



UP THE HOLLER

Newsletter of Division 9
THE COAL DIVISION

MID CENTRAL REGION NMRA INC

May 2016



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FROM THE HEAD OF THE HOLLER

By Gary J. Burdette, MMR

It is dark, pitch dark. It is so dark you literally can't see your hand in front of your face. It is cold and damp. The smell of sulfur permeates the air and irritates your nose. Mud clings to your boots making them heavy and it is difficult to walk. Water has saturated the aging and worn leather and your feet are soaked. Out of the corner of your eye you see the smallest of lights, no bigger than a clenched fist. You see it to the left, then up, then down, then to the side as it appears to be floating or fluttering like a glowing lightning bug. You know what it is and are thankful for its presence.

"Gas, gas, we've got gas," a loud voice states echoing in the darkness. "Clear the room!" The Fire Boss has issued his orders. The miner's safety lantern has detected the presence of methane gas and the bright glow has warned the workers of the danger. They evacuate and wait for the giant fans to clear the area with their mighty blasts before returning to work the coal face. "Are you ok, buddy?" one miner asks of his friend who has dropped to his knees, perhaps, due to having been overcome by the poisonous, 'damp black' gas hovering just above the rock floor. No, he's fine (this time), he just stooped to light his carbide lantern.

As the miners strike the flints and their head lamps began to illuminate the area (We turned the lights on.) all in attendance at the Mid Central Region 2016 Convention could see the men in authentic costumes of boots, bibbed overalls, heavy plaid shirt, coat, bandanna, and miner's cap from the early 1900s. While we ate our banquet meal, the workers opened their metal pails for a drink of water from the bottom container and a piece of pie and a sandwich from the top. The pie was consumed first and, since a fall at any second was possible, the miner wanted to be certain he got his dessert.

What a feel for the life of the early coal miner in the Appalachian Region we internalized as the actors told their story. This re-enactment served to culminate and accentuate the tours, clinics, contest models, and all the other things that are part of a regional convention. The miners' story is one of people, and our meetings are of a similar nature.

Acquaintances, old friends, and new ones all assemble to share in our common interest: model railroading. I believe eight from the Coal Division were in attendance. A couple of the guys gave clinics and Larry Richards continued his winning ways by capturing First Place and People's Choice in Displays and placing with a center cab diesel, 0-6-0, rail bus, maintenance truck, and line drawing. Paul Lapointe did a splendid job being the Region Contest Chair, and events proceeded smoothly and efficiently. A great many activities resulted in a great deal of fun. The extra bonus of the convention boosts our spirits and inspires us to model.

The monthly event can perform a like function, especially those with a special theme. "Steel is King Day" is slated for May 14, 2016 at the home of Dave Stout in Parkersburg, West Virginia (see pages 4 and 5 for details and a map) and promises to be an enjoyable outing. Operations on both Paul Lapointe's and Dave's railroads are always fun. Displays are interesting. Friendships are shared and strengthened. Our tummies are gorged. Everyone is encouraged to attend. We usually have visitors from the Buckeye Division, the ORNRY Boys, Mid Ohio Valley Model Railroad Club, and others. Make this a real "Rail Fun Event!"

Remember, as "Friends of the St. Albans Depot" we have access to so many opportunities to experience or initiate related activities. On May 7th The Depot plays host to **Train Day** activities including Friends of the Cardinal, Operation Life

Continued page 2

Continued from page 1 Saver, Thomas, and other displays. All are welcome to come out and visit, help, or bring a small display, collection, or model. Think of some ideas where the Coal Division may develop activities like "Spray Day," or "Fill-a-Foot-of-Foam-with-Scenery." We could keep the fun going all year long.

Consider bringing your old junk to the city-wide yard sale May 21st. The Depot will be included on the list of participants, and this could be a good fundraiser. This is another step in developing and expanding operations. Your help would be appreciated, as well.

A great article on the depot appeared the Metro West section of *The Charleston Gazette-Mail* this past week. This should boost interest and support.

