



UP THE HOLLER

Newsletter of Division 9
THE COAL DIVISION

Mid Central Region NMRA

February 2015



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

“Trainmazing” was the term Nathan used. I began saying “traintastic” when I had forgotten Nathan’s adjective that we were using to describe the layouts and displays found in the Fossil Rock Train Barn located in southeast Ohio. In either case, this little gem of a museum, nestled out in the country, is a special (fantastic) place worth visiting.

I became aware of the existence of this venue a couple of years ago when Nathan Robinette first mentioned it, but I didn’t really know what to expect. Even though the hand bill and Fossil Rock Facebook website both show some of the scenes, it must be seen to be appreciated. There are over one dozen layouts representing several different scales. Some are the typical three foot by six foot and four foot by eight foot sizes. Others are much larger. All are filled with many kit-built, kit-bashed, and scratch-built items sporting great detail. There are trains on the wall, military collections, bottle openers, a small replica restaurant, pot belly stove, shop cats, and so much more.

We traveled to Shade, Ohio just before Christmas to attend their open house. Again, we visited the “barn” during the January open house. Dave Stout and his son came down from Parkersburg for that one and many locals were in attendance. It was a sort of festive occasion as everyone seemed to be enjoying themselves and experiencing being a kid again.

I’ll keep you all updated on the next scheduled visitation so you, too, may enter fantasy land.

Another adventure presented itself during the holidays: a trip to the C&O Historical Society Archives and Museum in Clifton Forge, Virginia. COHS officials had made arrangements for the Ashland, Kentucky C&O station HO model to be loaned to the St. Albans C&O Modelers and Museum to be displayed at the depot. The catch was that we had to go and get it. Bob Weinheimer offered the services of himself and his van to be the moving company. He and I started our eastbound trip on what was to be the only sunny day for the first couple weeks of the New Year. The scenery was beautiful, the conversation enjoyable, and the visit to the archives interesting.

We spoke to COHS historian Tom Dixon about how to organize the plans and drawings we have at the station. COHS art director Mac Beard helped us load the module and we stopped by the museum to check out the displays. Lunch at a local Italian restaurant topped off the visit.

The former outing was a time for some NMRA members to get together to see some trains, and the latter trip was an example of a partnership of Coal Division and COHS members helping to preserve a little bit of history. Teamwork in our hobby will keep it going in the future.

By now as you should have received your hard copy of *The KingPin*, I want to remind you to cast your vote in the NMRA national election, the MCR regional election,, and sign up for the Lexington MCR Convention coming in the spring. We may support a couple of our own who are running for office and the convention will provide another opportunity for us to have an enjoyable outing.

FROM THE OFFICE DOWN THE HALL

Dan Mulhearn, Assistant Superintendent

I really appreciate that I have this platform to speak to our members monthly. I would hope that I am using it properly. The goal of the Division, and the NMRA in general, is to encourage those of us who enjoy this hobby to benefit from the knowledge which has been earned collectively over the years. The interoperability of products from different manufacturers as a result of NMRA standards and recommended practices has been a major benefit to our hobby.

This past month I had an opportunity to operate on Bob Burke's Sandy Creek and Southern at Appomattox, VA. My job seems to have settled on the east end yard job at Bedford, VA. The east end yard builds trains and cuts for pick up by through trains as well as lining the interlocking for trains to and from east/north staging. Lastly, I report to the overall yardmaster and coordinate with the west yard job who breaks down arriving trains and cuts off through trains. Coincidentally, when I operate on Tom Harris' Lakeside Lines at Wytheville, VA it is

usually on the east yard job at his Bedford, VA. Tom's Bedford yard is a two scale mile long actual reproduction of the N&W/Southern yard at Bristol, VA. Tom walked that yard and measured every single track in that yard; then reproduced it in HO scale!

Enough about what I have been doing. What are you up to? I would love to include input from our members about what your interests and accomplishments are. Are you a collector, an operator, a scratch builder, an armchair modeler? Let me know what you are doing and where your interests lie. Let me know what you might contribute in the form of a clinic or MADD display.

As always, please keep me informed as to how I, as a Division Officer, can contribute to your enjoyment of our hobby and our Division activities. I look forward to your input at our Division meetings and also through your emails or snail mails. Thank you for your contributions to the success of our Division and the NMRA.

