



UP THE HOLLER

Newsletter of Division 9 THE COAL DIVISION

Mid Central Region NMRA

March 2015



DIVISION OFFICERS

Superintendent
Gary Burdette MMR
304-675-3909
super@coaldivision.org

Assistant Superintendent
Dan Mulhearn
304-466-9188
asstsUPER@coaldivision.org

Clerk- Jerry Doyle
304-638-2826
clerk@coaldivision.org

COMMITTEE CHAIRS

Achievement Program Chairmen
Ed Keith MMR
740-867-5264
Bob Weinheimer MMR
304343-1428
ap@coaldivision.org

Clinic
Dan Mulhearn
304-466-9188
clinic@coaldivision.org

Contest
Paul Lapointe
contest@coaldivision.org

Education
Gary Burdette MMR
304-675-3909
asstsUPER@coaldivision.org

Election
Bill Wadsworth
304-768-3266
nominating@coaldivision.org

Membership
John Harris
membership@coaldivision.org

Raffle
Paul Lapointe
raffle@coaldivision.org

DIVISION STAFF

Editor
Bob Weinheimer MMR
editor@coaldivision.org

Webmaster
Bob Weinheimer MMR
webmaster@coaldivision.org

From the Head the Holler

By Gary J. Burdette, MMR

I like running coal trains when operating on model railroads.

Through coal extras simulate the "drag" carrying the chunks of coal country off to market. The returning empties signal the renewal of the process.

Mine runs send the empty train out of the yard and up the holler to the tipple, to exchange for loads, and return. Called a turnaround or turn, names such as the Couch, Arbuckle Creek, and Bayard Turns invoke a certain image of the area being modeled.

Once the branch line coal has been weighed and sorted, it may be picked up by or made into a mainline train to be forwarded to market. A small marshalling yard will receive cars from several branches and fill out mainline trains passing by. A larger yard will make up a complete mainline train from numerous smaller ones that have come in from mine runs.

I recently ran trains on Clint Foster's New River Division of the C&O. I have run through coal extras, branch coal trains, and, this time, I began the session on a sweep.

This train departed the staging yard and progressed from station to station along the main while dropping off empty cars in the small yards and picking up loads. It "died" at the staging yard at the other end of the division. Here is where such trains would be made into the mainline drags that would travel thru to the coast or the lakes on lines like the C&O.

Clint has set up a series of branch line runs going up the hollers to feed these small yards. The Laurel Creek Turn is such a train. Loads come down from Layland to Quinnimont returning empties to the mine. Thus loads for pick-up by the sweep, previously mentioned, were available.

Many runs originate out of Thurmond, West Virginia. Trips up Loup Creek and Arbuckle Creek occur daily. On the Arbuckle trip the engineer picks up his loco and caboose at the small terminal, travels over the bridge to the Southside Subdivision, and picks up his empties. He backs up beyond the switch at Southside Junction and shoves his train up the Rend Subdivision branch to the mine at Minden. He returns to Southside where the crew drops the loads in the siding and returns to Thurmond.

A couple of times a day other branch line trains originate out of Thurmond to serve the towns on the south side of the river including the siding just noted, a coal mine, etc. These trains are collectively described as going around the horn. They travel up the south side line to the Sewell bridge (the Short Horn) or to the Hawks Nest bridge (the "Long Horn") and back on the north side of the river. The horn leaves town with empties for Southside, the mine at Cunnard, and so on, to pick up loads for the Thurmond yard. The crew drops the loads in the eastbound and westbound yard then returns to the terminal.

A little later another sweep comes by in both directions to pick up loads for the coast or the great lakes. Thus, the cycle is repeated in a choreographed piece like a dance or musical performance. The model railroad was designed and built to include several branches into C&O coal country. Each branch or yard is staged with a certain number of cars (loaded or unloaded) as required. Then, operations are set in motion.

Running the branches along with freight and passenger operations is a challenge and a great deal of fun. You really do run "up the holler." Perhaps, Clint will give us a more detailed look into his operations in the future.

FROM THE OFFICE DOWN THE HALL

Dan Mulhearn, Assistant Superintendent

One of the things I have been doing is keeping my remarks at our monthly meetings brief and referring to this column for my thoughts. I wonder if this is suitable for the members as it is important that my points are made; but it is always good to get to the fun part of the meeting as quickly as possible. Please be sure and let me know if you have questions on my comments or input regarding them.

