



UP THE HOLLER



DIVISION 9, MID CENTRAL REGION, NMRA

September 2020

FROM THE HEAD OF THE HOLLER Bob Osburn, Superintendent

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Each month I try and read through as many newsletters from other Mid Central Region Divisions as time allows. It is really interesting to see how we are adapting to the new normal because of COVID-19. There are common themes through the Divisions: how to get members on board virtually, how to conduct contest, how to present clinics, the importance of keeping in touch, and helping those that may just need someone to talk to. The pandemic has had a negative effect on our normal life but we can still focus more on the good it has also created. For me, I talk and check on my neighbors more, shop at locally-owned businesses, spend time and communicate more with family, and it has given me time to slow down and enjoy life more. How about you? I am sure you can see something positive about our situation.

It has been a busy month in my workshop. The Sperry Rail Detector Car is finally finished. This was a long drawn-out project. I learned a lot of what to do and what not to do building this model. Although not perfect, it looks pretty good from 10 feet away! The next scratch built model can only improve. I have also been busy finishing my painting area and spray booth. This is the final addition (for now) to my work area and affords me a safe, well lit, and organized area for painting and weathering. Next on my list I installed decoders in 6 diesel engines that had been waiting for a while. Several were fairly easy but some required modifications and hard wiring. My workshop test track was also on the list for August. Now I have the ability to easily test both HO and N units on either DC or DCC. The only item remaining is to install JMRI for easier program. I did a lot of research online for using resistors with LEDs and how to blacken brass. This was necessary for completion of my rail car and lessons learned will make modeling simpler in the future. Hope you had a productive August. Start making your list of modeling projects you want to work on this month and I hope to see you at the September Zoom meeting.

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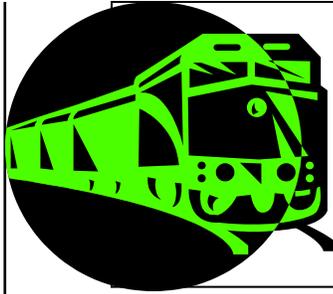
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Upcoming Coal Division Monthly Railfun Events

Saturday September 12

1 PM

Virtual Division Membership Meeting

- **Welcome and Call to Order (Acknowledge members present)**
- **Approval of Minutes from August 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**
- **Clinic by Sam Delauter on building his resin Penny flat car kit**

Next Event

Saturday October 10

At the Depot, or Zoom, or Both?

SEPTEMBER 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 August 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 September 12 at our regular time of 1 p.m.

Join Zoom Meeting

<https://zoom.us/j/91035287231>

Meeting ID: 910 3528 7231

One tap mobile

+13126266799,,91035287231# US (Chicago)

+16465588656,,91035287231# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Germantown)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 910 3528 7231

Find your local number: <https://zoom.us/u/acZ16KiD0C>

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, Assistant Superintendent

I don't know about everyone else but I have not gotten a lot of modeling done in the last month. These cooler days are like a double edged sword for modeling. On the hot days I don't get a lot done since I work in a warehouse with little ventilation and two fans. On the days that it are cooler and I'm not worn out from eight hours of heat, I spend much of the evening with my two dogs. Modeling seems to take a backseat to them.

Although I haven't been doing much, I have been getting some little things done. I have been making progress on both my CP Rail newsprint boxcar, PRR X31f boxcar, and PRR FM flatcar. The FM will be the topic of the clinic this month. There will be pictures and talk of other kits to hopefully give everyone a better idea of what the various resin kits are like. Resin kits range from very simple to very complex. One can also take a simple kit such as some of the N scale kits and super detail them. These tend to be much nicer models at that point, although the basic kit is on par with some of the nicer factory built N scale cars. To all of you N scalers out there, I am sorry this clinic will be mostly based in HO scale. Although I am primarily an N scaler, I do really enjoy building resin HO kits.

As I mentioned at the bring and brag, I have started to convert my N scale roster to all body mount couplers. I would like to convert every car but have stalled on this project. I am not sure that it is worth it due to the cost. If I cut the coupler off of the trucks on all of my cars and use those couplers, it will cost three dollars or a little under per car. I currently own about 650 cars. Let's break it down by the nature of the cars. About one third of my cars are already body mounted. The others are about half

micro trains and half other brands. This means that basically I will have to order the Micro Trains 1027 coupler boxes for Micro Trains cars and the 1015 coupler boxes for everything else. Using the 1027 boxes and the couplers from the trucks will make the micro trains conversions easy. Micro Trains cars come with two predrilled holes on the underbody. One is for the centering pin on the 1027 box and the other is for the screw that holds the box in place. That hole will need drilled and tapped for the 00-90 screw that holds it in place.

