



# UP THE HOLLER

Newsletter of Division 9  
**THE COAL DIVISION**  
MID CENTRAL REGION NMRA INC  
April 2018



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## FROM THE HEAD OF THE HOLLER

### Dan Mulhearn, Superintendent

How did you decide? It would be a wonderful thing to hear from our members: how did you decide whether to model a prototype railroad, a free lanced line, era, location, etc.? The choices are endless and tempting. Was it childhood memories or later experiences? Are you a professional railroader reliving past or present experiences? It would be a wonderful thing to hear the many reasons we choose to model what we do. That holds true even if it is a generic, "it's my railroad and I'll run what I want."

My boyhood memories are of the Long Island RR at Valley Stream, NY. It was a four track, electrified main line with branches diverging to the south and north just east of the station. There was even an interlocking tower and a rarely used team track. Most of the action was electric MU trains. In the late afternoon there would be a train out of Montauk with a Fairbanks-Morse C liner cab diesel pulling an RPO, coaches, and on weekends, some heavyweight parlor cars borrowed or bought from the Pennsylvania or New Haven. The other diesel action was an occasional local freight with an ALCO S class switcher, or if you were lucky, the coal train. There was a power plant at Island Park on the Long Beach branch that burned coal. The coal came off the B&O and was barged from Jersey City to the combined Long Island/New Haven float yard in Brooklyn. It was quite a sight to see 30 or so 50 ton hoppers headed up by four RS1 road switchers.

As I grew into my teens I was exposed to, and duly impressed by, the New Haven along the north shore of Long Island Sound. The New York Central up the Hudson River was very impressive, especially the afternoon fleet of long distance streamliners interspersed with the homebound commuter jobs.. In my late teens we would rent a cabin at Equinunk, PA along the Delaware River. There I was introduced to what would be my favorite railroad, both as a prototype and to model, the Erie Lackawanna. To my mind there is no stretch of railroad in the eastern United States prettier than the old Erie Delaware Division between Port Jervis, NY and Susquehanna, PA. The love of that area lingers in my mind after all the years since.

My point is there is so much to be shared by we who love trains, prototype and model. Wouldn't it be a fine thing if we took to sharing our memories, our reasons for choosing what we model through little articles in *Up The Holler*, or as brief mini clinics at our Division meetings. Let us know what stokes your fire.

## FROM THE OFFICE DOWN THE HALL

### Bob Osburn Assistant Superintendent

I have always enjoyed sitting down with a book or magazine taking time to enjoy the contents and hopefully learn a new procedure or historic fact in the process. Most of my library shies away from fiction but a few can be found. My collection of books and magazines is always there for additional reference, but on many occasions exactly where I originally found that information I want is difficult to find. The magazines can become quite a problem over time as they pile up. I occasionally purge my magazine collection, an interesting process because as I go through them I find many folded down page corners or tabs I have inserted to mark articles that piqued my interest, making the purge process a little more difficult.

I will always enjoy my magazine and books but recently have migrated to the Dark Side (the internet, Google, etc.) for information. This is something I have avoided in the past, old habits are hard to change—BUT—there is a lot of information you can obtain with a little searching. Case-in point: I wanted to add an icing station to my layout and I had many questions I needed answered before proceeding with this project. What was the icing process used during my layout time period? Who owned these facilities? How did they operate? What did they look like, and what was the history of these platforms? After spending several sessions on my computer, I collected enough information to continue with my icing

station ensuring reasonable accuracy. I know many of us in Division 9 qualify as seniors and avoid that terrible keyboard, but a computer is a good tool and can be a friend for obtaining an overload of modeling information.

Division 9 Information: The division display was setup at the KYOVA Mall Show March 17th and 18th. We had many prospective members inquire about our organization and hopefully we will get a few of them to join our ranks. One thing I did notice is that we need some sort of a handout that gives information about Division 9 and the NMRA for interested individuals. I'll try and pass this message on at the meeting and see what we can do.

Representatives from the Appalachian Model Railroad Society will attend our April meeting and will give a brief overview of their activities and goals.

