



# UP THE HOLLER

Newsletter of Division 9  
**THE COAL DIVISION**  
MID CENTRAL REGION NMRA INC  
September 2017



## DIVISION OFFICERS

Superintendent  
Dan Mulhearn  
304-466-9188  
super@coaldivision.org

Assistant Superintendent  
Robert Osburn  
asstsuper@coaldivision.org

Clerk- Jerry Doyle  
304-638-2826  
clerk@coaldivision.org

## COMMITTEE CHAIRS

Achievement Program Chairmen  
Ed Keith MMR  
740-867-5264  
Bob Weinheimer MMR  
304-343-1428  
ap@coaldivision.org

Clinic  
Robert Osburn  
clinic@coaldivision.org

Contest  
Larry Richards

Education  
Vacant

Election  
Bill Wadsworth  
304-768-3266  
nominating@coaldivision.org

Membership  
John Harris  
membership@coaldivision.org

Raffle  
Tom Harris  
raffle@coaldivision.org

## DIVISION STAFF

Editor  
Bob Weinheimer MMR  
editor@coaldivision.org

Webmaster  
Bob Weinheimer MMR  
webmaster@coaldivision.org

## FROM THE HEAD OF THE HOLLER

**Dan Mulhearn, Superintendent**

Go west, young man, go west. That was advice given to young men as the country developed and the west was seen as a place of opportunity. This month, for our September meeting, we will be taking that advice and going to the far western point in our Division, Portsmouth Ohio. Mark Maynard will be hosting us at his home and opening his layout to us. I am looking forward to seeing what's new at Mark's and enjoying the barbecue lunch. There is always something new on the Crusty and we are always impressed. I am hoping to get in a little operating time, if I can convince my carpool to tarry a while after the meeting. Mark did say to those who need to leave right the meeting that we can arrive early and do some operating prior to lunch and the meeting. We have invited Division 6 to join us. Our contest will be photographs, model and prototype, so bring your entries.

I am still digesting all the information garnered at the National Convention on DCC, LCC, developments in DCC decoders, signaling and a whole lot of other topics. I sat in on some clinics on scratch building as I need to get going after AP certificates on either cars or locomotives, engineering, scenery, etc. This reminds of my time in the Boy Scouts working for merit badges. I would like to earn Master Model Railroader, not as a bragging point, but show myself if I apply myself I can learn and do.

It was good to hear that the California RR Museum has finally come to an agreement on our display at their site. You just can not trust government entities, there is always a finger in the wind. It is hoped, someday, we will have a permanent venue for the Howell Day Museum. We need to see many more gray heads at our events but we also need to see youngsters interested in our railroad heritage and current rail road activity. Let's share what we know and love.

## From the Office Down the Hall

### Bob Osburn

For this month, I may be straying a little away from railroads and entering the realm of boats—or more specifically tow boats. Being in West Portsmouth Running the Crusty Road at Mark Maynard's we'll only be a couple of miles away from where the Ohio and Erie Canal terminated at the Ohio River. After the meeting, members may want to take a short road trip north up Route 104 which parallels the west side of the Scioto River. Remains of the canal can be seen all along this road. A restored lock (Lock 48) is only a few miles up Route 104. I'll have additional information available at Mark's.

### A Short History of the Ohio Erie Canal

The Ohio and Erie Canal was one of Ohio's most important canals during the mid-nineteenth century.

During the late 1810s, Governor Thomas Worthington and Governor Ethan Allen Brown both supported internal improvements, especially canals. Both men believed that Ohioans needed quick and easy access to the Ohio River and to Lake Erie if they were to profit financially. Farmers and business owners would be able to transport their products much more easily and cheaply with canals rather than turnpikes. They also hoped that canals would open new markets for Ohio goods.

In 1822, the Ohio legislature realized the importance of internal improvements and created the Ohio Canal Commission. The Commission hired James Geddes, an engineer who had worked on the Erie Canal in New York, to determine the best routes available for a canal from the Ohio River to Lake Erie. The Canal Commission eventually recommended a route starting at Lake Erie, passing through the Cuyahoga Valley, the Muskingum Valley, the Licking Valley, and then to the Ohio River along the Scioto Valley. In 1825, the Ohio legislature approved the route, and work began immediately. On July 4, 1825, at Licking Summit just south of Newark, Ohio Governor Jeremiah Morrow and New York Governor De Witt Clinton, the man most responsible for New York's Erie Canal, turned over the first shovels of dirt of what would become the Ohio and Erie Canal.

