



UP THE HOLLER

Newsletter of Division 9
THE COAL DIVISION

MID CENTRAL REGION NMRA INC

April 2016



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FROM THE HEAD OF THE HOLLER

By Gary J. Burdette, MMR

“Thinking outside the box” is a more modern way of describing a method by which we attack and solve problems in a less traditional manner. Recently, much has been said about our fostering a new image of the Division level of the NMRA to promote interest and participation in the hobby. The old-fashioned meeting has been replaced by the *event*. Often, a group defines these events by establishing a theme: *The Mountain Railroad Adventure*, *Modeling Like a Lion or a Lamb*, and *Steel is King* are examples. Sometimes Divisions have included raffles, hands-on activities, tours and other methods to enhance meetings; I mean events. However, these suggestions may only be “skirting the edge of the box”.

As we design programs for our events we may look at what has been done and try to think of related, though more advanced or sophisticated versions of traditional activities. While there is still room for the standard clinic, the EduTrain series being developed has a more modern approach. These clinics have more of a real how-to aspect that leads one through a modeling process. The Coal Division has several members who like to share information through demonstration and manipulative techniques. From tips on “tweaking” rolling stock to be smoother runners to viewing and studying numerous tools which aid in modeling, we have begun to venture beyond the edges of the box.

Our M.A.D.D. (Models, Artifacts, Displays, and Discussions) program has been a way to improve on the old show-and-tell. Various items have been on display, held up for viewing by members, or have been part of the overall theme of the event. We have had the opportunity to learn about various types of locks, lanterns, modeling techniques (one member’s animations, airplane servos, and lighting), and railroad related Christmas ornaments. The March meeting focused on *Making Backdrops* with hand-made and commercial examples, books and magazines (all on display), and a traditional clinic on the topic (monthly theme). A clinic on *Signals* is slated for the future and books, drawings, models, and actual signals will enhance the presentation. The sky is the limit here, and this may offer a means by which we may venture “away from the box.”

With the receipt of a number of box cars made available from the NMRA, plans are under way to develop a series of painting clinics including airbrushing, lettering, and weathering. Materials are being gathered to “fill-a-foot” of scenery much like the folks in Australia presented a couple of years ago. One of our members and his Cub Scout Den built scenic, foam modules with a couple of lengths of N Scale track which all connected to make a running railroad once each one was completed.

Events, activities, experiences, or adventures may happen by chance. While a couple of modelers may have set things up recently, the process by which plans were made just, sort of, happened. This month Patrick Miller will tell you about his bench work techniques. He is participating in the Division through his writings and communications with members, but work prevents his attending monthly events. His work did provide a trip to our capital city and some operation on Bob Weinheimer’s *Pennsylvania Southern* railroad. Similarly, an impromptu visit to David Olivario’s *Be&O Clarksburg Division* provided several of us with the joy of seeing a really nice model railroad (and apartment train room), the pleasure of a delicious meal, and the opportunity to spend time with one another, not usually possible due to schedule conflicts. More of these simple, casual get-togethers may provide opportunities for those whose weekends are too heavily booked to be involved in the hobby and participate with their fellow modelers in a little different arrangement. Local Divisions can explore opportunities in their area.

Peter Youngblood, MMR gave a great example of a contemporary approach to modeling through his description of “Train In’ Camps” in the March issue of the *NMRA Magazine*. The goal of the day camp is to reach out to members and the public to spark a renewed interest in model railroading through the introduction of many hands-on activities designed to engage the modeler. This is a more recent term that may set the tone for future endeavors. Have you ever noticed how engaged a youngster may be when playing a video game? Can that same level of involvement be achieved with model railroading activities? I think it can.

Continued page 2

Continued from page 1 “Paw-paw, me love me trains” was a quote from the grandson of my railroad buddy as he viewed the three-rail layout grandpa had built for him. This speaks volumes to me since most children seem to be naturally drawn to toy trains. We see this at train shows as children look at the traveling layouts with glee.

I was introduced to Lionel trains through television commercials, magazine ads, and the *Boy Scout Handbook*. Every year Captain Kangaroo featured a Lionel layout on his show. Like many baby boomers, I received a train set for Christmas. Has that fascination with trains changed?

