



UP THE HOLLER

Newsletter of Division 9 THE COAL DIVISION

Mid Central Region NMRA

September 2015



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From the Head the Holler

By Gary J. Burdette, MMR

“The depot was once the center of the community in that most of the people and goods entering and leaving town went through its doors.” This was my quote from a recent grant application concerning a proposed project for restoration of the Saint Albans depot. Further, it was noted that the modern use for the depot was to restore some of that community activity through the promotion of various events. One such depot experience was the recent *Picnic on the Platform* held by the Coal Division. The station was buzzing with activity and spirit. Thanks to all who participated! (I hope you all felt the spirit.)

Every time the doors of the depot are open someone stops by. Often, the visitor has had a relative or two who worked for the railroad and this has piqued their interest in railroading. A peek inside the doors brought back memories from their youth. Most have a story or two to tell. One gentleman spoke of his grandfather who had all the best runs (fast freight, named passenger trains) since he was at the top of the seniority list. Another fellow told me of his father who was both a C&O and Amtrak conductor. He donated his dad’s uniforms to the museum. The bottom line is there are many people who still like trains and railroading.

A recent medical experience further reminded me that those who are interested in trains are everywhere. One Nurse Practitioner who lives near the railroad loves hearing the trains pass by. She missed the trains during a period when she lived away from the line. This goes back to her youth when she first fell in love with the sounds. A doctor told a similar story that was accentuated when his cell phone rang with a woo-woo-woo sound. Needless to say, a couple of interesting conversations resulted.

Bob Weinheimer told me the goal of the NMRA is to better advertise the organization as a group that has events rather than meetings: something we have been discussing and attempting through our gathering at the depot, contests, raffles, clinics, M.A.D.D. (show-n-tell) and visitations to other venues. In the latest edition of the *e-Bulletin*, the status of the new display in the California State Railroad Museum was shown as moving forward. Of interest to me was the name of our display, “The Magic of Model Railroading.” This is, also, the definitive statement of what we are all about! Let’s see what else we may do to enhance events or activities for ourselves and the public of whom I have noted above.

Along these lines are some new approaches to operating the NMRA to attract members. One is to begin referring to meetings as “events” or some other more attractive term. We have addressed this with the formation of a steering committee designed to streamline the business end of the division and open up the activity side (keep thinking of ideas). A discount program is under way where tourist trains, hobby shops, and other railroad businesses are being encouraged to offer NMRA members a discount (Bob Weinheimer is direct-

Continues next page

Head of the Holler

(continued from page 1)

ing the promotion of this effort to members). A "Swap Group" where one may sell extra, unwanted items is in development. The Layout Registry is being improved. The "Members Only" forum on the web is sparking interest. And, a Strategic Plan is being formulated to include education, retention and recruitment, and communication. Everything noted here is designed to promote an interest and a benefit associated with model railroading and our organization.

The "Elkins Mountain Railroading Adventure," September 19th, may be just the ticket (pun intended) to spark that fire within us to "steam on" to new destinations of enjoyment. This will be a new venue with a museum and layout tours for our continued model railroading pleasure.

RAFFLE

Dennis McGeeney

Six items were up for grabs in the August raffle. Plenty of tickets were sold and we took in \$68.00. Please donate any items for the raffle, we are running a little low on raffle items. Anyone donating a raffle item gets one free ticket, you can't lose. Also remember that if you purchase five raffle tickets you get a sixth one free.

ACHIEVEMENT PROGRAM

Bob Weinheimer MMR

Photo by Dan Mulhearn

It was a pleasure to present Paul Lapointe with his certificate for Model Railroad Author. Paul earned this by writing monthly reports on the contest and raffle, presenting clinics at the Division, Region, and National levels, and by showing off his layout on the Coal Division web site. Congratulations to Paul!



FROM THE OFFICE DOWN THE HALL Dan Mulhearn, Assistant Superintendent

Well, the National Convention has come and gone. Because of several unforeseen factors Nina and I had to cancel our long anticipated trip to Oregon. I was glad to hear from my good friend, Bruce Knapp, that he was able to hook up with our Bob Weinheimer and really enjoyed the convention. Bruce did mention that the train show was a little disappointing. Next year in Columbus, and it is hoped, Indianapolis Bruce and I will meet. As consolation I was able to attend four op sessions, two of which would have been missed due to the Convention. Twice as the switch job on Tom Harris' Lakeside Lines; east yardmaster on Bob Burke's Sandy Creek and Southern; and yardmaster and engineer on Clint Foster's C&O New River Div. There has been little progress on my own layout. My excuse could be all the summer yard work; but I'm way behind on that too.