To finance the canal, the Ohio government relied on loans. The legislature established a Canal Fund Commission to regulate the costs and the securing of money for the canal. Ohio received its initial loan of 400,000 dollars for construction of the canal from bankers and businessmen living along the East Coast. The canal commissioners estimated that the Ohio and Erie Canal would cost approximately 2.3 million dollars. The Ohio and Erie Canal cost approximately ten thousand dollars per mile to complete. The canal nearly bankrupted the state government, but allowed Ohioans to prosper beginning in the 1830s all the way to the Civil War. (The canals in Ohio

lasted much longer than those in eastern states. Railroads thru Ohio were mostly being built East to West and Ohioans relied on the canals for a North-South route.)

Canal construction went quickly but not easily. At the peak of construction, more than four thousand workers were laboring on the canal. Private businesses bid on portions of the canal. The state usually accepted the least expensive bids. Once the trench for the canal was dug, workers often lined it with sandstone. Canal locks may have also consisted of sandstone lined with wood, but sometimes workers made the locks exclusively from wood. The submerged wood would swell, making a waterproof barrier. Workers generally earned thirty cents per day plus room and board. A typical day began at sunrise and did not end until sunset. While thirty cents per day seems a poor wage in modern money, it was attractive to particular groups. Many recent immigrants to the United States, especially the Irish, survived thanks to jobs on the canals. Other people, like the residents of the communal society at Zoar, also helped construct canals to assist the survival of their community. Many of Ohio's communities today, including Akron, began as towns for the canal workers.

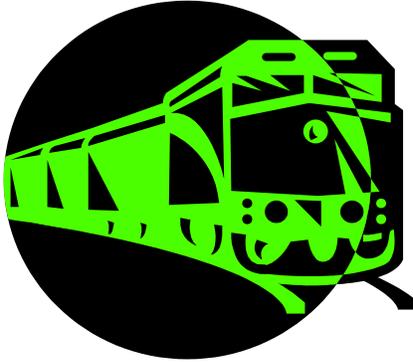
By 1833, the Ohio and Erie Canal was complete. In 1830, the Ohio legislature earmarked funds for the Miami and Erie Canal's extension to Defiance and Lake Erie. Once completed, thirty-three of Ohio's eighty-eight counties either had portions of canals running through them or quarries to mine rock for construction.

Once completed, the canal still faced numerous difficulties. Flooding could do serious damage to the locks, walls, and towpaths, requiring extensive repairs. Especially in northern Ohio, cold weather would cause the canal to freeze, also causing damage. Usually the canal in the northern half of the state was drained dry from November to April. During the winter months, workers would repair any damage that occurred during the earlier part of the year. In southern Ohio, the canal generally stayed open the entire year.

The difficulties Ohioans faced with the canal paled in comparison to the advantages that they garnered. Most importantly, the cost to ship goods from the East Coast to Ohio and vice versa declined tremendously from 125 dollars per ton of goods to twenty-five dollars per ton of goods. It took eighty hours to travel from Cleveland to Portsmouth along the Ohio and Erie Canal. While horseback was much quicker, it also cost a great deal more. The cost on the canal boat was \$1.70 per person.

Most canals remained in operation in Ohio until the late 1800s. There is a short stretch in the Muskingum Valley near Zanesville still in operation today. By the 1850s, however, canals were losing business to the railroads because of the development of

Continued on page 4



**Coal Division  
Monthly Railfun Event**  
*“Ride the Crusty”*

**Mark Maynard’s Home, West Portsmouth, Ohio**  
**September 9, 2017**

8:00 - Layout opens if you wish to run trains on the Crusty.

11:00 - Things really get rolling. Visit the layout, set out items to sell, socialize. Coal Division takes 10% of all sales from seller.

12:30 - Lunch

1:00 - Social time, contest is Photographs

2:00 - Superintendent’s Briefing

2:40 - Contest, Results

3:00 - Continue running trains and socializing!

***More details including directions are on the next page.***

## SEPTEMBER EVENT: RUNNING THE CRUSTY ROAD

Our September event is once again a joint gathering with Division 6. As he has for the past several years, Mark Maynard has graciously agreed to host us and to provide lunch and beverages.

Mark's layout will be on display, the editor hasn't heard of the layout upgrades but surely they are numerous and welcome by the operating crew.