Sam Delauter is spearheading an effort to organize a T-TRAK Special Interest Group within Division 9. An organizational meeting has occurred and interested members will have a chance to gather and discuss T-TRAK modules after our monthly scheduled division meeting. Many members have already shown interest in this project and some modules are already in the construction stage.

## UPCOMING CLINICS

### Bob Osburn, Clinic Manager

The March clinic was presented by Mark Maynard. The clinic included a demonstration and discussions on scenery techniques ranging from applying ground foam to ballasting track work. I think we all learned a few useful tricks and procedures from this clinic. Thanks Mark, we appreciated the clinics and information you presented.

Jerry Doyle is scheduled to give the April clinic that will cover Railroad Operations. Jerry's clinics are always very informative and interesting; this will be another clinic to look forward to.

There will be no clinic for May as we will be in Parkersburg. We have a tentative clinic on using comput-

er programs to develop track plans scheduled for June and will be presented jointly by David Oliverio and Bob Weinheimer.

Remember, the Company Store will be open for the April meeting. If you have something to sell, please bring and add to the collection. Each month the store inventory increases and members seem to always bring extra money to do some shopping.

The theme for our April MADD session will be cabooses. If you have any books, information, diagrams, or stories regarding cabooses, please include for the MADD session.



**Coal Division  
Monthly Railfun Event  
“Cabooses”**

***Saturday April 14, 2018***

- 1:00 - Depot open  
Buy raffle tickets, etc.  
Socialize  
Contest: Cabooses
- 2:00 - Superintendent’s Briefing
- 2:30 - MADD Discussion of cabooses
- 2:45 - Raffle results, contest results
- 3:00 - Clinic: Jerry Doyle will present a program on  
train order operation.

## NMRA MCR DIVISION 9 *THE COAL DIVISION*

St Albans Depot  
St Albans, WV  
March 10, 2018  
Minutes

Meeting called to order by Assistant Superintendent Bob Osburn at 2:00 p.m.

Members introduced themselves. There were a number of guests at the meeting.

### Division Clerk Report

February Minutes approved  
Treasury Balance is \$8,837.97  
Pike Ads \$40  
Raffle Revenue \$38  
Company Store Revenue \$4

### Superintendent Report

Dan Mulhearn was called away for a family emergency.

### Assistant Superintendent Report

Bob Osburn mentioned the current T-Track modular layout project. The Appalachian Model Railroad Society will be coming to the April meeting to give a short presentation. Bob has attended a few of their recent meetings. He also gave an update on Ed Keith's condition after last month's meeting.

### Newsletter - Up the Holler

Bob Weinheimer mentioned a couple of recent articles in *Up The Holler*.

### Achievement Program

Dale Osburn will soon be receiving his Golden Spike.

### Membership

John mentioned name badges are available, just contact him for details. We will have a display at the upcoming AMRS show at the KYOWVA Mall near Ashland, Kentucky. Bob Osburn reminded visitors that membership applications were available today and that the 9-month Railpass was an option.

### Contest

Today's contest is Diesel and Other.  
The listing of contests for the rest of the year will be in the next newsletter.

### Clinic

April - Jerry Doyle – Timetable and train order operations  
May – Steel is King

### Librarian

The library is available for check out today.

### Raffle

Tom mentioned that the mix of raffle items depends on what is donated.

### Old Business

Bob Osburn asked about the depot finances and how much of the depot expenses are covered by Division 9 raffles. Jerry Doyle said that although the donation of Gary Burdette's collection has helped the depot financial situation, the operating expenses will still probably exceed the balance in the long run.

### New Business

Sam Delauter told everyone about the T-Track project. Bob Osburn mentioned he had talked to the Bruce DeMaeyer, Assistant Superintendent from Lexington, about a larger project to make the largest layout ever at the National Convention this year. If it goes as planned it will have 22.5 scale miles of track. He would like to invite Bruce to a future meeting to give a talk on T-Track. Sam mentioned the T-Track interest group would be meeting after today's meeting. Bob Weinheimer mentioned the T-Track movement was a way to bring younger people into the hobby.

### Announcements

Bob Weinheimer gave an update on the MCR Convention in Cincinnati. Much of the NMRA leadership will be attending and time has been allotted for members to meet with them.