I am looking forward to our Division visit to Elkins this month. My old camping buddy, John Locke, went to college at Davis & Elkins back in the 60s. He tells of sitting in the classroom listening to the rattle of the rivet guns working on hopper cars in the Western Maryland shops. I enjoy the away from home meetings; but wont it be nice to get back to our favorite depot.

One thing that I would have liked to have gotten into deeper, had we gone to the convention, is the new NMRA Layout Command Control standards. Will it interface with my Digitrax Loconet? Model Railroaders owe a lot to the NMRA just in the standards and recommended practice which make our miniature worlds interoperable, regardless of manufacturer.

Finally this month; how am I doing? Please bring me or Gary your gripes, your ideas and even your attaboys.

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 | September 28 |
| November | November 2 |
| December | November 30 |
| January | December 21 |

September Event
The Elkins Mountain Railroading Adventure
Coal Division Monthly *Railfun* Event
September 19, 2015 Elkins, West Virginia

Come with us to the mountains of West Virginia and the old Western Maryland town of Elkins for a Coal Division *Railfun* adventure. Enjoy the old depot, museum, and maybe a couple of old C&O or WM diesels as they stand ready to depart on the "Tygart Valley Flyer." Participate in the monthly raffle and model contest and thrill to the views of three fine model layouts depicting the WM, B&O, and C&O railroads which were once prominent in the area. Arrival will be at the depot at 315 Railroad Avenue and is scheduled for 11:00.

Early arrivals: The Association of Railway Artists will have 10 pieces of art on display at the Talbot Frame Shop located at 230 Third Street, open from 9:00 'til noon.

11:00-Meet at the parking lot next to the depot for a short walk to the museum. (\$5.00 admission)

12:00-Lunch at CJ Maggies a short walk from the museum.

1:30-Coal Division "Superintendent's briefing," raffle, and contest (freight cars) at the museum.

2:30-Leave museum for layout tours.

3:00-3:30-Tour of Jim Schoonever's B&O layout.

3:50-4:20-Visit Denver Barnett's WM layout.

Return to depot arriving around 4:30. Those wishing to view Woody Higginbotham's B&O, C&O, and WM layout will depart for Helvetia, W.Va. (You will pass by a large coal mine on the side road which takes you from 219 over to Helvetia.)

5:00-Meet at Hutte Restaurant in the old Swiss village of Helvetia for a real Swiss meal in a quaint setting.

6:30-7:00-Visit Woody's layout close by.

Head for Home-Return to Charleston via the WV Wildlife Center at French Creek to Rt. 4 which will take you to Flatwoods and I-79. The trip from Helvetia to Charleston takes about 2:15.

Editor's Note: Woody has been working hard on his layout and the photos on Facebook are showing lots of progress. Please pass up the urge to head home after seeing Jim's and Denver's layouts, Woody's looks like it will be well worth the investment in time. Also, how about that Swiss meal? I'm drooling as I write this.

Highball to Indy, 2016
NMRA National Convention
www.NMRA2016.org

If you have ever wanted to present a clinic at the National Convention, now is the time. With the 2016 Convention being held in Indianapolis, it should be a short trip from your home division.

If you have presented a clinic at a local or regional event, run through it again to refresh yourself with the information. Make sure the clinic is up to date. When you're ready to share your information and/or techniques with other modelers, send in the form found under the Clinicians heading at <http://www.nmra2016.org/#!/volunteer/c11z2>

If you have presented a clinic at a National Convention before, bring it to Indianapolis. We would like to see it here.

If you have attended a clinic and thought it was helpful, encourage the presenter to consider presenting it at the National Convention.

Time is running short for the applications. Printing schedules require a long lead-time.

Remember, fill out and send in the form found under the Clinicians heading at <http://www.nmra2016.org/#!/volunteer/c11z2>

Dan Goins
 Clinic Chair

NMRA MCR DIVISION 9 *THE COAL DIVISION*

St Albans Depot
St Albans, WV
August 8, 2015
Minutes

Meeting called to order at 1:40 p.m.

lines.