The Saint Albans Depot has been evolving into the headquarters of Coal Division 9, Mid Central Region, National Model Railroad Association. This partnership is still developing, so we need to see to what levels we can take it. There may be no other division in the country that has a similar situation. We can do about anything we want to promote our hobby, our group, the depot, and history.

FROM THE OFFICE DOWN THE HALL **Dan Mulhearn, Assistant Superintendent**

We just got home from our Mid Central Region convention. What a wonderful chance to see old friends and meet new ones. Of course we also remember friends who have gone by and honor their memory in what they have built. On Friday Nina and I enjoyed the trip to the Age Of Steam roundhouse and the Dennison depot celebration of the World War 2 canteen project. The roundhouse was fabulous, the meal at the Dennison depot was wonderful, and the fellowship was priceless. Saturday was largely centered around my volunteering to be a judge at the model contest. This was my first judging and I was really impressed at the care and professionalism that my fellow judges put in to the process. I was assigned to judging the detail category along with Steve Zapytowski from Kent, Ohio. Steve's attention to detail and care to score fairly was a real lesson to me. As a bonus, Steve and his wife, Bernadine were wonderful companions for Nina and me at lunch and the banquet. More new friends! If you have not attended a regional convention it is a great

and reasonably priced way to enhance your hobby experience. Our region is blessed with many experienced modelers who are more than happy to share their expertise and their friendship.

At Bob Weinheimer's last op session we were introduced to his new train order system. Orders are now printed on a Form 19 printed out at the Pittsburgh yard office. This can be as simple as "C&E engine 2015, Proceed from Pittsburgh to Bridgeville and return" Since Bob's PS as most modern railroads runs all trains as extras the crew could go our fat, dumb and happy knowing they own the railroad to Bridgeville and back, barring any subsequent orders issued. It can get a lot more complicated than that, particularly with authorized trains on a schedule. There is a lot more to talk about here and I hope to discuss it further as we go along.

See you at "Steel is King" at Parkersburg.

LIBRARY CORNER **Bill Wadsworth**

The Coal Division has recently received a set of DVDs from the NMRA that have clinics taken from various convention presentations. I will bring them to our meetings so that if any of you are interested they can be borrowed for a while. I'm thinking you could pick them up at one meeting and return them the next. I have made a list of them with their topics and hope to have copies at our next meeting so you will know what's available. Also, Bob Weinheimer will be posting this list on our website in case you don't have a handout.

In addition to the NMRA clinic DVDs, I have some of my own that will be available to be borrowed. Based on our discussions at the last meeting others may also have some they would be willing to lend as well. I don't yet have a listing for these but hope to put one together for you in the future. Your comments and suggestions on this "library" would be appreciated.

NMRA MCR DIVISION 9
THE COAL DIVISION

St Albans Depot
St Albans, WV
April 9, 2016
Minutes

Meeting called to order at 2:00 pm.

Raffle Chair – No report

Minutes of the March 12, 2016 meeting were approved as presented in UTH.

Old Business – None

New Business – None

As the Division Clerk was absent, there was no Treasurer report.

Announcements – Gary Burdette noted that some school house kits are available if interested. Bob Osburn discussed some tools that he finds useful. Bill Wadsworth announced that the NMRA Clinic DVDs can now be checked out if interested.

Superintendent Report – There was a short discussion about our monthly gatherings being an event, rather than just a meeting, and so far it seemed to be successful.

Next Meetings

Asst. Supt. Report – No report

May 14 - “Steel is King” - Parkersburg

June 11 – St. Albans Depot –

June 18 visit Marion

Achievement Program – Bob Weinheimer reported that David Oliverio was ready for his Scenery Award, and Jerry Doyle will be eligible for the Association Official Award next month.

July – Cancelled due to National Train Show (July 8 – 10)

August 13 - St. Albans Depot - “Picnic on the Platform”

Newsletter Chair – No report

The meeting was adjourned at 2:55pm.