SACOMM Hawks Nest Show April 6 and 7.

Steel is King, Parkersburg, WV May 5.

### Future Meetings:

April 14 – St Albans Depot  
May 5 – Steel is King Parkersburg, WV

Meeting adjourned at 2:35.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk

## CONTEST

Photo by Jerry Doyle

The March contest was Diesel and other types of motive power, anything but steam. There were five entries, Larry Richards easily took first place with his Mack rail bus. Tom Harris and Sam Delauter were next up with their Rock Island E units and Conrail GP38. Herb Par-

sons and Dale Osburn were just a vote behind with Herb's C&O C30-7 and Dale's B&O critter.

The April contest is Caboose. Down the road the contest will feature a number of specific model types, check the list for the year on page 10 in this issue.



Larry's Mack railbus is a Jordan Products kits with added markers, headlight, and air horns. All plastic grab irons were replaced with wire. The bus is lettered with Micro Scale decals one letter at a time. The Paint Creek Railway was the actual name. It had no rolling stock or engines and became the Paint Creek sub of the C&O.

Sam's entry was a custom painted Atlas shell. He used Micro Scale decals and lettered the car using a prototype photo for decal placement.



Tom modified these Proto 200 E units owned by Ron Rogillio. Tom filled the windows on all three and painted them. Additional details were added as needed. One came with WSI DCC and sound which was left in place. One is a dummy but he added extra weight and a MRC DCC controlled sound system so it sounds like it is working. The last unit received a WOW Sound DCC sound decoder and matching speaker. Tom says the locomotive sounds terrific.

## COAL DIVISION T-TRAK SPECIAL INTEREST GROUP

Sam Delauter

Photos by Jerry Doyle

Progress is being made to form the Division 9 T-Trak Special Interest Group. After the March meeting we had the first official meeting of the group. Turnout was great and included many modelers that typically do not model in N scale.

During the meeting, I took some time to walk the group through the assembly of a Masterpiece Modules four foot by one foot module. These are very easy to assemble and take all of the guess work out of building a module and properly aligning the track. Best of all, they are priced very reasonably. I have been very happy with the quality of the assembly and the quality of the materials. Afterwards there was a healthy discussion on the topic of modules and T-Trak which was mostly led by Bob Osburn, John Shuman, myself, and a few others.

We would love to have as many involved in the group as possible and would love to see more people at the next meeting of the group. Please be thinking about what size module you would like to build as we will be talking about a possible group order during the next meeting. The next meeting will take place shortly after the April NMRA meeting. I am attaching the link to Masterpiece Modules webpage and the Special Interest Group Facebook Group. The standards for our group are listed below, these were decided at our organizational meeting. Once again, I extend an invite to all Coal Division members to become involved in this group.

<http://www.masterpiecemodules.com>

<https://www.facebook.com/groups/223518301550365/>

### STANDARDS

#### Membership

- Must be member of NMRA
- Each member must own or build a module within a period of three months. Exemptions will be made on an individual basis
- Will meet after monthly Division 9 meeting

#### Modules

- The standard module will be Masterpiece Modules
- Era will be 1950 to early 70s
- Module will be finished with black paint on visible wooden parts
- Each module must have at least one piece of Unitrack at each connection point.
- All mainline track that is not Unitrack will Peco Code 80
- All main line switches must be Peco Code 80 Electrofrog
- Track on sidings and yards can be of any code once it is off of the main line
- Ballast will be Arizona Rock and Mineral Pennsylvania Grey and Southern Pacific/Union Pacific Cinder
- Wiring standards will follow the NMRA 2011 NTRAK standards
- NCE will be the standard DCC system but one main line will have the option of being DC



A finished one foot by one foot module.

More photos on the next page

### Coal Division T-Trak Special Interest Group Continued

Sam Delauter demonstrates the construction of the Master-piece Module four foot by one foot module.



Here we see the finished four foot long module adjacent to the one foot long module.

## STEEL IS KING

Our two Steel is King hosts, Paul Lapointe and Dave Stout, are anxious to let us know that they are looking forward to the annual event in the Parkersburg, WV area. This is the northern end of our Division's territory and we hope that all members living that way, as well as members of nearby Divisions, join us.