My own children grew up watching Thomas on the *Shining Time Station* television show. Though Thomas has evolved from the animated model version to a computer generated character, he is still popular with the children. My grandchildren certainly like him. Around the time of Thomas’ inception came the more sophisticated presentation of the *Tracks Ahead* series. Both models and prototype trains were featured, and the hobby of model railroading was further explored.

Recently, I stumbled on *The Choo Choo Bob Show* shown

locally on *ion tv*. Centered in a railroad station set, the conductor, engineer, Bob, and others act out various child-centered stories from the cable installer running lines to the depot to the local fair. Sometimes railroad songs are featured or a visit to a prototype locale like the San Francisco Cable Cars. Also, there is a three rail layout on stage left. The interesting thing about this pike is that a special button may be pressed and the characters are shrunken and placed into the tiny town where they enter into many adventures. It seems that imagination is the key element here, and the kids seem to enjoy the mix of real (prototype) and fantasy (model).

Other ideas have been mentioned in these pages over the past couple of years having been gleaned from Division newsletters, the *NMRA magazine*, train shows, and our own imaginations. Maybe someone can go through all of the articles and discussions to compile a “handbook” of ideas or activities we may all subscribe to as we attempt to promote our hobby. Many have been looking for stimulating ideas “outside the box.” I encourage all of you in the Coal Division to keep your ideas coming as we continue to enjoy model railroading.

FROM THE OFFICE DOWN THE HALL

Dan Mulhearn, Assistant Superintendent

Photo by Bob Burke

I have said before, in these pages, that I am a railroad buff who models to recreate what I so much enjoy observing of the prototype. So, that would lead to an intense interest in operating on a model layout. One of my biggest enjoyments is researching the prototype and trying to duplicate it as best as possible on a model railroad layout. I know this is not everyone’s cup of tea; but it is what keeps me interested.

This month I would like to tell you about my job as the regular operator at East Bedford on Bob Burke’s Sandy Creek & Southern at Appomattox VA. It is one of several model layouts I am privileged to operate on and I so much appreciate the good friends who extend this privilege to me. To give you an idea of how much I enjoy it; it is a 177 mile journey from Pipestem to Appomattox and my day starts at 730AM and ends at 830PM. There are two model boards under my control. One board controls the Sandy Creek main and the Southern main coming from east staging into Bedford tracks 1, 2 and three which serve the Bedford station as well as through freights. This board also controls tracks 4 and 5 which are the freight arrival and departure tracks for trains which work or originate/terminate at Bedford. The second board controls freight yard tracks 6 through 12 as well as the five track engine facility. I can, if needed, route trains to and from east staging through tracks 6 through 9. Then there is track 6A between tracks 5 and 6 which is all mine and used to build trains. The job is that Doug, on the west end yard job, breaks down blocks off through freights as well as terminating Sandy Creek turn jobs. My job is to build blocks for through freights to pick up as well as building Sandy Creek turns originating at Bedford. The Sandy Creek does all switching at Bedford for all Sandy Creek and Southern RR freight service. I also get to act as a Southern switch crew to remove and place sleeping cars on Southern passenger jobs. Doug and I coordinate through a main yardmaster who makes sure we are getting things done. While both the Sandy Creek and Southern are run by CTC west of Bedford, the yard is under our control. East staging is under control of the east mole. All trains recrew at Bed-

ford and the east mole runs all trains to and from east staging. That means east mole and I work very closely. Every once in a while the east mole will surprise me while I am doing something else and a train ends up where I don’t need it. Now, the west end yardmaster has signals controlled by him for both departure and arrival. Bob needs to set me up with similar signals so that pesky east mole can’t sneak up on me anymore. Also, west yardmaster has completed scenery and I don’t; we need to talk about that!

We work off switch lists computer by the Ship-It program; which required a little learning curve. I get a separate switch list for each block or train which needs to be built. Towards the end of the session there are lists of the cars which have hopefully arrived and been placed by the west yardmaster. These cars I then switch into other tracks for later departures at following sessions. In between I have to hostle engines for departing and terminating trains to the engine terminal.

Is it enjoyable? You bet. Operations greatly interest me and I have worked every kind from Mother May I to TT-TO and highly recommend them to you.