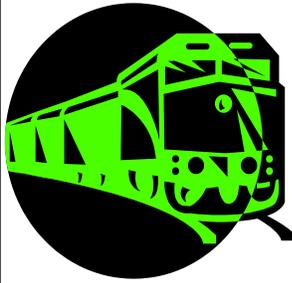
Clinic Chair – The May meeting will be train operations at Dave Stout’s layout. In June we will try set up airbrushing technics, and in August we will see if weathering can be done as a followup to airbrushing.

Contest – Steam Locomotives – Gary Burdette won.

Clinic – Evolution of an Operating Scheme – Bob Weinheimer, MMR

Membership Chair – John Harris reported some prospects from the Dunbar Show are expected. It was suggested to play some videos in future shows as a way to attract prospective members. It was also mentioned that hands-on modeling might be used too.

Respectfully submitted by Bill Wadsworth, Acting Clerk



Steel is King

May 14, 2016 Parkersburg, WV

TIMETABLE

10:00: Layout Visitation at Paul's and Dave's

12:30: Picnic Time at Dave's

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

Models, Artifacts, Displays, Discussions

Steel Stuff; Cut nails, Metal samples from Vanadium Corp., Books, etc. (Bring supplements to today's meeting.)

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

MCR Convention

Steel

2:45: Contest:

Steel related models from mills to hoppers, locos to coil cars.

3:00: Clinic - Running Trains!

