

Drip Points

<http://www.nia.org>

Quarterly Magazine of the National Insulator Association

Volume 41 • No. 4 • Summer 2014





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On the cover:

Beautiful Spring/Summer photo of a CD 162 H.G.Co. in electric blue, soaking up the spring sun and enjoying the newly blooming flowers. Photo by **Zaphir Shamma**.

Do you want to keep Drip Points full color?

You or your club can sponsor the color printing! Contact NIA President Lou Hall for more information.
Lou Hall NIA# 7185, President@nia.org or (559) 435-1740

The NIA is an 501(3)(c) charitable organization. This means your donations are tax deductible.

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On the cover

Isn't the cover awesome? Cover photo is by friend, and fellow insulator collector Zaphir Shamma (NIA# 9268). Now that it is getting warm and nice out finally I was looking for a cheerful spring/summer looking photo and what is more cheerful than Hemingray glass and brightly colored flowers? Also see Page 24 and 25 for more photos by Zaphir.

Articles for Drip Points

One of my favorite type of article for Drip Points magazine is the "hunt and finds" style articles. Especially when they contain history on the line the insulators were found on.

I mention this because I am always looking for articles like this to include in Drip Points. Please contact me if you have had an amazing find or have done research on a line. I know I love these types of articles and so do the readers.

I am also looking for well written show reviews with good photos. I will include a couple in Drip Points when possible. So again if you have good photos from a show and want to do a review let me know and I will consider it for a future issue of Drip Points.

Michigan Insulator Hunts

Speaking of hunts and finds, Mike Spadafora recently came to Michigan for a visit. We did a couple of hunts! One on an odd and one of a kind 2400 Volt third rail line. Read more about that on page 14.

We also had the chance to meet up with a local insulator collector. Always nice to visit and chat insulators! I was able to get a piece I have been trying to track down for some time.

CD 125 [060] (F-Skirt) W.U./5/PATENT/MAY 2 1893 (R-Skirt) PATENT/DEC. 19. 1871/B {Wide dome} SDP.

To a Hemingray collector or a CD 125 specialist this is a super cool embossing. It is a SB mold that was converted to SDP and had the 1893 date added to it (in the same way a CD 162 mold can be a "smooth base mold; transition style embossing"). I suspect it was used here in the Detroit area. Detroit Public Lighting used lots of CD 125's on their streetlights in Detroit, in fact they are reinstalling them with new pins and crossarm, but cleaned up CD 125's!

Now to Track down the [050] variation ;)
[050] (F-Skirt) W.U./5 (R-Skirt) PATENT/DEC. 19. 1871/B {Wide dome} SDP

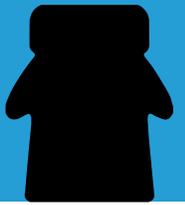
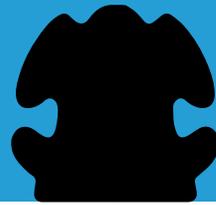
Shaun Kotlarsky





President | Lou Hall

NIA# 7185



I'm sitting here contemplating what I should be offering this time. And then it struck me. The time has arrived! This is my last article as your President. Wow! Where did those four years disappear to? It seems as though it was only a few day ago that I was preparing my first article.

Most important now is the 2014 National Show and Convention in Farmington, New Mexico. Working closely with Tommy Bolack, your show host, has been most exciting. We want everyone to have a great time. Those that have visited the Bolack museums know that they are exceptional. Those who haven't yet had that experience here is a once-in-a-lifetime opportunity to witness for yourself these extraordinary collections.

It is very satisfying to see that the headquarters hotel, the Red Lion Hotel, is sold out, for the most part by insulator collectors. There will be two receptions at the hotel. Wednesday evening (6:00 to 10:00 pm) is the Show Host's Reception and Thursday it will be the President's Reception.

Friday will be a fun-filled day of events. Of course, the show floor activity goes on, followed by a live auction. The NIA has received several collections and some of those items will be auctioned. Also other donated items will be included. You won't want to miss it. Then after some time for dinner and conversations you are invited to gather at the Bolack Ranch to witness the fireworks extravaganza. This is a show put on by Tommy each year. You will have a prime viewing location to see the fireworks launched from the high mesa overlooking the ranch and the city of Farmington.

Saturday evening is the Awards Banquet. There will be numerous awards and presentations. And, maybe a few surprises along the way. So, once again, if there is any way that you can get this event on your calendar, please do so. We have room for 240 banquet guests. The banquet is by reservation and when the tickets are gone... Remember that the banquet is free.

Lou Hall

FRIDAY NIGHT

9:00 p.m.



4th of JULY CELEBRATION

Join us Friday evening at the Bolack Ranch for a magnificent fireworks display created by show host Tommy Bolack.

There will be a private observation area on the ranch property for NIA members and families giving everyone a fantastic view of the show.

Gather at the ranch at 9:00 pm. Fireworks start at approx. 9:30 pm.

PLEASE NOTE:

Your NIA Show Name Tag is required for admission onto the ranch.

Friday Afternoon
4:30 p.m.



NIA LIVE AUCTION

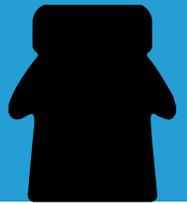
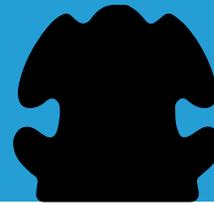
Time: 4:30 pm to 6:00pm

Location: McGee Park Convention Center
Banquet Area

Registration prior to the auction is required
(You must have a number to participate in the auction.)

Payment by CASH or PERSONAL CHECK only!

All proceeds benefit the National Insulator Association



Fellow Collectors,

As I wrap up my term as Western VP, I just want to say that it's been a privilege and pleasure to serve on the NIA board and represent the great folks who live in the Western Region of our country. Not only has it given me the opportunity to meet, speak, and become friends with many folks I may not have otherwise had the chance to, it's also afforded me the chance to be a part of the significant changes that have taken place within the NIA and hobby over the last 4 years. Our hobby is the "Greatest!", and no matter how you chose to be involved with it, it's sure you enrich your life in one way or another.

I'm pleased to announce that Ron Yuhas from Helena, Montana has stepped forward to represent our Region for the upcoming term. Ron has actively supported our hobby for many years, and most of you already know him and his wife "Peggy" through 12 years of hosting the Big Sky Insulator Swap, and his presence as a dealer, displayer, and supporter of countless shows throughout the country. Ron is sure to be a positive force for the NIA, and a great representative for Western Region collectors, and the hobby as a whole. Thanks Ron!