At the February meeting we decided at the last minute to cancel the clinic and head for home as the snow was flying. This turned out to be a good decision as members traveling towards Parkersburg as well as those of us heading for Summersville and Pipestem ran into some pretty difficult road conditions.

I am looking forward to our MCR Regional Conven-

tion coming up this spring. It would be neat to see a good turn out from our Division and please consider entering a contest. Don't forget to vote for Bob Weinheimer in the National NMRA election. I believe he would be an excellent addition to the NMRA Board as well as a great advocate for our Region.

Dennis McGeeney sent me some pictures of the big derailment and fire on CSX near Boomer, WV. Don't ask me how he got them but they even show the initial fireball. Wonder what caused the spark which ignited the spilled oil; stuck brake?

As always; you are reminded that my job is to increase your enjoyment of our hobby and advance our Division. Please feel free to let me know how I am doing.

MEETING NOTICE

The March meeting will return to the St. Albans Depot at Fourth Avenue and Fourth Street in St. Albans, West Virginia. The doors should be open by 1 PM with the business meeting starting at 2 PM. As noted by Paul in his column, the contest will be **steam locomotives**. We will have the usual raffle so keep that in mind if there are any items you no longer need but might be wanted by other members.

As mentioned elsewhere, the snow squall that started at the end of the February business meeting caused nearly

everybody to flee. Gary made the wise decision to not present his clinic to an empty room so we will try again this month. Gary Burdette MMR will present a clinic on scenery done by David and Nathan Robinette. He will talk about various scenic application techniques on four different model railroads. Requirements for the Achievement Program Master Builder: Scenery Certificate will be listed and prototype photos along with model shots will be shown to demonstrate how to address modeling terrain, sky, conformity, etc. to complete a realistic scene.

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 do the layout work the Wednesday 10 days before the meeting with distribution Thursday or Friday. For this to happen reliably, we need all items for publication by the 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.

April	March 30
May	April 20
June	June 1
July	June 29
August	July 27
September	August 31
October	September 28
November	November 2

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MAY 14-17, 2015
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NMRA MCR DIVISION 9 *THE COAL DIVISION*

February 14, 2014

Minutes

CALLED TO ORDER: The meeting was called to order by Supt. Gary Burdette at 1:56 PM. Gary welcomed all and thanked them for the good attendance; particularly considering the weather. An attendance sheet and agenda were circulated.

PRIOR MINUTES: On a motion by Nathan Robinette, seconded and passed, the minutes of the January 10, 2015 business meeting as published in *Up The Holler* were approved.

DIVISION CLERK REPORT: In the absence of Jerry Doyle, no report was submitted. Gary Burdette mentioned in passing that there were very little expenditures since the last report.

SUPERINTENDENT'S REPORT: Gary thanked the members for their support of the St. Albans Depot. He also thanked the St. Albans Historical Society for allowing the use of their building for our December meeting while Santa Claus was occupying the depot. Gary then requested the members begin to consider participating in the following: a display for the Hawks Nest Show, a display for National Train Day, Train-ing day in the Dayton, OH area and a Model RR camp.

ASSISTANT SUPERINTENDENT'S REPORT: Dan thanked the members for attending and asked that any comments, questions or input on his *UTH* column be presented.

AP REPORT: Bob Weinheimer stated that Dan Mulhearn has submitted his papers for the electrical AP Certificate. Paul Lapointe noted that anyone who wants to work on his Volunteer AP Certificate is welcome to take one of his jobs.

NEWSLETTER: Bob W states he is always looking for contributed material for the newsletter.

CLINIC: Dan M states clinics are in short supply and everyone is encouraged to share their expertise. Dan is

working on a clinic on the care and feeding (lube and service) of locomotives.

RAFFLE: Paul L. has six items up for raffle and noted he has plenty of tickets.

OLD BUSINESS: none

NEW BUSINESS: Dennis McGeeney brought up the importance of voting in the NMRA National election. He also spoke on the need to have a will and insurance to ensure your layout and collection would be disposed of as you wish.

ANNOUNCEMENTS: Saturday, 2/21 from 10AM to 4PM the Parkersburg Model RR Club is having an open house. Also the weekend of the 21 and 22 are the annual Coonskin Park Train Show and model RR open house.

MADD: On display are some old paper box car sides as well as different scenery materials.

ADJOURMENT: Business meeting was adjourned at 2:28 PM on a motion by Nathan Robinette, seconded and approved.

CONTEST: Paul Lapointe won the contest with his doodlebug.

RAFFLE: Paul conducted the raffle and all prizes were distributed, the raffle collected \$35.

