



# UP THE HOLLER

## Newsletter of Division 9

### THE COAL DIVISION

#### MID CENTRAL REGION NMRA INC

October 2015



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### From the Head the Holler

By Gary J. Burdette, MMR

Shakespeare wrote, "A rose by any other name would smell as sweet." Names may not be as important as the substance of the subject. Names do, however, conjure up the memories, notions, or visions of the subject which they label or describe. The name rose does remind us of the fragrance and beauty of the flower. How does this apply to model railroading? The NMRA has set forth a campaign to freshen up the nomenclature of our organization to denote and promote things of interest: names that will spark the vision and imagination of the modeler and entice him or her to attend our meetings. ...I mean, **events.**

We have used some terminology in the Coal Division over the past few years from "Education Station" to "Steel is King." Recently, we have added "Railfun Event" to the list to describe our monthly get-together. In August we called our summer event "Picnic on the Platform." In September, we set out on the "Elkins Mountain Railroad Adventure." That outing offered members with a visit to a museum, several nice model railroads, and a good meeting, contest, and raffle. This was a little "different wrinkle," and the name was designed to convey that.

While there must be a firm foundation to the event, outing, adventure, or whatever, a name does help set the tone for us to think and imagine. The M.A.D.D. program (Models-Activities-Displays-Discussions) may not be much different than the Bring-N-Brag, though, its name extends the typical model presentation to include any railroad related theme. Remember the lock display, the prototype resin insulator which brought about a discussion of fiber insulators once used, the removable switching section, or the 1/700<sup>th</sup> scale submarine (diesel locomotives) diorama which showed water, sand, and tree scenery. All of these items, and more, are interesting and welcome. They add variety and spice to the gathering.

With that in mind, our new category for the October contest has evolved from the removable display and numerous types of track cleaning cars developed by Mark Maynard, our host for this month. It was noted that these "railroad-like" items may not fit into an existing category. Bob Osburn has brought in several animations that were innovative. Though they may fit into the scenery or structure area, they may belong in a separate group. Notes taken as ideas were being tossed around (with the thought of expanding offerings) included track cleaners, special locos, devices, sprays, special techniques, art work, and many others. Actually, anything we may design, draw, or build that is a little different might be included in this new grouping.

While we do judge models for AP credit, our contests are popular vote, and that allows us to expand (bend) the rules from the traditional scoring. My C&O painting has competed against a quilt, apron, hot pad and other crafts. It could be placed in a multi-faceted area with other odd-ball items, like control panels or scale plans, just as easily.

The Civil, Electrical, Mechanical, and Railroad Engineer is a combination of several areas of the AP along with being a catch-all category in which anything goes. The modeler may have measured, photographed, and drawn a railroad structure. The model of the building is a natural for the structures list, but what about the drawing? An engineer uses a drawing and here is the section in which it may compete. One member has built a retractable, fold-down bridge, to avoid a duck-under situation, using drawer slides. While the scene up top could compete in the diorama area, the mechanism

Continues next page

Head of the Holler continued from page 1 is the star in this project. Years ago, one member built a test car with electrical track contacts, LED trouble lights, and two tiny carpenter's levels (you can buy one today). This was an ugly but useful device. It was, also, innovative, and an "engineering feat" in the world of model railroading. So, get out your odd items and come on over to Portsmouth on October 10<sup>th</sup> for "Running the Crusty Road," our monthly Railfun Event, held in conjunction with the guys in the Buckeye Division. Bring your flea market items and your appetites, as well.

The Board of Directors meeting held September 27<sup>th</sup> brought to light the numerous divisions who are celebrating anniversaries of their annual model railroad shows this fall. Their outreach programs have been on-going and long-lived. The Division 11 guys have been working with the kids to build and scenic that little square foot of foam as a hands-on modeling project (We discussed the Australian group's efforts a while back.). Remember, Bob

Mershimer had built some 6" x 12" N scale modules with the Cub Scouts in a similar fashion. Division 5 had the Lincoln Funeral Train at their depot and hosted 5,000 visitors. This wasn't supposed to be a fundraiser, but it did generate some monies for the group.

We only participate in local shows and don't have the space in the calendar to produce our own. These activities, along with hosting a convention, do generate operating capital to fund outreach programs such as our proposed "Beginner's Guide to Model Railroading" pamphlets, etc. We want to keep our "nest egg" secure while being able to extend our efforts and influence into the community. Do we want to consider some fundraisers? If so, what? What educational, outreach projects do we want to attempt? Can we have a one-day show at the depot? Do we want to attempt the "Adopt a Module" project for shows? Can we do something with SACOMM and the layout on the hill as a joint venture? Start thinking.