Just In Case You Haven't Heard: ☺

I'm proud to announce that the Western Region is hosting the 45th Annual National Insulator Association Show and Convention in Farmington, NM July 3rd – 6th this year. Every National is a one of a kind experience, and I predict that this one will go down in history alongside of the "Best of the Best" Shows. Not only are the dealer tables, banquet dinner, transportation to and from the hotel and Bolack ranch provided free of charge... you'll also be seated front and center to a gigantic 4th of July fireworks display, have personal tours of the Bolack electromechanical and natural history/wildlife museums, and Tommy's insulator collection... and let's not forget that you'll be but a stone's throw from some of the most magnificent National parks and landscape this country has to offer, as well as wild west frontier towns, scenic train rides, and the great Rocky mountains. I hear there's a collector up in Colorado Springs, CO who's door is always open to a collector passing through too ☺

I encourage all fellow collectors to pack your bags, saddle up and plan to share in the great experience that this show will forever be remembered.

Hope to see you all in Farmington,

Dan Gauron

Photos from around the Farmington, NM area



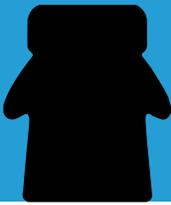
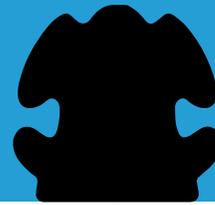
Ship Rocks



Indian Ruins



Durango Silverton Train



Well here in the Central Region of the country hopefully spring has finally arrived after a long and extreme cold winter. The “ Polar Express “ was felt a lot this last winter in this part of the country.

Here it is the month of May already and there has been some great shows in the area since the first of the year. Hard to believe that the 45th NIA National Show is just a short eight weeks away in Farmington, New Mexico. It is a four day show packed with great things to see and do.

Back in March the 12th Annual NW Missouri Insulator/ Bottle Show was held for the first time in Tracy, Missouri sponsored by The Missouri Valley Insulator Club. The turn out for this new location for the show was great and a big “ Thank You “ goes out to Darryl Wagner for doing the prep work for the new location. Just got back from the Northwest Region Insulator Club Spring Swap Meet which was held at the America Legion Club in Austin, MN. Good turn out for the clubs first show of the year. A big “ Thank You “ needs to go out to Gordy Cassidy for doing all the prep work for swap meet.

Up coming shows in the region is May 16 & 17 The Columbia City Indiana Insulator / Collectible Show. Show hours on Friday the 16th is 3:00 PM to 5:00 PM. Saturday hours are from 8:00 AM to 3:00 PM. Contact Gene Hawkins for all the details.

Also on June 7th the 17th Annual Hawkeye State Insulator Swap Meet will be held in Toledo, Iowa at the Toledo Height’s Park on the west edge of Toledo. This show is the state of Iowa’s great little get together for the hobby. The past recent years attendance has picked up and some pretty awesome eye candy has showed up for sale or swap. Held at the parks shelter house there is a little inside wager going on to who will show up first. In my opinion it needs to be registered on the top ten list of yearly events in Iowa to visit. Swap Meet hours are 8:00 AM to 3:00 PM. Contact Dave Shaw or Tom Murphy for details.

Hope to see some of you at the 45th NIA National Show which will be quite an event to be at this year. Well spent vacation days to use for not only the show but being in the “ Four Corners “ region of our great nation. There are plenty of historical national treasures to visit in the area and a open visitation to see one of the premier collections in our great hobby. To all “ Happy Collecting “

Bear Spittler

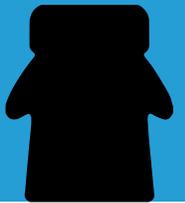
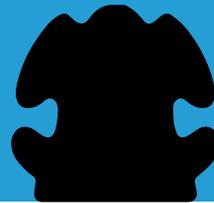
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- Active URL and email Links.
- Readable on any device that can read PDFs, including Mac, PC, iPad, iPhone & iPod touch.
- Go green, save a tree.

To switch, email: **Vickie McConnachie** membership@nia.org



Can you believe it? It is mid year and time for another National. Where does the time go? I did not get to as many shows as I would have liked to this year thus far, but some of life's other priorities took precedent.

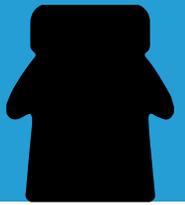
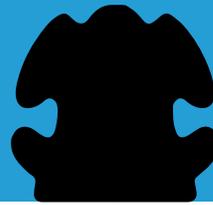
I would like to take a moment to remember all of the collectors, friends and family that have passed since the last newsletter. We are a small group and I feel every loss quite personally. I am encouraged, though, by all of the new collectors I have met at shows and via the Internet. It is good to see the hobbies renewal.

This promises to be a truly unique National, I hope to see many of you there. For me, it will be the first time I have been in that part of the country in nearly 20 years and I am looking forward to the dry heat and a fantastic fireworks show, and without a doubt, some really great insulators.

I am quite proud to be a part of the Organization and all of the great initiatives begun during Lou's Presidency. I have little doubt the new leadership will continue and even expand what he has started. There is a lot planned for the coming year and I expect that you will be hearing about the new initiatives shortly. Hope to see you all at a show soon.

Matt Grayson





Since the beginning of the year I have assumed the daily responsibilities of Membership Director from Don Briel, and I will become the official Membership Director of the NIA the day following the board meeting. These are big shoes to fill, as Don has served our hobby well for many years, automating much of the work by creating a database application. I would like to thank Don for his contributions to the National Insulator Association and also thank him for the trust he has placed in me by choosing me for this position.

One responsibility of the NIA Membership Director is to report to the board on members who have passed on from this life. In the past year, 21 fellow hobbyists have left us:

NIA#	Name
29	Maury Tasem
34	W. Dennis McHenry
65	Richard C. Augustyn
193	James (Pete) O. Dennis
204	Charles E. Zuspan
297	James A. Crandall
463	P. Quentin Tomich
647	Joe Bridges
1027	Jeanne M. Bridges
1720	Milton M. Livesey
3651	Frank H. Edgar
3979	Ron J. Souza
4032	Jimmy Burns
4253	Wilma J. Livesey
4789	Thelma Jean Richardson
5365	Don Rohde
6097	Charles E. Bibb
7095	John J. Jr Henderson
8434	Bobby J. Foster
8435	Mary G. Wood
8559	Henry Norris

We thank them for sharing a part of their lives with us and will remember them fondly.