CLINIC: After setting up the clinic it was determined due to the weather it would be postponed. Several of the members traveling a distance ran into serious road conditions so this was a wise decision.

Respectfully submitted by
Dan Mulhearn
Assistant Superintendent
Acting Clerk

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CONTEST REPORT

Paul Lapointe

February's Contest:

The category was Diesels, electrics and traction locomotives.

There were four entries: Gary Burdette brought in C&O #3025 and C&O 5854, Nathan Robinette N&W #1135, and I brought in a free-lanced doodlebug.

The doodlebug took first prize with the other entries tied for second.

Next Month:

March's meeting is at the Depot. The contest category will be Steam locomotives.

Bring in one or more steam-powered locomotives!



Paul's winning doodlebug



Nathan's Trainmaster



Gary's GP30



Gary's GP9

All photos by Paul Lapointe

RAFFLE REPORT

Paul Lapointe

With the Division back at the Depot in January, the raffle took in a \$35, the exact amount we took in at December's meeting! Pretty good considering the sparse attendance! Thanks again to our generous members!

We're still at the Depot for the next couple of meetings, so take a look around for anything you can donate and bring it with you.

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Welcome to the InfoNet News For February, 2015

From Mike Bartlett – Pacific District Director

Before discussing modeling in Australia, I feel it would be useful to recount the growth of railways on the Australian continent. The first steam train operated from 1854 between Melbourne and Port Melbourne, closely followed by the Sydney to Parramatta line in 1855. From these small beginnings a large network of railway lines developed. However, there was a problem. There were several different gauges used by the various states and territories ranging from the narrow gauge of 3' 6" (Western Australia, Queensland, Tasmania and parts of South Australia) to the standard gauge of 4' 8 1/2" (New South Wales) to the broad gauge of 5' 2" (Victoria and parts of South Australia).

This situation of mixed gauges lasted for many years, throwing all sorts of complexities in the transport of people and goods. In some places these non-standard gauges are still used. In the last three or four decades standard gauge has been built to link all state capitals. The standard gauge line from Adelaide to Darwin has also been completed.

Because of the minerals boom, Newcastle in New South Wales has been established as the largest coal export port in the world. Newcastle is supplied by rail from coal mines in Hunter Valley. Large coal ports have also been established in Queensland. These, too, are supplied by rail. In the Pilbara region of north-west Western Australia, huge iron ore mines have been established and serviced by standard gauge track. These iron ore trains are among the heaviest mineral trains in the world, some up to 45,000 tons in weight. Some of the iron ore trains are driverless and controlled from centres in Perth, many hundreds or miles to the south.

The locomotives and rolling stock used on all these Australian systems are either manufactured locally or imported. Passenger trains, while not as plentiful or widespread as in previous eras, still operate between capital cities and some regional centres. Two of the most popular are the Indian Pacific which operates between Sydney and Perth, a distance of 4,352 kilometres or 2,704 miles and the Ghan which operates from Adelaide through Alice Springs to Darwin, a distance of 2,979 kilometres or 1,851 miles.

So, to modeling. The foregoing provides a rich environment on which to draw for we modelers, taking into account the many prototype variations, railway architecture and history and the unique Australian scenery. Most early modelers in Australia were confined to Hornby OO, Triang and a smattering of trains from the United States. Today, the most prevalent gauge is HO with a strong interest in N, Narrow Gauge and O Scale. There is, of course, a vibrant presence in Live Steam in several gauges. A few years ago the United States outline was very popular but with the advent of the manufacture of Australian prototypes in China, the American influence is not as strong as it once was. Many modelers have moved into their own Australian geographic areas, producing work that is generally of very high quality as they draw on the rich pickings of Australian Rail, both past and present.

Amazon Smile

What is Amazon Smile?

Amazon Smile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you logon to smile.amazon.com enter "National Model Railroad Association" in the box at the bottom and then continue with your Amazon purchases. Amazon will then donate a portion of the purchase price to the NMRA.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in the NMRA Magazine

Regards,

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

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Railroad Police Dennis McGeeney

Not everyone is aware that all class one railroads and many short lines employ their own police and detective forces who are on duty 24 hours a day, seven days a week, every day of the year. Why do the railroads expend the funds for these law enforcement officers? It is actually a good investment rather than a liability. Are you wondering why?