MEETING NOTICE

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

Gary Burdette MMR will present a clinic on scenery done by David and Nathan Robinette. He will talk about various scenic application techniques on four different model railroads. Requirements for the Achievement Program Master Builder: Scenery Certificate will be listed and prototype photos along with model shots will be shown to demonstrate how to address modeling terrain, sky, conformity, etc. to complete a realistic scene.

NEWSLETTER DEADLINES

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

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

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

NMRA MCR DIVISION 9

THE COAL DIVISION

December 13, 2014
Minutes

Meeting promptly called to order at 2:00 p.m. Members introduced themselves.

Division Clerk Report

Treasury balance is currently \$8,903.17
December minutes were approved.
Shirt revenues were \$0.
Raffle revenues \$64.

Superintendent Report

Gary thanked everyone for the good turnout. He distributed a proposed proclamation regarding the role of the Division with the St. Albans depot. He mentioned running into a retired C&O employee at lunch before the meeting. Gary's C&O hat prompted the conversation.

Assistant Superintendent Report

Dan asked everyone to share ideas. He is planning on traveling first class on Amtrak to the NMRA national convention in Portland, Oregon. Three other members are also planning on attending.

Achievement Program

Bob mentioned Dan is nearly complete on his electrical AP certificate.

Newsletter Chair

Bob mentioned that most members are opening their emails. The bulletin from National has been absent recently. The MCR newsletter will be mailed to all members.

Clinic Chair

Gary has suggested visiting some area layouts as a clinic. Dan is also working on a clinic on lubricating locomotives. The idea of a DCC decoder installation clinic was discussed. Gary showed examples of some NMRA data sheets easily obtained from the NMRA.

Membership Chair

No report has been received from national recently regarding membership status.

Raffle

The raffle netted \$64.

Old Business

Flea market/estate sale items – Gary, Tony, and Matt have organized and bagged items. An offer of \$80 has been made for the N Scale items. It was moved and seconded to sell the items.

New Business

Dennis brought up providing some support for the depot. Bob Osburn mentioned the idea of using raffle proceeds to help offset operating costs. A rough estimate of \$100 per month for operating expenses was given by Matt Crouch. Bob Weinheimer moved that all raffle proceeds from raffles held in the depot be given to the depot. It was seconded and passed unanimously.

Division participation in National Train Day was discussed.

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The Kanawha Valley Railroad Club show will be February 21 and 22.

Gary and Nathan shared their experience visiting the Fossil Rock Railroad Show in Shade, Ohio.

Gary showed M.A.D.D. (tm Gary Burdette) items regarding Sperry Rail Services.

Dan Mulhern asked about the USS Cumberland Mine operations and pricing on an HO Sunset unstream-lined N&W Class J.

Bob Osburn has several bare N Scale modules offered for sale.

Dave Stout asked about when the SACOM layout would be open for members to see.

Matt mentioned the newly-arrived HO model of the Ashland C&O depot on loan from the C&OHS in Clifton Forge, Virginia.

Announcements

Future Meetings

February 14 – St Albans

March 14 – St Albans

April 11 – St Albans

May 9 – Parkersburg

Meeting adjourned 3:02 p.m.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

RAFFLE REPORT

Paul Lapointe

With the Division back at the Depot in January, the raffle took in a \$64, the exact amount we took in at December's meeting! Thanks again to our generous members!

We're still at the Depot for the next couple of meetings, so take a look around for anything you can donate and bring it with you.

Note in the meeting minutes that a motion was approved that directs all proceeds from raffles held at the depot to be donated to the depot. Please keep this in mind and be generous either by donating items or buying raffle tickets.

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MAY 14-17, 2015

LEXINGTON, KENTUCKY

HOSTED BY MCR DIVISION 10

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CONTEST REPORT

Paul Lapointe

January's Contest:

The category was Non-revenue including cabooses. There were two great entries: Gary Burdette brought in an old-school scratch-built C&O snowplow. Larry Richards brought in another of his fine his HO vehicles, a high-rail signal department truck. Gary took first place and Larry, second place.