As of this writing, the NIA now has 1603 active members. As the National approaches, some of you will need to renew your membership. There is an online membership application located at:

<http://www.nia.org/membership/index.htm>

You may also use the membership application in Crown Jewels of the Wire monthly magazine and the Drip Points quarterly. Please use a current issue, as we occasionally receive applications from past issues using the old membership rates. The deadline for renewing memberships prior to the National is June 20th.

The NIA Convention will take place this year from Wednesday, July 2nd, to Sunday, July 6th. The NIA Membership Meeting will be held on Thursday, July 3rd, at 4:30 p.m. at the McGee Park Convention Center. Many convention attendees do not attend this meeting. This is your hobby. If you have concerns or ideas about the future of the NIA, this is the place to voice them.

I hope to see many familiar faces in Farmington, New Mexico, as well as make some new friends.

Vickie McConnell



National Insulator Association

2013 - 2014 financial statement

9 months ending Mar. 31, 2014

Beginning Balance \$51,858.71

Revenues

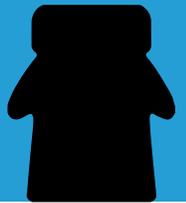
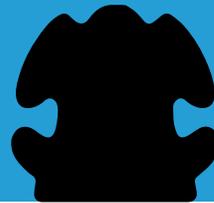
Membership Dues	\$19,802.26
Commemorative Sales	\$3,519.21
Product Sales	\$2,248.80
Donations	\$1,238.00
Insurance Income	\$500.00
Scholarship Donations	\$400.00
Misc. Income	\$192.00
Drip Points Advertising	\$99.00
Hemingray Plaque Donations	\$49.00
Total Income	<u>\$28,048.27</u>

Expenses

Drip Points	-\$7,249.42
Printing - What are insulators	-\$4,294.50
Membership Expenses	-\$2,963.61
Scholarship Expense	-\$2,775.27
Marketing Product	-\$2,270.21
Taxes, Fees & Insurance	-\$2,138.37
Commemorative Insulators	-\$1,020.77
Advertising	-\$976.00
Misc. Exp.	-\$754.27
Historian Expense	-\$515.00
National Show Awards	-\$406.51
Show Advertising Rebate	-\$325.00
Education & research	-\$295.94
Crown Jewels Rebates	-\$79.00
Google/Paypal Fees	-\$48.45
Board Expense	\$0.00
Total Expenses	<u>(\$26,112.32)</u>

Increase/Decrease \$1,935.95

Ending Balance \$53,794.66



So far my position of Information Director has been a lonely job. I guess it's time to introduce the position and change things.

Here is my job description:

The Information Director will coordinate the information and publication services of the Corporation. The Information Director is responsible for the publishing of the quarterly newsletter "Drip Points". The Information Director will create and distribute press releases, newsworthy articles and hobby related stories as they relate to the NIA for publication in hobby oriented publications and other media outlets. The Information Director will work closely with the Newsletter Editor/Publisher and the Promotions Advisory Panel.

The Information Director shall be appointed by the President for a two year term, and may serve successive terms. In the event a vacancy occurs in the office of Information Director, such vacancy shall be filled by the President and any officer so appointed shall hold office for the unexpired term of the officer

succeeded or until a successor is appointed.

Did you know that? What I am asking is for all NIA members to be in touch with me. I'd really like to be more active in my position so please don't be shy about sending work my way. Thanks!

In case anyone has heard differently, all of the board and committee members are volunteers and do not receive any pay for their work/time given to the NIA.

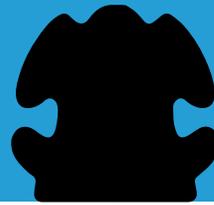
Be sure to check out our website nia.org and go under Updated link for What's New.

The What Are Insulators? pamphlets are on the website also in pdf form, just go to nia.org to new collector info tab (on top in green) then What are insulators? Pamphlet.

http://www.nia.org/publications/What_Are_Insulators.pdf

Michele Kotlarsky





I'm going to use this article to reach out to the NIA membership, especially those who will be attending the Farmington National in July. As most of you know, Tommy Bolack is hosting the National just east of his ranch complex at the McGee Park Convention Center. There will be a lot to do and see there in addition to the incredible sightseeing opportunities in the area.

As for the National itself, Tommy is preparing to take great care of the dealers, exhibitors, and visitors to the show. He's providing free tables, free food, and more. He has arranged to make the trip as affordable as possible. Although I won't have a sales table or display, my wife and I have decided to make this our vacation and plan to really enjoy the four days we'll be in Farmington.

From a philanthropy standpoint, Tommy is a super example of what someone can do within their means to improve and support our hobby. Tommy has given generously to ensure that we can all continue to get more enjoyment from Howard and Linda Banks wonderful effort with Crown Jewels Magazine. Now knowing Tommy, he may not even subscribe to the

CJOW, but he cares enough to help us all enjoy it more by donating large gifts for the color printing. We all know what a real difference the color photos make as we read our magazine every month. True philanthropy is just that---giving to make a difference even when you may not be benefiting in any way.

At the beginning of this article, I told you I was reaching out to the NIA members. I want to do that by asking anyone going to Farmington to be sure to shake Tommy's hand and thank him for supporting our hobby with such great enthusiasm. Not able to go to Farmington? How about a little thank you card to Tommy? Make him feel really appreciated.

Going to be a dealer at Farmington? Here's another thought---consider donating 5% of your National sales to the NIA. It's a tax-deductible donation and would help the NIA further its educational mission.

Hope to see you in Farmington.

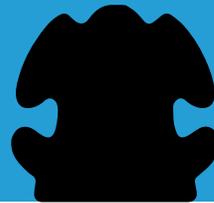
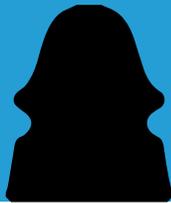
Rick Jones

THE SOUTH JERSEY INSULATOR MINE REVISITED



Back in Spring 2012 issue of Drip Points Magazine I reported on the so called "South Jersey Insulator Mine". A insulator find of 11,200 insulators.