## OCTOBER EVENT: RUNNING THE CRUSTY ROAD

Our October 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 try something different. It will feature electrical, civil, or other mechanical subjects you may have built for your layout. This can even include cars of

the sort the prototype would never need but which are useful to the modeler, think of a track cleaning car. Entries might be the model itself, drawings, or photos of such an installation that is on the layout but not portable. See Gary Burdette's column on page 1 for more ideas. (editor's note: I'll try to bring photos of the mechanical parts of the liftout section that spans the doorway on my layout.)

Division 6's normal contest will also be held. This will be models of open loads as well as photos of open loads.

The fun all starts 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.

## RAFFLE

The raffle at the Elkins event was reduced to three items given the relatively low turnout. The total sale was \$30. While this is a bit below normal sales, it is still about the same per attendee as other raffles. There will be no

raffle in October or November to avoid competing with other sales activities.

## FROM THE OFFICE DOWN THE HALL

### Dan Mulhearn, Assistant Superintendent

Let us start by talking a little about the wonderful Elkins day trip. To begin we had a beautiful day, warm and sunny. Our attendance was small which is understandable considering the distances required for many members to attend. Even myself, on the far southeast corner of the Division had a four hour trip. I left Pipestem at 7AM and carpooled with Dennis McGeeney and Walt Mycoff from Summersville to Elkins. On arrival at Elkins, the whole group of eight members, including our host Woody Higginbotham and our two non member hosts Jim Schoonover and Denver Barnett, visited the Elkins RR Museum. Jim is the President of the Museum and gave us quite a bit of history on the building itself and the exhibits. One of my favorite exhibits was a sort of four wheeled bicycle with rail wheels. It was used by a doctor to visit the lumber camps; the doctor must have been a stout fellow to peddle that thing up the mountains. No doubt he had some interesting experiences coming back down. Our hosts had arranged a table for the group at a nice little pub type restaurant near the WM depot. All enjoyed a wonderful and very reasonably priced meal. I was served a delicious jambalaya which was stuffed with shrimp and chicken. I am a good eater but could only finish about half it was so big a portion.

Following lunch we returned to the Elkins RR Museum where they had graciously set up a meeting room for us. We held possibly the fastest business meeting on record and then enjoyed the contest and the raffle. Paul Lapointe did a show and tell on his huge HO Schnabel car. The car has eight sets of trucks on each end and can not only carry monstrous loads but can raise, lower and tilt them to clear obstacles along the right of way. The car was the one shown in the Pennsylvania Southern special move in last month's *UP THE HOLLER*.

Next, we carpooled to Jim's home to see his HO scale B&O layout. As we approached Jim's house; Woody, our chauffer, asked if we could guess which house we were going to. Well, a house ahead had a full sized B&O wagon top bay window caboose on the lawn.

It was a pretty safe bet which house we were going to. The layout itself was a magnificent double track representation of the B&O in the steam/diesel transition era. The scenery was very well done with many little mini-scenes to find and enjoy. We next traveled to Denver's to look over his HO version of the Western Maryland with connections. His scenery is largely a work in progress but the trackwork is all in and is outstanding. A big item of interest was his benchwork. Where one might use an L girder Denver is using aluminum girders in a manner similar to Paul Lapointe. Denver maintains they are lighter, easier to use and cheaper than wood.

Did you know the Swiss Alps are in central West Virginia? Woody led us on a twenty mile, mountainous curving road to the little town of Helvetia WV. The town was founded in the 1800s by Swiss settlers. There we found a little restaurant where we again sat down to a wondrous meal. Following the meal we were treated to a tour of Woody's HO version of the B&O, again in the transition era. This nicely done layout winds through a couple of rooms and the hallway on the second floor.

Despite some on and off heavy rain on the way home every one got home safely. I arrived home about 12:30AM very tired but very happy.

Over the years we have been fortunate to have Chuck's Hobby Shop and now the St. Albans depot as a meeting place. That area is probably the most central and convenient for the bulk of our members; given the huge geographical our Division covers. It has suggested that we hold more meeting events at the depot and let groups of individual members set up some of these distant locations as separate day or even over night trips. What are your thoughts? I love the meetings at Marion and Portsmouth but they are a grind to do in one day. Speaking of Portsmouth; I have a meeting of our property owners association. It is our annual business meeting with a heavy agenda and as secretary I feel an obligation to be there. So, speaking of distance, see you in November at Bluefield.

## 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.

November	November 2
December	November 30
January	December 14
February	February 1

## NMRA MCR DIVISION 9 *THE COAL DIVISION*

West Virginia Railroad Museum, Elkins, WV

September 19 2015

### Minutes

As the Superintendent was absent, Assistant Superintendent Dan Mulhearn presided the meeting.

The meeting was called to order at 1:39 pm.

