



HO Structure Kit **GOLDENFLAME FUEL CO** 933-3246

Thanks for purchasing this Cornerstone Series® kit. All parts are styrene plastic, so use compatible paints and glue. Please read the directions and study the drawings before starting.

For much of the 20th century, coal was the primary fuel to heat homes, apartments and commercial buildings across much of America. Most of these customers preferred anthracite coal (also called “hard coal” since it required more force to break), which burned slowly with less smoke, almost no smell and very little ash. Most came from mines in eastern Pennsylvania, so to reach the population centers, it had to be shipped long distances by train.

While the average home required a fraction of the coal needed by a commercial or institutional building, the market was much larger and wasn't limited to large cities. As a result, retail coal dealers could be found just about anywhere. Demand was heaviest during the cold months, so many coal yards operated as a sideline to another business. In many areas, the yard might be run by the same folks who owned the local grain elevator, feed mill, lumber yard, farm implement dealership or ice house, all of which were busiest during warm weather.

Since most of these businesses already had their own rail siding, it was easy to order a car load or two of coal as needed and have it delivered by the local wayfreight.

Unloading and storing coal was another matter. To speed operations, many dealers built raised wooden trestles, where the cars could be unloaded by gravity. Trucks or wagons then had to be reloaded by mechanical conveyors or other means. Trestles required a lot of space, limiting the amount of coal that could be kept in storage. And in most cases, coal was simply stored under the trestle, with no protection from the weather. (This presented two problems; first, eastern anthracite is high in sulfur and produces acidic run-off when wet, which would damage the dump bed of the truck or wagon. During cold weather, wet coal could quickly freeze into a giant lump just as demand went up, requiring more work to load.)

Many dealers, especially those with plenty of customers or smaller city lots where space was limited, built bunker storage and unloading facilities. The bunkers were large, upright storage bins of wood, brick or concrete which could keep hundreds of tons of coal clean and dry. Gravity was used to unload hoppers here as well, with the coal emptied between the rails into an underground pit. It was then lifted to the top of the bunkers in small dump buckets. At the top, a wooden shelter protected horizontal conveyors or chutes that distributed coal from the pit to the proper bunker. At the front of each bunker, gravity chutes made quick work of reloading coal into waiting trucks or wagons. Some dealers also used portable conveyors, which were spotted directly below the hatches on a hopper so coal could be loaded directly into a waiting truck or wagon.

In most areas, coal could be purchased in any quantity from a pound or two in bags up to a truck-load. To insure accuracy for billing purposes, bigger loads had to be weighed before they left the dealership. At the front entrance/exit, most operations had a small office with a large vehicle scale in the driveway. The roof of the office was often enlarged to cover and protect the scale area.

Brand-loyalty and recognition were important ways to build and keep sales. Coal dealerships were among the tallest and most visible structures in town, so owners hired sign painters to transform bunkers and roof-top conveyor shelters into vivid displays. The name of the owner was shown in huge letters, along with a logo and/or slogan for the particular brand of coal being sold. Owners who operated another business often added a line or two to promote sales of lumber, grain, ice and other products.

As America's thirst for gasoline grew in the 1920s, refineries began marketing other petroleum by-products, including “furnace oil” for home heating. Oil furnaces quickly captured the fancy of the public as they were cleaner, more efficient, practically maintenance free (coal furnaces demanded a lot of attention to work properly) and also cheaper to run as oil sold for pennies a gallon. While most cities kept gasoline wholesalers outside the city limits for fear of fire, home heating oil was not viewed as a problem. Enterprising coal dealers quickly erected a steel storage tank or two, along with a pump house to transfer oil from tank cars and to refill tank trucks.

This set in motion the gradual decline of the local coal yard. In the years after World War Two, liquid petroleum gas and natural gas became economically viable for home heating, further reducing demand for coal. Many dealers managed to hold on until the late 1950s, and a few are still in operation today, chiefly in areas where coal is easily obtained locally.

ON YOUR LAYOUT

Facilities of this type could be found by the tracks in virtually every American city and town from the 1920s to the 60s. Concrete coal bins and optional oil storage tanks are included to model a full-service dealership typical of this period. And like the prototypes, the finished model is designed to go “up” instead of “out,” making it ideal for use in odd-shaped spaces between tracks. Some silos remained standing for years after they were no longer used. With appropriate weathering, the kit could be the starting point for an interesting scene on a layout set in a later period.

