



UP THE HOLLER



DIVISION 9, MID CENTRAL REGION, NMRA

March 2021

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FROM THE HEAD OF THE HOLLER

Bob Osburn, Superintendent

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I think we were all glad to see 2020 in our rear view mirror. The New Year gave us hope things would improve enough so we can be together again at the Depot. This is still true; members are getting their COVID-19 vaccination, we are learning that social distancing is necessary, and face masks are a common part of our wardrobe. Things were looking brighter, our spirits were higher, and then Mother Nature sure threw us a curve ball. Back-to-back ice and snow storms in February affected many of our members. Power outages and storm damage covered much of our region creating a war like scene. My wife and I were lucky. We only suffered a power outage for 24 hours but had prepared by having auxiliary heat and plenty of back-up lighting at our ready. Many of my neighbors and most of the county suffered long lasting outages and storm damage. The sound of emergency generators and chain saws filled the air around where we live. The most unusual sound heard day after day was that of a helicopter overhead. In the county where I live, three staging areas were set up to facilitate repairs and clean-up from the storm damage. One of these areas was quite close to where I live and a Blackhawk helicopter was being used to ferry supplies and equipment to the more remote areas. It was really strange to see a helicopter overhead with a power pole in tow. Luckily, most of the power has been restored, clean-up underway, and thankfully the weather is warmer.

The bad weather in February is a good example of why we need the ability to conduct virtual meetings. Zoom allowed us to get together and enjoy each other's company. The business part of the meeting was short and simple although a little time was used discussing the proper paint scheme for one of the member's diesel engine. Since our group is small, this didn't seem to be a distraction but a time to communicate and help a fellow modeler. The most important part of the meeting was a discussion on membership. It seems membership is down across the organization. Several ideas on how to retain and gain new members were discussed. Sam Delauter was the only entry for the contest so he presented a short mini-clinic on how he super detailed his steam locomotive. The scheduled clinic was a very detailed presentation by Jerry Doyle on C&O steam. I am always impressed by how much railroad knowledge and history is available within our group. Thanks to Sam and Jerry, you made the meeting very interesting.

For now, I hope all of you are safe and healthy. We have a great agenda planned for the March meeting and look forward to seeing you virtually Saturday, March 13th.

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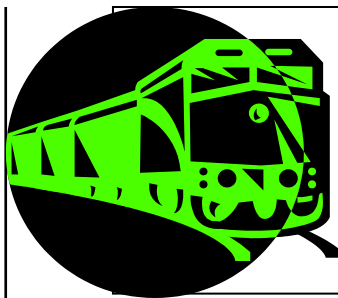
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Upcoming Coal Division Monthly Railfun Events

Saturday March 13

1 PM

Virtual Division Membership Meeting

- **Welcome and Call to Order (Acknowledge members present)**
- **Approval of Minutes from the last meeting**
- **Treasurers Report**
- **Superintendents Report**
- **Assistant Superintendent Report**
- **Committee Chairs Reports**
- **Bring and Brag: Locomotives other than steam**
- **Open Discussion/Questions (One at a time please)**
- **Adjourn Business Meeting**
- **5 Minute Break**
- **Clinic: Bob Frankrone will tell us "How To Make a Scene in 15 minutes"**

Next Event

Saturday April 10, 2021

Zoom

MARCH VIRTUAL DIVISION MEMBERSHIP MEETING

Jerry Doyle

We've all been doing our part for COVID-19 isolation measures. This means we won't be meeting in person for several months but there is another way to stay connected.

Our March meeting will be held remotely using Zoom which is very easy to use. You can use a laptop (provided it has a webcam), tablet, or smart phone. Just use the link provided below. You'll be prompted on how to connect with your particular device. You can also join

with a voice-only connection by calling one of the numbers listed.

We are planning to conduct a short business meeting followed by show-and-tell where you can show everyone what you've been working on. There will also be a railroad related clinic and possibly more.

Our meeting will be Saturday March 13 at our regular time of 1 p.m.

Topic: NMRA MCR Division 9 March Meeting
Time: Mar 13, 2021 12:30 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/97610052048>

Meeting ID: 976 1005 2048

Dial by your location

+1 301 715 8592 US

First Time Users

- On a computer: The **FIRST TIME** you open a Zoom meeting link you will be asked to download a small Zoom application file. Follow all the typical steps and allow anything requested by the app as it installs.
- On a smart phone or tablet: **BEFORE** you open the Zoom link, go to the app store and download the Zoom Cloud Meetings app from Meet Happy (the app publisher).

