

NMRA MID-CENTRAL REGION, DIVISION 9

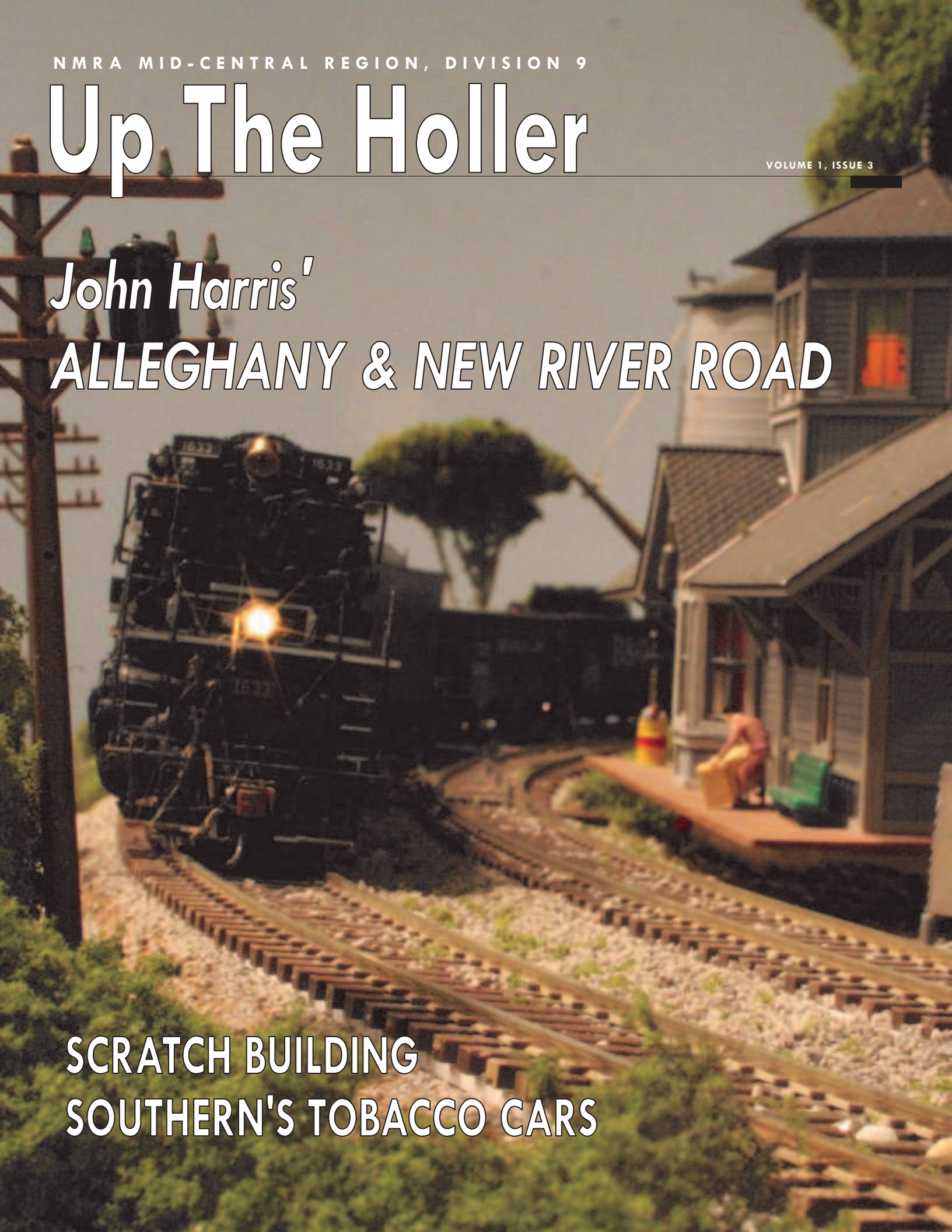
Up The Holler

VOLUME 1, ISSUE 3

John Harris'

ALLEGHANY & NEW RIVER ROAD

**SCRATCH BUILDING
SOUTHERN'S TOBACCO CARS**



Up The Holler

The Coal Division's Official Newsletter

DIVISION OFFICERS

Superintendent - Lin Young
740-441-5366
super@coalddivision.org

Assist Superintendent - Bob Weinheimer
304-343-1428
asstsuper@coalddivision.org

Clerk - Jerry Doyle
304-736-7169
clerk@coalddivision.org

COMMITTEE CHAIRS

AP Program - Ed Keith
740-867-5264

Contest - Greg McCartney
304-757-4702
editor@coalddivision.org

Clinic - Greg McCartney
304-757-4702
editor@coalddivision.org

DIVISION STAFF

Newsletter Editor - Greg McCartney
304-757-4702
editor@coalddivision.org

Webmaster - Bob Weinheimer
304-343-1428
asstsuper@coalddivision.org

INSIDE THIS ISSUE

| | |
|--------------------------------------|----|
| Coal Division News and Events | 2 |
| Monthly Meetings and Events | 2 |
| The Display Track | 3 |
| The Alleghany and New River Road | 4 |
| Scratch Build Southern's Tobacco Car | 11 |
| Modeling Tips and Tidbits | 13 |
| What Is The Prototype | 14 |

Comments from the Head of the Holler

By Lin Young, Superintendent

News Flash 10/1/07

Bob Weinheimer, our Assistant Superintendent, is our newest Master Model Railroader. He is number 402; double that of our own Ed Keith who is Number 201. Bob made a commitment to become our next MMR about 2-years ago. I think he was afraid some others in the division would beat him early on but he has progressed at a speedy pace.

