



# UP THE HOLLER



DIVISION 9, MID CENTRAL REGION, NMRA

July 2020

## FROM THE HEAD OF THE HOLLER Bob Osburn, Superintendent

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Upcoming Meetings

1 The June meeting again found us away from our home base and meeting online. Although the attendance has been smaller at these meetings, it still is a way we can keep in touch with members and carry on with our normal business. We continue to learn how to navigate through the meetings and are improving each time. By joining the meeting a few minutes early you have a chance to get caught up with everyone's railroad projects just like we would normally socialize prior to the start of the regular meeting. When we will be able to meet again at the Depot is an open question. We will continue to meet virtually until we know our members will be safe.

2 The June meeting featured a time to socialize, a short business meeting, Committee Chair reports, and a very informative clinic, *Appalachians in 8 Inches*; by Paul Lapointe. If you haven't been able to join the virtual meetings, please give it a try. If you are having trouble with the technology maybe you could get a friend or a family member to help. Once you see the process, it is really very easy and the app is free.

3 The past month I have experienced the rewarding and frustrating aspects of model railroading. I decided to take some time off from building a model railroad for my grandson and finish some work on my attic railroad. Extra LED lighting was added to another section of the railroad, some work was started on a few new structures, and I finally finished repairs to the remaining original tracks on the railroad. If you remember, I acquired this railroad from David Oliverio and moved it in sections from his apartment to my attic. I repaired the mainline, passing sidings, yard area, and engine service tracks, but had not yet repaired the staging area tracks and several spurs. Learning from the repairs I had already made, things went quite well. Next came the time to clean the tracks and see how everything ran. Wow, trains ran great—for a while. Then things started going south. Engines would stall at different areas of the layout. I would clean that area again and then another area would do the same, then some of the engines wouldn't run at all. After several days of this happening, I finally came to the conclusion something I was doing was causing the problem. The culprit was my use of isopropanol for the final cleaning of the rails. The rails had been weathered with paint and every time I wiped the rails down with the alcohol I was transferring that paint onto the top of the rails—and then onto the wheels of the engine. A final cleaning of the rails and engine wheels, then an application of Labelle track conditioner solved the problem.

7 Part 2 of this story. While cleaning the wheels on one of my newest engines, a Broadway Limited EMD SW7, everything went dead. I really liked this engine. It ran smoothly, had great sound, and was a pleasure to run. What had I done? After several evenings of searching for answers on the internet, I learned there was a reset button on the decoder that would restore the engine to the factory setting, and how to reset the decoder. The next issue was how to get to the decoder. No searches for that particular engine showed the process but some similar engines had small screws that attached the frame to the shell. Sure enough, with a magnifying glass, I located the screws, removed the shell and decoder. Following directions, I was able to reset the decoder and the engine was back to normal. But now, how to get those small screws back in place? Being faced with this similar problem before, I used some wax on the end of the screwdriver to hold the screws in place while carefully reassembling the frame to the shell. It is really nice to have that engine back to normal.

9 Stay safe and hope to see you at the July meeting.

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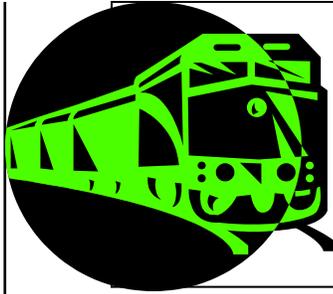
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## Upcoming Coal Division Monthly Railfun Events

**Saturday July 11**

**1 PM**

### Virtual Division Membership Meeting

- **Welcome and Call to Order (Acknowledge members present)**
- **Brief overview of what Zoom is (Jerry Doyle)**
- **Approval of Minutes from May meeting**
- **Treasurers Report**
- **Superintendents Report**
- **Assistant Superintendent Report**
- **Committee Chairs Reports**
- **Open Discussion/Questions (One at a time please)**
- **Adjourn Business Meeting**
- **5 Minute Break**
- **Virtual layout tour by David Oliverio.**

### Next Event

**Saturday August 8**

**At the Depot, or Zoom, or Both?**

## June 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 July 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 July 11 at our regular time of 1 p.m.

Gerald Doyle is inviting you to a scheduled Zoom meeting.