Paul writes: There's plenty of steel mill action in Parkersburg on May 5th, 2018 on Dave Stout and Paul Lapointe's layouts.

Both Dave and Paul will have their steel mill layouts open at 9:30 AM for your inspection. Dave is at 1315 Lakewind Drive in Parkersburg. Paul is at 118 Pineview Estates Dr. in Waverly. Both will have NMRA layout tour signs leading to their houses.

Paul will close his layout around noon as everyone will gather at Dave's house for lunch followed by the Division 9 business meeting at 2 PM. The contest will be any steel related model of any kind. As an extra attraction, this year after the meeting, there will be an open house at the Mid-Ohio Valley Model Railroad Club at the rear of Noe Office Supply, 610 Green Street Parkersburg. It's a multiscale club with large HO, N, O, and G scale layouts.

Maps and direction will be available at the meeting. Dave and Paul look forward to seeing you on the 5th!

From Columbus, take Rt. 33 to Athens and then Rt 50 East into Parkersburg (or Rt70 to Cambridge then South on Rt 77). Maps will be included in the May issue.

Dave suggests you bring a lawn chair, if you have one, seating for lunch might be tight.

Dave also sent a note to all Division 9 members: In February 2016 I was in a bad car wreck, it took a year to get over it. Then this last February I had to have surgery to remove my right kidney. It was cancerous but they got it all. I have not been able to make it to the Division 9 meetings but things are looking up now, will start this year at Steel is King day! After that I plan to make all the meetings that I can to be more supportive of the of one of best Divisions in the NMRA. I have been in the NMRA a lot of years and plan to stay in it a lot more. I look forward to seeing all of you that can make it up to Parkersburg in May.

Your fellow Coal Division member Dave Stout. Have a rail good day.

## A TALE OF TWO LOCOS

Dan Mulhearn

I mentioned in my April, 2018 Superintendent's column that the Erie Lackawanna RR holds a fond place in my heart. In line with that, two locomotives I've acquired for my year 2000 era Norfolk Southern model railroad are of great interest. In the late sixties and early seventies the railroads were hungry for horsepower. The object was to cram as much horsepower as possible on a C-C trucked behemoth and move that coal and especially time sensitive intermodal traffic. ALCO was fading fast at the time but did produce and sell a few 3000 and 3600 HP C-C units. Unfortunately they were too little too late. GE was playing distant second fiddle to EMD but did jump on the bandwagon with big 3000, 3300 and 3600 HP units. EMD responded to the challenge by expanding its 3000 HP 645 V16 engine to a 3600 HP V20. Herein lies our tale.

Erie Lackawanna had been content to upgrade its fleet with 2500 HP B-B trucked units from all three builders. That included ALCO C424 and C425 units, GE U25B units, and EMD GP35 units. When the big 3600 HP SD45s became available, EL bit, as did many a Class 1 railroad. While they enjoyed great success it can be noted

they had their problems. Often they were set up in MU with older locomotives, failing to take full advantage of their capabilities. Some referred to these as "bozo lashups". Another fly in the ointment was that the much longer crankshaft in the V20 was much more prone to crack than the crankshaft in the shorter V16. Some mechanical departments referred to the V20s as "whips". Lastly, the SD45s were notorious fuel hogs. After sampling the 45 series, many roads went back to the more reliable 3000 HP SD40 and SD40-2 models. EMD did produce follow up units to the SD45. First came a passenger version with an elongated frame to accommodate a steam generator or HEP equipment. Later they produced an SD45-2 which provided the upgrades of EMD's -2 line to the 45 product line.

Let's get to my two models. First is SDP45 Conrail 6670, this unit was purchased by N&W's DERECO subsidiary and leased to EL for 15 years as EL # 3639. This unit had dual controls ala N&W practice at the time. There was never any steam generator or passenger equipment installed. What EL wanted was that huge 5000 gallon fuel tank made possible by the lengthened frame. The

plan was New Jersey to Chicago roundtrips without fueling. In practice it often was New Jersey to Chicago then Chicago to Marion, OH for fuel and service. The unit became Conrail 6670 with the formation of that road. In June of 1984 the unit was returned to N&W then was retired in October 1986. The unit was donated to the Virginia Transportation Museum in June 1991 and is the only one of this class of 18 locomotives not to be scrapped. The Athearn Genesis model is a very accurate representation of the unit as it appeared in Conrail service prior to ditch lights being installed. Note the low profile horn on the cab. This is because EL shifted most freight service through the Lackawanna side via Scranton, PA and they ran under catenary in the electrified New Jersey commuter territory.