To join a Zoom meeting:

- See the meeting invitation above
- Open that link 10 minutes prior to the meeting
- Accept any requests for video and/or microphone
- MUTE your microphone

Other pointers

- Make sure your connection is strong
- If you have a weak connection, disconnect other devices from your home network
- For your first time, don't wait until the last minute to join
- Use the **Chat** button to view and make comments or post questions
- Click the **Invite** button to send meeting information to others
- If everything freezes, click **Leave Meeting** and rejoin using the original invitation
- You do not need to create a Zoom account to participate in a Zoom meeting

Thanks to Paul Downs of MCR Division 8 for these tips.

FROM THE OFFICE DOWN THE HALL

Sam Delauter, Assistant Superintendent

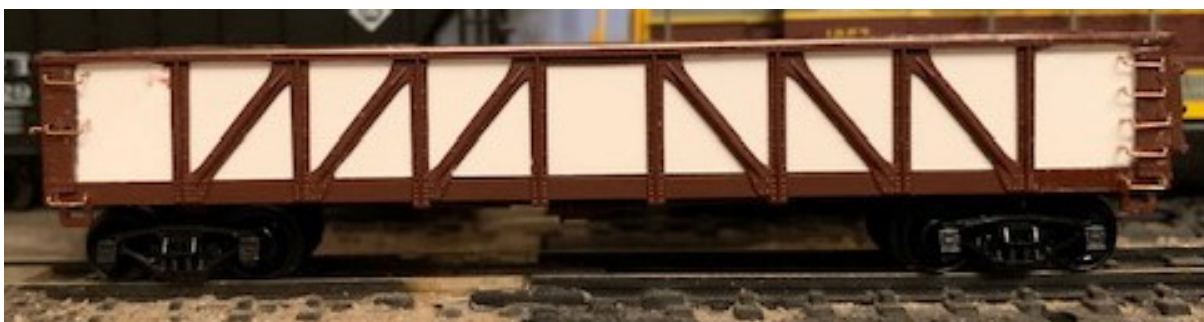
2021 is flying by fast, I hope that everyone is doing well. As I mentioned a couple of months ago, I try to do at least 15 minutes modeling every day. I'd love to hear from anyone modeling by the 15 minutes per day method and what projects they have completed this way.

One of the projects finished recently was the Nickel Plate Road 587. I learned so much while super detailing that loco. I had always had an interest in super detailing steam locos but I had no idea where to start. The two articles the Nickel Plate Road Historical Society produced on detailing that loco were just what I needed. Now that 587 is completed I'm already gathering parts to detail an Erie loco in a similar fashion. This project will be a bit more adventurous if you will, I plan to replace and move the domes and replace the valve gear. I'll start that project later in the year or whenever I work up the courage to try it.

Anyway, on to other projects. This month I've been working on two past projects in my ongoing quest to

complete past projects. The first is an N Scale Intermountain USRA War Emergency Gondola. While this is N scale, the project could be done in HO as Intermountain makes the same gondola in multiple scales. The Pennsylvania Railroad had 750 of these composite gondolas allotted to them and their subsidiaries around WWI. In 1924 they started rebuilding them with steel sides. By 1930 all of them had been rebuilt. A couple of years ago, I built the Intermountain kit with the original wood siding and then put the car away awaiting couplers and lowering the ride height. I found it in my stash recently and decided to do the same as the PRR did and add steel sides to this PRR G24 Gondola. Although it's not as simple as just replacing the sides, there's nothing major to do to it other than that. The other modifications needed are to remove the angled bracing closest to the end on each side. This leaves a blank panel on each end and in the middle. All of the others panels have the angle bracing. (see pictures). The other

Continued on page 9



CLINICS

Sam Delauter, Clinic Chair

The February clinic was given by Jerry Doyle on C&O Steam Locos and as always it was well done and very informative. I've heard talk of the locos that he spoke about but have never heard it explained that way before.

The March clinic will be given by Bob Frankrone on How To Make a Scene in 15 minutes. Bob will also be

giving the clinic in October on open loads. As many of you already know, Bob has a great recurring article on open loads in the NMRA magazine. I look forward to both of his clinics as I have heard they are very well done as are his open load articles

**NMRA MCR DIVISION 9
THE COAL DIVISION**

**Virtual Meeting
Using Zoom
February 13, 2021
Minutes**

Members caught up on how we were dealing with the recent ice storm and various railroad projects and the merits of blue box Athearn locomotives. Robert Osburn showed an N scale building he was working on. There was some discussion on the correct colors for a St. Mary's Railroad switcher that Tom Harris was working on.