Topic: NMRA Division 9 July 2020 Meeting  
Time: Jul 11, 2020 01:00 PM Eastern Time (US and Canada)

Join Zoom Meeting  
<https://zoom.us/j/93878427228>

Meeting ID: 938 7842 7228  
One tap mobile  
+13017158592,,93878427228# US (Germantown)  
+13126266799,,93878427228# US (Chicago)

Dial by your location  
+1 301 715 8592 US (Germantown)  
+1 312 626 6799 US (Chicago)  
+1 646 558 8656 US (New York)  
+1 253 215 8782 US (Tacoma)  
+1 346 248 7799 US (Houston)  
+1 669 900 9128 US (San Jose)

Meeting ID: 938 7842 7228  
Find your local number: <https://zoom.us/u/aeGUPBX8fD>

#### 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, incoming Assistant Superintendent

Summer has arrived, I hope everyone is well and finding time to get some modeling done. I am still finding some time every day to get some modeling done. Still it seems even with COVID-19, my puppy dog, and the summer weather I am still making progress on many unfinished projects. I find myself wishing that there was more time in each day. I am still trying to spend time finishing past unfinished projects. Just tonight I put the final coat of paint on my HO Overland Brass Erie Lackawanna C301-C350 series caboose. The version I have is the Erie Lackawanna version with the Vandal panels that will pair nicely with my EL SDP45 or RS-3. I look forward to running them at the Kanawha Valley Club this fall.

A while back, I received a Funaro and Camerlengo Erie Horizontal Rib Hopper kit. This particular kit is an older kit that was made when they were using a yellow resin compared to much newer kits that use a white resin. The yellow resin not only tends to be harder to drill but also tends to require more work. The newer white resin kits often feature things such as one piece bodies compared to a body that you have to assemble and they do not have pilot holes for the grab irons. I paid very little for this kit. Once I received it, I realized why. It was very warped. It was so bad that I considered sending it off to

many headaches, I was able to tame the kit some. Although it is still warped in a number of places, I was able to finally get it assembled, painted, and decaled.

This kit is a craftsman kit and although a very nice kit, this one's particular condition really played into the final product. I mean that both positively and negatively. If you are looking for a pristine, freshly shopped hopper, this isn't the one for you. If you are looking for a unique hopper that can be modeled as a well used prototype, then my hopper might be for you. Much like any F&C kit, there are many hand bent free standing grab irons. The other details and quality that you would expect are there as well. However, with mine, there are also a number of things that are still warped that will play into a weathered, well used hopper.

I am making progress bit by bit. I have also modified a coal load to fit it. The load will be permanent once weathering is done. This will help greatly with the warping that is present on one side. The load will also help to put the car at the proper weight. Resin kits require a good bit of weight due to the light nature of the material.

When I decided to move forward and try to put this kit together, I knew it would test my skills. Saying it tested my skills is a fair accusation, however to say it tested my

will and my sanity is a little more accurate. The finished hopper is not pristine and probably not my best work but, I am very happy with how it turned out and I'm a bit proud that I could get it to the quality that it is.



the great railroad in the sky. I attempted to heat it to bend it back into shape but it didn't help much. It was still rather warped. At this point, I had to decide if it was really worth working on or not. I decided to give it a shot with the plan to abandon the work if it was a lost cause. After much work and



**NMRA MCR DIVISION 9**  
**THE COAL DIVISION**  
**Virtual Meeting**  
**Using Zoom**  
**June 13, 2020**  
**Minutes**

Meeting called to order by Superintendent Bob Osburn at 1:20 p.m.

Members caught up with everyone's railroad projects and technology challenges. We discussed various uses for Pledge/Future finish for various modeling uses. Robert Osburn showed some paper structures he had been working on. Everyone introduced themselves.

**Division Clerk Report**

May minutes approved  
 Treasury Balance is \$8,506.35.  
 Company Store \$0.  
 Raffle \$0  
 Pike Ads \$0.

**Superintendent Report**

Robert Osburn welcomed everyone to our online meeting. We really don't have a firm idea as to when we will begin meeting in person again at the moment. Just about every show in our area has been canceled. Even the large show in Milwaukee has been canceled. Robert brought up the topic of criteria for beginning in-person meetings. Social distancing and crowd density seem to be common criteria. Our chief objective is ensuring the membership's health. There was consensus that masks would probably be required regardless of other measures taken. We should also find out about Mark Maynard's feelings about hosting the September meeting as we have traditionally done.