The insulators from this find are now up for sale as the owner of the property is moving. As of this writing all the yellow ones have been sold. They may all be gone by the time this gets to you but you can view the Craigslist ad here: <http://goo.gl/p8HVdH>.
- Shaun Kotlarsky



As I write this article for Drip Points, the big day is just two months away! Farmington, NM, here we come for the 45th National Insulator Association's big show and get-together. Do you have your bags packed, your insulators and etc. packed securely and your gift of gab ready for a long holiday week-end of fun? For those of us on the east coast it is a time to go early and stay late and enjoy the beautiful sights of the southwest. And of course we can hardly wait for the fireworks display, compliments of our show host, Tommy Bolack. We can hardly wait!!

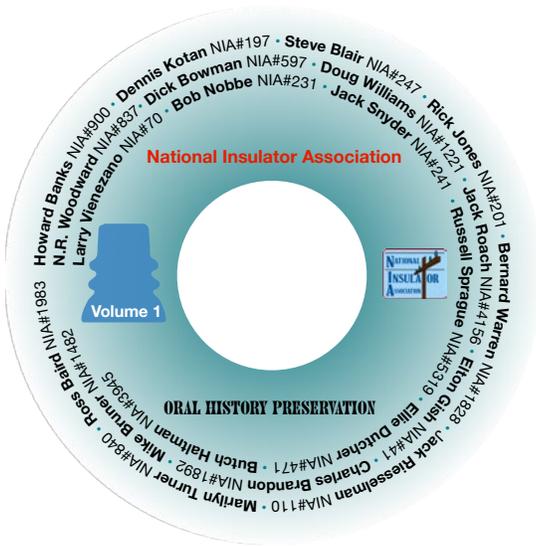
With the video expertise of my grandson, Clay Bledsoe, and the graphics expertise of Shaun Kotlarsky, DP Newsletter Editor, the first volume of the NIA Oral History Preservation Project DVD will be ready for sale on NIA Day.

I have contacted some NIA members who plan to attend the show and hope to be able to interview

more of our collectors and begin *Vol. II* of the *NIA Oral History Preservation Project*.

I can report an increase of use of the educational lesson plans on the NIA web site as it has been accessed/used more this past year. It appears that the secondary educators have been using the site more than elementary educators. I am continuing to reach out to the public libraries with a flyer advertising the the accessibility of the lesson plans and hopefully educators are seeing this when they are at the library. Be sure you have all your plans and reservations.... hotel, banquet, sales table(s). See y'all in Farmington, NM.

Jacqueline C. Linscott-Barnes





National Insulator Association
ORAL HISTORY PRESERVATION

Howard Banks NIA#900
Dennis Kotan NIA#197
Steve Blair NIA#247
Rick Jones NIA#201
Bernard Warren NIA#1828
Jack Riesselman NIA#110
Marilyn Turner NIA#840
Ross Baird NIA#1983
N.R. Woodward NIA#837
Dick Bowman NIA#597
Doug Williams NIA#1221
Jack Roach NIA#4156
Elton Gish NIA#41
Charles Brandon NIA#1892
Mike Bruner NIA#1482
Larry Vienzano NIA#70
Bob Nobbe NIA#231
Jack Snyder NIA#241
Russell Sprague NIA#5319
Ellie Dutcher NIA#471
Butch Haltman NIA#3945

Volume 1

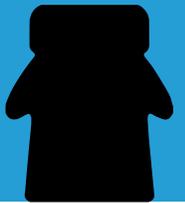
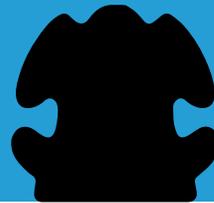
CONTRIBUTE ARTICLES TO DRIP POINTS!



I always welcome interesting insulator related articles. It can be anything from a general re-search paper or to something very specify (Like a CD, M, U or ST Number study). I also want stories about hunts and finds!

If you want to submit an article or have questions about doing an article contact me.

Shaun Kotlarsky | Drip Points Editor newsletter@nia.org



Excitement is building as your scholarship committee reviews the applications we have received. This year has been a bonus year....several young collectors as well as non collectors who all have a great appreciation of the hobby and really innovative ideas of how to perpetuate it. They are all so very good it is challenging to make a choice ! Everyone will find out at the National so wish us luck !

A donation to the scholarship fund is a meaningful way to remember and acknowledge the efforts of a member. Consider the people you do business with. They might like to contribute to education and also be acknowledged by the NIA. Remember it is a tax deductible donation ! Our scholarship fund needs some dollars !

Look forward to seeing everyone in New Mexico !

Kay Bryant

Please plan to pick up your copies of the new scholarship brochure in New Mexico. These can be distributed at your local library, civic meetings, PTA meeting....anywhere there are young people looking for money for college. If anyone can use brochures for a show or meeting of any kind please e mail me and I will mail them to you.

NIA Scholarship Fund
In order to encourage growth and public awareness of the insulator hobby through collecting, dealing, and educational endeavors the National Insulator Association, Inc. (NIA) has established the NIA Scholarship Fund. Grants may be awarded as an Academic or a Vocational Scholarship. The scholarship amounts will vary, but the total will not exceed \$2000 for a given year. Scholarships are NOT renewable.

It is the intention of the NIA and its Board of Directors to award at least one scholarship each year. The number and type of awards given will be determined by the Board of Directors. The Board of Directors may adjust the amount of the award at any time. The number and amount of awards will be determined by the financial balance in the Scholarship Fund.

Applicants are instructed to complete an essay of a maximum of 300 words which will show the relationship of the applicant's career and educational goals to the mission statement and goals of the National Insulator Association.

The NIA Mission Statement:
The National Insulator Association, Inc. will perpetuate the insulator collecting hobby.

The goals of the NIA:

- Encourage growth and public awareness of the insulator hobby through collecting, dealing, and educational endeavors.
- Protect the interests of the insulator collectors and dealers.
- Establish standards and ethics that govern fair dealing between collectors and dealers.

Scholarship grant payments will be publicly presented at the Awards Banquet during the NIA National Show and Convention generally held in July. Checks will be mailed to the recipient, but the check will be made payable to the educational institution. The payment to the college or university is accompanied by a memorandum explaining the NIA scholarship policies and requesting that the school notify the Association (NIA) if the student does not register or withdraws from school. When a student withdraws, the institution issues a refund check to the NIA. Returned monies are credited to the scholarship fund.