Well, let's talk about it from the point of view of an employee of the Reading and later Conrail. We were backing a string of cars into a siding in Pennsylvania. A box car loaded with pet food derailed and turned over on its side on the ground. One box car door fell off and the couplers were damaged. Central Dispatch was notified by radio immediately and cancelled our Form D. Central Dispatch then issued another Form D to a crane allowing it to run to our location to begin clearing up the derailment. (Editor's Note; A Form D is a NORAC Movement Permit somewhat similar to, but simpler than the old fashioned Train Order. NORAC stands for Northeast Operating Rules Advisory Committee, of which Conrail was a member. This Committee set the operating rules for Amtrak, Conrail, NJ Transit and many other short lines and even tourist lines. The Form D was the authorized movement permit for operation under these rules.) After many hours of work the damaged car was rerailed and set off on a rarely used track. We set the hand brake and left it where it would be standing for several days until arrangements could be made to unload and truck off the cargo. The railroad had two railroad police officers on site and they guarded the car continuously until the cargo could be unloaded and removed.

We often had plug door box cars loaded with beer from the brewery at Fogelsville, PA to be delivered to the yard at Camden, NJ. As we entered the yard at 10 mph the thieves knew which cars had the beer aboard. They would break the seals on the doors and begin stealing the beer. Sometimes the railroad police would ride with us on the train. They also would have officers hidden on the ground to catch the thieves in the act.

Sometimes bad guys would find a draft of piggy back trailers on a siding or on a stopped train waiting for a signal. They are expert at breaking the seals and looting the trailers stealing thousands of dollars worth of freight in a

short time. These trailers often had high value cargo such as electronics, TVs, appliances and the like. The railroad police would monitor these trains, from hidden positions and sweep in on the thieves. Theft and vandalism from railroad property was and is a big problem for the railroads. The railroad police did have many tricks up their sleeves to deter this type of activity.

Whenever an accident happened on the railroad; for instance a fatal grade crossing collision, the railroad police would be on the scene. The lead locomotive had a black box which recorded the train speed, if the headlight was on high beam, if the bell was ringing, had the proper whistle signal been blown at the time of the accident. I often had to throw the train in to emergency braking approaching a grade crossing as a vehicle tried to cross the tracks even though the gates were down, red lights flashing, and bell ringing. The train will win every time! Fortunately, locomotives today are equipped with digital cameras facing front to record such incidents. Railroad Police and detectives also did plenty of work observing railroad employees for violations of company rules or state or federal laws. Some railroad employees were involved in theft which could result in multi thousand dollar losses. Railroad police checked employees for valid medical cards and even had them take breathalyzer tests to check for alcohol use on duty. People hopping on a slow moving freight were another problem dealt with by railroad police. If you have seen the news photos lately of hundreds of people all over trains moving in to the USA from Mexico you can see what a problem this can be.

When we moved an over dimension load or high value load the railroad police would ride the train. They also rode along with Federal Agents if we were transporting radioactive loads, ammunition, or other Department of Defense cargo.

How can all this information be of use on your layout? There are many ways. Put a small building near your yard office and mark it railroad police. Mark a couple of cars or pickups as railroad police. Have a police officer in uniform checking a train crew or walking the yard on the lookout for problems. It is your choice to utilize this information to create more reality on your layout.

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This is a wonderful opportunity to bring your spouse along to enjoy our beautiful city. Lexington is both classic and contemporary; Southern yet worldly; elegant but approachable. Come discover an extraordinary cuisine scene, a compact and vibrant downtown, thriving arts and a legendary landscape. We are planning some incredible events for your spouses to enjoy their stay here with you, Y'all come.

There's so much to enjoy and spring is so beautiful in Kentucky, you might want to consider taking advantage of the hotel's low rates 3 days before and after the convention, and make this a family vacation in addition to the convention.

Details at thoroughbredlimited2015.yolasite.com

MY WORD

Bob Weinheimer, Editor

The InfoNet has returned, look for it on page 6. Mike Bartlett's article about railroads in Australia sounds like what we had here with multiple gauges. Mike mentions several long distance passenger trains. Keep in mind that Australia is about the size of the lower 48 United States. Most of the cities are around the edges with relatively little in the middle. It's quite a fascinating place to visit, my son and I spent a week in Sydney some years ago and rode commuter trains to get where we had to go. One of our members is starting to model an Australian prototype, perhaps we can persuade him to present a clinic at some point.

Dennis McGeeney provides us with a very interesting article about railroad police. As he tells it they have lots of responsibilities well beyond keeping an eye on errant railfans. When I lived in the Louisville area I recall seeing Southern Railway railroad police guarding an autorack of new cars one night. The car had developed an overheated wheel bearing and was set out near my home pending repairs.

