
**August 10, 2019**  
**Minutes**

Meeting called to order by Assistant Superintendent Bob Osburn at 1:15 p.m.

The Square Foot Challenge was discussed. The idea of boxcar sheds was discussed. Materials will be handed out in October.

Members introduced themselves.

**Division Clerk Report**

July Minutes approved  
 Treasury Balance is \$8,834.35.  
 Company Store \$0.  
 Raffle \$40 May \$25 July August \$60.

Jerry Doyle discussed the finances of the depot. The revenue from recent raffles has not been enough to replenish the account to pay bills. If the current trend continues a new funding arrangement needs to be discussed.

**Superintendent Report**

Dan Mulhearn had previous commitments today.

**Assistant Superintendent Report**

Bob Osburn thanked everyone coming to today's meeting. The St Albans Mayor was invited but was out of town.

**Newsletter - Up the Holler**

Bob Weinheimer welcomes any contributions for future issues.

**Achievement Program**

Bob Weinheimer noted that Randy Allio was close to several AP Certificates based upon the work he has done.

Bob also reported on the NMRA national convention. A dues increase of \$3 will go into effect at the first of the year.

**Librarian**

The library was available today.

**Contest**

Dale Osburn talked about the contest. Next month's contest will be photos.

**Clinic**

Today's clinic will be painting clouds and backdrops.  
 October will be head end cars.

**Membership**

John welcomed Randy Allio. He also mentioned a new member in Elkins, WV.

**Raffle**

The past couple of raffles have had a light showing the past two meetings.

**Old Business**

None.

**New Business**

Bob Osburn will be calling a Depot Committee meeting as soon as possible.

The T-TRAK group will be setting up in Morehead, KY August 24, 25.

The November meeting will be at a new location in Bluefield, WV this year.

The Division will have a display at the Huntington Model Railroad Show in November.

There was a motion to explore meeting at Diehl's Restaurant in Nitro. The motion passed unanimously.

**Announcements**

Train Show September 14, 15 Madison, WV

Several members reported on the National Convention in Salt Lake City, Utah.

**Future Meetings:**

September 21 – Mark Maynard's Portsmouth, Ohio  
 October 12 – St Albans, WV  
 November 9 – Bluefield, WV Train Show  
 December 9 – Place to be determined

Meeting adjourned at 1:45.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

## CONTEST Dale Osburn

First place at the August contest went to Randy Allio for his Mann's Creek Railway Phase 1 Hopper. Second place was Sam Delauter for his Atlantic Coast Line Gondola.

The September contest is Photo, Model or Prototype.



Mann's Creek Railway Phase 1 Hopper by Randy Allio

Prototype was first of three classes of wooden hopper cars built in the railroad's Clifftop WV shops. This class of cars, built in the 1920's, had a steel underframe and wooden body parts. The model is O scale narrow gauge. The car is scratch built from Evergreen styrene strips and shapes and brass rod. The trucks are Bachman On30 archbar and the couplers are Kadee. The only other commercial parts are the brake wheels. The car is painted with Model Master Railroad Tie Brown and weathered with Pan Pastels.



Atlantic Coast Line Gondola 92615 by Sam Delauter

The Atlantic Coast Line & Maine Central low side gondola kit is a multi-media kit produced by Eastern Seaboard Models. The body is comprised of 3D printed sides and ends, a custom made Micro Trains zinc fishbelly underframe, plastic stirrups and brake wheel, and a brass deck and grab irons. The kit came with everything needed except for paint, tools and the time needed to build the kit. This prototypically correct kit was produced in a very small production run, under 60 units. The kit also features body mounted Micro Trains couplers, Fox Valley metal wheels and Atlas trucks. When I built the kit, I selected the ACL version due to the fishbelly underframe. The MEC version did not have the underframe and

## PASSENGER MANIFEST

### John Harris, Membership Manager

I, too, had the pleasure of joining Division Superintendent Dan Mulhearn, Region President Bob Weinheimer, MMR®, and fellow members Kelly and Debby Massey, and Randy Allio in attending the NMRA National Convention in Salt Lake City. It was a great convention and, as always, I took away some acquisitions and plenty of information. While Dan and Bob have included their observations regarding the Salt Lake City NMRA Convention in last month's issue, I have chosen to comment on the journey there. For me, the highlight of the trip was an opportunity to visit with fellow C&O Modeler Jim EuDaly and his son Lon EuDaly. Through a mutual friend, Matt Crouch, I was able to connect with the EuDalys regarding a possible visit to Kansas City. Travel plans to Salt Lake City were to take me through Kansas City and, as fate would have it, those plans would put me in Kansas City on the very evening Jim was hosting a regularly scheduled operating session. Having long admired his railroad and spoken with him on numerous occasions at C&O Modeler's weekends at Hawks Nest, this was truly a dream come true.