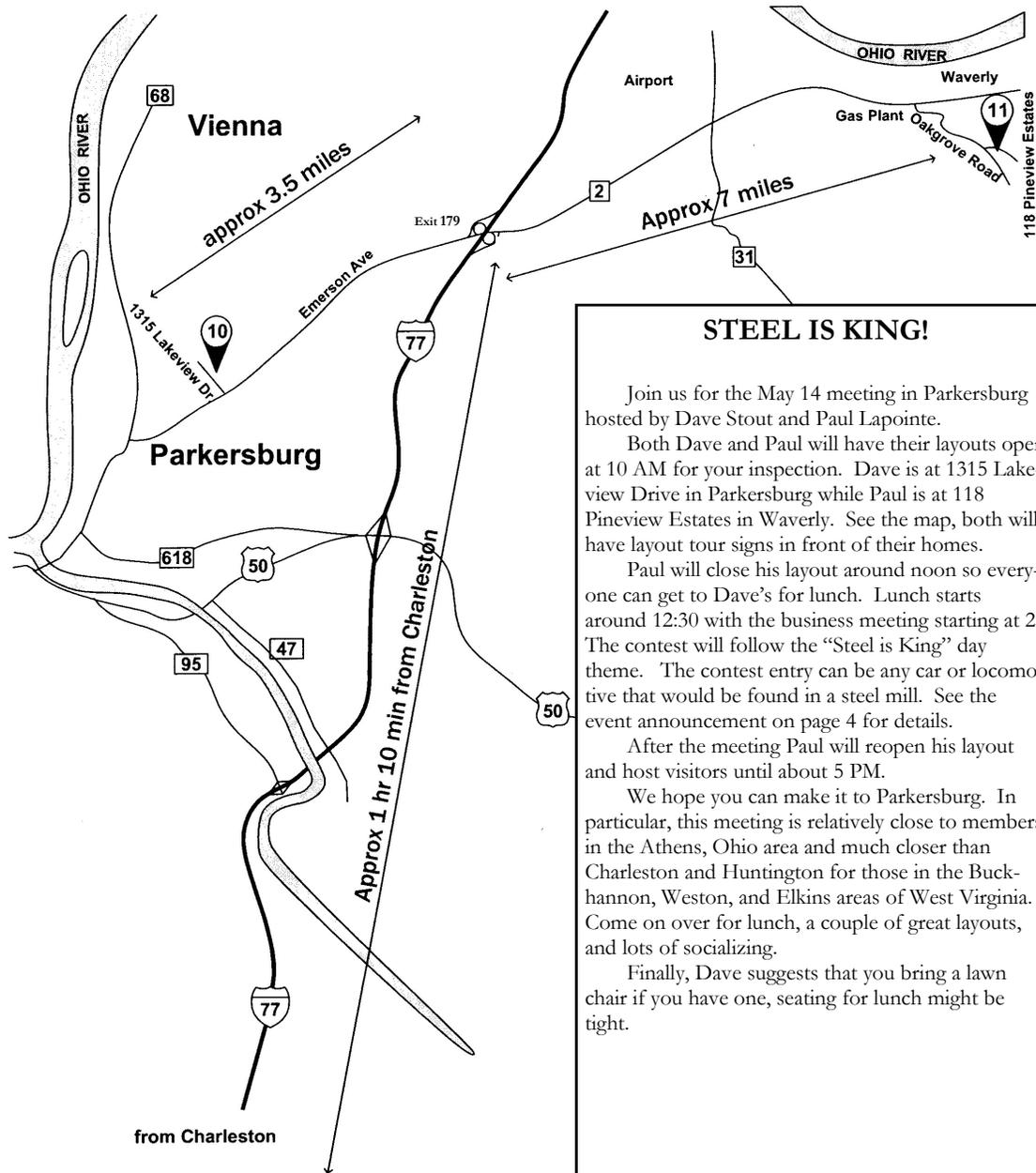
NEWSLETTER DEADLINES

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.

June	May 30
July	June 27
August	August 1

Parkersburg Area



CONTEST

Photos by Bob Weinheimer MMR

The April contest was steam locomotives. There were three entries with Gary Burdette MMR taking first place with his HO scale C&O engine, Sam Delauter taking second place with his N scale PRR engine, and our newest member Max Huffman coming in third with a very

nicely weathered HO scale Southern Railway engine. Congratulations to all!

The May contest is steel related, see page 4.



Layout Expansion on the Pittsburgh & Western RR Part 4

By Paul Lapointe

I decided it was time to put in the overhead lighting before the layout became too big an obstacle to working at ceiling level. Unhappy with my old lighting, I was looking for an alternative to fluorescent lights for the expansion area. Bob Weinheimer had mentioned finding LED lights that looked like fluorescent shop lights but were brighter, used half the power, had no bulbs to replace, and lasted nearly forever. As a bonus for me, they had the same color light output (5000K) that I used in the original parts of the layout. A quick visit to Bob's had me convinced and after a run to the local Sam's Club I had an armload of boxes and a couple of days later they were mounted to the ceiling. The contrast in brightness with the old fluorescents has to be seen to be appreciated.

The plan for the expansion has always been to make it two levels including the peninsula. The upper level will be an extension of the Coal Fork Branch so it will play a much large part in the operation of the layout. To build the level I decided to turn to material I've used before with good success, hollow core doors. They're lightweight, strong and stiff. The existing 2nd level bench work is 16 inch deep and made of 3/4 inch plywood topped with

1 1/2 inch foam, so the extension had to match the height and width.

To make 16 inch width "shelves", I started with a 32 inch wide hollow core door and ripped it in half on a table saw. You can see the inside where there is a honeycomb of cardboard that supports the skin within a frame of wood. This is known as a stressed skin structure. To restore the strength of the stressed skin, I fill in the missing edge with a strip of wood and yellow carpenter's glue. Another picture shows a corner piece cut from the end of a 32 inch door. Several small pieces of wood are glued in to fill the edges and clamped.

To support the second level as it goes around the walls, I use pressed steel shelf brackets. These are 13" by 15", rated for 100 pounds, inconspicuous, and around \$2 each. Each bracket is mounted on a length of 2x2 wood which is fastened to the side of a steel stud. The bracket is set back from the edge of the stud to provide clearance for the wood strips that will support the backdrop while still providing support for the shelf. The last picture shows a shelf in place along with the corner piece ready to be mounted.