The other brands such as Atlas will need a 1015 or similar box depending on the car. Although this simplifies the installation, it still is as simple as the micro trains cars.

I am not quite sure how far I will go with this project. Unlike in HO where you have to have metal wheels and metal Kadee couplers to get longer trains to run well, it isn't necessarily so in N scale. Metal wheels are a discussion for another time, I am just talking about the couplers here. Although the Micro Trains cars run well in longer trains, cars with Accumate couplers do not. I don't run trains with 60 or more cars very often, but I do run trains that size when I run at the Hinton Rail Museum. Whenever there is an uncoupling, more times than not it is an Accumate. Those will have to go either way. These are much more economic to convert. The 1015 couplers can be bought in packs of 10 pair for about \$11 or I can buy just the coupler boxes for \$0.80 a pair.

With all that said, I have to decide which cars I want to convert or if I want to convert all of my cars. At this point I am not sure if the cost is worth it. I know that the cars will run better with body mounted couplers but in all reality, I don't run my rolling stock very often.

CLINICS

Sam Delauter, Clinic Chair

Many thanks to these that have been giving virtual clinics over the last few months. It is very appreciated that we have a steady stream of willing and eager people to give clinics. Last month Jerry gave the clinic "Lessons Learned On the Grafton & Greenbrier".

I have not gotten anyone from other divisions to give the clinic for this month. Hopefully by next month that will change. With that said, I will be giving the clinic this month. The clinic will be on building resin kits. More specifically, building a Funaro and Camerlengo Pennsylvania Railroad FM class container flatcar.

CALL FOR CLINICS

Doug Sandmeyer, Northern Express Clinic Chair

The planning committee for the 2021 Mid Central Region Convention, The *Northern Express*, is looking for clinicians. We are looking for a variety of topics from prototype modeling, modeling methods, empire building, electronics, and well, you name it. Submitted clinics will be selected based on subject needs, timeliness, and the number of clinic slots.

The convention is being held at the Ambassador Center in Erie, Pennsylvania from May 20 through 23, 2021. The

center will feature three well-lit clinic rooms with tables for clinicians and participants alike. The Ambassador was the site of our successful Mini-Meet last September, giving participants a chance to get a peek at our future convention center.

Contact Doug Sandmeyer at dsandme@stny.rr.com for more information and the submission form. Visit the *Northern Express* website at <https://www.div12mcr.org/northern-express/>.

**NMRA MCR DIVISION 9
THE COAL DIVISION**

**Virtual Meeting
Using Zoom
August 8, 2020
Minutes**

Members caught up with everyone's railroad projects and technology challenges. There was some discussion about the Virtual Railfan webcams on YouTube.

Meeting called to order by Superintendent Bob Osburn at 1:10 p.m.

Division Clerk Report

July minutes approved
Treasury Balance is \$8,471.35.
Company Store \$0.
Raffle \$0.
Pike Ads \$0.

Superintendent Report

Robert Osburn welcomed everyone to our online meeting. He noted that some new faces have been showing up at our virtual meetings and the virtual Thursday night Out of the Holler meetings.

Assistant Superintendent Report

Sam Delauter mentioned working on a number of rolling stock projects.

Newsletter - Up the Holler

Bob Weinheimer is always looking for materials. He noted that Bob Prehoda from Division 2 will be sharing a five-part article on operations on his free-lanced Huntingdon Northern layout. Bob Prehoda's layout is a large point-to-point track plan using timetable and train order operations.

Achievement Program

Mark Maynard has been working on scenery on his layout. He hopes it can be judged once the pandemic is over.

Library

Bill Wadsworth wasn't present today.

Contest

Dale updated everyone on the Square Foot Challenge kits. Several members have expressed an interest in building kits. Robert Osburn has gotten a number of kits ready to go. Dale showed everyone what it will look like. The kits are wooden craftsman kits with windows and roofing included. We discussed the possibility of handing out the kits at the St Albans depot.