A big part of the day is the flea market sale. Bring any of those things you thought you couldn't live without but now realize you don't need. In particular, consider items that you might think too valuable for the raffle. Make sure your name is on it or the packaging, set a price, perhaps do some haggling, and be rid of it. We hope to have somebody to handle the money and bookkeeping but if you make a sale privately, please don't forget to pay the 10% fee due from the seller.

Since the event includes a joint business session, the business of both divisions will be discussed. The plan is to go through our typical agenda alternating between divisions; that seemed to have worked well in the past. This should give Coal Division members an idea of how Division 6 does things and it might even give us some ideas

that we may wish to consider implementing. As this is a joint event, there will actually be two contests.

Our contest will be photographs so bring those pictures of trains or other railroad subjects, prototype or model, black and white or color.

While those who wish to operate the Crusty are welcome at 8:00 AM, the other parts of the event start around 11AM. Lunch will be available around noon or shortly thereafter. The business session will start at 2. While Portsmouth is a long distance for most of us to travel, car pooling can reduce costs and provide lots of good discussions en-route. All we need is a nice day.

Now, for some directions: If you are coming from anywhere but the west, find your way to Portsmouth, OH and leave town headed west on US 52. Look for Brouses Run Road about one half mile after the road narrows from four lanes to two lanes. Turn right onto Brouses Run Road, pass the first house on the right (Mark's) then turn right into the barn lot in about another 150 feet. The model railroad is upstairs in the barn, the other activities will be out behind the barn under the canopies. If you want to use GPS, the house number is 42.

### CLINICS Bob Osburn, Clinic Chair

Using the *Western Maryland Railroad* as an example, Jerry Doyle gave us excellent insight on why a railroad has a certain type and quantity of freight cars in their fleet. I am always amazed at the railroad knowledge Jerry possesses. Thanks Jerry for a great August Clinic.

No Clinic is scheduled for September but will find us at Mark Maynard's "*Running the Crusty Road*" in Portsmouth, Ohio. The September Contest will be Railroad Photos and the MADD Program will highlight Civil, Electrical, and Mechanical Engineering Projects.

Ideas are needed for future clinics. If you would like to present a clinic or have ideas for one please let me know.

### Mid Central Region Facebook Page

With the help of Matt Goodman of the Buckeye Division and Christina Ganzer Zambri, NMRA Marketing Consultant, the Mid Central Region launched a Facebook page in early August. The goal is to share with the rest of the Region the activities of the various Divisions. Newsletter availability will be posted as well as promotion for train shows sponsored by the Divisions. Click [here](#) to see the page if you are already a Facebook member.

Continued from page 2 north-south routes. Railroads had several advantages over the canals, which made the railroads much more popular. While railroads cost more to ship people and goods, they could deliver people and items much more quickly than the canals. Railroads also were not limited by a water source as canals were. Because of these advantages, railroads quickly supplanted the canals.

### 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

October	October 2
November	October 30
December	November 27
January	December 29

## NMRA MCR DIVISION 9 *THE COAL DIVISION*

St Albans Depot  
St Albans, WV  
August 12, 2017  
Minutes

Meeting called to order by Superintendent Dan Mulhearn at 2 p.m.

### Division Clerk Report

July Minutes approved  
Treasury Balance is \$8,885.47  
Recent Expenditures were \$45 for September picnic and \$207.70 for Janie Burdette's convention lodging.  
Pike Ads \$0  
Raffle Revenue \$49  
Company Store Revenue \$5.50

### Superintendent Report

Dan attended the national convention in Orlando, FL. A few days of Florida weather convinced him he likes West Virginia better.

### Assistant Superintendent Report

The company store is open for business. There is also a spot for MADD each month on an ongoing basis. Bob Osburn updated everyone on the square foot modeling challenge. Judging will be in December. The judging will be unbiased. Bob hopes it will be interesting to see what our members bring. He mentioned Mark Maynard's project with an opening warehouse door driven by a servo.

### Newsletter - Up the Holler

Next deadline is 8/28. There may be a follow-on article by Sam Delauter on Z Scale.

### Achievement Program

Sam Delauter was presented with his Golden Spike Award. Bob Weinheimer gave a brief orientation on the requirements for the Scenery AP certificate. Gary Burdette was posthumously named a Fellow of the NMRA, the second highest award given by the NMRA.

### Membership

Greg Barker is our newest member. Membership stands at 49, it was 58 at this time last year. The NMRA national is examining the nationwide trends in NMRA membership.  
The Railpass option has been changed to a nine-month period for \$20 effective January 1.

### Contest

This month's contest is freight cars.  
Larry mentioned the **Square Foot Challenge**. The intent is to be a fun project. More information will be available at the September meeting.  
Next month's contest is photos.