Coal would arrive in a 2- or 3-bay hoppers (some roads also shipped coal in older box cars), while heating oil was delivered in 8,000 or 10,000 gallon tank cars. Equipment from the steam- transition and early diesel-eras are equally at home on the siding serving the dealership. Coal sales were highly competitive and in bigger towns, another dealer such as O.L. King & Sons (933-3200) would be found close by.

A perfect stand-alone business, your new fuel dealership can easily be part of a larger operation by adding the Walton & Sons Lumber Co. (933-3235), Farmer's Cooperative Rural Grain Elevator (933-3238) or Ice House & Platform (933-3245) to provide work for wayfreight crews year 'round. Loads-in/empties out traffic could also be modeled with the New River Mining Co. (933-3221) located along your railroad.

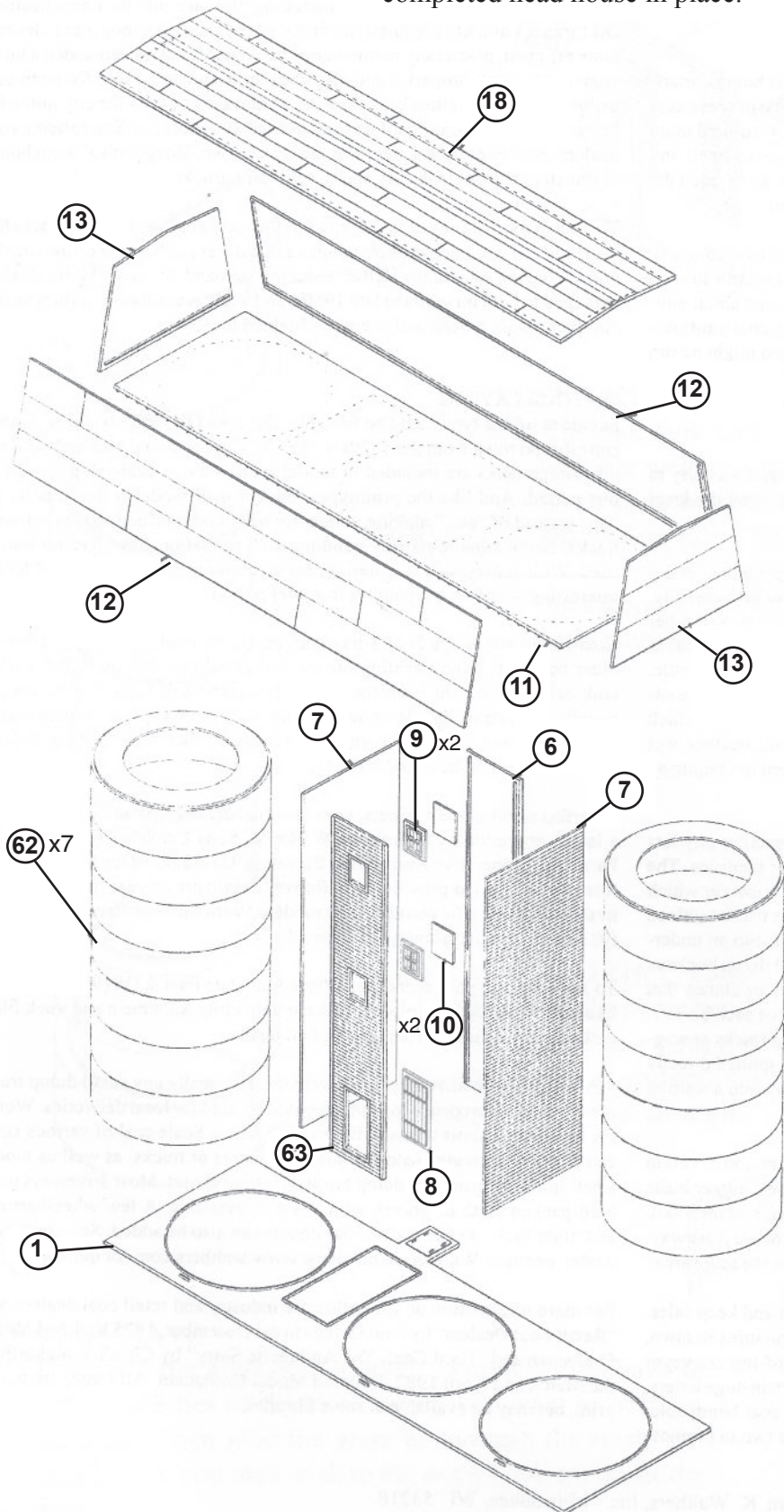
To further detail your scene, parts from Interstate Fuel & Oil (933-3006) can be adapted to model the piping, tank car unloading equipment and truck filler rack found at a full-service coal and oil dealer.

