



UP THE HOLLER

Newsletter of Division 9
THE COAL DIVISION
MID CENTRAL REGION NMRA INC
September 2018



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FROM THE HEAD OF THE HOLLER

Dan Mulhearn, Superintendent

Go west, young man; and of course some of us older folks will soon take that advice. We will be having our September Division Event on Saturday, September 8th at the home of Mark Maynard in West Portsmouth, OH. Plan on being there for good fellowship, a great lunch, and a look at Mark's progress on the Crusty. The contest will be photographs, anything model or prototype rail related. Bring your gently used items for the white elephant table. Oh, yeah, there will be a brief business meeting. Here's hoping for good weather and a great event.

In October we will be back at our main base at St. Albans with the contest being open loads. The Alexander Chapter, NRHS, out of Hickory, NC has taken over management of the November Bluefield Train Show. I am currently waiting to see what the arrangements are for us to hold our November Event at that venue.

The other day I received my Scale Trains GE C39-8s in the mail: one Conrail unit which will be patched NS and one NS unit. I have to say they have done a masterful job on these locomotives. It was interesting to note the little detail differences Scale Trains added to make them prototype specific. There was time for a quick test run and the sound put out by the ESU Lok Sound decoders is just dandy. I have decided to standardize on Sound Traxx Tsunami 2 decoders, but Lok Sound gives them a run for their money. Athearn kind of sneaked out their Genesis N&W GP9s and they went like hot cakes. I was able to get the last two redbirds from Chuck, but one in the blue scheme was impossible to find. Bob Weinheimer was able to find me a bluebird at the National Train Show in Kansas City and I am looking forward to adding it to the stable. I am looking forward to indoor weather in order to get a good cleaning and maybe some bench work done in the basement. It will be a good break from Toni Lynn's outdoor honey do list which has kept me quite busy when I am feeling up to it. I have to admit the yard looks great.

At our August event at St. Albans retired CSX locomotive engineer Jesse Smith treated us to a talk, with wonderful slides, on running a freight train from Russell, KY to Clifton Forge, VA replete with many anecdotes of his life on the railroad. If you missed it, you missed a great presentation. I was just amazed to find that GE locomotives have cruise control, well kind of.

I had prepared this month's column on my misadventures with Amtrak and my hotel reservation mistake which caused me to miss the National Convention in Kansas City. It was just too negative and not really germane to our hobby interests. Ergo, this new, improved column. Sorry, Bob, for subjecting you to my earlier diatribe. Once again, really looking forward to our September event at Portsmouth and hope to enjoy your company there.

FROM THE OFFICE DOWN THE HALL

Bob Osburn, Assistant Superintendent

Several Coal Division members made the trek to the Model Railroad Show at Morehead, KY on August 25th. We were really impressed with their first attempt at a railroad show. Many hours of planning and preparation went into this event. The show was at the Morehead Conference Center, one of the best places I have ever attended a model show. It was a beautiful building; very clean, with plenty of parking, great accessibility, and a restored C&O passenger station and freight depot across the street. The freight station has been turned into a museum featuring railroad and historical collectables. Several things really made this show unique. A local historian was invited to tell the railroad history of the area, live entertainers sang railroad songs, and continual railroad videos were shown on a large theater screen. The local library contributed by passing out welcome packets to the children and free books to the adults. The main organizers for this event (Steve Young, Rick Charles, and Steven Parkansky) are planning on making this an annual late summer event. I look forward to attending next year.

August was a busy and emotional month for me. My mother decided, at 90 years of age, that it was time for her

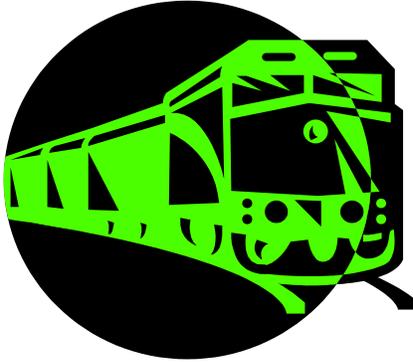
to move to a retirement village. She made this decision on her own and the family pitched in together to get her moved and settled. We have been getting her old home ready for sale and I was assigned to clean out the basement. This was the area my dad spent most of his time at working on his model railroads. He retired from the C&O Raceland Car Shops after working 45 years, and railroading was in his blood! After my father passed away 10 years ago, mom did not want his railroads removed from the basement. She said she could not imagine going into an empty basement. As I boxed his collection it seemed like a time capsule for me. Old building and rolling stock from my first 4' X 8' layout as an early teen seemed to be in every drawer. The structures he scratch built could almost be lined up showing how his abilities improved over the years. In piles of papers and pictures I found fodder for projects he completed and projects he someday hoped to accomplish. He was never a member of the NMRA, but to me he will always be a Master of Model Railroading!