Meeting called to order by Superintendent Robert Osburn at 1:10 p.m.

Division Clerk Report

January minutes approved
Treasury Balance is \$8,440.35.
Company Store \$0.
Raffle \$0.
Pike Ads \$0.
The only upcoming expenses should be the annual fee for incorporation and new checks once we change banks.

Superintendent Report

Robert Osburn thanked everyone for attending despite the bad weather and power outages. He noted that several members attending virtually might not have in person given the weather. Jerry Doyle commented that Zoom should be considered the default for inclement weather once we return to in-person meetings.

Assistant Superintendent Report

Sam Delauter also noted the good attendance considering the weather. He mentioned his theory of 15 minutes. Committing to doing 15 minutes of modeling per day is a sure way to make progress on your projects.

Newsletter - Up the Holler

Bob Weinheimer noted the deadline of March 1 for the next edition. He mentioned a request from NMRA President Pete Magoun to keep receiving our newsletter after he leaves office in July.

Achievement Program

Nothing new to report. Bob Weinheimer noted that Sam's NKP Mikado would certainly be worth looking at for merit judging.

Library

Bill Wadsworth reported on the content available in the members-only section at nmra.org.

Contest

Dale Osburn wasn't available today due to the power outages. Next month's contest is locomotives other than steam.

Clinic

Today's clinic is a presentation by Jerry Doyle on C&O late era steam and the transition to diesels. March will be Bob Frankrone on making a scene in fifteen minutes.

Membership

No report. Bob Weinheimer mentioned some information about membership trends nationally which have been uniformly downward. Noteworthy is MCR Division 11 which has bucked the trend and actually grown during the pandemic.

Raffle

No raffle today.

Education

No report.

Old Business

None.

New Business

The 2022 Tri-Region Convention in Indianapolis is still being planned as an in-person event.

Announcements

None

Future Meetings:

March 13 – Zoom

Meeting adjourned at 2:20.

Respectfully submitted,
Jerry Doyle, Division 9 Clerk

CONTEST

Dale Osburn, Contest Chair

It is my understanding that the February Zoom meeting went very well. I was unable to participate due to a power outage.

February had only one contestant, Sam Delauter. Sam's entry was a model of NKP 587. Sam also provided the group with a mini clinic on super detailing this steam locomotive. I was told he conducted an outstanding impromptu clinic.

The March contest will be locomotive (other than steam). Looking ahead to April will be a new contest which will be Kit bashing/Scratch Building (anything railroad related).

Please send pictures and descriptions of contest entries to Robert Osburn three days prior to the meeting. A PowerPoint presentation will be put together for the meeting. Voting will be done using Zoom. Also, a log sheet will be done during the voting process. Winners will be announced during the March meeting.

2021	Monthly Model Contest
January	Modeler's Choice
February	Steam Locomotives
March	Locomotive Other Than Steam
April	Kitbashing/Scratch Built (Anything Railroad Related)
May	Anything Steel Related
June	Non Revenue
July	Structures
August	Electronics of a Railroad
September	Photo, Model or Prototype
October	Open Loads
November	Passenger Cars
December	Fifth Annual Gary Burdette Memorial Modeling Challenge



Above and below we see both sides of Sam's February contest entry.



SUPER DETAILING NKP 587

Sam Delauter

Since I was the only entrant in the contest, I thought I would write a small article on the construction of Nickel Plate Road 587. Although I won't go into full detail of the entire build, remember I said small article, I will talk about some things I did differently. I am including the links to the articles if you would like to see the full process.

After Greg passed, I ended up with a handful of locos that came from his estate. One of the locos that I received was an Athearn Genesis USRA light Mikado lettered for NKP 587. Late last year I thought I would see how accurate the model was compared to the real 587. While the Athearn model is a good looking loco, there are a lot of differences and missing details. I don't mean that as a slight. The model is a mass produced generic model and does a good job at that. However if you want an accurate model the Athearn is a good starting point for many locos.