Congratulations Bob MMR 402 !!!!!!!!!!!!!!!

I attended the NMRA National Convention at Detroit in July as mentioned in the last "Up the Holler". It was all I expected and more. First, I had to go to an operating session somewhere within two hours of Detroit every night. Believe me, there are some very nice layouts in the area. If you are into operating, Detroit is a Mecca. The clinics were outstanding and covered any subject matter that you could imagine. The National Train Show was too expansive for me to comprehend in the four hours available. I had the pleasure of loafing around during the day with my good friend Dean Freytag, the "Styrene King". This convention committee, like the Cincinnati group two years ago saw fit to position him to "Hold Court" in the corridor next to the clinics. Dean was working on various

steel mill styrene projects. He is a zealous mentor who is always willing to help. Next year the convention is in Anaheim, CA and it promises to be a good one.

I missed another good meeting in September at the "Mark and Mark Show" in Portsmouth. They always provide a good venue. Thank you Mark and Mark! I promise to get there.

I've mentioned we need to get together with our members in southeastern West Virginia. At Bob Weinheimer's a few weeks ago we met Dan Mulhearn from Pipestem, WV. Dan is connected with modelers in the Roncervete and Lewisburg area and will help us connect with them. We continue to have good attendance at our meetings. We still have a higher percentage of our membership attending meetings than any other division in our region and even many divisions throughout the country. Keep coming and bring a friend.

We meet next on October 13th at West Virginia Hobbies and Craft. Jim Rollwage has an outstanding clinic for us about designing his UP Denver Pacific. I hope to see you there.

Lin

Up The Holler is the quarterly newsletter for the NMRA Mid-Central Region, Division 9. Copies are free to Division 9 Members. If you would like to receive your copy of Up The Holler electronically, please email the division clerk at clerk@coalddivision.org. Receiving your newsletter electronically not only helps control our mailing cost, it also enables you to view all pictures in full color. If you would like to receive a high resolution electronic copy to print on your own, please email the editor. Be aware the file can run between 5-15 megabytes in size and would not be recommended for dialup internet service.

Up The Holler is in need of articles to fill our pages. If you have a topic or layout you would like featured in our newsletter, please contact us at editor@coalddivision.org. We can assist with editing and photographs.

Help support the cost of our newsletter. Register your railroad today with a pike ad in Up The Holler. Cost is \$10 per year. To have a pike ad created, contact the editor for further details.

COAL DIVISION NEWS AND EVENTS

Assistant Superintendant Report

article by Bob Weinheimer

The last three months have been fairly busy for members of Division 9. Just after writing the last version of this report, a group of us headed to Dayton for a joint meeting of Divisions 3 (Dayton) and 7 (Cincinnati). The meeting was attended by close to 100 folks including our past member Dave Matheny. The clinic was a discussion of progress on the new Virginian and Ohio by Allen McClelland. After the meeting we had the chance to visit his layout as well as another in the same neighborhood. On the way home we stopped at the home of Jim Rollwage in Wilmington to see his up and coming Union Pacific layout. Jim will be our clinic speaker in October and he will bring us up to date on the layout's progress as well as discuss how he planned the whole thing.

July was very busy. The Chesapeake and Ohio Historical Society invited us to have a table at their annual convention in Charleston. I hosted an operating session for attendees Friday evening then had an open house Sunday morning. That same Sunday Division 9 hosted members from Division 10 (Lexington) for a tour of our layouts. They visited my Pennsylvania Southern, Lin Young's Grafton and Greenbrier, and Mark Maynard's CM&WS. Pete Birdsong, MMR, wrote about the visit in their newsletter, check

it out at http://nmra-division10.railfan.net/Lantern_V9_I7_Aug07FULL.pdf.

July 27 saw five of us drive to Detroit for the National Train Show. We met with Lin who had been there all week. This show is an opportunity to meet all the folks who make the models we buy and prepare the magazines we read. It also gives you the chance to see all the new things that are not yet in the stores. In some cases you might be looking at a test shot of a new model, in other cases it is finished product about to be shipped. If you want to have an article published, you can also talk to the editors of Model Railroader, Railroad Model Craftsman, and Scale Rails. We worked the aisles until they closed at 6 PM. We then started the trip home. It was a very long day, for me it was 22 hours door to door. It was, however, worth the trip.