The venue was a wonderful facility, very much like a large hotel ballroom. The space could be divided into a number of smaller rooms but the train show occupied the entire facility. The T-Trak layout was along the long wall to the left. Those gentlemen leaning over something in the upper left corner are putting the layout together. Photo by Bob Weinheimer

This trio performed for an hour regaling us with a number of railroad themed songs. Photo by Bob Weinheimer





Coal Division
Monthly Railfun Event
“Ride the Crusty”

Mark Maynard’s Home
West Portsmouth, Ohio
September 8, 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 then turn right into the first barn lot. In the past we have used Mark's house as a landmark but it is possible that by the time of this event it will no longer be standing. 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.

UPCOMING CLINICS Bob Osburn, Clinic Manager

Jesse Smith presented a wonderful clinic for August. His experience as a Railroad Engineer was evident from his presentation "*An Engineer's Trip Across the Road*". He has made many trips as an engineer between Russell, KY. and Clifton Forge, WV. , and we were able to go along for the ride. Thanks Jesse!!

There will not be a clinic or formal MADD session at the September meeting at Mark Maynard's, but remember the MADD session is a time for us to discuss, display, ask questions, and solve modeling projects anytime we meet.

A clinic on installing tortoise switch machines is being organized for October. This will be a group of mini-clinics from several members showing different techniques and methods.

The Company Store will be open for the September meeting at Mark Maynard's. If you have something to sell, please bring and add to the collection. Stickers will be available to mark your item with name and asking price—10% of a sale will go into the division coffers.

MONTHLY MODEL CONTEST 2018 SCHEDULE

January	Modeler's Choice	August	Freight Cars
February	Steam Locomotives	September	Photo, Model or Prototype
March	Locomotives Other Than Steam	October	Open Loads (flats, gondolas, hoppers)
April	Cabooses	November	Passenger Cars
May	Anything Steel Related	December	Second Annual Gary Burdette Memorial Challenge. Details and kick off in
June	Non Revenue Except Cabooses		October
July	Structures		

NMRA MCR DIVISION 9 *THE COAL DIVISION*

**St Albans Depot
St Albans, WV
August 11, 2018
Minutes**

Meeting called to order by Superintendent Dan Mulhearn at 2:00 p.m.

Members introduced themselves. There were several guests at the meeting.

Division Clerk Report

May Minutes approved
Treasury Balance is \$8,573.35.
Pike Ads \$0
Raffle Revenue \$61 from July \$47 for August
Company Store Revenue \$0

Superintendent Report

Dan welcomed everyone. He related the story of his recent experience riding Amtrak to the National Convention in Kansas City. His trip was aborted due to freight traffic causing him to miss his connection, thus he is with us today.

Assistant Superintendent Report

Bob Osburn mentioned a sign-up list is available today for members who'd like to participate in the Square Foot Challenge.

Newsletter - Up the Holler

Bob Weinheimer was attending the National Convention in Kansas City.

Achievement Program

No report.

Membership

No report.

Contest

Today's contest is Freight Cars.
The Square Foot Challenge will begin in October.
The listing of contests for the rest of the year was in the last newsletter.
Next month: Photographs.

Clinic

Today's Clinic – Jesse Smith “An Engineer's View”

September – Mark Maynard's Layout

October – Mounting Tortoise Switch Machines

Librarian

No report.

Raffle

Tom noted the raffle item shelf is getting thin. He encouraged members to look through their collections for items.

Old Business

None.

New Business

Bob Osburn moved the Division create a committee for the St Albans depot. The motion passed unanimously. Jerry Doyle agreed to chair the committee. Several members agreed to serve on the committee; Bob Osburn, Dale Osburn, Larry Richards, and Jesse Smith.