While some specialized vehicles were used, virtually any small dump truck or tank truck appropriate to your era could be used for local deliveries. Workers in strategic spots will add life to your scene. Scale coal of various sizes can be used to create custom loads for hoppers or trucks, as well as model small spills alongside the dump bin and loading chutes. Most driveways were hard-packed earth or gravel, which is also available. A few wheelbarrows and other tools, weeds and similar details can also be added. See your local dealer, or check Walther's Web-site at www.waltherscornerstone.com for more ideas.

For more information on the anthracite industry and retail coal dealers, see “Retail Coal Dealers” by Paul Dolkos in the December, 1975 Railroad Model Craftsman and “Hard Coal: The Anthracite Story” by Chuck Yungkurth in the March and April 1982 Railroad Model Craftsman. All issues are out of print, but may be available at some libraries.

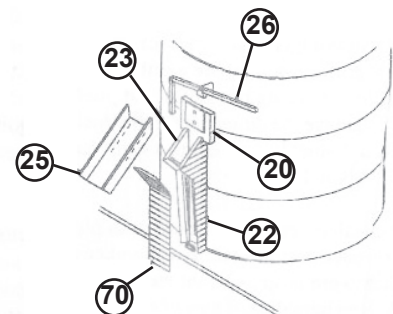
COAL BUNKER

1. Glue the windows (9) and door (8) in place on the back of the front wall (63). Then glue the window "glass" (10) to the back of the windows.
2. Glue the elevator walls (63,6,7) together and to the base (1), using the ridges on the base to position it.
3. Glue three groups, of seven silo rings (62) each, together and then glue each completed silo in place on the base (1).
4. Glue the head house (11,12,13,18) together. Align the ridges on the bottom of part #11 with the silos and elevator, glue the completed head house in place.