It was moved by Bob Weinheimer and seconded by Walt Mycoff to approve the August Minutes, as published in the newsletter, they were so approved by the vote of the attendees.

There was no Treasurer's Report, as the Division Clerk was absent.

Assistant Superintendent Report – Gary absent due to grandson's birthday party.

Achievement Program – No report

Newsletter Chair – No report

Clinic Chair – No report

Membership Chair – No report

Raffle Chair – Dennis McGeeney had three items to raffle.

Old Business – None

New Business – None

Announcements – Bob Weinheimer reported on NMRA meeting in Portland, OR on two items of interest to the membership. First, IRS approval is being sought to not only cover the national organization but also the regions and the divisions. Secondly, a committee is working on obtaining discounts for the members for hobby shops, RR attractions, etc.

Upcoming Events

October:	Portsmouth
November	Bluefield
December	St. Albans Depot

The meeting was adjourned at 1:46pm.

Contest : Freight Cars

1 <sup>st</sup> Place	Paul Lapointe
2 <sup>nd</sup> Place	Dennis McGeeney
3 <sup>rd</sup> Place	Bob Weinheimer.

The raffle made \$30.

Respectfully submitted by  
Bill Wadsworth  
Acting Clerk

## NMRA INFONET NEWS

**Tom Draper**

### NMRA Directors and Officers

The NMRA Board recognized the newly elected and re-elected members: Peter Youngblood, MMR (North America At Large Director), Mike Bartlett (Pacific District Director), Joe Gelmini, MMR (Eastern District Director). It also recognized newly elected Vice President – Administration Clark Kooning, HLM, MMR and Vice President – Special Projects Gerry Leone, HLM, MMR who took office at the General Membership Meeting on Thursday evening at the recent NMRA Convention in Portland.

Additionally, the Board thanked outgoing Vice President – Administration Dave Thornton for his many contributions and years of service. The Board also named Pete Magoun, MMR, as new Lead Director.

### NMRA adopting standards for Layout Command Control

The National Model Railroad Association (NMRA) Board of Directors has agreed to adopt standards for Layout Commands Control (LCC), formerly known as NMRANet. LCC is an operating system protocol, which will work hand-in-hand with Digital Command Control (DCC), handling all non-motive power related functions on a model railroad layout, such as signaling, telephone, and automation. In essence, LCC is DCC for the rest of your layout. LCC was developed over the past several years by the OpenLCB Group – a large group of volunteers with expertise in electronics, networking, programming, and model railroading similar to the group that developed Java Model Railroad Interface (JMRI). The final draft of the LCC protocols and the specification documents have been published for comment on the NMRA's website. Look for an article describing all of the benefits of LCC in a future issue of the *NMRA Magazine*.

## CONTEST

### Photos by Paul Lapointe

The September contest was wide ranging and included a number of possible entries. The focus was on open cars, with or without loads. The captions below each photo describe what the modeler did to each car.

The October contest will, as noted elsewhere, include a wide range of possibilities that do not fit other contest categories. See the Event Notice item on page 4 for full details.



Paul Lapointe's flat car with a simulated plywood load fabricated from thin sheets of balsa wood. Paul also installed some location pins to keep the load from sliding.



Dennis McGeeney's boxcar with a detailed interior including a load. Dennis also weathered the car.



Bob Weinheimer's detailed, painted, lettered, and weathered coil car with a scratch built interior

## Robert's Rules of Order Part 2 Jerry Doyle, Clerk – Division 9

When last we visited Robert's Rules (commonly just referred to as Robert's) we had just taken votes and called for a division of the house on an issue of grave importance. Okay, I might be over dramatizing it a bit. We did cover the basics of agendas, participation, and voting. The key thing to remember is that the reason for adhering to Robert's is to make a meeting as productive and as short as possible. Its purpose is not to limit discussion or censor members but to make sure everyone is heard and action taken. Some common items that come up are tabling an item, call for the question, and a point of order.

Let's say that a hypothetical issue is brought up properly and discussion begins. On some occasions a technical or specific question of fact is raised that can't immediately be answered during the meeting. It is proper to table an item in such a situation. Tabling an item means that discussion is suspended for the meeting and no further action is taken on it. Once a motion to table has been made and seconded, it is voted on without further discussion. The first order of business at the next meeting will be to take up the tabled item.

Another common issue is when discussion begins to drag on and becomes repetitive. Any member can ask to call for the question. This is commonly misused, in my experience, as a way to end discussion. If someone makes a motion to call for the question it must be seconded and voted upon just as any other action -- meaning it can be voted up or down. When done according to Robert's, call for the question can take as much time as continued dis-

ussion. Thus it's clear it was not intended to be used often and not to limit discussion but instead to facilitate productivity.

If a member feels an item is being handled in a manner inconsistent with Robert's it is proper to call for a point of order. The person raising the issue should tell everyone what the issue is and their interpretation of how it should be handled. The parliamentarian is the final judge.