We have also had some very well attended meetings. Our July meeting was hosted by Superintendent Lin Young with the clinic being operations on his Grafton and Greenbrier. We had about 25 members and guests in attendance. That represented almost half the members of the entire Division. Our August meeting was back at Teays Valley Hobby and Craft. It, too, was well attended for a

beautiful Saturday afternoon. Shelby Young showed us all sorts of ways to make molds for plaster castings for layout scenery. Our September meeting was originally scheduled for the day of the Coal Bowl football game between WVU and Marshall in Huntington. Since many of our members were more interested in the game than a division meeting, we moved it a week later. Mark Maynard hosted us for a wonderful afternoon of railroad fun. He held his 2nd Annual Switching Contest to see who could switch industries on the layout most efficiently. I managed to nose out Tony Parish to win the contest. We also had our little swap meet where many items changed hands. The Division received \$21 as its commission so that will help send out things like this newsletter. While all of this was going on, we enjoyed a wonderful lunch of barbecue,

(text continued on page 13)

Monthly Contests

January, Cabooses

February, Diesel Locomotives

March, Freight Cars

April, Passenger Cars

May, Steam Locomotives

June, Online Structures

July, Offline Structures

August, Traction

September, Photographs

October, Open Loads

November, Non-revenue

December, Modeler's Choice

Monthly Meeting Schedule

- **October 13**, Coal Division Meeting, 2 PM at West Virginia Hobbies and Craft. The clinic will be presented by Jim Rollwage of Wilmington, OH who will describe the design process for his Denver Pacific layout. The contest will be Open Loads.
- **November 3**, Coal Division Meeting, 2 PM at the St. Albans depot. The clinic will be on the NMRA Achievement Program and the contest will be Non-revenue equipment. We thank SACOM for inviting us to use their facility. *Note that this was changed from November 10 to avoid conflict with the Bluefield train show.*
- **December - To be announced.**

Events Around Our Division

- **October 6, 7** Kanawha Valley Railroad Assoc Fifth Annual Show, Saturday 10 AM to 6 PM; Sunday Noon to 6 PM, Coonskin Park Lodge, Coonskin Park Drive, Charleston, WV. Admission is \$2.00, children under 12 free.
- **October 20, 21, 27, 28** New River Train. Check <http://www.newrivertrain.com/nrt.shtml> for details.
- **November 3, 4** Division 3 Dayton Train Show, see <http://www.daytontrainshow.com/> for full details.
- **November 10, 11** Pocahontas Railfest (Bluefield train show), 9 AM to 5 PM Saturday and Noon to 5 PM Sunday. See <http://www2.classtrain.com/trc/community/events/event-info.asp?eventid=10456> for full details.

THE DISPLAY TRACK

OUR MONTHLY CONTEST WINNERS



Above: Ed Keith entered his N scale Japanese electric train for our traction contest in August.

Below: Bob Weinheimer's gauntlet track, the on line structure winner for June. This was part of Bob's Civil Engineer Achievement Program work.





ALLEGHANY & NEW RIVER ROAD

article and photographs by *John Harris*

The Alleghany & New River Road is inspired by childhood memories of watching C&O steam along the Kanawha River and visits to the lush mountains, rivers and valleys of West Virginia during the 50s. I have attempted to capture the spirit of this historic time by interpreting the operations, the equipment, and the scenery that made this one of the most heavily photographed and documented sections of railroad in the country. The seeds of the railroad were planted insistently enough when a casual comment to my then girl friend Cathryn that someday I would like to get the childhood trains out of my dad's closet as a reason for building models and scenery. As an architect, I had always enjoyed building architectural models as realistic

as possible and taking photos of the outside with real mountain backdrops to convey the most accurate representation of the future building's design. Building a layout, though, would satisfy the desire to build, photograph, and watch trains run in and out of a scene. My goal was to simply make a realistic animated diorama. She opted to buy me a small Bachmann starter set with a simple 2-6-2 mogul steam engine. By the following Christmas, we were married and that year, she offered up as a present, a subscription to *Model Railroader*. The first issue featured Allen McClelland's famous V&O. The photos were soooo realistic and I was hooked. The seed had germinated!

While my initial goal was to simply build models as realistically as possible, I soon realized through the next few years of basic arm chair modeling 101, there was perhaps a little more to it than building models, creating scenery and watching trains enter a scene, and exist again around the next curve. The writings of Allen, Tony Koester, and numerous authors in *Model Railroader* and *Railroad Model Craftsman* revealed the potential of creating an operational layout that allowed satisfaction beyond the creative process and joy of just watching trains come and go. Also helpful in this process was my interest in reading about history in general and the wealth of information made possible through the efforts of the Chesapeake and Ohio Historical



Above: C&O H-5 number 1524 blasts out of Big Bend Tunnel as the caboose of a westbound disappears into the darkness.
Previous Page: 1322 west bound at Sewell.