Division Clerk Report

Treasury balance is currently \$9,054.17
July minutes were approved.
Pike Ads \$10.
Raffle revenues \$68.
School houses were also sold for the MCR \$0 (not Division 9 revenue)

Clinic Chair

Our next clinic will be December and will have a winter theme. The clinics from NMRA national are at the depot.

Contest Chair

Next month's contest will be freight cars.

Superintendent Report

Gary Burdette thanked everyone for participating in the cookout. Bob Weinheimer has a clinic on the NMRA website as part of their EduTRAIN initiative. Now clinics can be shared among members using technology. The clinics are located in the member's section of the NMRA website which requires a password. Gary discussed inviting lapsed and inactive members to a Christmas meeting. We have a number of members who joined using the RailPass who did not renew.

Membership Chair

No report.

Raffle

Last month's raffle netted \$41.

Old Business

None

New Business

None

Gary mentioned using the Advisory Committee in our constitution as a way to streamline our meetings. He read from the Division 9 constitution section that defines the Advisory Committee and ways it could be adapted to our current needs. He also mentioned Jerry Doyle's piece in the current newsletter about Robert's Rules of Order.

He shared a recent article in the Charleston Gazette-Mail about preservation efforts at the St Albans depot.

Announcements

Bob Weinheimer will be operating his layout August 13.

The Appalachian Model Railroad Society will have a show August 15 and 16 in Canonsburg, KY.

Coal River Model Train Show September 12 and 13 at the Madison, WV Civic Center.

27th Annual Railfest Bluefield, WV November 7 and 8 at the Bluefield Youth Center in Bluefield, WV.

Gary showed a display for posters and drawings to show railroad items. Bob Osburn suggested selling a space in the display for individuals to show off their layouts.

Gary discussed details of the visit to Elkins, WV.

Assistant Superintendent Report

Dan thanked everyone for bringing food and Bob Osburn for being our cook. Dan mentioned the new NMRA recommended practice on layout command control, an adjunct to DCC.

Future Meetings

September 19 – Elkins, WV.

October 10 – Portsmouth, OH

November 14 – Bluefield, WV

Achievement Program

Bob presented an AP certificate for author to Paul Lapointe which makes four for Paul.

Meeting adjourned 2:20 p.m.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

Newsletter Chair

Bob reminded everyone about the newsletter dead-

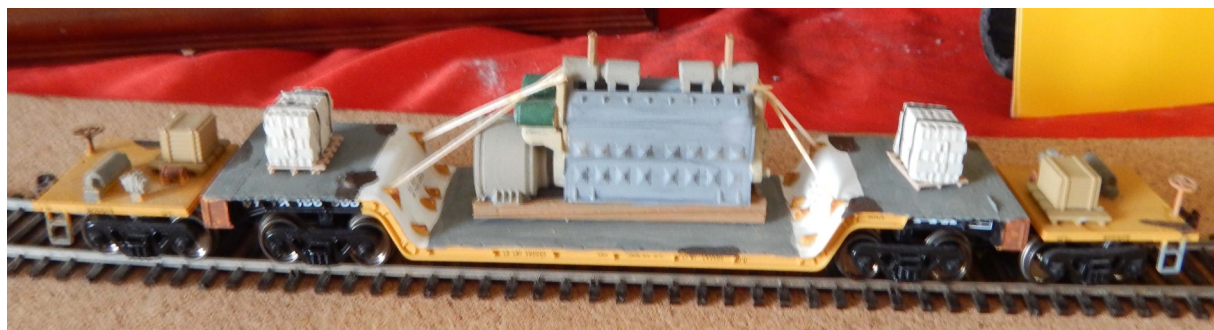
CONTEST

Dennis McGeeney

Photos by Dan Mulhearn

We had three entrants in the August contest. Larry Richards entered two HOn30 flat cars with stacked lumber chained down and a car with a Model 60 John Deere tractor. Dennis McGeeney entered a drop center flat car with double trucks at each end. In the center of the car was a prime mover (engine for a diesel locomotive) properly secured and braced along with other freight on

the car. Gary Burdette entered two Mower Lumber Co. cars loaded with logs and chained down. First place winner was Dennis McGeeney, second place Larry Richards and third Gary Burdette. Please remember that each contest entrant gets a free raffle ticket and one point September's contest will be freight cars. It is almost unlimited what you can enter



Dennis McGeeney's winning entry.