The NIA may make public announcements about awards that have been granted not only to give deserved recognition to the recipient, but also to stimulate additional support for the scholarship program. Press releases to local publications or trade and hobby magazines may, when appropriate, result in a short article or news brief.

The Scholarship Application and Application Guide is available at:
<http://www.nia.org/scholarship/>



All applications are to be completed and forwarded electronically or by mail to the Scholarship Committee Chairperson.

Submission deadline is April 1

Email: scholarship@nia.org

Kay Bryant, NIA #4099
8061 S.E. Helen Terrace
Hobe Sound, FL 33455



National Insulator Association Scholarship Fund




<http://www.nia.org/scholarship/>



The National Insulator Association Glass Commemoratives

“ 45th year of continuous production”

45th NIA Convention | 2014 Farmington, NM

“**Depression Green**”

\$40.00 postage paid for the first commemorative (each additional piece **\$35.00** when shipped with first) Solid pours (limited availability) - **\$50.00** each



Embossed on the base of the commemorative



Embossed on the dome of the commemorative

History of the National Show Commemoratives: "Collecting Our History"

Being an enthusiastic insulator collector, Frank Miller of Tulsa, Oklahoma went home from the First National Insulator Meet (that's what the "National" show was referred to in 1970) held in New Castle, Indiana with an idea that collectors should have something by which they could remember the national meets. After months of struggling, he managed to have an insulator mold made. Frank said it was often referred to as "Frank's Last Folly" since he retired from teaching shortly thereafter. He also said it was worth the struggle. The commemorative insulator he designed replicated the early threadless "pilgrim hat" (CD 736) and is almost 4 inches high and is 3 ¼ inches across at the base. Since 1970, the glass commemorative has marked the national show event with new embossing for the location and a new color of glass. In 1979, the project was continued by John & Carol McDougald of Sedona, AZ. John and Carol produced the yearly commemoratives through 2009 at which time they donated the production to the National Insulator Association starting with the 2010 commemorative. Any profits made from the NIA Commemoratives go to benefit the National Insulator Association, a 501(3)c.

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If you have questions, or live outside the continental USA, please contact me by phone or email.



Rust Belt Mice Saved



By Zaphir Shamma



While looking for insulators for sale on Craigslist in NY and surrounding states, I noticed a listing out of Pittsburgh. The two pictures associated with the ad were dark and out of focus, but I could easily determine that they were CD 257's. The asking price was \$10 per piece. I reached out to the seller by cell phone text and learned that he had more than two...he actually had 60+! When I made contact with the seller, I learned that he worked for a metal scrapper and was pulling power cables out of an abandoned steel mill set for demolition. While pulling cable, he had to cut the wire away from the insulators (CD 257 & 162). He knew that the insulators were worth something, so he harvested them and brought them home. As you can see from the condition of the insulators, these pieces were exposed to conditions that caused them to have a build up of "crud" on them which made it difficult to detect any condition issues.

A price was agreed upon and I ended up driving home with all the insulators he had. Using a bucket of Oxalic acid and another one of lye, I started to clean up what I had purchased. As I pulled the pieces out of the bucket and gave them a good scrub, I could then see that most of the mice had

damage. Dings to the ears, wire groove and plenty of bruises to the skirt were common. Sadly, I'd say that 70% of the 257's had damage. My wife, Tanya, mentioned that the seller admitted to taking the pieces off the pin and then tossing them to the sand floor below. I'm sure that this is where most of the damage occurred. Ironically, the aqua 162s had almost no damage at all.



The seller stated he had about another 70 mice still up in the air that needed to be harvested. Plans were made for a return trip in the following weeks to pick up the remaining mice. I asked the seller if I could take pictures of them in their natural setting or perhaps get a shot of the front of the factory for historical purposes. He hesitated and was very vague about the location the mice were being harvested from. I was disappointed, but respected the fact that he was reluctant to share much information with me. Unfortunately, a return trip for the second batch of mice never transpired.

I am pleased, however, that these mice have made it from a dirty life in a factory to 9 different states and England and Australia to now live out their lives in a collection to be appreciated and admired! A happy retirement for these hard working mice!





Michigan Railway's 2400-Volt, Third-Rail Line

Last fall Mike Spadafora and I were making plans for him to visit, so we started to do some research on some places in my home state of Michigan to do some insulator hunts (Jeffrey Kraemer also helped with the research). While doing this research we ran across something very odd. A Third-Rail system running on 2400 Volts!

It was a quite experimental and one of a kind system. It was the idea of W. A. Foote It opened for service in 1915. You can read more of the history on this line on the following pages, I have included an original 1915 article on the line.

What makes this line interesting to us insulator collectors is that the insulators used were designed to be used only on this line! You will find them on no other line. Insulators were made by Ohio Brass. The third rail insulator is an unique two part multipart third rail insulator. They tested them up to 5,000 volts even though they where "only" being used at 2,400 volts.

Second unique article are the two spool looking ones, they were used on a guard rail system in pairs.

The system had its problems. Due to its unusually high voltage for a third rail system. The following quote from "The Electric Interurban Railways in America" says it best:

"Michigan Railway equipped its Grand Rapids-Battle Creek-Kalamazoo- Allegan extension, opened in 1915, with a 2,400-volt third-rail system. At this voltage, arcing occurred between the third rail and the journal boxes, causing the undersides of the journal boxes to be eaten away. In sleet storms arcing was so severe that circuit breakers frequently kicked out. When they cut back in, the surge of power at 2,400 volts was enough to bum out the traction motors.

When a siege of severe winter weather put 80 per cent of the equipment in bad order, the company gave up the 2,400- volt electrification after only



By Shaun Kotlarsky

about a year of service and adopted an orthodox 1,200-voltsystem. During the time that the voltage of 2,400 was used, the danger to passengers was so great that they were loaded from pens called "safety loading platforms," which the conductor unlocked with a switch key when the train arrived."

- The Electric Interurban Railways in America
By George W. Hilton, John Fitzgerald Due

Mike and I worked part of this line and were able to recover some of the third rail multiparts and guard rail spools. Below are photos of them.



Michigan Railway's 2400-Volt, Third-Rail Line

This 94 Mile Road, the First of Its Kind to Be Built, Has Just Been Placed in Operation, Being Designed for speeds Up to 90 M. P. H.-The Project. Which Was Conceived by the Late W. A. Foote, Includes a 44-Mile Section of Electrified Steam Line

Another link in the chain of interurban railways and electric light and power lines owned by the Commonwealth Power Railway & Light Company, Grand Rapids, Mich., has just been turned over to the Michigan Railway, the operating company. This new line marks a milestone in high-speed electric railroad development, since it is the first 2400-volt, third-rail line ever constructed. Moreover, it represents the culmination of another dream of the late W. A. Foote, who as vice-president of the Commonwealth Company had the courage to install the first 140,000-volt transmission line.