Door cut in half



Inside hollow core door

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Replacing edge



Clamped corner piece



Steel shelf bracket



Mounted shelf and corner

MY WORD

Bob Weinheimer, Editor

This issue seems to have lots of small spaces so I'll start filing them up and see where this goes. As Dan and Gary note in their columns, we have just returned from the Mid Central Region convention in Columbus. My new clinic, "Evolution of an Operating Scheme" seemed to go over well. I had a thin crowd Thursday evening but a much larger crowd Friday morning. I thank those that gave me feedback after delivering at our April Coal Divi-

sion event, it now contains many more photos than when first presented. It takes almost a full hour but I hope it is entertaining. If you missed it I will be presenting it late the morning of July 5 at the Indianapolis convention and again on the Thursday evening of the Mid Eastern Region convention in Durham, NC in late October.

In Columbus I saw a nice clinic on the use of LEDs for everything from structure lighting to

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NMRA InfoNet News Tom Draper

In Memoriam – Lee Riley

“Born in Baltimore, Maryland, Lee Riley was the son of the late Luther and Miriam Riley of Baltimore and served with honor in the 175th Infantry Regiment, 29th Infantry Division of the Maryland National Guard from 1965 to 1970.

“He was a kind man whose lifelong passions were model railroading, riding live steam trains throughout the world, folk and blue grass music, the West Virginia and Western Maryland mountains, and his wife and family.

“A distinguished member of the hobby industry for nearly 50 years, Lee’s professional career began in 1967 as one of original staff members of Pro Custom Hobbies in Catonsville, Maryland. He was director of product development of Associated Hobby Manufacturers before joining Philadelphia-based Bachmann Industries Ltd., the world’s largest model train maker, in the 1980’s as Director Product Development and later Vice President of Product Development until his death. During his career, he also worked or consulted for GSB, Lionel, Life-Like Products, MDC, Model Power, TYCO, Westside Models, and others.

“Lee was a longtime active member of the National Model Railroad Association (NMRA) and received the association’s prestigious Pioneer Award and the Distinguished Service Award. He was inducted into the Model Railroad Industry’s Hall of fame in 2004. He was also a valued member of the NMRA Howell Day Museum Committee, representing industry interests and bringing a wealth of knowledge and history.

“He was widely known as an innovator in the model train industry. He is the inventor or co-inventor on eight industry patents granted by the United States Patent and Trademark Office.

“Lee was one of 100 volunteers who helped bring America’s history to the country by participating in the rebuilding of the T-1-class, No. 2101, the first steam engine to pull the American Freedom Train, during the nation’s Bicentennial celebration. The steam engine remains on display at the Baltimore & Ohio Railroad Museum in Baltimore.

“In lieu of flowers, Lee’s family suggests making a donation to the development of the NMRA’s Magic of Scale Model Railroading Exhibit at the California State Railroad Museum in Lee’s memory. <https://donations.nmra.org>.

Considerations When Inviting Speakers To Your Convention

I’ve been asked to give clinics and after-dinner talks at venues literally around the world since 1969. I very much appreciate the honor, as do others who receive similar invitations.

There are several considerations that we should all be aware

of, however, that will help to avoid anyone being in an embarrassing or financially untenable situation. Based on decades of presenting talks and on discussions with others who are often asked to do this, I have prepared a list of expectations and customs.

Speakers asked to give a talk in their home Region or Division do not usually expect to have any expenses covered. It’s just part of being an active and participating member of a Region or Division.

When I was elected At-large Director, Worldwide, one of my first proposals was to compensate those who are asked to give clinics at National Conventions. When the officers and directors worked through the numbers, however, it quickly became apparent that any significant compensation such as free lodging or even registration would cause the basic registration fee to grow significantly. That said, in my view clinicians who attend the National only for the day they present their clinic should, at a minimum, be allowed to register at a one-day rate. Even though it is a distinct honor to be asked to give a clinic at a National Convention and counts toward an Achievement Program certificate, perhaps some means of offsetting expenses for National clinicians will one day be worked out by the leadership team and convention hosts.