Larry Richards's second place entry



Gary Burdette's third place entry

MORE FROM THE AUGUST EVENT

Photos by Dan Mulhearn

As you can see from pages 2 and 5, Dan was busy with the camera in August. There are a few more that didn't fit elsewhere, here they are.



Chef Bob Osburn is seen preparing the goodies with a little oversight from Larry Richards. Bob and his cousin Dale did a great job with a tent for shade and even some corn on the cob. Watch out guys, we may want you to do it again next year.



Bob Weinheimer was the clinician. To the amazement of at least some attendees, he built a turnout from scratch. Of course, using the Fast Tracks system made that a bit easier than it might otherwise have been.



Here are first place contest winner Dennis McGeeney (left) and third place contest winner Gary Burdette MMR showing off their models. There is no photo of second place winner Larry Richards.

MY WORD

Bob Weinheimer, Editor

I may be a bit wordy this month but a lot is going on that is worth discussing.

First, the newsletter is a week late in part because our September event is a week later than usual. I had wanted to get it out last week but nailing down all the details for the September event took a bit longer than anticipated. It looks like it should be worth the wait, check out the full day's activities on page 3

Why are Gary Burdette and I calling it an event and not a meeting? Who likes going to meetings? What we do when we gather is more than just a boring meeting. In August, for example, we had a picnic lunch at the depot, a short business session, a clinic, a contest, and a raffle. NMRA President Charlie Getz is anxious to get away from the thought that these gatherings are just boring meetings and is strongly suggesting we call them events and make them just that. Even the discussion of business can be called a business session. This is all part of a member retention effort, I'm sure you will be hearing more down the road.

August 21 I headed out bright and early for Portland, Oregon and the NMRA convention. I actually left a couple of days early so I could observe the NMRA Board of Directors meeting. When I got to Atlanta that morning I ran into NMRA Director Peter Youngblood, the fellow who got more votes than me in the recent election. I also ran into NMRA Secretary John Stevens, a captain for Delta Airlines. John was in uniform deadheading his way to Portland. We then ran into Jenny and the crew from NMRA headquarters. We all chatted in the lounge before getting on the plane. In Portland John, Peter, and I got to experience MAX, the transit system. At the airport you board a light rail train for the city, we were deposited two blocks from the hotel. It would have been right at the hotel but the stop was closed for some maintenance. MAX appears to run in what once were traffic lanes in very wide streets in the city and on a dedicated right of way in other areas.

At the BOD meeting there was a big discussion on member recruitment and retention. The general feeling was that this was best accomplished at the division level where the "rubber meets the road", something that is very hard to disagree with. IRS integration is proceeding, it will soon be in the hands of the IRS for approval. When approved, this would make the entire NMRA including Regions and Divisions one 501c3 entity meaning that contributions to, for example, the Coal Division would be tax deductible. Another key action was to approve the movement of several counties in southwestern New York and northwestern Pennsylvania into the Mid-Central Region.

This has been brewing for years and now is finally done. One more thing: Charlie asked me to be the coordinator for the member discount program. This is a national position that will work to communicate to members the various discounts available to them as NMRA members. The list is very small right now but the plans are to grow it to include railroad museums, tourist train rides, and even hobby shops. This program, if successful, might give a member enough discounts in a year to cover membership dues. All of the items mentioned here will be available in a draft form of the meeting minutes and should be available in the members only part of the NMRA web site in late September or early October.

The convention was well attended. This location is about as close as the convention gets to Australia and New Zealand so it was no surprise to see many folks from those countries. There were six clinics going on at most times from 8 in the morning until 11 at night, you could almost always find something of interest. My two clinics were delivered at 8:30 and 10 Friday evening, I still had about 20 that late in the convention. One of the highlights for me is the Layout Design Special Interest Group (LDSIG) self guided layout tour. This tour includes layouts that are notable for good design and not necessarily layouts that are complete to the point of being highly photogenic. I went out with a couple of fellows from Canada and we saw 9 layouts between 9 am and 11 pm. They stretched from the immediate Portland area to Salem to Eugene, about 100 miles south. The more notable layouts we saw were Joe Fugate's Siskiyou Lines and Charlie Comstock's Bear Creek and South Jackson. Both have had extensive coverage in Model Railroad Hobbyist.

I found the National Train Show to be a bit smaller than in recent years. Most of the national manufacturers were there but the lack of folks selling stuff was noticeable. On the other hand, there were two very large FREMO layouts. One was in HO and the other in N claimed to have 15 scale miles of main line. The scenery on all of these modules was very well done and there were no visual jolts from one to the next. One unusual aspect of the National Train Show was that it was some distance from the convention hotel. MAX came to the rescue and its service was definitely the way to travel between the two venues.