We will continue with the bring & brag for September. Dale noted the high level of participation last month. There was some discussion of the logistics for having contests. There was also discussion of how different MCR divisions were doing contests. Each one has a different take on how to hold them.

Types of categories were discussed. With the virtual nature of our meetings we could possibly expand to categories not possible to bring to meetings. Jerry Doyle suggested we bring back the "Thumbz" category that was used at MCR conventions in years past.

For today's bring & brag Jerry Doyle showed some items he had printed using a 3D resin printer that is capable of resolution of 0.01mm. Robert Osburn showed his progress on a scratch-built Sperry rail car. He is building it completely from styrene. Sam Delauter showed several HO Scale resin kits he is working on. He also showed a Lifelike flatcar kit-bashed into a bulkhead flat. He also showed a PRR double-door X31f boxcar. In addition, he showed how he has been body mounting Micro Trains couplers on N Scale cars.

Clinic

Jerry Doyle is giving today's clinic "Lessons Learned on the G&G." We discussed the possibility of having clinicians from outside the Division. NMRA national has a catalog of clinics from the past couple of years. Sam Delauter volunteered to do a clinic on doing resin kits. Tom Harris and Robert Osburn are working on clinics for future meetings.

Membership

John Harris was not available.

Raffle

No raffle today.

Education

No report.

New Business

None.

Announcements

Out of the Holler online meeting August 13.

Bob Weinheimer announced a virtual "Meet the Leadership" meeting August 22. He also mentioned the Annual Membership meeting September 13. It is being held virtually since this year's national convention was canceled.

Future Meetings:

September 12 – Zoom

Meeting adjourned at 2:20.

Respectfully submitted,
Jerry Doyle, Division 9 Clerk

CONTEST

Dale Osburn, Contest Chair

Once again, we had a very exciting Bring and Brag contest for the month of August, see the photos below and Robert Osburn's article about his Sperry Detector Car. In September, we will continue with the Bring and Brag contest.

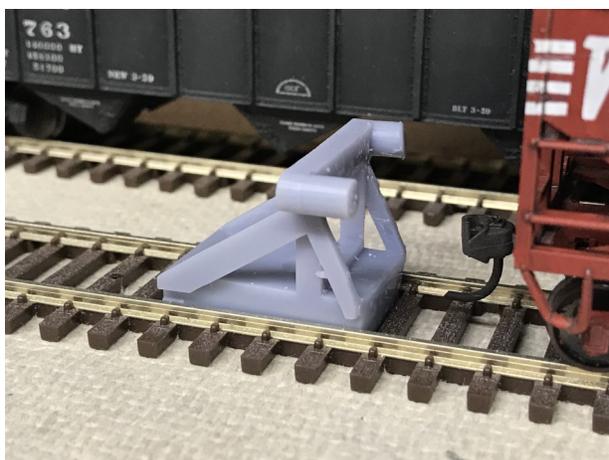
Looking ahead to October, the contest will be shop tours. Robert Osburn has stepped up to the plate with a very interesting shop tour. If you have never been to his shop, I believe you will find many ideas for your own shop. Let me know if you would like to be included in the October contest.

We have ten members confirmed to build the NMRA

kits. Who knows this could be a big year for the Fourth Annual Gary Burdette Memorial Modeling Challenge. A big "thank you" to Robert for cutting and supplying all the materials for this first class kit.

Tom Harris has been so helpful with new ideas for the upcoming year. I really appreciate his efforts and look forward to new ideas from our members. I have started putting together the 2021 contest schedule so don't be shy with ideas for the new year.

As 2020 keeps us at home, let's try to keep the shop light burning bright and a new UPS order coming to the door!



Jerry Doyle tells us he recently purchased an Elegoo Mars resin printer. It uses a resin that is cured by ultraviolet light and has a resolution of 0.01 mm. Printing takes several hours. This rail stop took about four hours to print. The printer sells for less than \$300 and opens up a number of possibilities for modeling projects. There are a number of items available for free on the Internet to print. You can also design things from scratch and print

Larry Richards tells us that this is his HO version of an O scale kit. He had only the picture in an ad to go by. The brick is printed paper glued to cereal box card stock. The main part is wood, the kiln (with its stack) uses a sanded grout and plaster mix broken into stones when dried. All the wood part is board by board, Larry made the stain used on the wood. The stack on the kiln is the barrel of an old ball point pen. Larry designed the signs and Greig Goodall printed them.