Announcements

The Bluefield Show is on for this year. It will be held in the second week of November.

There will be a show in September in Madison, WV.

Future Meetings:

September 8 – Mark Maynard's in Portsmouth, Ohio

October 13 – St Albans Depot

Meeting adjourned at 2:27.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

T-Trak at Kansas City
Photos by Bob Weinheimer



Best of Show coal mine scene



This scene won third place but was clearly tops in the hearts and minds of those who presented special awards



Several modules depicting an urban scene...

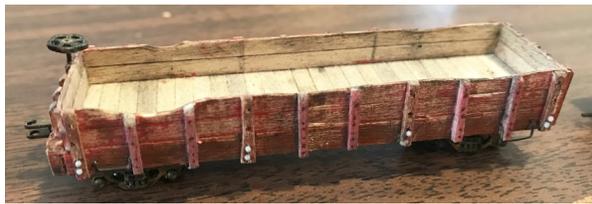


...and several more modules depicting a less urban setting

CONTEST

Photos by Jerry Doyle

In the August contest, Larry Richards took first place. He had planned to enter one car but by popular demand he entered two others that he had planned just to display.



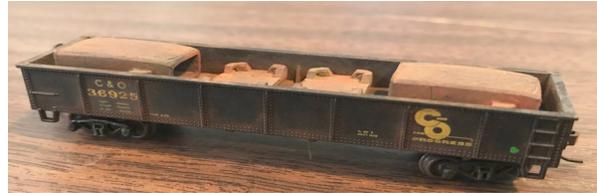
Tom's pulpwood car

Tom Harris took second with his pulpwood car and Bob Osburn took third with his gondola.

The September contest is photos of the real thing, models, whatever.



Above and to the left: Larry's three entries



Bob's C&O gondola

As mentioned elsewhere, here is a photo of the bridge and train made by Max Huffman. Both the bridge and the train are 3D printed and as a result are deemed to be scratch built for Achievement Program purposes. While this model was not a winner in the July structures contest, it is well worthy of note have having its picture in the newsletter. Photo by Max Huffman.



MY WORD

Bob Weinheimer, Editor

It sounds like I missed a great presentation by Jesse Smith. I was still in Kansas City at the National Train Show. As Dan noted, I had a shopping list but found only the blue GP9 he wanted. It turned out the C39-8s had just arrived at Scale Trains and had not had time to get into the distribution system. I picked up a few goodies, look for them soon on the Pennsylvania Southern.

The train show had a large number of layouts including what was billed as the world's largest array of T-Trak modules. The number of T-Trak modules was in the hundreds but due to their relatively small size the footprint of the entire layout was but 50x70 feet. Indeed, I had to actually look for it. Some of those modules were just outstanding. The NMRA contest includes modules and the Best of Show in the module contest was a group of T-Trak modules depicting a coal mine. Another module also won a prominent award. I took a number of pictures, some are in this issue.

The convention itself was great with lots of good clinics and layout tours. My favorite tour is the Layout Design Special Interest Group's self guided tour. It's far more time and cost effective than the typical bus tour. I got to see a number of fine layouts including Jim Eudaly's O scale C&O New River Gorge layout.

The convention hotel was across the street from Union Station. The station has been revitalized but Amtrak's facility is very spartan, I think we have a better facility in Charleston. There is a year round model train exhibit there that features several scales and lots of shrieking children. It was very interesting to watch their reactions to all the trains! If you walked all the way through the station, you would come out on a pedestrian bridge across the railroad main line then come down at the old freight house. The freight house houses several good restaurants. I had wonderful barbecue at one and a fine German dinner at another.

The convention is in Salt Lake City next year, make your plans. A National Convention is quite an experience, give it a try if your means allow.

Bob Osburn has adequately described the Morehead, KY train show in his column so I need say no more other than I'm glad I went.

Last month I noted Max Huffman's 3D printed bridge. He has sent a photo and it is over on the contest page. Thanks to Jerry Doyle for the contest photos taken in my absence.

It's now time for a Pennsylvania Southern update. The south end of Bridgeville had been a stumbling block for some time. I wanted to install switch machines when I replaced the turnouts and track but there was not enough vertical clearance for Tortoises above the staging tracks below Bridgeville. In addition, their installation would have been a challenge. I bought some Switch Tenders

from Micro-Mark. They are lower profile but draw more power than an NCE decoder meant for Tortoises can put out. I ended up getting suitable decoders from Tam Valley Depot.