All too soon the time in Oregon came to a close and it was time to climb on MAX's red line for the trip to the airport and home. Next year the convention is much closer to us, it will be in Indianapolis July 3 through 10. I've already registered and agreed to give three clinics. Mark your calendar and be there too!

HIGH AND WIDE LOAD ON THE PENNSYLVANIA SOUTHERN

Bob Weinheimer

During the August operating session Pennsylvania Southern engineer Mark Banyai was a little surprised by what he found after being called to North Yard track 7. The motive power was normal enough, GP40 2706 and GP38-2 2031. What followed was not normal: a caboose, a loaded Schnabel car, and a second caboose. It seems Duquesne Light in Pittsburgh was about to receive a new transformer or something equally massive. After boarding the train he confirmed his permission to enter Pittsburgh yard limits with yardmaster Tony Parrish. The train moved at 10 MPH until past the southern entrance to the arrival/departure yard. The trailing caboose was left on the main line and then the train was backed very carefully into the arrival yard. The road power and second caboose were then uncoupled and moved out of the way. Tony used the yard switchers, a pair of SW-1500s, to then push the car out of the arrival yard and onto the yard lead. The string of hoppers on the track closest to the power plant had previously been removed and spotted elsewhere. The Schnabel car was then spotted at the power plant. It is

expected that the car will be unloaded and ready to be pulled by the September session.

The car belongs to Coal Division member Paul Lapointe, Paul dropped it off on his way home from the August event. We tried to see how far around the layout it would go. These cars have a tremendous overhang toward the inside of curves so I didn't expect much. From the north it got through Bridgeville but hung up on the southern tunnel portal as it left town. Heading north from staging, it tangled with a pier supporting Munson Viaduct. After running it through various turnouts in Pittsburgh, we concluded it could be switched into the power plant with no trouble hence the scenario that developed a few nights later. The plan now is to remove the load which should reduce the overhang. Whether it can now clear the other obstacles will determine if it is routed north or south. We know it can go north but it would be far more interesting if it could go south as that is a much longer run. Thanks to Paul for adding something different to the usual schedule of trains.



Here the train is entering the visible layout from North Yard staging



Now the car is being backed into the arrival yard for the zig zag move to the power plant.



Finally the car has been delivered to the recipient.

NMRA INFONET NEWS

Tom Draper

Candidates for the 2016 Election

From John Stevens, NMRA Secretary:

National Nominating Committee Chair Tony Koester has submitted the Combined Nominating Committees' Final Report to the National Board of Directors. The candidates for the 2016 election are shown below.

Atlantic District Director (Europe, Africa, Latin America)

Peter Bowen

Kathy Millat

At Large World Wide Director

Mike Brestel

Western District Director (Western USA)

Steve Barkley

Don Fowler

Stephen Priest

Members may petition to the NMRA to nominate additional candidates by using the By Petition process which can be found in Sec A 10.1 paragraph 3 of the EHB (Executive Handbook) available as a PDF on our website at <http://www.nmra.org/executive-handbook>. All petitions must be received by the NMRA Secretary by September 15, 2015. For more information, contact NMRA Secretary John Stevens at snevets4@bellsouth.net.

A message from Mike Brestel NMRA At Large Worldwide Director

The three strikes policy: What is it and what does it mean?

We've been getting a lot of questions about the Visitor Policy that the NMRA Board adopted and publicized in February of this year, limiting visitors to NMRA meetings to three visits during their lifetime.

This isn't really a new policy, since it was first adopted in 2007 and explained in the "President's Car" column in the November, 2007 issue of *Scale Rails*. Then, as now, the needs of our insurance provider played a large part in the adoption of this policy, but there are also issues of basic fairness, as well as tax issues in the U.S.

Here's the policy: Visitors are allowed three visits to an NMRA meeting IN THEIR LIFETIME. If they don't join by their third visit, they cannot attend any more meetings.

A lot of the questions we've been getting are from members trying to over-complicate the policy, worrying about this or that exception and making up complicated what-ifs. The policy does not apply to spouses who come along to the meetings so that they can go to dinner afterwards. It does not apply to non-member caregivers who aren't modelers, but who provide a ride to a member who cannot drive himself. It does not apply to events that are organized for the general public, like mall shows, swap meets, beginner clinic series, and the like, nor does it apply to things like joint meetings with another group or family picnics or outings.