For those who are unfamiliar with the Hinton Division, Jim models C&O through West Virginia featuring the New River Subdivision west of Hinton and Allegheny Subdivision East of Hinton during the steam to diesel transition, specifically 1949. The two rail O scale layout fills a 35 x 50 metal building in his back yard. All of his structures are scratch built and contest quality, a testimony to Jim's achievement as a NMRA Master Model Railroad®. His locomotives, whether they are first generation diesels or late steam, operate with the precision of a fine watch. Unlike many of us who play it safe and model summer where varying uniform shades of green are sufficient, Jim chose to model his favorite time in Appalachia, the fall. His execution is artistic and fully captures the feel of the region. Operations are controlled by train orders and a fully functional C&O prototypical signaling system complete with CTC board with the help of 2-dispatchers, one at Handley and one at Clifton Forge. Digital control is with a NCE wireless system and all locomotives are sound equipped.

With only minimal instruction, I was thrown into the cab of the lead Allegheny 2-6-6-6 out of Hinton with a similar Allegheny at the rear, charged with carrying a coal extra up the grade through Big Ben tunnels, past White Sulphur Springs, to Allegheny. While the helper uncoupled and repositioned our caboose on the rear of the train, we set retainers for the steep descent down Allegheny grade into Clifton Forge. While I was the engineer, I fortunately had Jim as my conductor, knowing full well he would correct any operational mistakes or miscues.

I was then assigned a 2-8-2 out of Hinton, this time heading a west bound freight charged with bringing per-

ishables to Handley. I first had to acquire six box cars from a siding at the west yard for drop off at Meadow Creek and then journey on to Handley. I next was assigned a coal drag out of Hinton headed to the Tidewater behind a lash up of 4 GP7s. As the geeps had plenty of horsepower to provide the traction effort, the only operational twist was to hold at Allegheny for a meet with the Fast Flying Virginian which would be also east bound coming up from behind. In between assignments, I had the opportunity to do some rail fanning and was able to take numerous pictures of this magnificent layout as included with the article.

My adventure did not, however, end with turning out the lights of this operating session. The next morning, I followed Jim and his lovely wife Ruth to their son Lon's house 70 miles south of Kansas City. Here Lon has recreated in HO a somewhat to scale representation of the C&O portion of the Nicholas, Fayette and Greenbrier. While only a small portion is presently scened, through careful research, Lon has meticulously captured the prototypical grades and has faithfully captured the horizontal scale of the prototype with minimal compromise to distance. To do this, he has utilized virtually every inch of the 10 ft. high ceiling space in the lower level of his home. Lon chose the NF&G, not to compete with his father's C&O layout, but to become an extension and compliment its operation. Centerpiece of the layout is the town of Rainelle complete with the Meadow River Lumber Company and the engine servicing facility shared with the New York Central. Operationally, Lon services the timbering and coal interests of the area north of Rainelle that transfer both raw material and products downgrade to Meadow Creek on the New River. Locomotive power north of Rainelle generally consists of Shays, Climax, or Heislars while Geeps and Consolidations handle most of the efforts to the C&O main.

While operating out of Rainelle to take empties back to a logging operation high above Anjean, I quickly realized that lack of scenery was not a distraction. Since the NF&G is all dark territory with no dispatcher, you quickly become focused on the job at hand and forget the lack of scenery or the fact that you are climbing up and down 4 and 5 foot strategically located ladders as your consist navigates the topography.

As my own Allegheny and New River Road is set in this same era, geographic location and models both the C&O and the NF&G it was certainly a treat to see what can be done when space constraints are not as restrictive as with my layout. Still, it was rewarding to validate that I have captured similar operations, operational potential, and railroading character, albeit in a much more compressed area.

See the next page for photos.