The 50-mile Kalamazoo-Grand Rapids section of the new line has been built for speeds up to 90 m.p.h. and is probably as fine an example of finished, modern electric railway construction as will be found in this country. The 44.5-mile steam road which forms the remaining part of the route was purchased from the Michigan Central Railroad and runs between Allegan and Battle Creek.

NECESSITY FOR NEW LINE AND ITS SERVICE

Infrequent steam-road service or none at all was the prime reason for connecting Grand Rapids with Kalamazoo by means of this high-speed electric line. In general, lower Michigan is peculiarly situated, being bounded on three sides by three great lakes, and as a result, only the extreme southern part of the peninsula is served by steam railroad trunk lines. During the entire year there is traffic east and west across the state, and during the summer months, the north and south traffic to the numerous summer resorts in this State reaches considerable proportions, so that steam railroads have been built only to cater to the trans continental service and to furnish ingress and egress to the summer resorts. As a result but little provision was made for intercommunication between the different parts of the State.

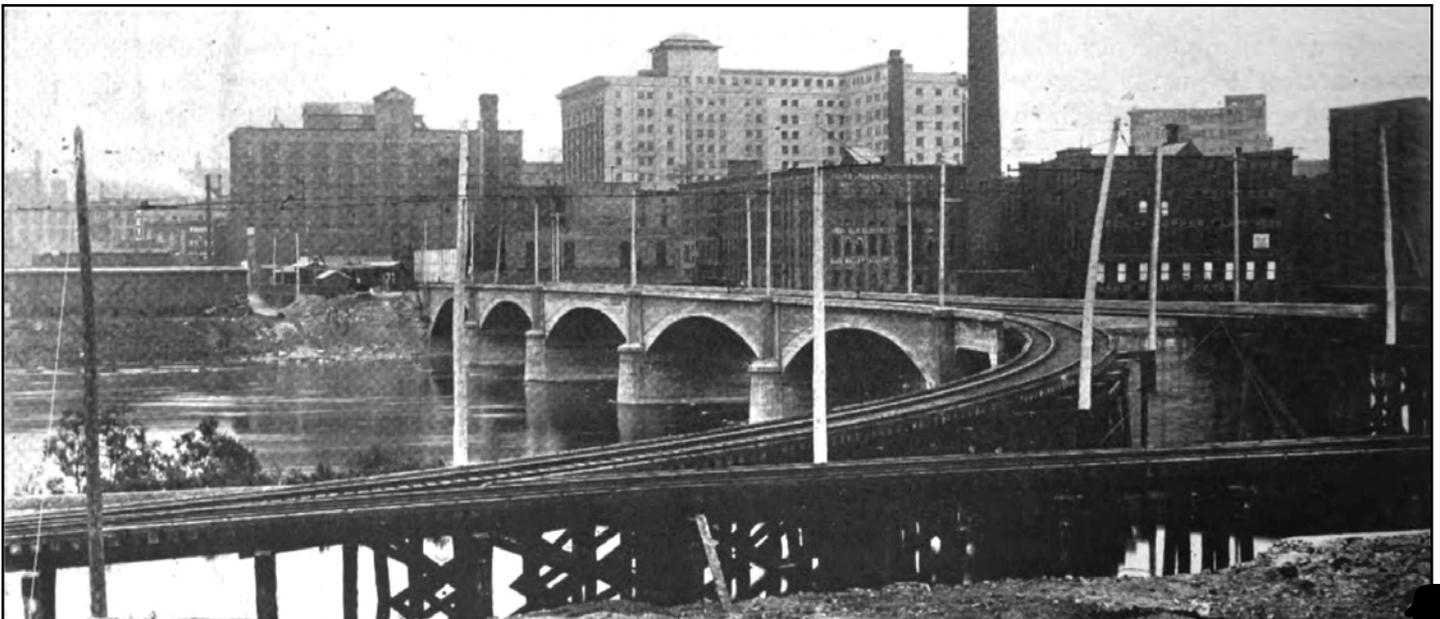
In recent years, Grand Rapids, Kalamazoo and Battle Creek have grown rapidly, and there has arisen a demand for frequent high-speed service between them. Grand Rapids is a large furniture manufac-

turing center with a population of over 125,000, and a natural line of intercommunication existed between this point and Kalamazoo, another manufacturing city of 40,000 people, and Battle Creek, the home of prepared breakfast foods, a city of 30,000 inhabitants. Before the completion of this new line there was no direct railroad route between Battle Creek and Grand Rapids and only infrequent service between that point and Kalamazoo.

To develop the passenger, freight and express traffic between these points three classes of train service have been inaugurated. These include both local and limited trains, and a special service known as the "Flyer." Single cars from Kalamazoo and Battle Creek are coupled together at Monteith Junction, which is 18 and 30 miles distant respectively from the two terminals, and from this point they run as a two-car train into Grand Rapids, a distance of 32 miles.

Local trains make eleven round trips daily on the Grand Rapids-Kalamazoo line, and the run requires one hour and forty-five minutes. Two local trains make round trips between Grand Rapids and Battle Creek, which requires two hours and twenty-five minutes each way. Limited runs between Grand Rapids and Kalamazoo are made in one hour and twenty minutes and the run from Grand Rapids to Battle Creek takes two hours and ten minutes. The limited service comprises four trains to Kalamazoo and seven to Battle Creek. The third class of service, known as the "Flyer," is furnished only between Grand Rapids and Kalamazoo and the 50-mile run is made in one hour and ten minutes. Both at Kalamazoo and Battle Creek, the Michigan Railway connects with the lines of the Michigan United Traction Company, subsidiary of the same holding company. Passengers for points east of Battle Creek or between that point and Kalamazoo, are required to transfer. At Grand Rapids the new line intersects the Grand Rapids, Holland and Chicago Railroad, which is planning to abandon its entrance over city streets and will use the double track line and terminals built by the new road.