Society. It quickly became apparent that I would need to become more acquainted with the history, operations, and equipment used by the prototype; the choice of the C&O was without debate. Although I have no history of railroaders in the family, I have never lived anywhere that I could not see the main line of the C&O as it snaked through the Kanawha Valley. Early on I decided to model that which I was most familiar with. The era was almost as simple as I remained fascinated with the look and sound of those massive Kanawhas and Alleghenies that I watched with my late father as they hauled pieces of West Virginia east and west to power the nation's industries and homes with those little black diamonds. Realizing that the early fifties offered

both steam and the variety of diesels in use when I first became aware of trains made the choice of era was just as easy. Having spent many early years traveling the state, modeling this interesting terrain through the eastern mountains and the New River Gorge was a natural choice. It was just a bonus that this area also offered up some of the more interesting operational opportunities.

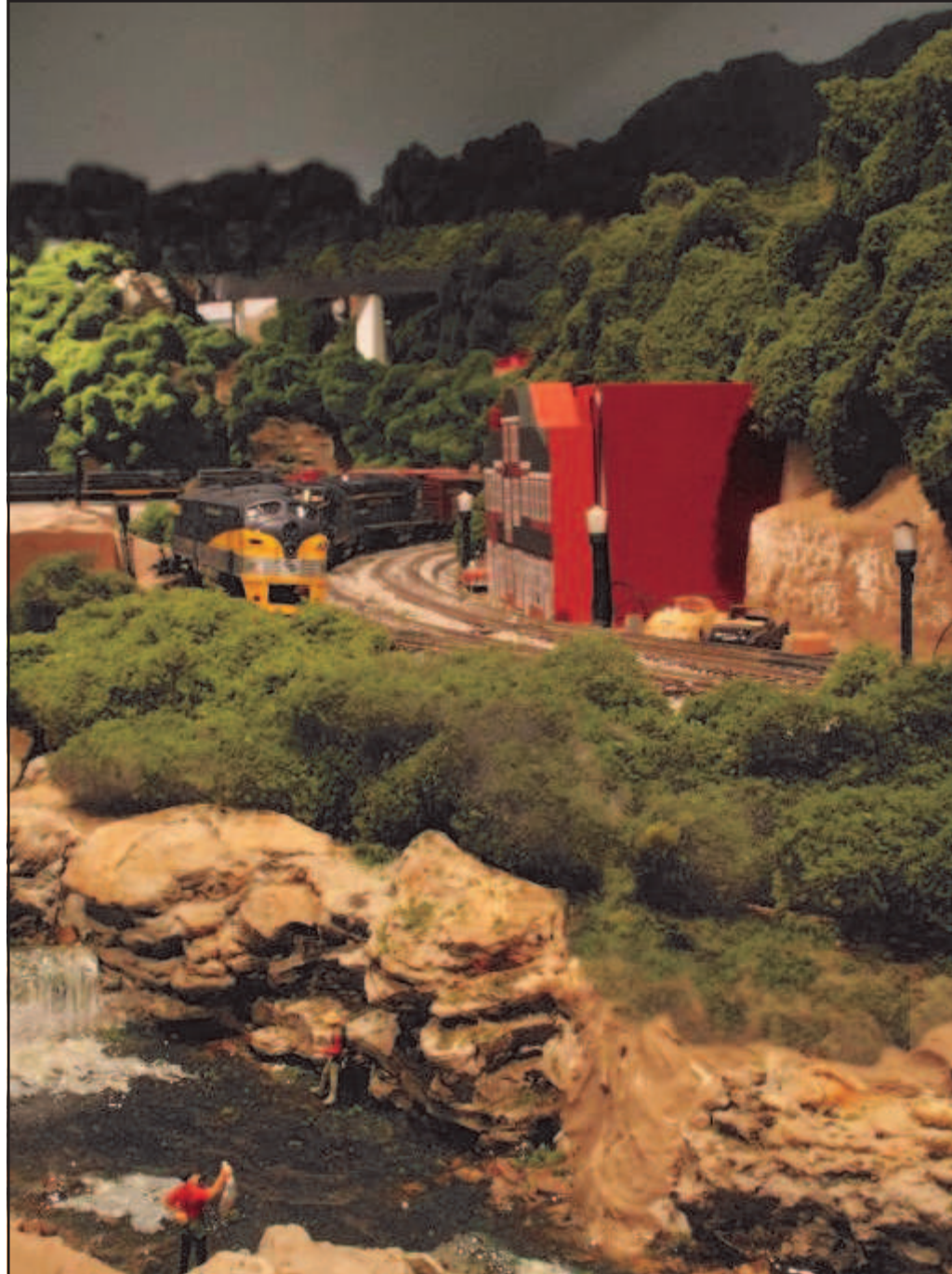
The basic parameters established, it was now time to get serious about designing the layout. The design of our house in 1985 included an area where the railroad could co exist with basic family functions, such as the TV, food, fireplace, etc., while providing a concealed area for staging and work bench. The general