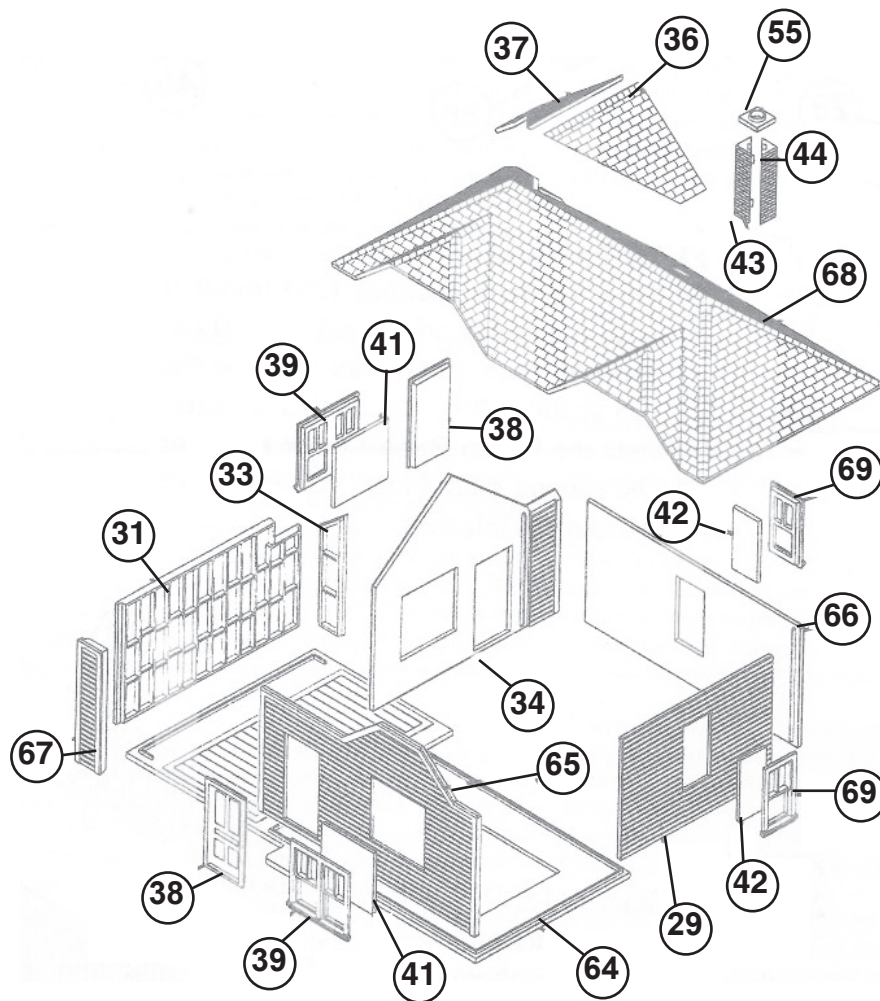
DISCHARGE CHUTE

5. Glue the sides (22,23) to the back (20). On the front (70), first bend the top portion back, at the groove on the back of the piece, to match the angle of the sides and then glue in place.
6. Glue the chute (25) on.
7. Glue the release handle (26) into the holes of the back piece #20.
8. Glue the completed discharge chute to the base, using the little ridge to position, and to the silo. The peg on the back of the handle will rest against the silo.
9. Repeat procedure for the other two silos.



OFFICE

10. Glue the window "glass" (41,42) to the backs of their respective windows (39,69).
11. Glue the completed windows and doors (38) into the openings in the fronts of the walls (65,29,66,34) as illustrated.
12. Glue the main office walls (65,29,66,34) to each other and the base (64).
13. Glue the drive-through walls (31,67,33) together and to the other side of the base (27).
14. Glue the main roof (68) on the tops of the walls. Then glue the back peak roof (36,37) together and in place on the main roof.
15. Glue the chimney (43,44,55) together and in place on the roof. Note: The notches on the inside tops of 43 & 44 accept the bottom pin of #55.

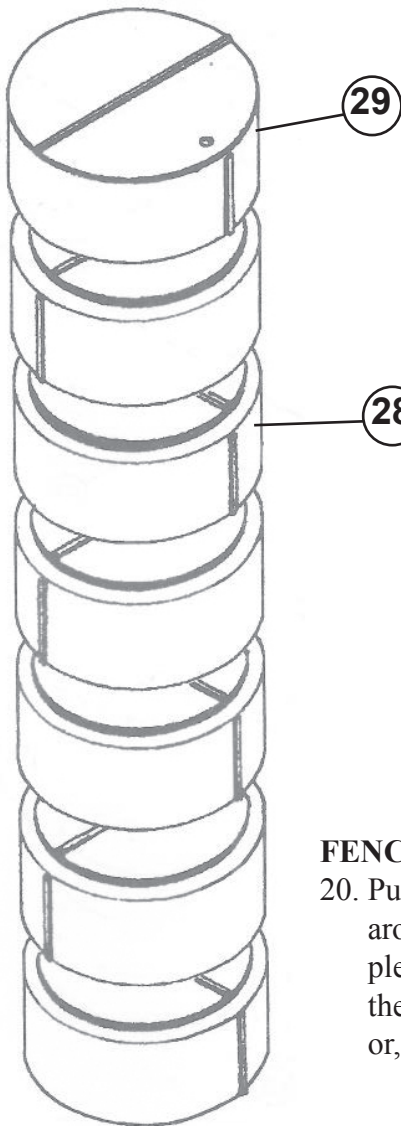
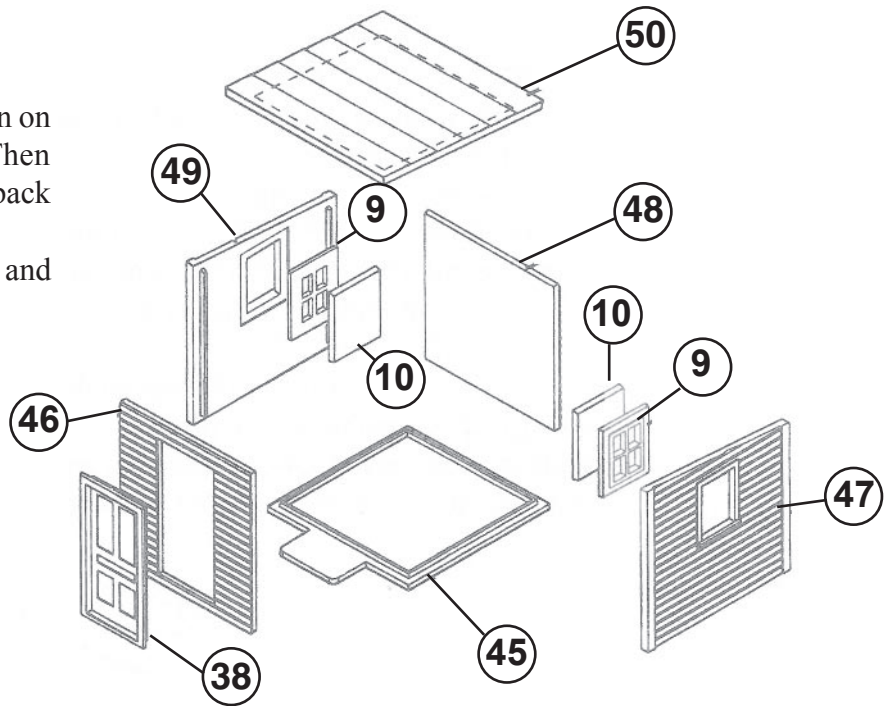