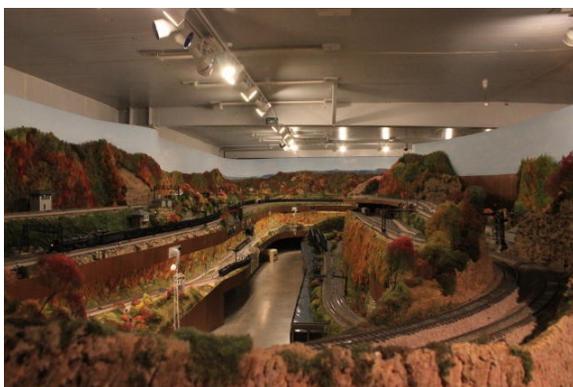
From left to right: Bob Weinheimer, Dan Mulhearn, John Harris, and Kelley Massey. We tried in vain to find Randy Allio . Photo by Susan Straub of NMRA HQ.



John and Jim EuDaly next to O Scale Hinton Station.



Portion of the layout showing most of Hinton engine facilities on the right, Sewell on bottom, east end of Hinton yard in the middle and Alleghany at the top on the left.



Portion of the layout showing Gauley Bridge on the lower level, West end of Hinton and CW Cabin in the middle and White Sulphur Springs on the upper level on the left, and Hawks Nest on the lower level, East yard of Hinton in the middle and the East slope of Alleghany Grade on the right



Lon EuDaly's NF&G showing Meadow Creek on the lowest level and all 5 levels of the layout and climb to Anjean.

## COAL DIVISION T-TRAK SPECIAL INTEREST GROUP Sam Delauter

For the second year, the T-TRAK SIG participated in the Morehead Train Show. The layout this year was a 25'x25' T shape. About 35% of the modules were contributed by the Coal Division. We arrived early for setup and were there for much of the day. Much like last year, everyone had a good time and we learned more about setting up and running T-TRAK. The clouds on these modules were all painted at the August clinic



All photos by Sam Delauter

## MY WORD

### Bob Weinheimer, Editor

This issue of Up The Holler is coming out a little later than usual since our September meeting is a week later than usual. Hopefully you will see this before the usual meeting date and not be a week early at Portsmouth.

As noted by Bob Osburn and Sam Delauter, the Morehead Train Show was a great success. The T-TRAK display was well received and vendors I talked to were very happy. This is the second year for the show and there were far more vendors than last year. I did my part for the economy and picked up a few items.

It is a pleasure to welcome Randy Allio back to NMRA membership. Randy was one of the early members of the revived Coal Division in 2003. As he says, life got in the way. Over those years he has been doing some wonderful O scale narrow gauge modeling. His hopper car won first place in the August contest and is featured on the cover of this issue. Randy is well aware of the Achievement Program and we hope he can start to accumulate certificates and perhaps one day become a Master Model Railroader®.

The Pennsylvania Southern track replacement continues but not without some challenges. The crossover at Bridgeville is now history. The Tortoise switch machines in the previous version had been installed before the latest section of the Wheeling staging yard were built. Now, they are very hard to reach. The one on the passing siding is a real devil. It had to move and removing it was relatively easy. Getting both hands where they had to be to reinstall it was a challenge I could not meet. The crossover served a limited purpose so its removal should not disrupt operations too much. Next is the north end of Bridgeville including the steel mill interchange yard. It is currently built with number 4 switches. While that sounds like it would lead to longer tracks the sharp angle can actually be a disadvantage. I have drawn a new plan with number 6 switches and it will result in longer tracks. Indeed, we will be able to send in more loads of scrap and pull out more loads of steel. That sounds like a winner to me.