outline and track plan called for a bent dog-bone with staging areas at each end. Major points of interest and operation would include Thurmond, Sewell, and Quinnimont with Hinton forming the end of the modeled section and the eastern staging area. As L girder bench work began and track went down, I immediately began shaping mountains out of wadded brown wrapping paper to get a feel of the land forms and scenic opportunities. As I began to run a few trains over the layout, I became more aware of the importance of Hinton to the overall operations of the railroad. It became obvious that the area reserved for Hinton must be increased and not function as a terminus. That, however, would require right of way negotiations with the major

land holders, namely, my wife, daughter, and the dining table off the corner of the rec room. With negotiations successfully concluded, trackage was extended past Hinton, through the Great Bend Tunnels, into a helix to White Sulphur Springs, up the grade to Alleghany, and down the grade to Clifton forge. With that done, all was now set or so I thought. Finding myself now owning an architectural firm seriously curtailed progress on what now had evolved into the New River and Allegheny. It did, however, afford me the opportunity for more arm chair modeling which included reading, reflection, and rail fanning in the little spare time I found. The result allowed me to see the advantage of adding a third level to the scenery which would lead to the creation of the Nicholas, Fayette, and Greenbrier Railroad, the joint operation of the C&O and the New York Central. It afforded the opportunity to model Rainelle, Look-out, and Babcock as well as create interchanges at Sewell through the Manns Creek Railroad and at Quinimont via the NF&G. I chose to bring the road down Laurel Creek rather than into Meadow Creek due to space limitations. This would allow me to also extend the line to the lumber yard in Fenwick where I first saw Ely Thomas shay #2 in 1961. I also elected to rearrange the name and correct a spelling mistake. The Alleghany and New River Road just sounded better and reflected the correct spelling of the town and subdivision. In early 2004, it became obvious to my friend and fellow model railroader Ralph Chapman that we had observed, planned, and talked enough about the railroad, now we just had to do it. We set aside one day each week to resume construction in earnest. We reconfigured the helix at both Sewell and Quinimont to allow extension to the upper level and reworked the helix at Hinton to allow the extension to Fenwick.

Construction

Construction technique and materials used are, for the most part, nothing new. Bench work is supported by L girders attached to the wall and supported by 2 x 4 posts along the outer edge. Joists extend from the wall and cantilever approximately twelve inches beyond the bead board base. Five-eighth inch plywood was cut into cookie cutter like shapes to support two inch Styrofoam



Above: Fishing in the river at Hinton

under bed. Road bed is cork and all trackage is Atlas code 83 flex track. Turnouts are also Atlas code 83 custom line. These straight turnouts were modified by clipping the connecting lugs between the underside of the ties to mimic flex track. Turnouts were then bent to conform to space and track requirements. All mainline turnouts and those siding and branch line turnouts that are not easily thrown from the edge of the layout are motorized with DPDT controlled Torroise switch machines. Sidings and yard turnouts use ground throws if accessible. Control panels are located at locations

where the prototype established towers, or in C&O speak, cabins. I felt it was important to allow crews to be able to throw turnouts in as realistic manner possible.

Scenery is supported by carved foam risers and formers then covered with fiberglass screen mesh, the type typically used to in exterior insulation finish systems. After trying several methods for creating hard-shell, I chose Woodland Scenic's Plaster Cloth. When purchased in bulk, this turned out to be surprisingly economical and very workable. Having



Above: F-7 at Allegheny.

LAYOUT AT A GLANCE

Name: Alleghany & New River Road

Scale: H0

Size: 14' x 26' plus 3 'x 15' staging

Prototype: Chesapeake & Ohio (C&O) & Nicholas, Fayette & Greenbrier (NF&G)

Locale: Central and Eastern West Virginia

Layout style: walkaround, multi tier

Height: 40" along river level, 50" at mid level, 58" at upper level

Era: late 40's & early 50's steam / diesel transition

Length of main line: 158'

Below: Meet at CW Cabin.





Above: Aerial view of Thurmond.