DECALING

1. After cutting out the decal, dip in water for 10 seconds, remove and let stand for 1 minute. Slide decal onto surface, position and then blot off any excess water.
2. Lightly brush on Micro Sol® on top. This will soften the decal allowing it to conform to irregular surfaces. DO NOT TOUCH DECAL while wet!
3. When the decal is thoroughly dry, check for any trapped air bubbles. Prick them with the point of a small pin or hobby knife blade and apply more Micro Sol®.

PUMP HOUSE

16. Glue the windows (9) and door (38) in on their respective walls (46,47,49). Then glue the window "glass" (10) to the back of the windows.
17. Glue the walls (46,47,48,49) together and to the base (45).
18. Glue the roof (50) in place.

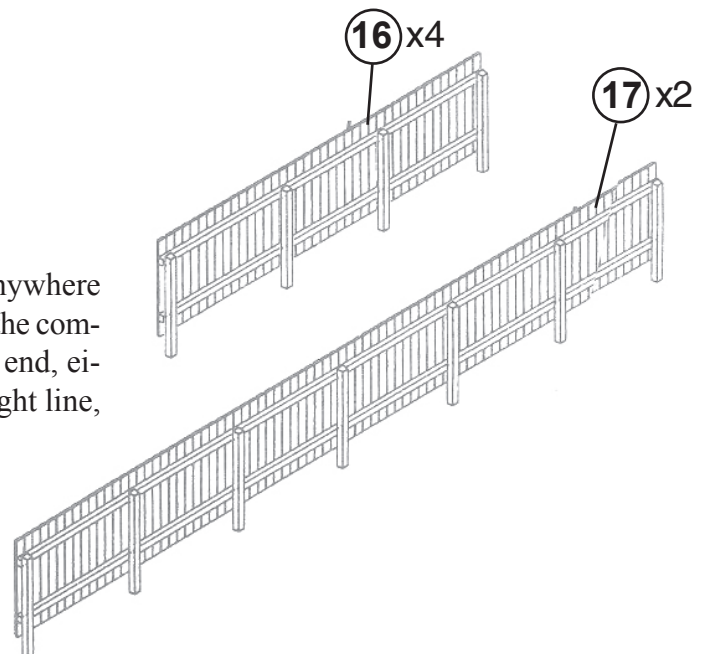


FUEL TANKS

19. Glue six tank sections (28) together with the welds on the sides at 90 degrees to each other. Next glue on the top section (29). Remember to alternate the welds. Repeat these steps for the second tank. Note: you will have extra parts left over.

FENCES

20. Put the fences (16,17) anywhere around the perimeter of the complex. Place them end to end, either extending in a straight line, or, at an angle.



TRACK GRATE

21. To mount the grate (61) properly, you will first have to remove the ties of the track where you want to position the grate. Then glue the grate underneath the track. On your layout, you may wish to dig out a small pit under the grate.