Next Month:

February's meeting is at the Depot. The contest category will be Diesels, electrics and traction locomotives.

As defined by the NMRA AP, "...it is any type of ~~steam~~, diesel, or electric locomotive, traction unit, maintenance vehicle, or other type of self propelled vehicle that runs on rails. ...It does not include things that are powered models of unpowered vehicles (like hand cars) or unpowered models of powered prototypes (like dummy locomotives)."

Let's bring in those models and give Gary and Larry a run for their money!



Both photos by Paul Lapointe

NMRA Election Season

This is one of those years when Mid-Central Region elections coincide with NMRA National elections.

The MCR KingPin is now in the hands of members with a ballot for the four Region offices. The nominating committee had to twist some arms so there is but one candidate for each position. While that may take away some of the incentive to vote, please do vote to show your support for the volunteers who have stepped forward to do these jobs. The ballots must be mailed by the end of February.

A copy of the NMRA Magazine should be in your hands by now even if you don't normally receive one. In that issue you will find the election ballot as well as brief bios of the candidates. All candidates were limited to about 400 words in the printed magazine but were invited to submit a 1200 word statement for publication on the NMRA web site. To see these, go to www.nmra.org and go the members only part of the web site. Look under the news tab for the election article. If you haven't done so already, you will need to create a login ID and password to see this part of the site.

Voting in the National election is important. There are two candidates for NMRA President and two candi-

dates for Vice President of Administration. The holder of this VP office replaces the President should the office become vacant. Please take the time to read the printed and online statements for all of these candidates.

There are several Board of Directors seats up for election. The Eastern District, which includes Coal Division members residing in West Virginia, has one candidate. Don't worry, those of you in Ohio and Kentucky get your chance another year with the Central District seat.

The final position is the At Large North American Director seat on the Board. There are six candidates including your humble newsletter editor. All NMRA members residing in the United States and Canada participate in this election.

These elections are important. The NMRA is a business and must be run accordingly. Look for candidates who you believe can do that best, their modeling skills and whether they are MMRs are irrelevant.

Keep in mind that these ballots must be mailed by the end of February and that the mailing label from the magazine must be attached to the ballot.

MY WORD

Bob Weinheimer, Editor

Last month I mentioned that Bob Osburn built the device I need to keep trains from going into the abyss between the main part of my layout and the new Neville Island extension. That device is now installed and works exactly like Bob said it would. An electrical dead block would stop a locomotive but not any cars that might be pushed. This mechanical barrier is just what I needed. I owe a big thanks to Bob!

I have been working on other parts of this extension. The liftout section that spans the doorway includes the back channel of the Ohio River and required a bridge and its associated abutments. That also means that some scenery has to be made. That is done and the bridge and a bit of connecting track is in place. I am using Fast Tracks jigs to build the turnouts and even the straight and curved track. The turnouts are stunning in their performance, better than any commercial turnout I have ever seen.

Three of the four turnouts have been made. Only a little more work is needed before they can be installed and connected by segments of straight or curved track. The

main wiring bus is in place, I have to start connecting it to track. One minor issue is the need to leave slack on the liftout. If that proves cumbersome I can always use a plug and socket system to quickly disconnect and reconnect the wiring.

I also mentioned last month the more mundane rebuild of the Washington engine terminal. I've included a couple of photos, the before and after. Note in the after photo the relatively wide spacing of the engine tracks. I may make them a bit closer to accommodate a fueling structure that would look better with the tracks closer. The final decision on that has yet to be made. In any case, the enlarged facility proved its value at the January operating session.

One of these months I will have an open house after a meeting or even host a meeting so you can see all of these changes.



Washington before the changes. The blue locomotives in the distance are not on tracks, they are placed as part of the design process. The industry that is partially visible in the corner has moved elsewhere on the layout to make room for extended tracks.

Washington after the changes. The locomotives in the top left corner are where the structure in the "before" picture is located. The tracks are now farther apart and the new service track for the covered hoppers is just out of the picture to the left, it uses the track from the former industry site.





This is the liftout section connecting Neville Island area to the rest of the layout as it spans the doorway between the two layout rooms. It was necessary to install the bridge and hence the river scenery because this liftout is stored vertically. A fascia will conceal the unnatural hollowness of the river banks.