Benchwork: L girder with 1 x 3 joists

Roadbed: cork on 2" foam on 1/2" plywood

Track: Atlas code 83 flex track

Turnouts: Atlas # 6 modified to create curves and fit track plan

Minimum Radius: 20" on branches and hidden areas

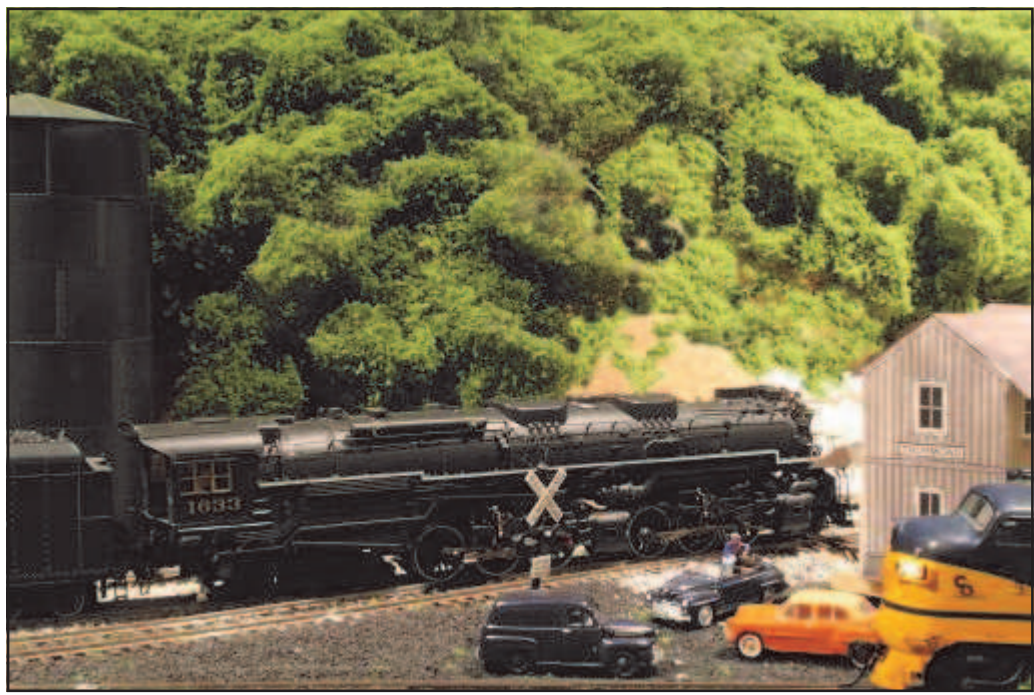
Max grade: 2% in visible areas of main line, 4% in helices and branch line

Scenery: extruded foam and plaster cloth, Woodland Scenics foam of polyfiber

Backdrop: painted gypsum board with radius corners

Control: NCE DCC with sound

Below: 1633 at Thurmond





chosen to model the lush green mountains of southern Appalachia, the most perplexing task would be modeling the forests in the most economical and efficient manner. After looking at several methods, we elected to combine several techniques. For individual foreground trees, we used spirea and dowels as armatures with polyfiber and ground foam foliage. For individual background trees, we used loose puffballs of painted polyfiber covered with ground foam. Forests were created by using bags of white poly fiber purchased from local hobby and craft shops. I start by pulling the polyfiber into irregular clumps, then stretching it into lumps in a variety of sizes and heights. The key is to make the lumps random in size and as light and wispy as possible. These mats are then painted with light coats of flat black enamel to create depth. This is then coated with inexpensive spray adhesive purchased at home supply stores then sprinkled with ground foam. When placed on the layout over buff or black painted plaster, large areas of forest and woodland can be created in a relatively short amount of time.

The size of the lumps in the mat diminishes as it progresses away from the track to give forced perspective and depth to the hillside. Background mountains are carved foam painted with black latex then covered with varying sizes of ground foam and foam clumps. Distant hills will be painted with light wash of light blue and white to create haze.

Operation

Control is North Coast Engineering's Powerhouse Pro. Decoders are variety of NCE, Digitrax, Soundtraxx, and in the case of factory installed sound, MCR and QSI. Generally all steam is sound equipped and at least one diesel in each consist has sound. Power is supplied by a five amp transformer through a twelve gauge solid bus wire. Eighteen gauge feeders are at a maximum of four foot centers or where switch isolation control is required. Only one power district is used for the entire layout. Power to turnouts and structure lighting is by a separate power supply utilizing a similar bus. Locomotive power attempts to reflect

that present on the C&O in the late 40s and early 50s. Steam includes two Shays, 4-6-2 Pacifics, a 4-6-4 Hudson, 4-8-2 Mountains, 2-8-4 Kanawhas, 2-6-6-2 Mallets, and a couple of H-8 2-6-6-6 Alleghenys. Missing from the list is a Greenbrier or two. Who could pass on a Streamlined Hudson? The diesel roster includes an assortment of GP-7s, GP-9s, F-7s, an E-7 and a couple of E-8s. Rolling stock includes a fair number of hoppers, an assortment of box cars, tank cars, gondolas, and a few flat cars. Passenger cars are both heavy weight varnish in Pullman green and C&O tri-color, and some lightweight tri-color with fluted skirting and without.

Operationally, the heavy traffic is coal, both east and west from Sewell, Thurmond, and Quinnimont. Empties return from both directions and are cut out as needed at these locations for delivery to mines on the branches. Most return to Thurmond bound for the Milford mine. Empties also return up Manns Creek and up Laurel Creek to the NF&G.

Below: Meet at Quinnimont.





Scratch Building Southern Railway's Tobacco Car

article and photographs by *Bob Weinheimer*

The prototype for this model is a car developed by the Southern Railway in the early 1960s. Its original cargo seems to have been hogsheads, or barrels, of tobacco. At the time of the car's introduction, however, the Southern seemed to be promoting its use for any number of low bulk density materials. A visit to <http://southern.railfan.net/ties/1963/63-7/big.html>, a site that reproduces many articles from Southern's magazine *Ties*, shows these cars suggested for carrying appliances, furniture, cotton, and even ventilation duct work.