Chicamauga & Scioto Event

March 12, 2016 @ *your* **ST. ALBANS** depot

TIMETABLE

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

*Any challenging modeling projects

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

*The Depot

*The Division

*

*

2:45 - Raffle and Contest:

*Enter contest get raffle ticket

*Contest: Steam Locomotives

*Clinic: Evolution of an Operating Scheme Bob Weinheimer MMR

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.

May	May 2
June	May 30
July	June 27
August	August 1

NMRA MCR DIVISION 9
THE COAL DIVISION
Lion or Lamb?

St Albans Depot
 St Albans, WV
 March 12, 2016
 Minutes

Meeting called to order at 2:05 p.m.

Division Clerk Report

Treasury balance is currently \$9,071.17.
 January minutes were approved.
 Pike Ads \$.
 Raffle revenues \$76.

Superintendent Report

Gary Burdette discussed the effects of years of painting in unventilated spaces. He explained the theme of modeling like a lion or a lamb. Trying new things and taking risks to push yourself to do better and expand your horizons.

Training camps were mentioned in the latest *NMRA Magazine*. This entails a multitude of aspects of the hobby. Gary mentioned activities in Dayton and potential scenery activities for the Division. He put forward the idea of The Coal Division Shelby Young Memorial Member's Modeling Masters List. Mark Maynard mentioned starting a list of members and what they felt were their areas of expertise, a "Yellow Pages for model railroading."

Assistant Superintendent Report

No report.

Achievement Program

The MCR Region Treasurer Jerry Doyle will soon meet the requirements for Association Official. Bob noted that someone inquired about the Golden Spike Certificate and the lack of interest about this in some time.

Newsletter Chair

Patrick Miller submitted an article about a novel method of constructing benchwork that will be in the next issue of *Up the Holler*. Tony Puccini asked about reviving the member biography feature.

Bob Weinheimer reported on his recent trip to the NMRA National board meeting in Atlanta. The issue of communication with the members and potential remedies were discussed.

Clinic Chair

Next month's clinic will be by Bob Weinheimer. Our video library is coming closer to being operational. Bill Wadsworth discussed potential ways to facilitate checking out videos. Mark Maynard asked about archiving the handouts from our clinics also.

Contest Chair

This month's contest – diesels.

Membership Chair

We currently have a display at the Dunbar show which will be open for the weekend.

Raffle

A raffle as well as a basket sale was held.

Old Business

None

New Business

Bill Wadsworth mentioned that members with videos they wanted to lend to the library should let them know what they have.

Paul Lapointe asked for volunteers for judging at the upcoming convention in Columbus.

Announcements

Greenbo Show at Cannonsburg, KY Mall March 17-19
 SACOMM Hawks Nest Show April 1
 National Train Show Indianapolis, Indiana July 8-10.

Future Meetings

April – St Albans Depot: The Chickamauga & Scioto RR, etc.
 May – Parkersburg WV: *Steel is King*

Meeting adjourned 2:50 p.m.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

CONTEST

Photos by Paul Lapointe

The March contest was diesel locomotives. Larry Richards took first place with his HO_{N3} scratchbuilt engine. Gary Burdette took second place with his doodlebug. Mark Maynard took third place with his pair of custom decorated diesels.



Larry's winning entry is to the left. Gary's doodlebug is below and Mark's entries are at the bottom.



ACHIEVEMENT PROGRAM

Bob Weinheimer MMR

A few years ago the Coal Division led the entire Mid Central Region in Achievement Program activity. I am not sure if it is due to a lack of enthusiasm or that all the low hanging fruit has been picked but for the last couple of years activity has been somewhat limited.

It looks like that may be changing a bit. As mentioned at the March event, Jerry Doyle will satisfy the requirements for Association Official May 18th, the third anniversary of his becoming Mid Central Region treasurer. Gary Burdette MMR is about a year away from that certificate, he will earn it for being on the MCR Board of Directors. He holds that position by being Division Superintendent.

The Association Official certificate is the only certificate that is presented by earning the respect of the membership of the Division or Region. One must be elected,

there is no amount of excellent modeling that gets you this one. Clearly, both Jerry and Gary have deservedly earned our trust.