Robert Osburn showed us his N Scale Sperry Detector Car. Look for a complete description of this model on page 7.



N SCALE SPERRY DETECTOR CAR #126

By Bob Osburn

I got interested in modeling a Sperry Detector Car after an article (*Kitbashing a Sperry Rail Service Detector Car*) written by *Mike Pagano* appeared in the 2014 Sept-Oct issue of *N Scale Railroading Magazine*. His starting point for the project was a Bachmann doodlebug. Since most of the Sperry cars started out as self-propelled doodlebugs this seemed logical. Along with the article he listed some additional resources; *Railroad Modeler* May 1979, *Railfan Magazine* Jan. 1979, and *Model Railroader* Jan. 1952. Back issues of these magazines were acquired, and the research began. These resources provided history, pictures, and best of all the 1952 issue had a 2 page HO Scale drawing by *James F. Berge* of a rail detection car.

I didn't particularly like the kitbashed version of the car, it was a good representation but not as accurate as I wanted my model to be. After many hours of looking over the scale drawings that I had converted to N Scale, I decided to attempt to scratch build the rail car. The starting point was to locate a suitable powered chassis. With some modification, it appeared a Tomytec TM-06R just might work. The width and length was correct, the back trucks would have to go, and with some more modifications a small DCC decoder just might fit.

Next, the body shell was fabricated by laminating sheet styrene, details were built or acquired, painting (twice), decals, weathering, and decoder installation followed.

All of this didn't go quite that well and fast. This project spanned a period of 3 years of off and on work. I would get to a point where things became very difficult, frustrating, or I just didn't know how to proceed—back in the cabinet it went until I came up with a solution or was in a better frame of mind to continue work.

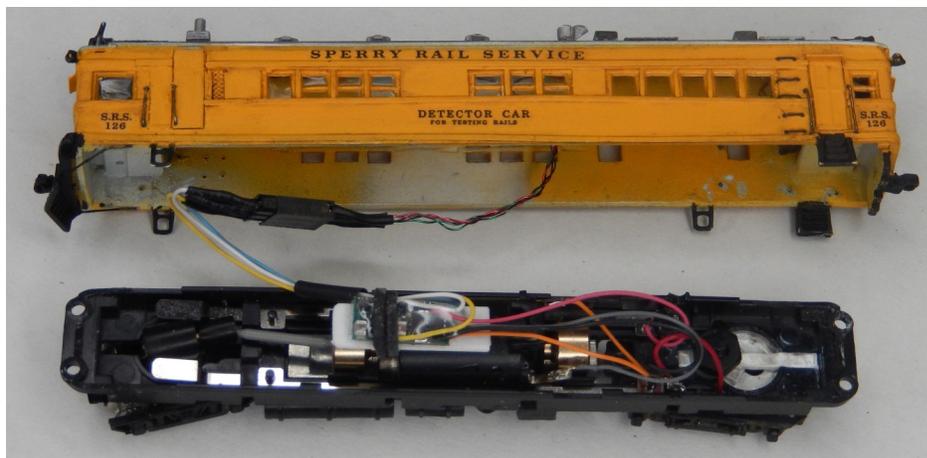
Some things that really gave me problems and ideas for improvement:

- Adding power pickups to a set of Commonwealth

trucks is not easy.

- Adding dividers to windows with .020" styrene rod takes patience.
- Adding side panel accents with .010" styrene strip and rod is something you attempt on a day when you have steady hands.
- Bending and installing grab irons and hand railing is very difficult.
- Don't install the grab irons and hand railing before painting.
- Don't be impatient and use a rattle-can to paint this type of model. This forced me to learn how to remove paint with brake fluid and gave me a reason to finish my paint booth and purchase the correct paint.
- Second attempt at bending and installing grab irons and hand railings, brass rod needs to be cleaned before painting so the paint will not flake off.
- Third attempt at bending and installing grab irons and hand railings. Learned how to use a blacking solution to blacken the brass rod instead of using paint.
- Don't trust your eyes (especially if you wear glasses) for alignment of parts. Build jigs, draw lines, or whatever is necessary to keep things straight.
- Take the time to make a drilling jig for placement of grab irons, hand railings, or other small details.
- Accidentally getting too close to a finished styrene model with a soldering iron can lead to repairs.
- Take pictures and zoom-in on areas of the model as you build. A close-up will really highlight areas where improvement is needed.