Something else that comes up occasionally is a subsequent complaint that something was not done according to Robert's at the previous meeting. I'll give Henry (Colonel Henry Robert -- Mr. Robert's Rules) credit for covering this as well. If no one raises an issue as to Robert's Rules being followed at the meeting then the action stands. Pointing the error out at a subsequent meeting does nothing to change it, the action stands. Thus it pays to stay engaged in the proceedings of the meeting, something that can be challenging at times!

My personal experience in over 20 years of parliamentary service is that the overwhelming majority of issues are passed unanimously and only on rare occasions is something contentious. This is where knowledge of procedure can be especially helpful in maintaining focus on the issue and also to be an informed participant. Given that we are working within a set of common goals, a bit of structure can only aid in our progress towards achieving them.

### *Highball to Indy, 2016* NMRA National Convention [www.NMRA2016.org](http://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

## MORE FROM THE ELKIS RAILFUN ADVENTURE

### Photos as indicated

Dan Mulhearn did a great job of describing the Elkins Railfun Adventure. Several members took the photographs on this page and the next two pages. The photo captions include the photographer credits.



We gathered at the former Western Maryland depot in time to see the departure of the Durbin and Greenbrier's New Tygart Flyer. The train pushes back to a wye where it turns for its trip up the Cheat River. Photo by Bob Mershimer.



At the West Virginia Railroad Museum Woody Higginbotham, left shows Bob Weinheimer a feature on the museum's Virginian Railway layout. The layout is based on the project layout in Model Railroader magazine. Photo by Paul Lapointe.



Here we see the first of the photos from Jim Schoonover's outstanding B&O layout featuring a stylized version of Grafton as well as some mining and lumbering industry activity. The photo at left shows a great town scene built from a wide variety of structure kits. We can also see most of Jim to the right. The other photo shows the Grafton coaling tower. Left photo by Paul Lapointe, right photo by Dan Mulhearn.



This photo shows Jim's version of the Grafton station. It is made from the front of the Walthers model. The rear portion is the sand colored structure behind the station. This was a good use of structures at or near the backdrop. Photo by Dan Mulhearn.



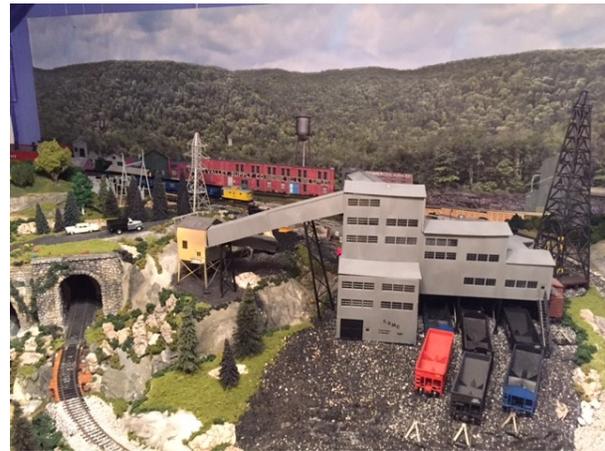
This is the lumber mill built from a BTS kit. Photo by Bob Weinheimer.



This photo shows more of the non track populated portion of Jim's layout. This street is partially visible in the residential scene on the previous page. You can see the fronts of some of the houses from that scene. Photo by Bob Weinheimer



The photos above and to the left are from Denver Barnett's Western Maryland layout. Denver is modeling the line from Cumberland, MD to Connellsville, PA. The top left shot represents the junctions with the other railroads in the area. Note the covered corner, it was very smooth and looked great. Photos by Paul Lapointe.



Woody's layout highlights the B&O in the transition era features some wonderful autumn color in one room and the summer look of forested mountains in the other. As one would expect on a layout based on West Virginia, coal mining plays a key role. Indeed, we passed an active mine on the way to Helvetia. Photos by Bob Weinheimer.

## 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

Now that Up The Holler is a monthly publication, your Pike Ad support is much more important. If you don't already have an ad, please consider buying one. We can help with the art work if necessary.



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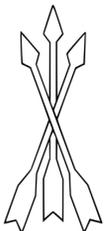
**THE CRUSTY ROAD**

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

Mark Maynard, President  
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Ed Keith, MMR  
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**HINTON DIVISION**

Gary Burdette - Superintendent  
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**WESTERN MARYLAND RAILWAY THOMAS SUBDIVISION**

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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



With Connections to the B&O, C&O, Western Maryland, West Virginia Northern

Woody Higginbotham - Superintendent



ROBERT WEINHEIMER MMR  
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## 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.

**October 10  
Portsmouth, OH**

**November 14  
Bluefield, WV**

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