There is, however, another certificate that is within the grasp of one of our members. Gary Burdette, Tony Puccini, and I visited Division member David Oliverio recently. David models the B&O between Clarksburg and Parkersburg in N scale. While Tony and I had been there before, David had installed a fascia and layout lighting since our last visit. That made what is already wonderful scenery really pop. Gary and I assessed (new word for judging) it to a merit level. All David has to do now is to write it up. David also has a bunch of scratch built structures, that certificate may be in the works as well.

Now, does anybody else have something that is worth a certificate?

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.

ANOTHER WAY TO BUILD BENCHWORK

Patrick Miller

After five years of having my modeling efforts confined to what was best suited for a utility closet, my wife and I moved a few minutes away from our home in Jane Lew to our new residence in Buckhannon. The new layout space is in a 48 feet by 11 feet finished attic. I have to share some of the space with my two year old son so that he has a play area to keep his toys. Upon our move over Thanksgiving, I promptly began track planning. I developed a 37' 6" x 11' 3" double deck track plan with a helix and hidden staging in the eaves of the attic.

My railroad, the Carolina, Chicopee & Central Illinois, also known as The Chicopee Road, is a freelanced Class I carrier set in the mid 1960s and runs between Louisville, KY and Newport News, VA. I am focusing on the portion in western and central West Virginia between Ravenswood and Grantsville.

Due to the layout space being in the attic, I have a

sloped ceiling. I studied different types of benchwork construction in search of one that best suited my needs and ended up developing my own hybrid design. The design I came up with and have successfully employed uses and 8" by 8" flat metal corner braces I was only able to locate at Home Depot. I started by cutting pine 2x3s into 16" lengths and mounting them in the narrow side to the wall using three, 3" wood screws.

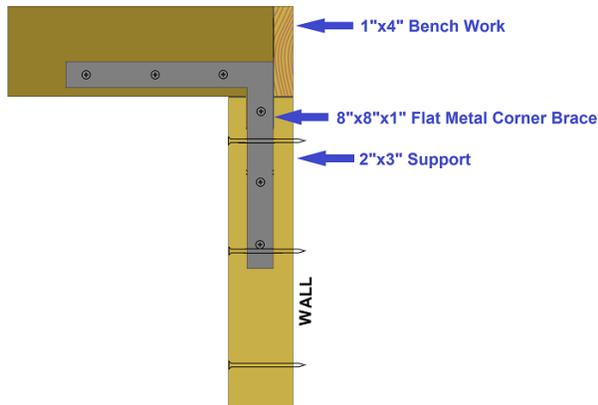
I successfully tested this design prior to full-scale benchwork construction in my garage using a five gallon bucket and sand. The test simulated a benchwork depth of 24 inches. With the empty bucket placed at the 18 in mark, I slowly loaded the sand into the bucket until it was overflowing. I measured, under load, a sag of approximately 5/8" and I estimated the bucket to be holding about 100 lbs. of sand, not bad!

By attaching one leg of the corner brace to the 2x3, I

laid the 1x4 open-grid benchwork on top of the vertical 2x3's, leveled the benchwork and inserted 3/4" screws fastening the benchwork to the upper leg of the metal corner brace. See the photo on the next page.

The benchwork was completed in January and I now have lighting on the lower level and have begun track work at Ravenswood Yard working eastbound. I will

write up an article about my lighting in the future. For a video introduction to The Chicopee Road check out my YouTube video: <https://youtu.be/j-8Hk4X38qg>. You can also follow my progress on my blog at: <http://cccirr.blogspot.com>. If you have any questions, I'd love to hear from you all: pmiller173@gmail.com



MY WORD Bob Weinheimer, Editor

Paul Lapointe has taken a break from his benchwork articles but just in time Coal Division member Patrick Miller has stepped in with yet another way to build benchwork. Some of you may have met Patrick at a regional convention or perhaps at one of the events we had last year at the Amtrak station in Charleston. As he notes, he lives some distance from St. Albans and has family obligations. He also has a job that involves a fair bit of travel so joining us for a weekend event is difficult. In spite of that, Patrick's blog is well worth reading. I am anxious to see

the progress he makes in his new space.