### Raffle

Tom is recuperating from back surgery today.

### Librarian

The library is available for checkout today.

### Old Business

None

### New Business

None

### Announcements

Next year's convention will be in Kansas City. Bob Weinheimer noted there are a number of excellent layouts in the area.  
Mark Maynard's layout will be open for operation at 8 a.m.  
The MCR now has a Facebook page.

Meeting adjourned at 2:26.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

## CONTEST

### Photos by Bob Weinheimer

The August contest was freight cars. Sam Delauter's N scale C&O 3 bay hopper and a wonderful weathering job on an HO scale boxcar by Jeremy Fuller tied for first place. The third place car was Dale Osburn's ice reefer built from an Accurail kit. The September contest will be photographs.



Sam's N scale hopper car

Jeremy's boxcar



Dale's reefer

## ACHIEVEMENT PROGRAM

Bob Weinheimer MMR

Photo by John Harris

It was a pleasure to present Sam Delauter with his Golden Spike Award.

Thanks to Bob Osburn for supplying copies of the Scenery requirements and Statement of Qualifications. That one was a bit harder to discuss informally but I was encouraged to see several members pick up copies. I sure hope we can come to evaluate your work and ultimately present you with an Achievement Program certificate.



## MY WORD

### Bob Weinheimer, Editor

While it may not be at all obvious to any one reader of Up The Holler, this newsletter gets a wide distribution. Among those to whom it is sent are all former Coal Division and NMRA members with valid email addresses known to us. Many of these folks open and read every issue indicating some sort of interest in the hobby. We would like to see them return to NMRA membership and now may be the time with the introduction of the Partnership Program.

The NMRA Partnership Program was announced at the recent convention. A number of manufacturers of model railroad related items have agreed to give NMRA members discounts when shopping on line. In every case there is some sort of code required to get the discount and that code is listed on the NMRA web site. The catch is that it behind the firewall that requires membership to bypass.

So, what's the big deal? Micro-Mark is one of the leading suppliers of tools to our hobby and they have agreed to give us a 15% discount, even on sale items. Since the convention I have had the need to place two orders with them totaling about \$100. The discount dropped that price by \$15, about one third of the cost of my NMRA dues for the year.

Think about that for a minute. Effective September 1 the annual dues rise to \$47. If you are a serious modeler it is entirely possible that you can recover the cost of your

membership by using the Partnership Program. What other companies are in the Program? It seems to grow every time I look at the page but here it is as I prepare this article:

Monster Modelworks 10%  
 Train Installations LLC 10%  
 Catzpaw Innovation 10%  
 Green Frog Productions 10%  
 LARC Products 10%  
 Logic Rail Technologies 10%  
 Minuteman Scale Models 10%  
 Model Railroad Benchwork 5%  
 Motrak Models 10%  
 MRC (Model Rectifier) 25% off Light Genie  
 RR-CirKits 15%  
 Rusty Stumps 10%  
 Scalecoat Paint 10%  
 Unreal Details 20%  
 Jason's Brass Poles 10%

Google any of these companies to see their product lines.

For years folks ask what benefit does NMRA membership bring them. Now we can very clearly point to an answer to that question: it can save you enough money to pay for your membership. If you are one of our lapsed members, please consider rejoining!

## NMRA AWARDS

This is a list of all of those who received awards at the banquet at the end of the NMRA convention in Orlando. Note that at the top of the list is one of the highest awards available: Fellow of the NMRA. While we are all proud of the recognition received by Gary Burdette, please note the number of members who have contributed over the years and more recently to make the NMRA function as it does. The higher level awards are for longer term accomplishment while the President's Awards are more for recent outstanding items. Also, the list is long as Region Presidents were asked to nominate one member from the Region for a President's Award. Roy Hord from the Cincinnati Division was the Mid Central Region nominee.