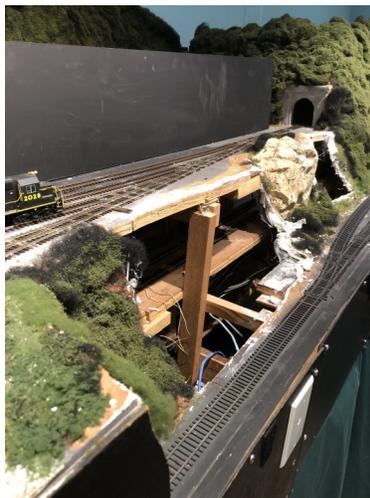
The old track was ripped out before heading to Kansas City. The new turnouts had been built but that part of town lay empty while I was in Missouri. Once home I got working on the project and now the track is all complete, it's all wired, the switch machines are in, and the macros for track assignments are written and installed. All that is left is to install the buttons on the control panel. Also, as I had to rip out some scenery to install the switch machines, I still have to cover up the holes that I made.

This was only a start on Bridgeville. I foresee two and perhaps three additional work stages. I don't want to sacrifice an operating session so I have to plan stages that can be done in a couple of weeks. One of the hardest parts is getting the old ballast up and out. Any remaining grains of ballast will cause bumps in the track so its complete removal is critical.



Above left:
Track gone,
roadbed
cleared.

Above: New
track in place.



Left: The gap-
ing holes need-
ed to access the
points where the
switch machines
had to go.

COAL DIVISION T-TRAK SPECIAL INTEREST GROUP

Sam Delauter

The deadline for articles for the newsletter this month was timed perfectly as far as T-Trak is concerned. As I write this article, I have just returned from the train show in Morehead, KY. The Division 9 T-Trak group participated in the show along with MCR Divisions 8 and 10. This was a big deal for the group as the show was a good place to show the fruits of our labors. We had a number of modules involved in the layout which was 8'x16'.

Turnout from all groups were great including the membership from Division 9. This was the first year for the Morehead show. There were many vendors and a couple layouts. There is a small museum across the street from the convention center. It was open during the show and featured among other things three train layouts in N scale and O scale. The conference center was located within

walking distance of several restaurants. Some of our members caught lunch downtown and said it was well worth the short walk. After the show, the Division 9 members stopped for dinner at Cracker Barrel before making the trip home. Spirits were still high after a full day at the show. I think its safe to say that everyone had a good time and the Morehead train show is off to a good start.

Please continue to work on your modules as the other train shows are fast approaching.

Lexington Train Day at the Library: September 15, 2018

Kanawha Valley Model Railroad Show: February 23-24, 2019

The following MCR Officer positions are open for election in 2019:

**President
Vice President
Secretary
Treasurer**

The current Vice President is term limited and is ineligible to be a candidate for that position in the 2019 election. The current President, Secretary, and Treasurer are eligible to be candidates for their current positions in the 2019 election. Any MCR member in good standing who wishes to be considered for candidacy for one of these positions should send a notice of their interest to nominations@midcentral-region-nmra.org

Thank You.

**MCR 2019 election Nominating Committee
Bob Shreve
Bob Belt
Jim DiPaola**

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 1
November	October 29
December	November 26
January	December 31
February	January 28

Yes, It Is OK To Start a Layout Over!

Sam Delauter

Read the title again. Yes, it is OK to start a layout over! Within the last year I started considering what I was going to do with my 3.5'x6' N scale layout. I had all the track laid and some of the scenery done but I hadn't worked on the layout in over a year and a half. I had to decide if I was ever going to get the motivation to finish it or if it was going to sit in its incomplete state. In this article I am going to talk about my decision to start over. As you will see in the pictures, I have started over. Don't worry, I am still alive and did not have any mental break downs in the process of taking the old layout down.

When I started the layout, I was modeling the Pennsylvania Railroad loosely based around the New Castle, PA area. As I have spent more time with my family in Indiana, my modeling has changed to the Erie Railroad in Huntington, IN. All of the men on my dad's side of the family worked for the Erie. They worked for several companies including the Erie, Erie Lackawanna, Conrail and the Erie Western. For the last few years, I have been researching the West end of the Erie railroad. Compared to other roads, there isn't a lot of info available specifically about the west end of the Erie.