All the cars purchased for the new line are of steel:



MICHIGAN 2400-VOLT LINE - CONCRETE BRIDGE OVER GRAND RIVER AT GRAND RAPIDS.

construction, particularly well equipped and finished. Those in the "Flyer" service are especially fine all-steel coaches with side doors and observation chair-car compartments. These were described on page 1087 of the May 16, 1914, issue of the *ELECTRIC RAILWAY JOURNAL*. The cars used in local and limited service are also of all-steel construction, but are of the standard arched roof interurban type with the entrance and exit doors in a rear vestibule. These cars were described on page 106 of the *ELECTRIC RAILWAY JOURNAL* for July 18, 1914. All-steel express trail and motor cars were also purchased for the package freight service. On the electrified steam road division, the Michigan Railway took over a bulk-freight and express business, and the development of this class of traffic is also planned for the new line.

ROADWAY CONSTRUCTION

The territory traversed between Grand Rapids and Kalamazoo is slightly rolling, some rather heavy cuts and fills being necessary, both near Grand Rapids and near Kalamazoo. The electrified steam road was built through a country where a number of curves and grades were required. Except for the track in the city streets of Kalamazoo, and on a section of private right-of-way in Grand Rapids, a maximum curvature of 3 deg. and a maximum grade of 1 per cent were obtained. Roadway standards provide for an 18-ft. roadbed on fills with 1 1/2:1 slope and a 24-ft. roadbed in the cuts with the same slope. No unusually heavy grading was necessary on this line, although the total for the 50 miles was about 1,000,000 cu. yd. The heaviest cut, however, contained 85,000 cu. yd. and was 20 ft. deep and 2000 ft. long, while the maximum fill contained 60,000 cu. yd. and was 30 ft. deep. Reasonably cheap right-of-way made it possible to standardize on a 100-ft. width except where grading requirements made more width necessary. A section of private right-of-way several miles long and sufficient for double track, was purchased through Grand Rapids.