### Fellow of the NMRA

**Gary Burdette, MMR**  
 Ron Williams, MMR

### Distinguished Service Award (DSA)

Jim Hediger

### Meritorious Service Award (MSA)

Bob Hamm  
 Rick Coble  
 Dave Liesse  
 Scott Povlot  
 Martin Oakes

### Presidents Award (PA)

Grant McAdam  
 Dave Lamberts  
 Larry Alfred  
 Chris Lyon  
 Ben Sevier  
 Donovan Lewis

Martin Boyask  
 Jack Dziadul  
 Rich Seymour  
 Mark Cowles  
 Doug Wagner  
 Al Hovey  
 Terry Davis  
 Alex Huerres  
 Roy Hord  
 Peter Watson  
 Shirley Sample  
 Walt Liles  
 Bob Chaparro  
 Bob Hamm  
 Clark Kooning  
 Joe Gelmini  
 John Stevens  
 Pete Magoun  
 Peter Youngblood  
 Leslie Eaton

## Sam's Z Scale Corner: Track and Controllers

### Sam Delauter

As some of you know, I recently dismantled my Z scale. By building it a bit smaller I will be able to transport it. The old layout fit in my old car but not my new one. This has allowed me to reevaluate all aspects of my layout. Some of these things are my rolling stock and locos but also my options for track. This month I'll be talking about track and controllers.

#### Track:

Marklin, Rokuhan, and Micro Trains all offer full track systems. Each brand offers a selection of switches, crossings, and accessories such as bridges. Rokuhan and Micro Trains track are roadbed equipped where as Marlin is the traditional, non roadbed track. Unlike the other manufacturers, Micro Trains offers a flex track. Micro Trains flex is much like some brands in larger scales as it holds its form as it is flexed. Another difference between Micro Trains and Marklin and Rokuhan is that the Micro Trains product is the tie spacing. Micro Trains ties are spaced to American prototype whereas Rokuhan and Marlin are European and Japanese prototype.

Atlas is the new comer to Z scale. Atlas is now selling flex track in two foot sections. Although I have not seen the Atlas track, it is code 55 so it should match up to the Micro Trains track with little or no work.

The other option is hand laying your track. Fast Tracks makes many tools and jigs to aid in hand laying of track. I have hand laid a few Z scale switches using their jigs and tools. Using their products make it rather easy even in Z scale. [www.handlaidtrack.com](http://www.handlaidtrack.com)

All of the brands of track that are available are of good quality. You can't go wrong with any of them. With the exception of Atlas, each brand offers an all in one track system. When I bought my Z scale track, there was a little bit of sticker shock. By scale, most Z scale track is no more expensive than HO scale track. Since the release of Atlas flex track, Micro Trains has reduced the price of their flex by about half. On the other hand Marklin track still seems to be the most expensive at about \$40.00 per turnout while other brands are about \$25.00 each.

#### Cork:

There may have been other manufacturers over the years that

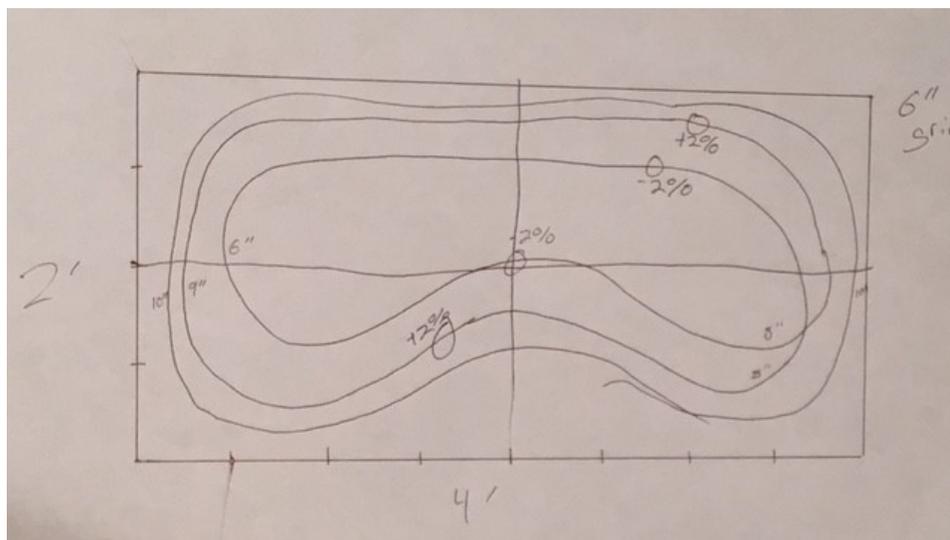
have made Z scale roadbed cork. The only one I know of is Itty Bitty Lines. I use their cork to go with my Micro Trains flex track. It is a perfect match if you are also using Micro Trains switches, which are all roadbed equipped.