The Pennsylvania Southern track renewal project continues at a measured pace. My plan is to do the project without interfering with the monthly operating sessions. This means I have the new turnouts built and all supplies in hand so I can tear into a modest sized area right after the session and have it back together in a couple of weeks. The most recent bit was to complete the main, siding, and associated tracks through and north of Washington. That is done and ready to go

Continued on page 8

Continued from page 7 into service. The next area looks like it will be to the south through and including West Union.

As my operators know, we run a dark railroad (no signals) and all train movements are controlled by train orders. Until now, these have been a hybrid train order and track warrant developed originally for Lin Young's Grafton and Greenbrier by Dave Matheny. More recently Jerry Doyle has been pushing a more formal Form 19. Form 19 requires the dispatcher to write out the complete order and not just fill in the blanks in the current form. The trouble with this way of doing things is that copying then reading back a train order is not something that is comfortable for many operators. In some cases the dispatcher reads the order too rapidly, in others the background noise makes it hard to hear over the radio. Combine the two and it can become an issue.

In the real world train crews often receive their train orders before departing their originating point. To that end the railroad has acquired a wireless printer that sits on a shelf in the room that contains Pittsburgh and State Line Yard and is also close to the garage and North Yard. It's not too close to Washington, Waynesburg, or Wheeling but I'm not about to buy a second or third printer. Those crews can walk a few feet. The idea is that their train orders are sitting there printed for them. The orders are written by the dispatcher who uses a laptop computer to type the orders into a template in Microsoft Excel. Each sheet in a work book will contain one order so the single document will archive all the orders

PS	15547	XM
Loaded		
From:		
STATE LINE YARD		
STAGING		
Via		
WASHINGTON		
Destination:		
WEST UNION		
PENNSYLVANIA		
PRINTING		

The waybill (above) lists the car's number, type, load status, origination, destination, and yards to be transited en route. It is the size and weight of a business card. The green train card is the width of the waybill but a bit longer and includes instructions for the train crew. A blank Form 19 train order is on the right, it is half a letter size piece of paper, 8.5" by 5.5".

Train
205/206
Start: WASHINGTON
End: WASHINGTON
At West Union make pickups and setouts per waybills. Cars may be left on runaround track for pickup on return to Washington.
At Waynesburg make pickups and setouts per waybills. When finished call dispatcher for order for return trip.
At Baker, make pickups and setouts per waybills.
Return to Washington with no more than 15 cars.
THIS CARD DOES NOT CONVEY TRAIN MOVEMENT AUTHORITY. TRAIN ORDER MUST BE OBTAINED FROM DISPATCHER PRIOR TO DEPARTURE.

from a session. If that means nothing to you, don't worry, only the dispatcher has to understand it. Once written, the order can be printed through the Wi-Fi system in the house to the printer.

If you have been reading the NMRA Magazine, you have seen that NMRA President Charlie Getz has mentioned my name in the last few issues. As the Discount Program Coordinator, I am about to send to the NMRA web site folks the details of the discounts now available to NMRA member for publication on the web site. These are nearly all tourist railroads and the summer travel season is approaching. This means it is imperative to get these things available to the membership. The Hocking Valley is one of the participants so keep that in mind as you plan your summer travels.

One of the challenges of editing a newsletter is dealing with what comes to me and how to make it fit in an even number of pages. Odd pages work for a purely electronic document but a few members still get a paper version so an even number is required. We also hand out extra printed copies at train shows so there is another reason to make a printed copy.

This issue started out at 10 pages but it quickly became apparent that I needed more than that. Eleven would have been nice so I had to pad things a bit. To fill that space I've included photos of my single use waybills, the new train information cards, and one of the new Form 19 train orders.

FORM 19	PENNSYLVANIA SOUTHERN RAILROAD COMPANY	FOI 11
TRAIN ORDER No: _____		DATE: _____
TO: _____	AT: _____	
DISPATCHER: _____		
MADE COMPLETE TIME: _____		OPERATOR: _____

NMRA InfoNet News
Tom Draper

Notice of 2017 NMRA Elections

The following NMRA Board of Directors positions are open for election in 2017

1. Central District Director;
2. Canadian District Director, NMRA Canada President, NMRA Canada Vice President; and
3. Regional Advisory Council (RAC) Director.