Progress continues on my layout. The Neville Island area I described last month is now fully operational. All track is laid and wired and all switch stands are in place. I mentioned last time that I am using Fast Tracks to build the track, this is turning out to be a great way to do that. I have now looked at other areas on the layout with troublesome Atlas turnouts and have started a program to replace them. If Dan twists my arm I may be willing to do a clinic talking about the system and its costs. Of course, I would have to show how easy it is by building a turnout.

As this issue of the newsletter comes together, it appears I have a blank page in need of content. I can fill it with some of those NMRA ads or I can expand my discussion of the layout progress and add some photos. Somehow I think the latter course of action would be better.

As mentioned above, the track on Neville Island is complete. While Fast Tracks allows easy fabrication of good track, there is a need to place cross ties under that track to make it look right on the layout. They do sell sets of ties that are designed for use under the turnouts and I have used those. They also make strips of ties for use on the straight and curved track. These strips are designed to

fit around the circuit board ties, the photo shows this better than I can describe it. In a fit of cheapness I decided to use single ties glued under the rails. That method costs about 2 cents per tie while the strips are about 9 cents per tie. After gluing almost 1,000 ties (yes, that's a thousand, not a typo) I am beginning to rethink that approach.

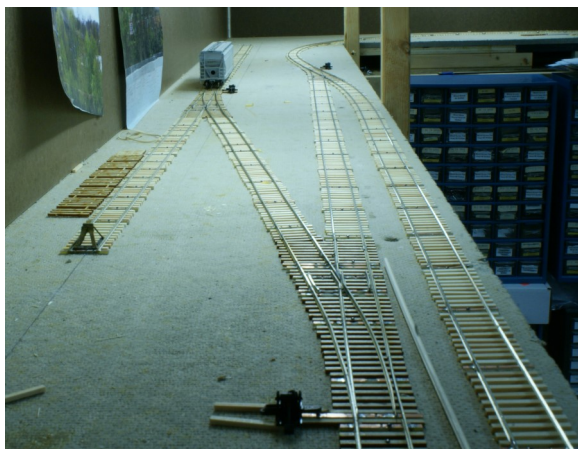
In last month's column I mentioned that Fast Tracks also sells fixtures for straight and curved track. I read a tip somewhere that suggested not bothering with the curved track fixtures. Instead, to make curved track, just solder one rail to all the ties. Then, lay the track much as you would a section of flex track. Once it is in place and nailed down, use track gauges of the sort used in hand laying track to hold the second rail in place and solder it to the ties. This is particularly useful for radii for which there are no fixtures and for adding easements at the ends of the curves.

The other area receiving immediate attention is the industrial and coal mine area in Waynesburg. Two Atlas number 6 turnouts are being replaced as they have been exhibiting electrical troubles. There are three number 4 turnouts that have never been truly satisfactory. They are being replaced with number 6 turnouts. Of note is that the tracks that radiate from them, two industry leads and a lead for switching the propane dealership, will end up in slightly different locations but will retain all of their existing functionality. The existing grade crossing will be relocated but otherwise the area will be substantially similar to its current arrangement.

I have also focused my interest on the remaining number 4 turnouts on the layout, there are nearly 20 of them. I am strongly considering the purchase of a number 4 fixture and replacing them with Fast Track number 4 turnouts. Four of these are in the vicinity of the Washington engine terminal. The terminal has had its tracks rearranged but they may not yet be in their final positions. This would be a good opportunity to work on the turnouts to get that job done all at one time.

The photos on the next page illustrate the things I have described here. Please note that the track will be painted to improve its realism but that must wait until warmer weather and the ability to properly ventilate the layout room.