**Assistant Superintendent Report**

Sam Delauter hoped that everyone was making some good progress on railroad projects. Outdoor meetings will probably be the norm for the foreseeable future.

**Clinic**

Today's clinic is by Paul LaPointe; *Appalachians in 8 Inches*. David Oliverio volunteered to give a layout tour for July's clinic. Robert Osburn and Tom Harris are working on clinics for when we have in-person meetings again.

**Contest**

There was no contest. Dale Osburn discussed plans for the Gary Burdette Square Foot Challenge and the building that is available on the NMRA website. Robert Osburn gave some details on the building. We may mail materials to members who would like to participate or give them out at a predetermined time and location. Robert volunteered to supply materials for the kits. A motion was made to supply kits to those interested.  
 Motion passed unanimously.

Jerry Doyle mentioned what Division 8 has been doing with a virtual "Bring and Brag" in lieu of a contest. Dale Osburn agreed to put a notice for a member's choice bring and brag

for July.

**Membership**

John Harris was not available.

**Raffle**

No raffle today.

**Achievement Program**

Bob Weinheimer indicated that Sam Delauter's paperwork for Association Volunteer has been submitted. Bob hopes that someday soon he can present Sam's AP certificate in person.

**T-Trak**

Sam said with virtually all shows being canceled this year it was a great time to get working on a T-Trak module.

**Newsletter - Up the Holler**

Robert Osburn noted the high quality of our newsletter and the in-depth articles. The next deadline is June 29.

**New Business**

MCR President Bob Weinheimer caught everyone up on recent MCR meetings. The traditional Friday-night board of directors meeting at the convention was held virtually instead due to the convention cancellation. He discussed that various division's activities using technology to hold meetings. Jerry Doyle asked about the NMRA guidance for minor members and non-parental care givers (other responsible adults such as grandparents or aunts/uncles). Specifically, he asked if we had any members who fell into this category. Bob responded we did have one member. Non-parental care givers need a notarized affidavit to be in compliance. It was agreed that this would be followed up by Robert Osburn. There was further discussion on the details of implementation of the NMRA policy.

**Announcements**

Basically, everything has been cancelled for Summer and Fall.

**Future Meetings:**

July 11 – Zoom

Meeting adjourned at 2:05.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

## CONTEST

### Dale Osburn, Contest Chair

At the June Zoom meeting, the group voted and approved the following.

- July contest shall be changed to Bring and Brag. This can be anything that is on the workbench.
- The fourth Annual Gary Burdette Memorial Modeling Challenge this year will be a scratch built structure. The structure is from the NMRA webpage. Rob-

ert Osburn has agreed to supply and cut all materials to build the kit.

Note: Anyone interested in being a part of the December Gary Burdette Memorial Modeling Challenge would need to contact Dale Osburn by email or phone at 304-840-4366. We would like to handout the kits no later than September 30, 2020.

## MONTHLY MODEL CONTEST

### 2020 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	Fourth Annual Gary Burdette Memorial Modeling Challenge. Details and kick off in October
June	Non Revenue Except Cabooses		
July	Bring and Brag		

## T-TRAK

### Sam Delauter, T-TRAK Coordinator

I hope everyone is having the chance to make progress on their T-TRAK modules. I am slowly but surely making progress on my 3 foot module. I am following Craig Laing's lead and am adding an extension to my module. On Fathers Day weekend, my grandfather and I made the extension to add to the front of the module. I can finally make progress laying out the front of the module. I have yet to modify the trackwork but I plan to have a spur come off of the main and exit the front of the extension. Currently I am playing with the location of the switch. I have some plan of where the structures on the front of the module will go but time will tell where the direction of the scene on the front of the module will go.

I would love to hear what all of the T-TRAK guys are doing.



## Stencils and Stuff Tom Harris

### Getting my Stencils to be consistent with my time period

Several years back, on one of my many visits to Bob Weinheimer's Pennsylvania Southern layout, I gifted Bob one of my Lakeside Lines boxcars. Bob's Pennsylvania Southern is set in the year 1980, while my Lakeside Lines is set in the summer of 1979, so I figured the car would be a good fit. While looking the car over Bob noticed the consolidated stencil was of the wrong era. In my innocence I was always just happy with any car that had a consolidated stencil and had never paid much attention to the different formats they are found in. Fortunately Bob provided me with a quick (and nice) education on the subject. Better yet, he gave me a computer file he had for printing a whole 8 1/2 by 11 sheet of HO scale two part consolidated stencils, which were appropriate for my modeled time period.