Please check Section A.10.1 page A.10.1-1 of the NMRA Executive Handbook (EHB) located at <http://nmra.org/executive-handbook> for the extent of the districts affected. Qualifications for candidates can be found at Section A.3.1 paragraph 12C page A.3.1-4 of the EHB. *(editor's note: Coal Division members living in Kentucky and Ohio may participate in the Central District Director election).*

All submissions of candidate's names for the Central District Director are managed by the National Nominating Committee and should be submitted to Tony Koester, National Nominating Committee Chair, nkpfan@ptd.net, no later than June 1, 2016. The incumbent is ineligible to run for reelection.

All submissions of candidate's names for the Canadian District Director, NMRA Canada President, and NMRA Canada Vice-President are managed by the NMRA Canada Nominating Committee. Contact Stephen Wood, NMRA Canada Nominating Committee Chair, stephendwood@gmail.com no later than June 1, 2016.

All submissions of candidate's names for the RAC Director are managed by the RAC Nominating Committee. Contact Hank Kraichely, RAC Nominating Committee Chair at hkraichely@sbcglobal.net no later than June 1, 2016.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the respective Nominating Committee. Requirements for submitting by petition are contained in the EHB in Section A.10.1 paragraph 3 page A.10.1-1. All submissions by petition shall be received by the Secretary NMRA no later than September 15, 2016.

2021 National Convention

At the recent NMRA Mid-Year meeting in Atlanta the Board of Directors approved Santa Clara, CA as the location for the 2021 National Convention.

New Handbook

A "How to be a Division Superintendent" handbook has been prepared by Bruce De Young, MMR. It is intended to help superintendents who are unsure what their responsibilities are. This will be available before the convention in Indianapolis.

Vertical Integration

Vertical integration and the ability for all Divisions and Regions to be part of the NMRA National 501 (c) 3 status is now in the hands of the IRS. The test Divisions and Regions have been submitted and we are now waiting for a response. This would give Divisions and Regions a tax advantage but they would not lose any control of their assets.

Free box car shells

8,000 box car shells have been donated to the NMRA for use by Divisions as hands-on clinic material or as a basis for a popular vote contest. Kadec and Microscale have donated 1,500 couplers and decals respectively. Work is continuing on 3D printed under frames to enable a full kit to be produced. Box car shells will be free except for shipping; the additional parts will need to be paid for.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You will find those addresses at www.nmra.org or in the NMRA Magazine

Regards,

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

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.

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CRESCENT VALLEY

Jerry Doyle, President
Barboursville, WV



PENNSYLVANIA SOUTHERN

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



Midland Atlantic

Anthony Parrish, CEO
tony765@aol.com

NORFOLK AND WESTERN



PIPESTEM BASEMENT DIVISION (HO)
DAN MULHEARN
304-466-9188
danmulhearn@gmail.com

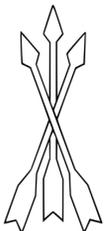


CRUSTY MOUNTAIN AND WILOBY SPRINGS R.R.

Mark Maynard, President
Portsmouth, OH



Ed Keith, MMR
Assistant Superintendent
Chesapeake, OH



THREE ARROWS RAILROAD

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6 Garwood Drive Huntington, WV 25705
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SHAMOKIN DIVISION

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304-872-7262



HINTON DIVISION

Gary Burdette - Superintendent
Point Pleasant WV



WESTERN MARYLAND RAILWAY THOMAS SUBDIVISION

RUSSEL MILLER - SUPERINTENDENT
RUSSEL22@MSN.COM



NEW RIVER GORGE SUBDIVISION

Clint Foster Superintendent
Ronceverte WV

Allegheny & 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
398 MOUNT VIEW DR
CHARLESTON WV
25314-1041

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address, please let us
know so we can save
printing and postage
costs. Send a note to
editor@coaldivision.org
to get onto the email dis-
tribution list for Up The
Holler.

Upcoming Coal Division Events

April 9

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

May 14

**Steel is King
Parkersburg, WV**

June 11

St. Albans Depot

July 8-10

**National Train Show
Indianapolis, IN**