When I initially started on the project I had planned to just modify a Bachmann Spectrum tender and modify the front of the firebox. After a couple of months of research with the help of Rob Perez I started modifying the tender. While the tender's coal bunk got extended and it got a handrail added around the edges of the deck, it wasn't until I happened onto an article published by the Nickel Plate Historical Society that the project got into full swing. The article was very in-depth and very well written. For those that have never super detailed a steam loco, this article would be a great starting point. While you are adding a lot brass details, you aren't adding every single piece of piping that was on the 587. With that said you are adding enough piping that it bulks up the look of the loco and gives a better representation of 587.

The article gives a page long parts list. Half of the page is the brass detail parts and the other half are strip styrene. There were a few parts not listed but since I had read through the articles a few times before I started the build, I had all of the parts when I began. I should also mention that there were a few extra parts and modifications I did to the loco that were not in the article. I will mention those as I go through the various staged of the build.

Most of what I did differently was the tender so that's where I'll start. Other than the smokebox front, the tender is the most noticeable change on the loco. The modifications on the tender were about half visible and about half under the hood. I had never done a tender swap before, that alone was a learning experience. I found an undecorated Bachmann spectrum USRA long tender on eBay. The USRA long is a good start for the USRA tender that was used with the loco. Like I said earlier, the tender got a coal bunk extension. Once this was added, I added a set of doors to the front of the coal bunk. The extension changed the angle of the slope sheet so I made a new one out of styrene and added the steps that go down the slope sheet. I decided to go with a coal load that was mostly used up. Both the tender being almost empty and coal bunk steps are details rarely modeled. With the new coal bunk, that meant braces and a new ladder to access the coal bunk from the tender deck. The tender deck

itself got a handrail around both sides. I used brass eyebolts for the supports and 0.010" wire for the handrail. With the deck level details completed, it was time to look at detailing the bottom of the tender. The footboards were scratch built from styrene as was the tool box that goes on the bottom. Some stringers to hold the I-beams and the stringers for the poling pole finished the under body details. Two other things that had to be done to the tender that aren't all that obvious were the building of a new drawbar and the trucks getting swapped. The drawbar was actually off of another loco that was in my parts drawer. I did have trouble keeping it from sagging so I build saddle to hold it flush. The last challenge on the tender was swapping the trucks. I got lucky because I have a Broadway Limited pacific that needed the trucks from the Bachmann and it had the right trucks. After some engineering, I got a good fit from the tenders on both locos. Lastly, I added chains to each corner of the tender trucks. This was accomplished by bending some 0.010" brass wire and drilling a #80 hole in each truck corner.

While much of what I did to the tender was written in the NKPHS article, I did a good bit of it differently and also did some extra detailing that they did not do. The two other steps that I did differently than the article was the pilot and the smoke stack. They suggested cutting the footboards or plow off of the pilot, while I opted to cut it off all together and install a new one. The reason was that I was going to replace it with one from the Bachmann Berkshire whereas they scratch built the pilot. By cutting off the pilot and installing a new one, I was able to move it inward toward the leading truck. This gave a much more accurate looking pilot that is much closer to the prototype. The other major difference was the smoke stack. The NKP added extensions to many smoke stacks in the 1940's. The article said to add a band and braces to simulate a extension. I chose to make a new stack with pieces of styrene.

I am including links to both parts of the article. If you have more interest in the building of 587, see the links below. Overall there was very little that I did differently from the articles. The article helped make this project go very smoothly. I would highly suggest it to anyone that has any interest in super detailing a steam loco.

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See photos on next page.



MY WORD
Bob Weinheimer, Editor

It looks like I don't have much space left so I can't be verbose. As noted by others, it has now been a year since we have met in person. Most of us gray hair types have been partially or completely vaccinated but apparently that doesn't mean we can give up on Zoom just yet. Let's hope that by summer things might have changed enough

for us to gather at the depot. Then the challenge will be to find bandwidth so those who cannot join us in person can do so virtually. Which cell phone company has the highest upload speeds? With a suitable hot spot we might just be able to do it!

PASSENGER MANIFEST

John Harris, Membership Chair

Well, here we are March 2021. It has been 1 year since our last in person division meeting. I personally have truly missed our monthly get together. While many of you have continued to be active through our Zoom meetings, it seems that something is always getting in the way of me joining you. Now occasionally, I have been on the road and on several occasions that work thing continues to get in the way, and last month I was getting my COVID vaccine, many times it has been that I just plain forget to log on.