The car is very long, something like 84 feet inside and 94 feet over the couplers. I am not sure but I suspect the 86 foot high cube cars we associate with auto

part movements came a little later than these cars. Southern's promotional material describes them as the longest boxcars on the rails at the time. Most of these cars have conventional plug doors although I came across photos showing at least one car with a garage door arrangement, <http://southern.railfan.net/ties/1963/63-3/load.html>.

From the January, 1980 equipment register it appears that about 200 of these cars were built. They are now past their 40 year life and probably no longer in service. One, however, is preserved on display in Bramwell, West Virginia. It is in a later, simple Southern paint scheme and very accessible for inspection. The photograph in this article was made Novem-

ber 8, 2003.

I have always found these cars to be very fascinating. When I lived in Louisville in the early 1980s, I commonly saw them pass by on the Southern. The prototype photograph of 9749 was made in Jeffersonton, KY September 15, 1982. A craftsman kit of this car was made by Ambroid at one time but is quite rare these days. Since there is nothing else even close available, those like me who want a model must scratch build it. An article in *Model Railroading* (February, 2003) was very helpful in developing a plan to do so. The author started with a block of wood to which he affixed sheet polystyrene. This is the technique I applied to the construction of the C&O high



Left: The Prototype car in original Southern Railway paint captured in 1982.

Above: The finished model.

cube boxcar I described in the summer issue of *Up The Holler*. I did however find what I considered shortcomings in the author's approach to building the car so I choose to deviate somewhat from his procedures.

The block of poplar used to form the car body did require some more cutting that for the boxcar. This car has sloped sides to the roof and those cuts were made after some trial and error. As with the boxcar, the wood gives the car about the right weight. The sides, ends, roof, and underframe were all covered with 0.030" polystyrene sheet. Thickened cyanoacrylate cement was used as the adhesive. The ribs on the sides were made from 3/64" tee with tapers at the ends. The author of the *Model Railroading* article used 3/32" tee and angle for an HO scale car but I felt those sizes were too large. The doors were constructed in place from

various pieces of polystyrene. The vertical locking rods are 0.020" wire. The door tracks are 0.020" x 0.040" stock.

The roof has an overlay of 0.005" sheet. This is necessary to develop the overhang at the car's ends. The original author apparently put this on in one piece but I found it easier to make three pieces then putty and sand extensively. The roof ribs are 3/64" angle. Again, I chose to use smaller stock than did the other fellow. Each rib consists of three pieces. There is one piece on each sloped car side and one piece across the top of the car. The point of contact between pieces had to be trimmed and puttied to assure a proper fit. The skylights on the roof were made by punching quarter inch diameter pieces from clear plastic sheet. The resulting pieces were then secured with white glue.

The ends have some sort of step out that

is simulated by adding 0.060" of sheet material to the lower portions of the ends. The top is tapered to a 45 degree angle. Ladders were scratch built from 0.040" and 0.030" half round stock. Small vents at the roof line were made from short pieces of 0.060" x 0.060" material.

The center sill is two pieces of zee stock. Longitudinal stringers are 0.010" x 0.040" material. The side ribs are 0.030" x 0.080" stock. The brake parts are from Details West. The car also has Walthers cushion draft gear as couple pockets.

The car is painted with Floquil Boxcar Red. After the paint dried, a coat of Future Floor Finish was applied as a gloss coat. Microscale decals were used to letter the car. A light weathering was applied to the running gear and and heavier

(text continued on page 13)

Below: Captured in Bramwell, WV in 2003, this shot gives us a nice broad side view of the car. This car is painted in the Claytor lettering scheme which was adopted after the merger with Norfolk & Western.



Modeling Tips and Tidbits

By William Wadsworth

Elmer's Wood Filler makes a good gap filler at places on your model railroad like tunnel portals, and around rock castings and bridge abutments. It dries to a nice tan color and can be easily painted to match your surrounding scenery.

I also use it to blend the bases of structures and buildings so that they set "in" the ground, rather than on top of it. My layout uses a Styrofoam base and the filler does a great job of smoothing out irregularities that occur when sculpting the foam, but is not nearly as messy as using plaster. It is available at Wal-Mart in a 16 oz tub for around \$4.00, so it's not expensive.

Asst. Superintendent Report Cont'd.

potato salad, and cole slaw. We also held our regular business meeting with a clinic by Mark on installing switch machines.

Future meetings should also be interesting. As noted above, in October Jim Rollwage will tell us how he planned his layout from choosing a prototype, era, and location. He will also tell a good story about building a dream basement with a nice house above to keep the rain off the trains. In November we will meet at the St. Albans C&O depot. I will be giving a clinic on the achievement program. I hope to demystify the whole thing and to show how mere mortals can become recognized for their work.