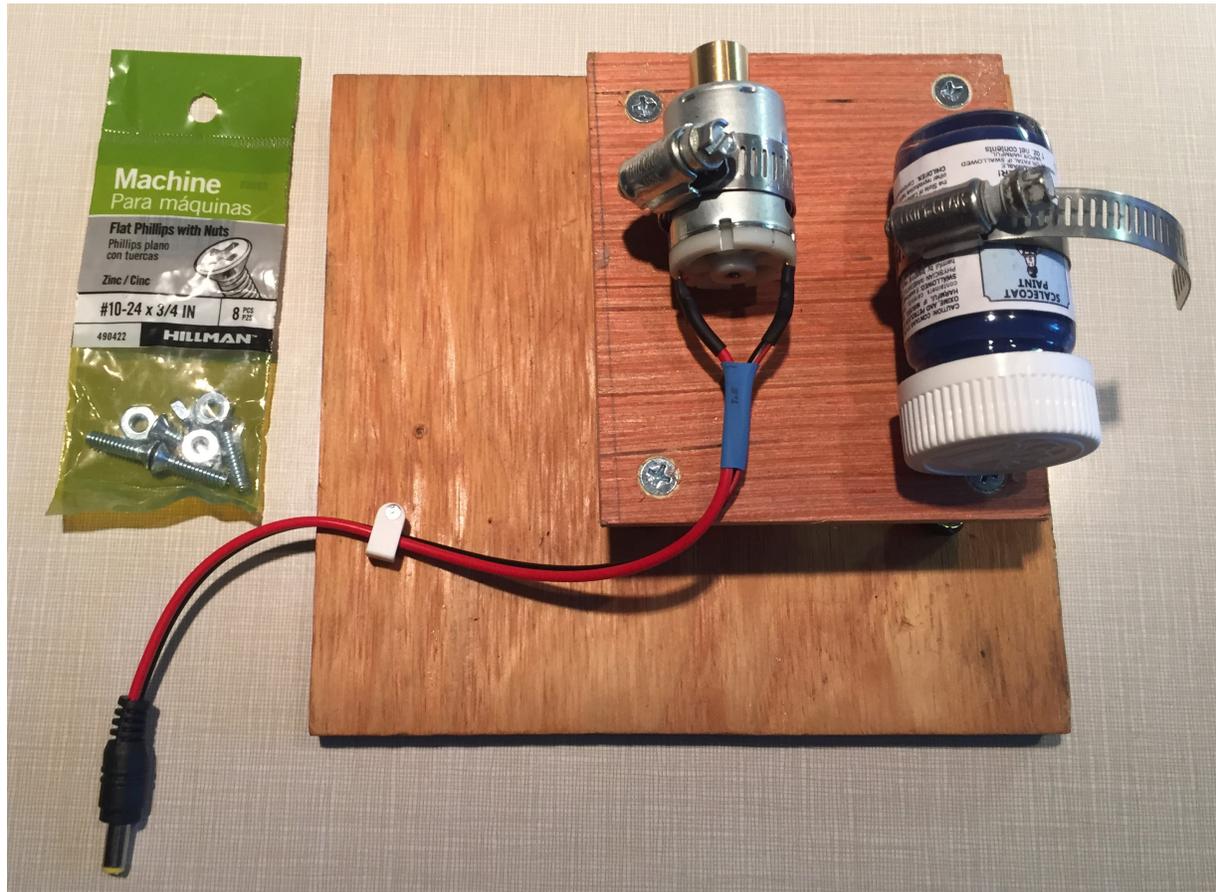
All-in all, I am pleased with my rail car but I can see areas where it can be improved. I learned a lot from this project and look forward to applying this knowledge to future builds—a box cab diesel just may be next.



This photo shows the inside including the decoder and its wiring. Keep in mind that this is N scale. A photo of the completed model is on page 6.

HOBBY PAINT SHAKER

Roger "Woody" Mitchell



With a \$1.50 vibrating motor from All Electronics, and some plywood and hardware already on hand, I made my own paint shaker. A thirty + year old (square) bottle of Floquil was good-to-go in a few minutes.

Besides a power supply (wall-wart, toy train transformer or similar power supply between 5 – 12 volts) here are the components I used.