The second model is NS patched Conrail SD45-2 1700. This unit is one of 13 units purchased by EL, possible through the DERECO subsidiary and numbered EL 3669 to 3681. As with the SDP45s, EL wanted them for that huge fuel tank. They went to Conrail as 6654 to 6666 in 1976. At first they were all assigned to the Cresson PA helper pool, but later scattered through the system. Interestingly, 6661 was rebuilt as an SD40-2 and survives today as CSX 8886 working in the North Jersey NS/CSX Shared Assets area. 6660 and 6656 were sold to Reading

& Northern 3600 and 3601. Both were scrapped in 2005. CSX got four units numbered 8973 to 8976 which were derated to 3000 HP. Except for the rebuilt unit (CSX 8886) all are off the roster. NS got six of the units and renumbered them 1700 to 1705. All six units continue in service in the North Jersey Shared Assets area and have had their V20 engines replaced with 3000hp V16s. In 2015 1700 received cab upgrades at the East End Shops in Roanoke VA and then was sent to DeButts Yard in Chattanooga, TN where it was restored to complete, as delivered, Erie Lackawanna grey, maroon, and yellow. It continues to see service in the North Jersey Shared Assets area. My Athearn Genesis model shows the unit as it would have appeared just after renumbering in my 2000 modeled era. It does lack the Conrail applied pilot mount ditch lights which should have been applied by this time. The unit also has the EL specified low profile horn. Both of these models are interesting additions to my fleet, they look good, and with the Tsunami decoder packages they run and sound as good as they look. I have to thank Jerry Doyle for leading me down the right path to research the dispositions of the SDP45s. See also *All Time Roster: N&W Diesels*, Robert G Bowers/N&W Historical Society, May 2004 and the June 2017 issue of *Railfan & Railroad Magazine*, for the story of the 1700.



## MONTHLY MODEL CONTEST 2018 SCHEDULE

January	Modeler's Choice
February	Steam Locomotives
March	Locomotives Other Than Steam
April	Cabooses
May	Anything Steel Related
June	Non Revenue except Cabooses
July	Structures
August	Freight Cars
September	Photo, Model or Prototype
October	Open Loads (flats, gondolas, hoppers)
November	Passenger Cars
December	Second Annual Gary Burdette Memorial Challenges. Details and kick off in October

## NEWSLETTER DEADLINE

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

May	April 23
June	May 28
July	July 2
August	July 27
September	August 27

## MY WORD Bob Weinheimer, Editor

As I started typing this article, I received an email from Jim Coleman with sad news about Clint Foster. Jim's note says "On Sunday, April 1<sup>st</sup> Clint's sister came over to see me before Church started and related that Clint had passed on Saturday. He had been in the hospital for a bit and was having irregular heart problems. I don't know of any services. He donated his body to a human gift registry in Ohio."

Clint was a Coal Division member for many years and his well orchestrated layout provided years of operational enjoyment. He hosted several Coal Division meetings that were well attended. Clint had started attending Division 1 meetings after moving to Ohio to be close to his sons. He will be sorely missed

Well, this looks like a packed issue. I couldn't even fit the annual contest schedule on the contest page.

T-Trak is coming along nicely thanks to the efforts of Sam Delauter. I fear I am in danger of catching the fever. Division 10 over in Lexington has become very involved in T-Trak and has invited our group to participate in their Train Day at the Library September 15 in Lexington, KY. The three month module building window in our group's requirements should make this possible. We would be expected to arrive early enough to get our modules into the overall layout then stay until the end. This event would provide the valuable opportunity to see how a show is set up and taken down. I'll provide more information as it becomes available.

In his article Dan Mulhearn tells about a pair of diesels that have captured his interest. It's quite an interesting story!