As the Division webmaster, I am pleased to see how many visits our web site receives. For the months of June, July, and August (note that this article is being written in early September....) we had 2,914 visitors who looked at a total of 6,323 pages. These numbers are almost triple those from the previous quarter. The big increase appears to be due to the page of photographs from the National Train Show. Jerry Doyle suggested that as a way to increase traffic and it sure worked. Visitors not only look at the Train Show photos but they stay and look at things like the newsletter and layout photos. Speaking of layout photos, that page is no longer empty as Greg Foster gave us permission to put many of the pictures that did not fit in the last newsletter on to the web page. Please let me know if you would like to have photos of your layout on the site. Remember, if you take them and they are posted, they count for Model Railroad Author credit. How folks find their ways to our site can be interesting. There are links to us on various NMRA sites including the region site as well as other divisions. Many of the early Train Show hits came from links I put into messages to yahoo groups. It appears that the site is also being referenced in other email groups as well. In short, it looks like our name is becoming known.

Southern Tobacco Car Cont'd.

black grit weathering was applied to the upper reaches of the car.

The commercial parts on this car are the trucks, couplers, steps (but not grabs), brake parts, paint, decals, and perhaps the coupler pockets. All other parts are polystyrene shapes and sheet and some wire. This means it qualifies as scratch built for NMRA Achievement Program purposes.

Before operating this car, make sure it clears all obstructions along its proposed route of travel. Most passenger cars and other very long freight cars have their trucks mounted some distance from the ends of the car. The tobacco car's trucks are fairly close to the end of the car. The consequence is that the center of the car will overhang the inside of tight curves more than those other cars. On a test trip around the Pennsylvania Southern, it became necessary to call out a crew to blast away part of the hillside under Munson Viaduct to provide adequate clearance.

In closing, I would like to reiterate what I said about the appliance boxcar. By breaking this project into a number of small subprojects, the size of the job diminished greatly. This is the second car I have ever scratch built. By taking time and being patient, I am sure that many of you can do this just as well.

Coal Division Logo Available For Clothing!

The Coal Division is arranging to have shirts made with our logo on them. Cost is \$9 plus you must provide a shirt of your choice. Contact Lin Young for details.



Buy A Pike Ad Today!

Help Support Division 9 by purchasing a Pike Ad today. Cost is \$10 per year. Benefits from a Pike Ad include recognition of your Railroad by the modeling community. For details, contact Greg McCartney, Div. Editor at editor@coaldivision.org



What Is The Prototype?

By Greg McCartney

Photo by Jerry Doyle

Most of my friends by now know I am a bit of a freight car buff. When out railfanning, I am usually the one taking detail photos of all the various freight cars. As a result it should come as no surprise that I would look for the prototype on which various models are based. Most of the time, no matter how odd a car may seem, a prototype for that model actually existed. The model pictured above is a one hundred ton open hopper that is supposed to represent a Greenville Steel fifteen panel all welded car. This car was originally offered by McKean and later Con-Cor. Note that it has forty five degree slope sheets and a low mounted brake wheel. Discussion of this particular car on the Modern Freight Car Modelers Yahoo Group revealed this type of car was purchased mainly by the Santa Fe. Several series of car numbers that match this design were listed in one of the posts. Armed with this information I immediately went to the online encyclopedia of freight cars website, Fallen Flags. I was able to find representatives of all the cars mentioned in the post but was unable to find a single fifteen panel all welded car with forty five degree slope sheets and a low mounted brake wheel. So I present to you here the prototype for the McKean/Con-Cor Greenville Steel fifteen panel welded one hundred ton hopper is none other than Pennsylvania Southern 46982. PS 46982 is part of a series of one thousand cars numbered 46000-46999 built in 1972. The McKean car matches the Pennsylvania Southern prototype in nearly every dimension. This just goes to show you that if you look hard enough, you can find a prototype for just about anything!

**NMRA MID-CENTRAL
REGION, DIVISION 9**

Greg McCartney, Editor
19 Barbara Circle
Scott Depot WV 25560

Phone: 304-757-4702
editor@coaldivision.org



We are looking for articles for our newsletter. If you have a model railroad or modeling project you would like featured in our newsletter, please contact Greg McCartney at editor@coaldivision.org.

Please help keep our newsletter costs down and elect to receive your newsletter electronically. Benefits include all pictures in color. Please see our web site at www.coaldivision.org for details.

Ed Keith, MMR
President
Chesapeake, OH

Jerry Doyle, Pres.
Barboursville, WV

WV HOBBIES & CRAFTS
Putnam Village Shopping Center
P.O. Box 252
Teays Valley, WV 25569
Phone: (304)757-5474
Fax: (304) 757-6475
NHOBIES@aol.com

Chuck and Sherri Willey

**THREE ARROWS
RAILROAD**
Tony Puccini, Pres. - 6 Garwood Drive
Huntington, WV 25705
puccinibaj@hotmail.com

Bob Weinheimer, Pres. - 398 Mount View Drive
Charleston, WV 25314
www.pennsylvaniasouthern.com

Lin Young, Pres. - Debbie Drive
Gallipolis, OH 45631
www.graftonandgreenbrier.com