Those who are invited to give clinics or after-dinner talks at Regions other than their home Region cannot be expected to cover their own major expenses, including transportation, lodging, and banquet costs. They should expect to cover their own non-banquet meals, tours, and other extra-fare costs. But it is simply unfair to expect popular speakers to spend significant hobby funds to “entertain your troops,” as they are often invited to numerous conventions each year. The costs quickly become prohibitive. The model railroad publications do have budgets for staff travel, but such budgets are usually very limited.

Many travel schedules and budgets are set up at least a year out; my own travel schedule tends to fill up two or three years in advance. So as soon as you have a date set for your event and a person delegated to round up a slate of clinicians and the after-dinner speaker, immediately reach out to those you hope can help you make your convention a resounding success.

Tony Koester, NMRA At-large Director, Worldwide (2005–2013)

Regards,

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

Continued from page 8 room lighting. As many of you know, my layout is now lit completely by LEDs. LEDs use much less electricity than other light sources and run considerably cooler, we have noticed this on the Pennsylvania Southern since the switch to LEDs in the big room in 2013. The other advantage is their long life, I don’t

expect to be replacing the lights for decades.

Last month I mentioned the impending debut of Form 19 train orders that were to be printed then given to crews at the start of their trip. As Dan noted, the process worked very well and it seemed the crews liked the change. It looks like the change will

Continued page 10

Continued from page 9 become permanent.

The track replacement project has taken a back seat to a very mundane task, wiring upgrades. As I built the layout I used whatever was hand for wiring with no thought about something as useful as color coding anything. If you ever looked under the layout you might have seen some truly ugly stuff. It all worked but it was nearly impossible to trace any wires. This really became a problem as I was upgrading the track. The new track feeders had to be connect to the power bus but which wires were the bus?

I have now installed new buses for track power, switch machine power, and light power. The track and switch machine power are DCC with a separate booster for the switch machines. The light power bus delivers 12 volt DC to the control panel LEDs and well as Doyle Hardware. After seeing Paul Lapointe's clinic on animation, more of the structures will be wired for lights and fed from this bus.

Things are now color coded. The track power is black and white with white being wired to the rail on the west side of the track and black on the east side. The switch machine bus is blue and yellow, the 12VDC bus is green and red. There is also telephone wire running around to the various sockets for throttle power and data transmission.

Wires running between the two rooms ran mostly through the tunnel connecting State Line Yard and Waynesburg. I drilled a separate hole through the wall

and now the three buses plus the phone line all run through that with nothing more in the tunnel.

Wires running out to North Yard also ran through the tunnel to get through the wall. Unfortunately, there were lots of wires. Since DCC is used to run the switch machines there were almost 40 conductors in use for data transmission alone. These ran through five Ethernet cables. Much of the wire came from the stationary decoders in the house to the switch machines in the garage. In addition, each button on the track selector meant one wire through the wall back to a device that converted the button push to a macro to line a track. Track power, light power, and throttle bus lines all ran through that tunnel. There were times when it all interfered with autoracks!

While waiting for the last of what was needed to put this newsletter together, I pulled all the wire out of the tunnel. As between the two rooms in the house, a new hole handles a small number of wires that will do everything. The switch machine decoders will be relocated to the garage as will be the macro conversion device. There is still a bit of work to do but right now North Yard is dead in the water with no power to it. That should change in the next couple of days and must be done before the May 12 operating session.

I'll close by saying I am sure looking forward to seeing the progress Paul has made on his layout expansion. Make sure to join us in Parkersburg May 14 for "Steel is King" day.

Thousands of negatives still need



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

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

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

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



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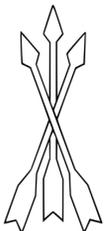
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An Appalachian Coal Hauling Railroad set in the 50's



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



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Western West Virginian



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

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Upcoming Coal Division Events

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