There are a lot of freight cars on the Lakeside Lines, as in many hundreds, so the consolidated stencil file had sat in my computer, quite unused, for the several years since Bob gave it to me. The job of getting all my cars correctly stenciled always seemed too big a job to start. But now we have Covid-19, and along with it plenty of time for big, tedious jobs. I am happy to announce I am now hard at work on the task of getting the stencils, and several other related time period dependent items, to be consistent across the railroad. I will present here the relevant facts needed to undertake the same task on your own layout.

### Consolidated Stencils

Consolidated Stencils are the black boxes, outlined in white, which have been seen on most all freight cars since 1972. Railroads often refer to these by the initials COTS which is short for "Clean, Oil, Tested and Stenciled". I expect the full longer name gives one a pretty good idea about what the lettering stenciled within in these boxes is all about. Rail fans and modelers also frequently refer to these as "Lube Plates". Most of these prominent stencils take one of three different forms depending on when they were applied.



Figure 1

When consolidated stencils first appeared in 1972 they were made up of a single large black box, outlined in white, with the necessary information stenciled on in white letters. Figure 1 shows how these early consolidated stencils looked and were applied.

In 1974 the single box style of consolidated stencils was superseded by a two black box format. As the car fleet came into the shop for lube and inspection the old single boxes were removed or covered over in favor of the double box design, so by a few years after 1974 the single boxes were no longer seen. The two boxes were typically



Figure 2

positioned over one another as shown in figure 2, howev-



Figure 3

er the two boxes could sometimes be placed separately as shown in figure 3. Flat cars sometimes required a low



Figure 4

profile side by side arrangement as shown in figure 4.

In 1982 a smaller three part, one panel arrangement

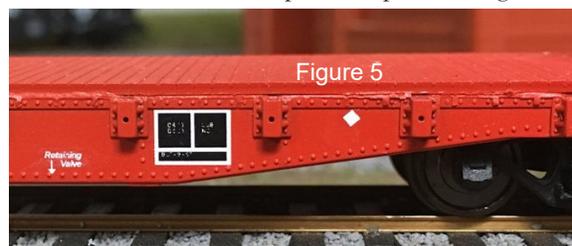


Figure 5

was introduced. Figure 5 shows an example of the more modern three part stencil. This, now familiar, format of the consolidated stencil ruled the rails until 2016, when the requirement to display COTS was dropped altogether by the Federal Railway Administration. After 2016, as new cars were introduced or older cars were repainted, the consolidated stencils began to disappear, although they remain prevalent on much equipment seen in use as of the present.

Should you be interested in adding lube plates, or making changes to the existing consolidated stencils on your models, Microscale has made available a set of various arrangements of them as a decal set. The N scale decal set is 60-5002, HO scale decal set is MC-5002, and the O scale set is 48-5002. Alternatively, Bob Weinheimer, or myself, would be glad to email you his file for printing a whole 8 ½ by 11 inch sheet of two part HO scale decals, appropriate for the 1974 to 1981 era. My email address is [tharris@va.net](mailto:tharris@va.net). These may easily be printed on white decal paper with a home computer printer, but be aware the ink for most such printers is water soluble. I found that a couple of layers of spray clear coat were necessary to make the decals ready for dipping in water in order to release them from their paper backing. I'm sure this file could be readily be reduced or enlarged for use in scales other than HO.

### Automatic Car Identification Plates

The Automatic Car identification system, usually just referred to as the ACI system, was initiated by the Federal Railway Administration in the 1960's. This was a system of colorful, barcode style labels was to be placed on all freight cars, locomotives, and cabooses to enable reading by automatic scanners which were placed at strategic locations along the railway system. These ACI barcode labels were often found affixed to metal plates to keep them flat for easier reading, therefore these labels are often referred to as ACI plates. The ACI plates were mandated to be in place on all rolling equipment by 1970. The idea was to be able to locate any car's last position as desired. This would have been a wonderful thing, at least if it had worked as planned. Just imagine a shipper getting location reports of their shipment's progress online, and possibly anticipated delivery times, like we can obtain for Amazon packages today. Unfortunately, rail shippers, even now, do not have this convenience, because the ACI system did not prove to work well in the railroad environment. The colorful bars of these ACI plates were compromised by grime, mud, and graffiti, and were therefore read incorrectly by the scanners nearly half of the time.