- A vibrating motor; I used CAT# DCM-494, from All Electronics, (<https://www.allelectronics.com>). You never know how many they have on hand, as much of their stuff is reclaimed/overstock products. So any similar vibrating motor will work.
- 4 #10-24 x 3/4" flat head machine screws with nuts and washers for the base.
- 6 #10-24 x 1/2" flat head machine screws with nuts and washers for the shaker table and mounting the hose clamps.
- 4 1" compression springs (Amazon or Lowes)
- 1 Stainless steel hose clamp sized for the motor
- 1 Stainless steel hose clamp for the paint bottle
- JB Weld (Regular, not the five minute)

- Threadlock (auto parts store)
- Luan plywood
- 1/2" plywood
- Two conductor cable and mating plug and connector

The shaker table (top piece in the photos) is luan plywood; the base 1/2" plywood.



I used #10-24 flat head machine screws; 3/4" through the base plate and 1/2" for the shaker table; otherwise length to suit your wood. Don't forget some washers under the nuts and thread lock on the screws.

My springs are 1" long. I found them in an assortment of springs I bought many years ago. Be sure to get a size whose interior diameter is appropriate for the machine screw nuts. The springs should not be too soft, nor too stiff (but just right – you know what I mean?). You want the table to move with the vibrations of the motor, but not wildly so.



The nut must be, at least, a little larger than the inside of the spring coil so you can engage the nut within the spring coil; then, and this is the important part, JB Weld the suckers in place. I glued the nuts inside the springs before assembly but you could just as well apply the glue to the springs after assembly to the base and shaker table. (My way made the assembly a little neater, set the springs up on wax-paper while curing.)

Stainless steel hose clamps are sized according to your motor and the largest reasonable bottle you might need to shake. (If you're using quart cans you're going to need a bigger motor.)

You'll need a Dremel cut-off disk or similar to remove a link in the hose clamp to accommodate the flat-head mounting screw with washer – don't compromise the clamps' continuous side straps when cutting out a link. (For me this was easier than trying to drill a hole through the stainless steel strap. Do what works for you.) I recommend using JB Weld between the clamps and the shaker table; and not that 5 minute stuff. The clamp can eat-up the luan from the vibration/movement of the clamp.

The listed motor is rated for 12 volts. This shaker video (<https://www.nasg.org/HowTo/Tools/PaintShakerByWoody.m4v>) shows the shaker running at 12 volts. This is pretty aggressive and should not be left unmonitored. My shaker does a great job at 5 volts which is what the typical phone charger is rated at, and who doesn't have an old phone charger lying around? I recommend the lower voltage.



Vibration is what makes this shaker work but, as any engineer will tell you, vibration is the enemy of any structure. I fully expect that in time it will be necessary to repair/replace the shaker table due to screw head/shaft damage to the luan. An aluminum table would last longer but as this was a first prototype, and I don't do a lot of painting, the luan was sufficient for my needs. The weight of the table versus the stiffness of the springs is a trade-off between not being too heavy so as to dampen the vibrations excessively nor being so light as to cause the table to swing wildly.

Common sense dictates thread lock on all the screws and a good pre-flight before each run-up. Before each use check the following; that the hose clamps and springs are still firmly attached; that the bottle cap is tight and the paint bottle is tightly secured in the clamp (yes the old Floquil square bottle can be shaken in this device).

The typical legalese must apply here; the user assumes all liabilities in the construction and use of this device. Neither I, the NMRA, the Division or any member can be held liable for any injury or damage that may occur with its construction or use.

By the way – don't forget to clamp the paint shaker to your table before you turn it on. Hee! Hee!



PASSENGER MANIFEST

John Harris, Membership Chair

As Membership chairman for the Coal Division, I found an article in the August issue of *NMRA Magazine* to be quite interesting. Certainly 2020 has presented challenges to all organizations and we are not unique in that regard. Keeping members active and engaged has been an effort and I am glad that the leadership of Division 9 has looked at ways to keep us involved and functioning as an active organization in this unusual moment in history. The article however, was not about this. It spoke to our continuing struggles to maintain and even increase membership in the face of growing demands on how we choose to spend leisure time and disposable income. Christina Zambri is a Marketing Consultant and authored the article titled "How to Boost Division Retention and Recruitment" that caught my attention. She pointed out that we are not alone in these struggles and offered suggestions on how to overcome these on the local level to ensure the success of the NMRA as a whole.