#### Controllers:

This a category that I do not know much about. What I can tell you is the main things to look for in a controller and why I chose the Rokuhan power pack. The two things to watch for are that the power pack does not have a pulse feature and that the voltage is not too much for Z scale. Many controllers that are suitable for larger scales have a pulse feature. When you start to use the throttle, they send a pulse through the rails to help jump start your loco. Most Z scale motors cannot handle this jolt and can cause damage to the motor. The other thing to watch for is that the voltage is not too high for the motor. Marklin locos can handle up to about 10 volts. Most other brands can handle up to about 12 volts.

I did a good bit of research before I bought my controllers. I decided to purchase the Rokuhan brand controllers. The selling points on the Rokuhan controllers were that they have short circuit protection, they have no pulse option, they are the right voltage, they have an adjustment for max voltage, they can be run off of batteries, and they were about \$40.00 each with a ac adaptor.

I have started on the new layout and will be updating this column as progress is made. Currently I don't have much to show. I am including my track plan as a preview. The layout is 2'x4' and is a double mainline. The inner line is a folded figure eight that follows the main line on a ridge an inch and a half above the main line. In the track plan, anywhere it says +2%, that is where an incline starts. Anywhere there is a -2%, that is where a decline starts.



#### Cork:

There may have been other manufacturers over the years that

## ALLEGHENY PLATEAU DIVISION CAR PROJECT

After years of talking about it, Division 11 is selling a Division Car. Information about the car, photos of the car, and ordering information are on this division's web site at:

<http://www.div11-mcr-nmra.info/>

which has a link to:

[http://www.div11-mcr-nmra.info/car\\_project.htm](http://www.div11-mcr-nmra.info/car_project.htm)

Editor's note: I bought one of these cars at the convention in Louisville. It is marked for a 1968 built date and has no lube stencil meaning it can cover a wide range of years. If appropriate, you can add an ACI decal or a two or three panel lube stencil to make it fit your era. This car is headed for a Pennsylvania Southern unit coal train!

## NMRA MODEL RAILROAD DIRECTORY

The new NMRA Model Railroad Directory is now online and ready to use!

Now whether you are at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more. And it's only available to NMRA members.



Visit [www.nmra.org](http://www.nmra.org) then click on "Member Home" then "Model RR Directory" to see layouts in your area or to list your own layout (as long as it's an operating home or garden railroad. Join in the fun!)

Editor's note: The Pennsylvania Southern is listed in this directory. Please remember that you must be an NMRA member to use the Directory and that you need to register to use the site if you have not done so already. Here's the link: [www.nmra.org/members/layout-directory](http://www.nmra.org/members/layout-directory) I tried to copy part of the site but the nice map with all the layout locations doesn't copy at all, you have to go there yourself to see it.

# 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.

Visit [www.nmra.org](http://www.nmra.org). Then improve your skills. And your hobby.



**We make it even more fun.**

[www.nmra.org](http://www.nmra.org)  
423-892-2846





*Midland Atlantic*  
**Anthony Parrish, CEO**  
 tony765@aol.com

NORFOLK AND WESTERN



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



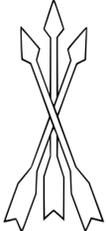
**CRUSTY MOUNTAIN AND WILOBY SPRINGS R.R.**

Mark Maynard, President  
 Portsmouth, OH



Jerry Doyle, President  
 Barboursville, WV

**CRESCENT VALLEY**

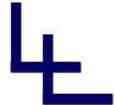


**THREE ARROWS RAILROAD**

Tony Puccini, President  
 6 Garwood Drive Huntington, WV 25705  
 puccinibaj@hotmail.com

**PENNSYLVANIA SOUTHERN**

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




**LAKESIDE LINES RAILROAD**  
 Thomas K. Harris, President and CEO

274 S. Wye Rd., Wytheville, VA 24382 (276)620-3493  
 tharris@va.net www.lakesidelines.com



Ed Keith, MMR  
 Assistant Superintendent  
 Chesapeake, OH

**BOONE DOCK, GOAT HEAD & HUG WATER RAILWAY & NAVIGATION CO.**



**SHAMOKIN DIVISION**  
 DENNIS MCGEENEY ROAD FOREMAN  
 SUMMERSVILLE, WV  
 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  
 Roncovevte 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



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

## Upcoming Coal Division Events

If you received this newsletter via the US Postal Service and have an email address, please let us know so we can save printing and postage costs. Send a note to [editor@coaldivision.org](mailto:editor@coaldivision.org) to get onto the email distribution list for Up The Holler.

**September 9**  
**West Portsmouth, OH**

**October 14**  
**St. Albans Depot**

**November 11**  
**Bluefield, WV**

**December 9**  
**St. Albans Depot**