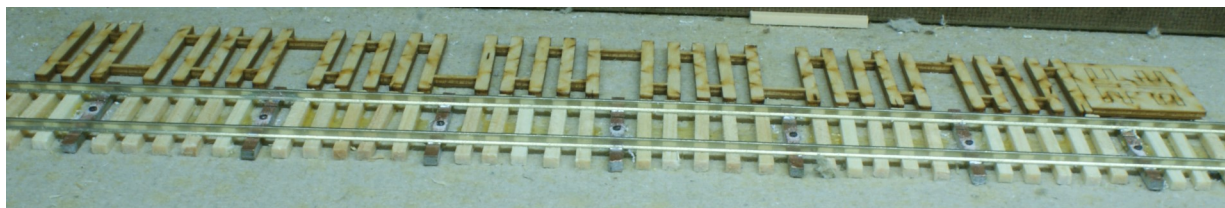
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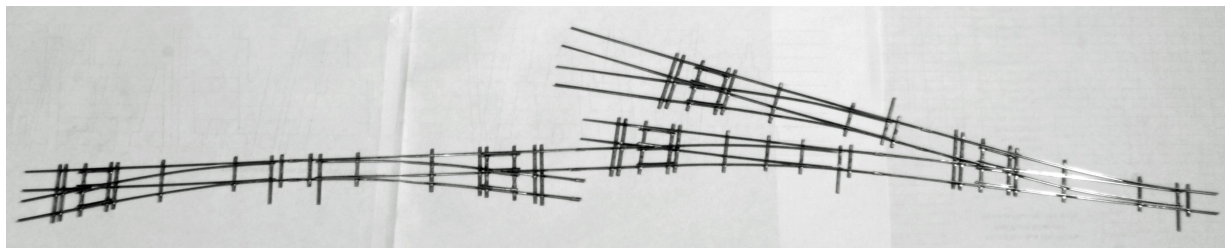
This shot gives an idea of the general layout of the scene. It does not include the lift out section described last month.



This photo shows the 20 inch radius curve on Neville Island. One rail was soldered to the ties, the track was secured in place, then the other rail was soldered in place. Gauges of the sort used to hand lay track were used to position the second rail prior to soldering.



This photo shows some straight track constructed with the Fast Track system. The wood ties between the circuit board ties were all inserted one at a time from a bag of 1,000 ties. The entire Neville Island area consumed nearly the entire bag. I lost track of how many hours it took to put them in. The ties at the top of the photo are the ones that Fast Track sells for use with this track system. You can see the gaps for the circuit board ties. The area at the right end of the strip includes laser cut clips that can be used to connect the strips together to maintain proper spacing. Each strip contains enough clips to connect it to the next strip. As I build the track in Waynesburg I will be using the strip ties instead of individual ties.



This photo shows the five number 6 turnouts that will replace a similar group of turnouts in the industrial and coal mine area in Waynesburg. The rightmost and upper ones are replacing Atlas number 6 turnouts while the other three are replacing number 4 turnouts. Even with their larger size the rearranged tracks coming from them will still serve the local industries adequately.

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Hosted by the Columbia Gorge Model Railroad
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the 1994 NMRA National.

The event is to be held at the Doubletree Hotel at
Lloyd Center, near downtown Portland.

Bring the family to explore and enjoy
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Check out our website
<http://www.nmra2015portland.org/>
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NMRA National Convention Portland 2015 Portland Daylight Express

80th NMRA National convention

Dates of event: August 23 – 29, 2015

Location:

Double Tree by Hilton Hotel Portland at Lloyd
Center, 1000 NE Multnomah Street, Portland, Ore-
gon 97232

National Train Show: August 28 – 30, 2015

Location:

Portland Expo Center 2060 N Marine Drive, Port-
land, Oregon 97217

Convention features:

Clinics:

Six Clinic rooms with seven sessions per day pro-
vides more than 200 clinic sessions and more than
125 topics.

Modeling with the Masters:

Master Model Railroaders lead several sessions of 28
each, guiding participants in constructing a project,
which they can take home.

Contests:

The usual NMRA National Model, Photography
and Craft contests offer opportunity for you to have
your best creations evaluated against your peers.

Auction:

The Silent Auction attracts all kinds of hobby items
including models, books, prototype historical gems.
We expect about 3000 lots. Following Cleveland's
lead in 2014 we plan to offer early online registra-
tion of lots for sale. It saves time on the day.

Tours:


We have a great selection of Prototype, Industry,
General Interest and Layout tours. Many of these
facilities are rarely open for public visitation.

Non-Rail:

A full schedule of activities and tours, including a
lunch, is planned for the non-rail family member.

Editor's Note: Yes, Portland is a long way from
the Coal Division but it is a very beautiful city that I
have had the opportunity to see while on a couple
of business trips. Consider combining the conven-
tion with a visit to other locations in and around
Oregon and Washington.

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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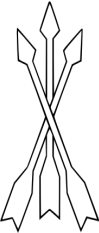


**CRUSTY MOUNTAIN
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**WESTERN MARYLAND RAILWAY
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**NEW RIVER GORGE
SUBDIVISION**
Clint Foster Superintendent
Ronceverte WV

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

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
CHARLESTON WV
25314-1041

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Upcoming Coal Division Events

March 14

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

April 11

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

May 2

**Steel is King
Parkersburg, WV**