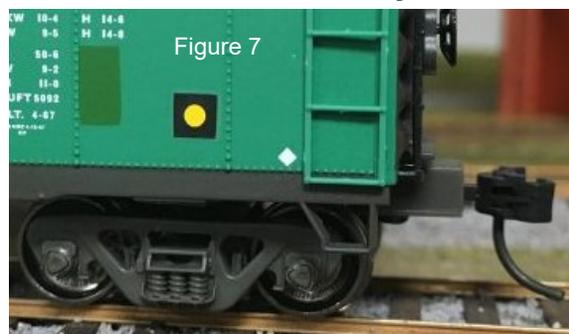
The FRA finally gave up and scrapped the whole ACI system in 1978, however there was never a systematic program put in place to remove the ACI labels from freight cars. As a result the ACI plates persisted on many cars for decades. Even today, it is possible to observe the

occasional, older rail car with the faded, tattered remains of an ACI label affixed to it. An example of a boxcar sporting an ACI label is shown in figure 6. Microscale offers entire sets of ACI plate decals, HO scale is MC-4280, N scale is 60-4280, O scale is 48-4280.



### U-1 Inspection Dots

Back in the 1970's US railroads incurred a spate of derailments caused by the failure of a defective batch of 33 inch wheels which had been manufactured by the Southern Wheel Company. By 1978 the U-1 inspection program was begun by the FRA to check all cars running on 33 inch wheels for such defects. Cars found to have the wheels were all marked with a white dot on a black square, cars that passed the inspection, i.e. no defective wheels, were all marked with a yellow dot on a black square. By the middle of 1979 virtually all freight cars on 33 inch wheels were so marked. Figure 7 shows a car bearing a yellow wheel inspection dot. I personally have never seen a car with a white wheel inspection dot on it. I



suppose cars with the offending wheels were quickly shopped and relieved of the offending Southern Wheel Company wheels. However, during the late 1970s and early 1980s the yellow dot markings were ubiquitous. Over time, the yellow dots have faded into history, but on model railroads of a certain age they should be present. Back in the day Herald King produced a decal set of HO scale wheel inspection dots which is still occasionally findable on E-bay. Microscale includes, along with mostly other stuff, HO scale yellow dots in its 60-463, 87-1163, 87-193, and MC-5102 decal sets. For my own use, I used my computer to make up a whole 8 ½ by 11 inch page of HO scale yellow dots ready to print on decal paper. I will be happy to send you the file if you would like it. Just email [tharris@va.net](mailto:tharris@va.net). As mentioned before, home printer

ink tends to be water soluble, so home-made decals need to be protected with a couple of layers of clear coat before using. I'm sure this file could be adapted to other scales by reducing or enlarging on a home computer.

### My Freight Car Update Project

So, back to my new Covid-19 project. As my Lakeside Lines HO scale railroad is set in the summer of 1979, I should address all three of these labels and stencils on my freight car fleet. In 1979 ACI plates were no longer mandatory, but still prevalent in the fleet. Therefore if they are present, they can be kept, in fact, it might even be necessary to add ACI labels to much of my equipment in order to achieve the correct period appearance. I have already added the necessary ACI plates to a number of my cars, and many others came from the manufacturer bearing these labels. For now, I will leave the ACI plates present or not as I find them. Still, I could possibly add more of them in the future.

The yellow inspection dots are another matter. By the summer of 1979 the yellow dots would have appeared on virtually every single car riding on 33 inch wheels. Of course, unless they are already present, yellow wheel inspection dots must be added throughout the fleet.

The proper consolidated stencil for 1979 would have been the two part black box. A few of my cars have these present already, but far more common in my car fleet is the smaller three part box stencil. Fortunately, the correct two part box stencil decals can be placed on top of three

part stencils, covering them up completely, so this is an easy fix. There are a few one part stencils in the fleet. I will probably cover these with two part decals as well; hopefully by 1979 my railcars would have been lubed and inspected at some point since the one part stencils were applied in 1974.

Figure 8 shows one of my Lakeside Lines boxcars, as



delivered from Athearn, with a three part consolidated stencil and no wheel inspection dot. There are no ACI plates either, but as these were not mandated in 1979, I can tend to these later. Figure 9 shows a companion box-



car, corrected for the summer of 1979 time frame, sporting the era appropriate two part consolidated stencil along with the FRA required wheel inspection dot. This is great, now only a few more hundred cars to get to!