I was encouraged that in several areas, we are doing a pretty good job and have been doing so for some time. We have done a very good job of being a presence at area train shows and events. Our display/booth keeps NMRA name in front of fellow hobbyist and give us an opportunity to engage potential new members. The addition of Clinics and "how to presentations" at these events has enhanced our ability to show the benefits of membership. Our newsletter has been very well received across the region and is often listed among the best nationally. Recently the Zoom meetings offer continued contact while maintaining our social distancing and the podcast "Out of the

Holler" bull sessions offers even non-members a chance to participate. These are all things she has suggested to help further the cause of retention and recruitment.

Still, there were several areas where we may be falling short and I admit that I have contributed to that failure. While we generally get membership lists from National that indicates new members, I have not done enough to reach out to these newbies to encourage attendance and participation in monthly events. I have all too often relied on the newsletter to get the word out and encourage attendance. The lists we receive also include expired memberships. While I will reach out to those regulars privately to remind members that their membership has or is about to lapse, I have not followed up with those who have not come to meeting in a while to see why they did not re up. This should certainly be the case on recently or about to expire Rail Pass members.

Other opportunities might be establishing a better presence on Facebook and other Social media platforms. Additionally, providing a poster or brochure to local Hobby Shops across our wide geographic area that lists our meeting dates and upcoming events would be ways of advertising our group. Perhaps even a hand out might be a way of reaching some potential members. While presentations at local libraries or community centers might not be something we can do, other opportunities may be out there if we are aware of them.

Always looking at ways we might expand our reach. It is up to each of us to be recruiters. Hope to see you soon!

MY WORD

Bob Weinheimer, Editor

This issue of Up The Holler filled up nicely with an article from Robert Osburn sharing the details of how he built his Sperry Detector Car in N scale. Robert tells us of many of the ways to go wrong and how to fix them. The results is a beautiful model.

Member Woody Mitchell sent us an interesting article

on how he built a paint bottle shaker. It uses a bunch of inexpensive parts and looks like a very useful device. As Woody reminds us, don't forget to clamp it to the bench and don't forget to be certain the lid is on the paint bottle securely.

That's all that fits in 12 pages this month!

NEWSLETTER DEADLINES

The goal of the newsletter team is to have this document reach you by email or snail mail at least one week prior to our meetings. We typically start the layout work the Monday 12 days before the meeting. This allows a day of review by the officers and a proofreader before the electronic version is issued, usually on Wednesday. The paper version is mailed Thursday or Friday. For this to happen reliably, we need all items for publication by that

Monday 12 days prior to the meeting. If we don't get it on time we can't print it. Please help us give you the most up to date information possible. Here are the deadlines for the next few issues

October	September 28
November	November 2
December	November 30



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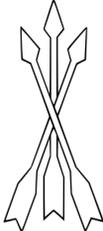
CRUSTY MOUNTAIN AND WILOBY SPRINGS R.R.

Mark Maynard, President
 Portsmouth, OH



Jerry Doyle, President
 Barboursville, WV

CRESCENT VALLEY

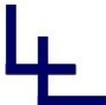


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 Assistant Superintendent
 Chesapeake, OH

BOONE DOCK, GOAT HEAD & CHUG WATER WESTERN RAILWAY & NAVIGATION CO.



SHAMOKIN DIVISION
 DENNIS MCGEENEY ROAD FOREMAN
 SUMMERSVILLE, WV
 304-872-7262



HINTON DIVISION
 Gary Burdette - Superintendent
 Point Pleasant WV



WESTERN MARYLAND RAILWAY THOMAS SUBDIVISION
 RUSSEL MILLER - SUPERINTENDENT
 RUSSEL22@MSN.COM



NEW RIVER GORGE SUBDIVISION
 Clint Foster Superintendent
 Ronceverte WV

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

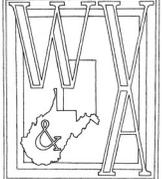


Bringing a little bit of West Virginia to the rest of America a few tons at a time



John Harris, Chief Engineer
 AandNRR@aol.com

West Virginia & Atlantic Railroad



www.dewv.edu/center-railway-tourism
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 LEADING THE WAY



ROBERT WEINHEIMER MMR
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CHARLESTON WV
25314-1041

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 to get onto the email distribution list for Up The Holler.

September 12
Virtual

October 10
Virtual

November 14
Virtual