The MCR convention is rapidly sneaking up on us. I sure hope many of our members can attend as it should be one of the best in many years. Three NMRA National officers will be there as well as the incoming NMRA President and the NMRA's Marketing Consultant. There will be a Friday morning session where you will get the chance to meet all of these folks and ask any of those questions you have always wanted to ask but never had the opportunity.

Even the National convention in Kansas City is coming up quickly. That should be another memorable event, I plan to attend. The National Train Show should be good this year as it is in a relatively central location making it attractive for many more vendors than when it is far from much of the rest of the country.

Dan Mulhearn has asked us how we chose to model what we do and for updates. Here are my answers.

In the late 1970s I was in graduate school in Pittsburgh and actively railfanning the then brand new Conrail. I was also reading the series in *Railroad Model Craftsman* by Allen McClelland about his Virginian and Ohio. Allen's writings convinced me to try a freelance layout. The rail activity in Pittsburgh made me think about having one end there with connections to Conrail, the N&W, the Chessie System, and the P&LE. I left Pittsburgh in the early days of 1979 and acquired a basement about a year later. Our house was adjacent to the Southern Railway line just east of Louisville. It was 1980 and it has stayed 1980 for the last 38 years. Many of my early car modeling efforts were inspired by what I saw going by the house. Around that time I met Rick Tipton and became an operator on his Panhandle. I was hooked on operation and the Pennsylvania Southern has developed from that experience.

Track replacement continues. The line north from Houston to the south end of Munson Viaduct has been replaced. All the trackage in Canonsburg has also been replaced. The next operating session is April 12, let me know if you plan to attend.



**Welcome Back!**  
**May 17-20, 2018**

*Our first convention since  
the 2005 NMRA National*



***We've prepared tons of fun for everyone!***



***Abundant Premier Layouts!***

Special Thurs Afternoon Early-Bird Layout  
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4 'Great Model Railroad' Mini-bus Tours (12 layouts)!



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## Abundant Layout Events

67 layouts, 30 published, 10 in GMR, 5 at EJ  
 Bob Lawson and Larry Bonhaus on Thurs Aft  
 Great Model RR Tours + Hotel, EJ Layouts,  
 Operating Sessions, Layout Open Houses



## Fantastic Rail Industry Tours

- Matandy Steel
- Cincinnati Barge & Rail Terminal
- Excel Logistics Tropicana
- Enerfab Brighton Tru-Edge
- Deluxe Cincinnati Railfanning



## Fabulous Non-Rail Activities

- Findlay Market & Conservatory Tour
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## Wonderful Newly Remodeled Hotel

Cincinnati Marriott North (513) 874-7335

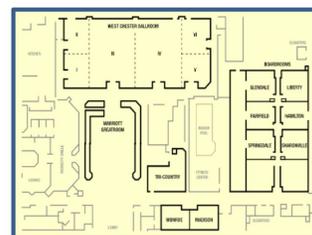
I-75 & Union Center Blvd, West Chester, Ohio

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**Great Guest Speakers**

\$109 King Bed, \$119 Two Double Beds, Pre-Tax

Use code: "National Model Railroad Assoc."



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Only \$75 Rail, \$25 Family (Spouse/Teen), Kids under 13 Free w/ Reg. Adult  
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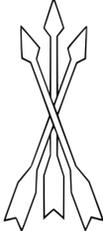
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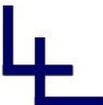


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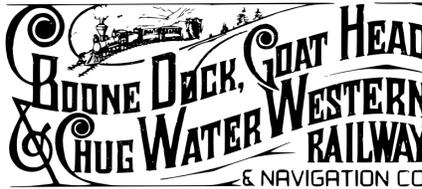
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**NEW RIVER GORGE SUBDIVISION**  
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**Alleghany & New River Road**  
 An Appalachian Coal Hauling Railroad set in the 50's



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



**John Harris, Chief Engineer**  
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**Western West Virginian**



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

**Woody Higginbotham - Superintendent**



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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.

**April 14**  
**St. Albans Depot**

**May 5**  
**Steel is King**  
**Parkersburg, WV**

**June 9**  
**St. Albans Depot**

**July 14**  
**St. Albans Depot**