### MY WORD

Bob Weinheimer, Editor

I want to thank Tom Harris for coming up with an interesting article right on newsletter deadline day, without it this issue would have been a bit lean. For those of us modeling the 1970s and later these are little subtle items that may drive some folks nuts but make others happy. I must say that the lube stencils are high on my list but the ACI labels and wheel inspection dots are something I have failed to keep up with.

Attendance at the monthly Zoom meetings has been a bit on the low side, well below the number of members who typically gather at the depot. Please consider joining the Zoom events. They are at the usual meeting time with a program that is pretty much what you see at the depot. While the contest and raffle are missing, there have been some good clinics and this month there is an example of something we can't normally deliver: a virtual layout tour. In May Paul Lapointe gave us an impromptu tour of his layout. This time David Oliverio is leading the tour of his layout. The layout is not very far along but you will get a chance to see some very unusual benchwork. You have to

be there to see more.

The technology for these meetings is not terribly difficult to use, lots of older folks use it to keep in touch with family and friends these days. If you have a smart phone or tablet, you have all you need. If you have a laptop or desktop computer with a web camera and a microphone built in, you have all you need. Another option should you have a computer without a web camera and a microphone is to watch from a computer and call in from a phone. In the worst case you can call in from a land line and listen to every thing and even speak if you wish, you just won't get to see the video. If you need technical assistance check with a young person who can show you all you need to know.

Give it a try. It's free and you don't have to drive to St. Albans. You can even eat lunch while you are at the meeting, something that you likely wouldn't do during normal times.

Finally, the newsletter deadline for the August issue is Monday July 27.



Cincinnati Division 7 NMRA  
Triple Clinic Event Invitation



# MINI MEET CLINICS

**Sunday, August 9, 2020 from 12:30 to  
4:30 pm**

at Cincinnati Marriott North Hotel, 6189 Muhlhauser Rd,  
West Chester, Ohio 45069 (see <https://cincy-div7.org/> for  
all details and latest venue status)

All 3 clinics presented by *special guest Rich  
Mahaney*

With a *popular vote contest* open to all NMRA  
members

Followed by one or more *layout open house(s)*

\*

**12:30 - 1:45 Doors and Contest entries open (Model & Photo  
topics are both "Tank Car(s)")**

**1 pm - "Quick Industries" For Your Model Railroad** - This presentation is designed give model railroaders industry ideas for their model railroad that can be assembled in several evenings (or days) of work. These industries can quickly increase railroad traffic and new customers. Examples of real facilities and model railroads are used to make the points. Includes a look at other details associated with industries such as track work, loading docks, industry placement along the tracks and building concepts.

**2 pm - 2:10 pm Break and Contest Voting**

**2:10 pm - Follow the tracks of the Great Northern Railway from Skykomish, WA to Shelby, MT** - Take a "ride" through the camera lens and images of Rich Mahaney as he follows the Great Northern Railway tracks from Skykomish, WA through WA, ID and MT to



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

NORFOLK AND WESTERN



**PIPESTEM BASEMENT DIVISION (HO)**  
**DAN MULHEARN**  
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**CRUSTY MOUNTAIN AND WILOBY SPRINGS R.R.**

**Mark Maynard, President**  
 Portsmouth, OH



**CRESCENT VALLEY**

Jerry Doyle, President  
 Barboursville, WV

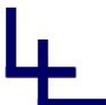


**THREE ARROWS RAILROAD**

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 304-872-7262



**HINTON DIVISION**  
**Gary Burdette - Superintendent**  
 Point Pleasant WV



**NEW RIVER GORGE SUBDIVISION**  
 Clint Foster Superintendant  
 Ronceverte WV

**Alleghany & New River Road**  
 An Appalachian Coal Hauling Railroad set in the 50's

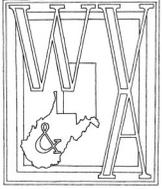


Bringing a little bit of West Virginia to the rest of America a few tons at a time



**John Harris, Chief Engineer**  
 AandNRR@aol.com

**West Virginia & Atlantic Railroad**



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 LEADING THE WAY



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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.

**July 11**

**St. Albans Depot and/or Virtual**

**August 8**

**St. Albans Depot and/or Virtual**