Here is the liftout in its stowed position. The liftout slides up and down on full extension drawer slides. The slides allow the liftout to be leveled several inches above the existing roadbed then lowered approximately level into position. This technique was inspired by a recent article in Model Railroader.



PRODUCT REVIEW

Woodland Scenics Track Painter

Tony Puccini

I model in N scale using Atlas code 55 track. The rails on this track come in a shiny brass color. For a very long time I have been trying to figure out how to avoid painting the rails a more realistic color. The two accepted procedures are: (1) hand paint the sides of the rails using a very small brush and (2) spray paint the side of the rails. At first I thought of weaseling out of doing it by saying that a rich person had donated much money to my railroad hence the old rails have all been replaced.

Then Bob Osburn brought a gate signal diorama to our meeting as part of his clinic. He used code 55 track that he painted and it was absolutely beautiful. Now I knew that I had to do something. If I hand painted the rails, it would take an inordinately long time. I have never spray painted anything so I could just imagine the mess that I would make if painting rails was my first sojourn in this discipline. So I put this decision on hold. After all there are lots of other facets in building a model railroad.

About three weeks ago, while I was on the internet looking at new products by Woodland scenic, I found "Track Painter". This product is especially made for painting rails in all gauges and scales. Track Painter looks like a Sharpie pen and comes with a replacement tip. There are three flavors: STEEL RAIL (TT4580) where you paint both sides of the rails a more realistic steel color, RUSTY RAIL (TT4581) where you can paint where rust occurs on rails, spikes, plates and even ties and WEATHERED TIE (TT4582) specifically for ties.

To start, shake the Track Painter for one minute with the cap on. Then depress the spring loaded tip and hold it down several times on an old piece of cardboard. This coats the felt tip with paint. Now paint both sides of the rails and let the paint dry. If some paint dries on top of the rails, and it will, remove it using a Woodland Scenics eraser called RAIL PAL (TT4575) as dried paint on top of rails will inhibit electric conduction. This sure solved my dilemma.

Editor's note: There is no published information about the amount of rail one of these will paint and Tony hasn't done enough yet to empty one.



Shiny unpainted track. Both photos by Tony Puccini.



Painted track and the Track Painter.

Plan to attend

PORTLAND DAYLIGHT EXPRESS

NMRA NATIONAL CONVENTION



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

August 23 – 29, 2015

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

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

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

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

NMRA National Convention Portland 2015 Portland Daylight Express

80th NMRA National convention

Dates of event: August 23 – 29, 2015

Location:

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

National Train Show: August 28 – 30, 2015

Location:

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

Convention features:

Clinics:

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

Modeling with the Masters:

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

Contests:

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

Auction:

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

Tours:

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

Non-Rail:

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

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

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



CRESCENT VALLEY

Jerry Doyle, President
Barboursville, WV



PENNSYLVANIA SOUTHERN

Bob Weinheimer, President
398 Mount View Drive Charleston, WV 25314
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Midland Atlantic

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NORFOLK AND WESTERN

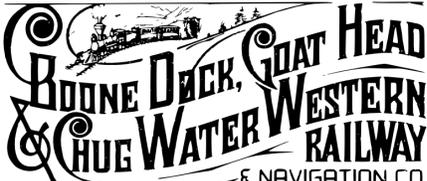
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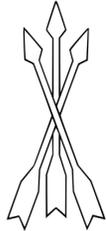
THE CRUSTY ROAD

CRUSTY MOUNTAIN AND WILOBY SPRINGS R.R.

Mark Maynard, President
Portsmouth, OH



Ed Keith, MMR
Assistant Superintendent
Chesapeake, OH



THREE ARROWS RAILROAD

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Gary Burdette - Superintendent
Point Pleasant WV



WESTERN MARYLAND RAILWAY

THOMAS SUBDIVISION

RUSSEL MILLER - SUPERINTENDENT
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NEW RIVER GORGE SUBDIVISION

Clint Foster Superintendent
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



Western West Virginian

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

Woody Higginbotham - Superintendent



ROBERT WEINHEIMER MMR
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tribution list for Up The
Holler.

Upcoming Coal Division Events

February 14

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

March 14

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

April 11

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