Allowing freeloaders to participate as if they were members is unfair because it takes advantage of our members who HAVE paid up. We're all paying to keep the organization going – what are the freeloaders doing, besides getting a free ride on our backs? And tolerating permanent freeloaders can give our insurance providers a reason to cancel your coverage if you have an incident, leaving individual officers and members responsible for paying the claim. The IRS has rules about giving benefits of membership to non-members, too – they say don't do it, and there are tax consequences if you do.

Now, if your Division and Region are already following the rules (which would be a really good idea if you want the protection of our NMRA Liability Insurance policy), this is not the big deal you might think it is. We all know that if someone comes and tries us out three times and still doesn't join, they're not going to join. So after the third turn-down, don't worry about it – just move on to the next prospect.

If you're still wondering whether your group is in compliance, just ask yourself: are you allowing people who aren't members to come to your meetings month after month, year after year, and participate as if they'd paid their dues? If the answer is no, then fine, just keep doing what you're doing. If the answer is yes, then you have some changes to make.

If you have additional questions about this policy or how to implement it, please feel free to contact an NMRA officer, director, or NMRA HQ. We'll get your question to the right person.

Mike Brestel - At Large Worldwide Director

Regards,

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

For Sale!

Division 6 MCR, NMRA, Inc. is offering a limited run, laser cut model of the B & O RR, station located in Grove City, OH for sale. The model is has a footprint of approximately 50' x 20' and is available in N, HO, S and O scales.

Prices for the models as follows: N Scale \$25.00 HO Scale \$35.00 S Scale \$59.00 O Scale \$69.00

Models can be purchased at any Division 6 meeting or by mail. Send your order with check or money order, payable to: Division 6, MCR, NMRA Inc. to Division 6 Building Sales, 320 S Main St, Prospect, OH. 43342. Include \$5.00 shipping charge per kit.

GROVE CITY, OHIO MIDLAND STATION

This building is currently located next to the Genesee & Wyoming RR track between Park and Grant streets on Front Street in downtown



Grove City, Ohio. The building is owned by the Grove City Historical Society who plan to eventually relocate it to Century Park where it can be preserved and enjoyed by future generations.

When the Cincinnati, Midland City and Columbus RR built the station in about 1885 only the South end of the station housing the station agent and waiting room was completed. The freight room was added at a later date.


In 1891 daily passenger service was added between the then village of Grove City and Union Station in downtown Columbus to provide commuter service to the factory workers in the area surrounding the Union Station. Passenger service was discontinued in the 1950's. In 1891 the Baltimore and Ohio RR assumed operation of the Midland Route.



NMRA's Mid Central Region is proud to announce the release of a one room brick schoolhouse kit made by Mountaineer Precision Products. The prototype was in Canal Winchester, Ohio but seems typical of 19th century schools throughout the rural Midwest. Some of these structures are still in use today for farm equipment storage (the directions say that the Canal Winchester school has been moved and preserved). The kit features laser cut wood construction with plastic brick overlay. The HO scale kit was initially available for sale at the Regional Convention and now O and S scale versions are available. The kit prices are: HO \$40, S \$65, and O \$75. There is a \$5 per kit shipping fee. Make payment to NMRA Mid-Central Region. Orders should be sent to:

MCR Project Kit
3238 Belvoir Blvd.
Beachwood, OH 44122

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NORFOLK AND WESTERN



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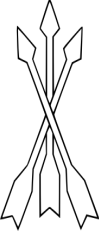


**CRUSTY MOUNTAIN
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WILOBY
SPRINGS R.R.**

Mark Maynard, President
Portsmouth, OH



Ed Keith, MMR
Assistant Superintendent
Chesapeake, OH



**THREE ARROWS
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DENNIS MCGEENEY ROAD FOREMAN
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HINTON DIVISION
Gary Burdette - Superintendent
Point Pleasant WV



**WESTERN MARYLAND RAILWAY
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**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
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Upcoming Coal Division Events

If you received this news-
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Holler.

**September 19
Elkins Depot
315 Railroad Avenue
Elkins, WV**

**October 10
Portsmouth, OH**

**November 14
Bluefield, WV**

**December 12
St. Albans Depot
Fourth Street and Fourth Avenue
St. Albans, WV**