When I started considering starting over, I took some time to reflect on what I liked and didn't like about the old layout. Having a plan for completing the layout was a top priority. Using photos of the area I wanted to model, I put a track plan in Anyrail. After the track plan was done and revised, I decided to start looking at actually starting over.

So what didn't I like about the old layout? I had a constantly growing list. Here are a few of the problems. I had a couple of track problems that made track work a constant chore. I do not run trains a lot but problems always occurred when the seasons changed. There is one section that would have to be worked on when the seasons change, it was in a curve going into a tunnel at a hard to reach spot. The location where the problem kept occurring in made it impossible to do scenery in the area. Every time it would get fixed, the scenery would get damaged. Another track problem was a lead going into the yard. I had left it out originally but later found that I needed it; however, with the location and angle of the track, it was way too tight and therefore unusable. The last was the addition of a curved switch that was not in my original track plan. The radius on the mainline past the switch was a bit too tight and caused derailments. The other problems with the layout were scenery. The main scenery problem was deciding what to do with the large open round space in the middle. I spent a lot of time trying to decide what to do to fill it. I never was able to figure out what to do to my liking and also what to do to make it look natural and not forced. The last problem

which was much more minor was deciding how to address putting up a backdrop in the area with the river.

Like I said, I wanted to have a plan before starting the new layout. I didn't want to get in the situation that I was in on the old layout. After all, I think that most modelers have the goal of finishing their layout. I have already told you what I didn't like with the old layout. Here is what I wanted to get out of the new one.

The top goal was to fit the new layout on the old benchwork. I intend to divide the layout down the middle with a backdrop. One side will be a city scene, specifically Huntington and the other side will be rural. I plan to have a mill, a creamery, and ice house and a more generic building for shipping goods in boxcars. This side will be protolanced. These buildings, although not models of actual buildings in the area, will fit nicely in the theme and will be reused from the old layout. This side of the layout will feature a pair of crossovers. The rural side will sit at the top of a 2% grade, Huntington sat down in a valley. During the days of steam, there were pushers stationed in Huntington to fight the grades leading out of town. During the era that I am modeling, the Erie had double tracked and super elevated much of its system and they had also put in many fills. I plan to have areas showing these fills, primarily on outside edges of the large curves. I have made plans to super elevate all of the curves.

On the Huntington side of the layout, I am planning to compress the size of the yard and track length-wise. By doing so, I can get the station area and much of the Wabash interchange. A lot of the area past the station was undeveloped which is perfect for compressing. I will be able to get a bit of the yard, but most of the yard and yard facilities will be left out. I plan to add electronic signaling on the new layout. I am not sure if they will be functional or not, but I would like to have the signal lit either way.

Since making my plans to start over, I have disassembled the old layout. I was able to save all of my buildings and most of my switches. I was able to get the foam to come off of the benchwork in large chunks. This allowed me to save the engine servicing facility as it was the most complete scene on the old layout. I was happy to have it intact. The river scene was also saved. It came off in three pieces. I am actually happy about it coming off in multiple pieces as I would redo the river before putting it on another layout.

Since tearing the old layout down, I have gotten all of my mainline track completed. I have not started on the yard and station area yet. I still have a some work to do to figure out exactly where everything will go. That will happen at some point down the road. I did install the pair of diamonds where the Wabash crossed the Erie. Other than three switches on the mains in the area, it won't take any

other modification. I have started a thread on the rail wire. I am including the link for anyone who would like to follow along as the layout progress.

<https://www.therailwire.net/forum/index.php?topic=45268.0>

<https://www.youtube.com/watch?v=R37SKYfnXxk&t=1s>





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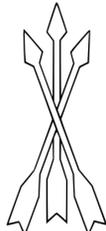
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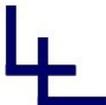


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Woody Higginbotham - Superintendent



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25314-1041

Upcoming Coal Division Events

September 8
West Portsmouth, OH

October 13
St. Albans Depot

November 10
To Be Determined

December 8
St. Albans Depot

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letter via the US Postal
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