It would seem that it would be much easier to arrange time to simply be at a computer and not have to plan travel time. Perhaps it is because I spend so much time in Go To or Zoom meetings for work. I find myself in those 5 or 6 times a week, sometimes most of a day is spent on conference call or face time meetings. While, yes, it does save a lot of time going to and from various in state sites, it is still not the same as the in person interaction. It is that interaction that I miss the most. I am sure I am not alone in that sense of loss.

Unfortunately, that same disconnect may be showing up in membership numbers. As I last checked, we are now at 45 members across the division, down from our "normal" 50 or so. While some may think this is just a loss of 5 members, it represents a 10% reduction in our membership. In speaking with Paul Novak who keeps us posted on membership rosters, this is rather typical across

the region and I suspect nationally. We are not alone!

I know I have discussed potential options for increasing membership in past Passenger Manifests, I suspect that the trend will continue in spite of our best efforts. Until we get to the point where in person meetings, train shows, conventions, and other social activities are possible, I do not see this changing. The good news is that there is perhaps "light at end of the tunnel." While many may say that the previous light was actually a freight train like surge from earlier complacency and letting guard down with large family gatherings, there is hope that the latest trends and growth numbers of vaccines in arms will lead to a return to more normal activities. While that may still look a little different than where we were this time last year.

Still I am hopeful that many of you have taken this opportunity to increase your own modeling activities and skills. I encourage you to document this activity and share with the membership. Pictures and written narratives on projects you may have been working on is a great way to keep us connected. They also can be used when it comes time to work on your Achievement Program requirements. These make great discussion points at our Zoom meetings, but also can be great articles for *Up the Holler*. While this will not replace the real time, group interaction, it will have to do until we can meet again.

Keep modeling and be safe. Hope to see you soon!

Continued from page 2

part of the construction is to remove the ladders and replace them with grab irons. I still have the end ladders to remove. Earlier tonight I found a diagram that confirmed that there were grab irons on the ends and not ladders. I had planned to leave the ladders if I didn't have proof that they were removed to save the addition of the grab irons. The last change that is needed is to change the floor so that the drop floor is no longer present. If you plan to always run the gondola loaded then it probably doesn't have to be changed. I happened to have a couple of spare laser cut wood floors in my parts bin. I cut one to size and installed it. The gondola is now just about ready for paint and decals.

The other project is an HO Funaro & Camerlengo B&O Wagontop hopper. This hopper has been sitting in its' box for a couple of years since last I worked on it. I bought the kit at the last Coonskin show. What's that been, three years now? I remember eagerly starting the kit shortly after the show. Fairly early in construction, I cut a few pieces short. I got frustrated with it and put it back in the box. About a year later, I gave it a second try. This try didn't go much better and couple more things got cut short. Once again, it went back in its' box. I'm happy to

report that the third attempt went much better. It is now completed and painted and ready for decals. I also added a number of details that didn't come with the kit or weren't suggested by the manufacturer. The oddest was that the angled bracing that goes from the car body to the corner of the cages were not included. I find this to be odd because all of the other F&C hoppers that I've built have this detail. I didn't even realize that it wasn't there until I thought the kit was done. None the less, after three years of mistakes and stalling on my part, the car is done. I made many mistakes with this car but with some determination and willingness to take my time and redo my mistakes, I have a car that I am very happy with.

Last month in his column, Robert Osburn mentioned T-TRAK. T-TRAK is a great way to try new techniques, have a layout that's easily storable and easy to transport to shows. We would love to have you join us at shows this fall. I like to think that shows will resume in the fall and so, T-TRAK will be there. T-TRAK at train shows is a ton of fun whether it be just our members or with other divisions. If anyone has any questions about T-TRAK, don't hesitate to ask.

Be kind to yourself and better to others!



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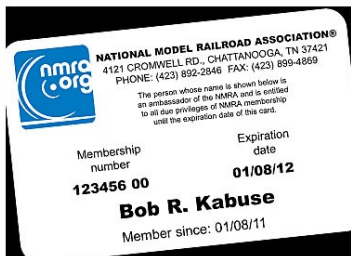
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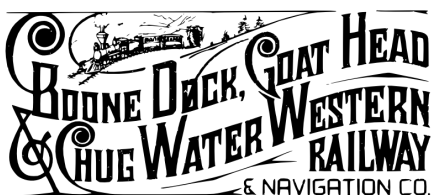


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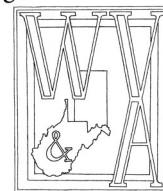


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Upcoming Coal Division Events

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April 10
Virtual

May 8
Virtual