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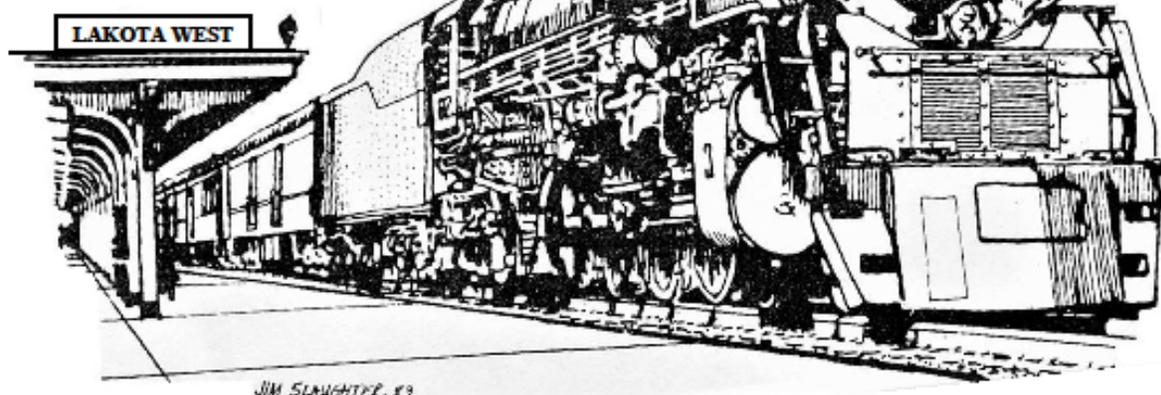
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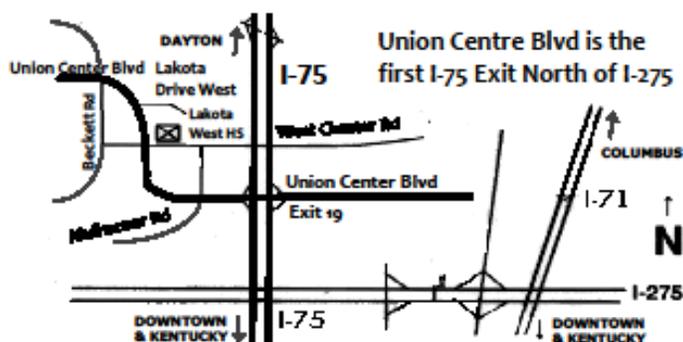
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## A MESSAGE FROM THE DAYTON TRAIN SHOW

Gail Yarnall  
Chair Dayton Train Show

### Hello MCR Divisions!

A situation has occurred with which we need your help. Another train show (for-profit) has moved into our venue two weeks before our show on Oct 19-20 and has also used "Dayton Train Show" in its advertising. This can be confusing to attendees, vendors and exhibitors.

Our show is, as always, the first full weekend in November, on Saturday Nov 2 at 11am-5pm and Sunday Nov 3 at 11am-4pm. Our venue is the New Montgomery County Fairgrounds, 645 Infirmiry Rd, Dayton, OH.

Due to the closeness of the two shows at the same venue, we need your support. Please notify your members of our days and hours so there is no confusion. Also, if you would please spread the word about our show, it would really help. The money that we clear from this show goes for education and interaction with the pub-

lic. We are a non-profit.

Our flyer is attached and is also available at [www.DaytonTrainShow.com](http://www.DaytonTrainShow.com) under "show flyer." We can also send you some flyers if you wish. Just email us the request at [NMRA.Div.3@gmail.com](mailto:NMRA.Div.3@gmail.com). We will be keeping people up to date with show developments on our web-sites ([www.DaytonTrainShow.com](http://www.DaytonTrainShow.com) and [www.ModelRailDayton.com](http://www.ModelRailDayton.com)) and on our Facebook Page (NMRA Annual Dayton Train Show). Also, be sure to send us your flyers and publicity materials as well. We are always happy to help you promote your show/event.

If you have any questions, feel free to contact us at our email (above) or call us at 937-301-0746. If no one answers, please leave your name, phone, and the best days/times for us to contact you. Our volunteers will return your call as soon as we can.

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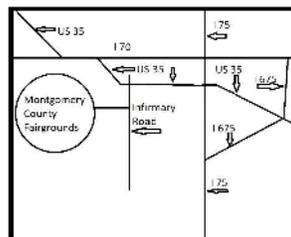
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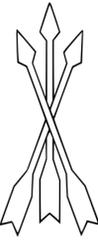
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**Gary Burdette - Superintendent**  
 Point Pleasant WV



**WESTERN MARYLAND RAILWAY THOMAS SUBDIVISION**  
**RUSSEL MILLER - SUPERINTENDENT**  
 RUSSEL22@MSN.COM



**NEW RIVER GORGE SUBDIVISION**  
 Clint Foster Superintendant  
 Ronceverte WV

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

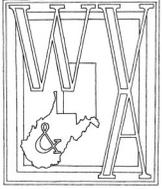


Bringing a little bit of West Virginia to the rest of America a few tons at a time



**John Harris, Chief Engineer**  
 AandNRR@aol.com

West Virginia & Atlantic Railroad



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 LEADING THE WAY



ROBERT WEINHEIMER MMR  
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25314-1041

## Upcoming Coal Division Events

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to get onto the email dis-  
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Holler.

**September 21 (note date change)**

**Portsmouth, OH**

**October 12**

**St. Albans Depot**

**November 9**

**Bluefield, WV**

**December 14**

**St. Albans Depot**