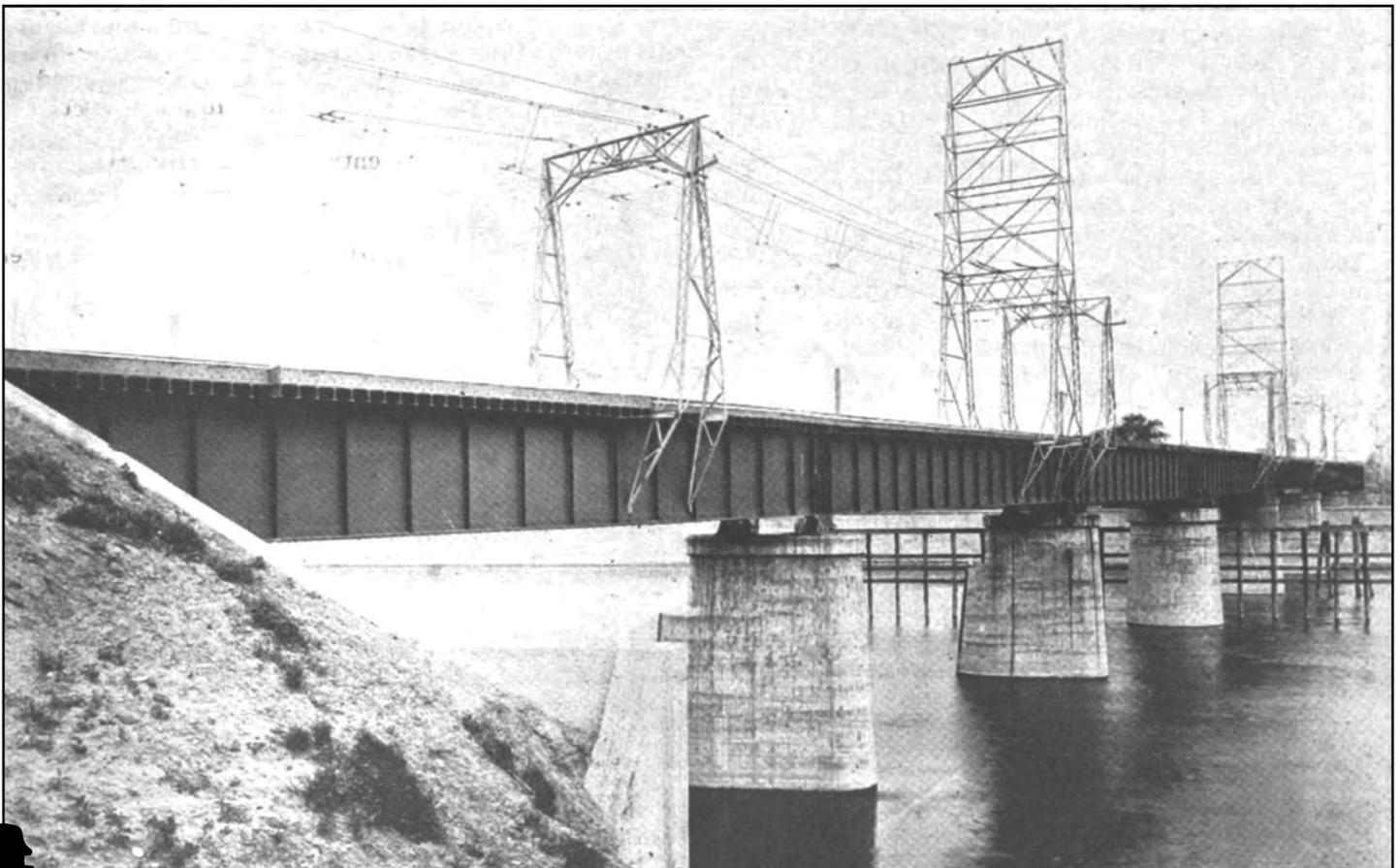


MICHIGAN 2400-VOLT LINE - MAP OF SOUTHERN MICHIGAN, SHOWING MICHIGAN RAILWAY AND ALLIED LINES

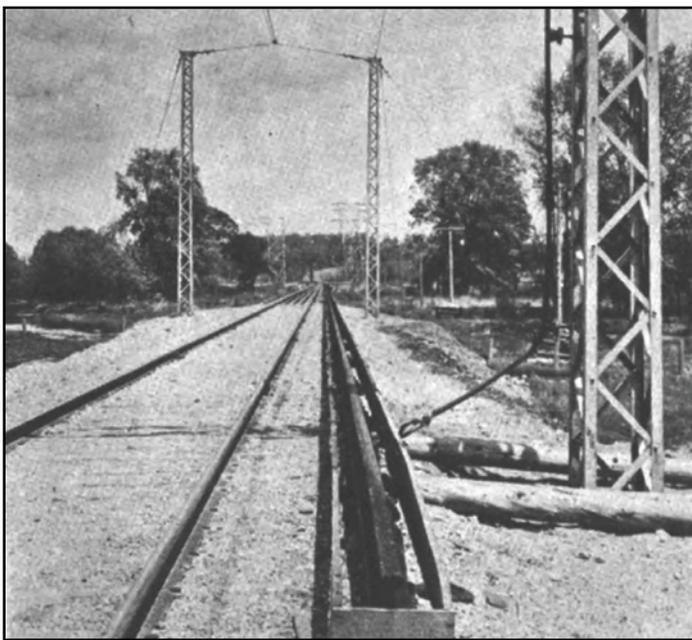
All right of way is fenced with a 48-in., No. 9 American Steel & Wire Company's woven fencing, fastened to 5-in. top, 8-ft. cedar posts, spaced 16 1/2 ft. apart. Wing fences and cattle guards are provided at all road crossings where the lower half of the fence is formed of 27-in. hog-tight woven wire. Above this are nailed two 1-in. x 6-in. boards, which are painted white so that the motorman can see a crossing well in advance of his train. A 14-ft. American Steel & Wire Company's tubular steel gate is rapid as standard at all private crossings, and the cattle guards are formed of ingot iron metal strips with projecting angular spikes, laid side by side and spiked to the ties.

WATERWAYS

All waterways and under or over crossings are of concrete or combined concrete and steel. A rather unusual feature in connection with the smaller openings is that all reinforced concrete pipe, which was furnished under contract by the Chicago Reinforced Concrete Pipe Company, was made on the right-of-way with a portable concrete mixing plant which was moved along the line to minimize the haul of the completed pipe. All bridges and viaducts, except those to carry



MICHIGAN 2400-VOLT LINE - OVERHEAD CONSTRUCTION AT DRAWBRIDGE



MICHIGAN 2400-VOLT LINE - VIEW SHOWING CHANGE FROM THIRD RAIL TO OVERHEAD CONTACT WIRE

foreign roads, are designed for Cooper's E-40 loading which is approximately equivalent to a 100-ton car. At points where the electric line passes under a steam rail road or a highway, a clear vertical and horizontal opening 16 ft. square has been provided. The standard overhead highway crossing comprises three short deck spans with the bridge ends resting on abutments and the central span supported on structural steel bents which in turn rest on concrete foundations.

Two bridges of unusual size have been constructed River the Grand River in Grand Rapids. The lower Grand River bridge is made up of seven 88-ft. deck girders resting on concrete piers, the two central spans of which rest on a circular pier and are designed as a draw span. Double-track approaches to this bridge from each side close into gauntlet tracks over the bridge. This structure, with the two 59-ft. towers giving a 210-ft. feeder span, are shown in one of the accompanying illustrations. A double-track, reinforced concrete bridge has been constructed at the upper Grand River crossing. The Grand Rapids passenger terminal yards are at one end of this structure and a freight yard and tracks leading to a repair shop at the other end. The bridge provides a 25-ft. roadway and comprises four 96-ft. arch-spans and one 99-ft. 9V2-in. central span. This structure was designed by D. B. Luten of the National Bridge Company of Indianapolis, Ind., and is shown with the business district of Grand Rapids in the background in one of the illustrations.

TRACK CONSTRUCTION

All track, including main line and sidings, is laid with 80-lb. A.S.C.E. rail on 6-in. x 8-in. x 8-ft. cedar ties spaced twenty to a 33-ft. rail. Every sixth tie is 10 ft. long and furnishes support for the third rail. Other track standards include No. 12 rigid frogs, 18-ft. switch points and 90 1/2 -ft. leads for all turnouts in the main track. All passing sidings are made approximately 1000 ft. in over-all length, and the standard of construction on passing sidings is equal to that on the main track.

Special sawed-oak switch ties and high switch stands with fixed switch-targets are used in all main-track turnouts. All turnouts, including the switch stands, as well as the manganese-steel rail-bound crossings at all grade intersections with foreign roads were furnished by the Cleveland Frog & Crossing Company. It is interesting to note that all grade crossings with other railroads are interlocked,

and the signal protection includes mechanically-operated home signals, and electrically-operated distant signals for both lines.

THIRD-RAIL CONSTRUCTION

Special interest attaches to the third-rail construction because it is the first to be installed to conduct a 2400-volt propulsion current. Along the main line this is an 80-lb. A.S.C.E. section, low-carbon rail rolled especially for this road. The specifications provide for carbon to be not over 0.14, manganese to be not over 0.40, sulphur to be not over 0.08 and phosphorus to be not over 0.11. The rail is guaranteed to give a relative conductivity with copper of one to eight. The rail is mounted on a three-petticoat insulator furnished by the Ohio Brass Company, and this in turn rests on the 10-ft. track ties. The center of the third-rail is 32 in. from the nearest gage line of the track, and the top is 8-15/32 in. above the surface of the track rail. It is also interesting to note that, on continuous stretches of 1 mile or less in length, this third-rail is laid with expansion joints one and one-half times as wide as those allowed for standard track joints. Where the stretch of third-rail is more than 1 mile long, twice the standard track expansion is provided at joints.

Approaches to the third-rail level at all crossings are provided by bending the rail to form a 4-ft. incline with a total rise of 3 in. The third-rail is drilled with one hole at each end to serve for bolting the malleable iron fish plates, these being so designed as to produce no strain or unusual friction and being slotted to allow for expansion. The third-rail rests on malleable iron castings, which in turn dower to the 8 3/4 -in. two petticoat, two-piece insulators. These insulators were tested at 5000 volts. They are held in place on the ties by a square, malleable lug, which is fastened with a lag screw and fits into a recess in the insulator base. The dimensions of the cap casting are such as to prevent free longitudinal movement of the third-rail. Lugs on this casting, 1 3/16 in. high, keep the rail from shifting out of line. Third-rail joints are bonded with 7-in. 500,000-circ. mil. bonds of the copper-ribbon compressed-terminal type furnished by the Electric Service Supplies Company.

On industrial sidings and passing tracks the third-



MICHIGAN 2400-VOLT LINE - VIEW SHOWING THIRD-RAIL BEFORE INSTALLATION OF GUARDS. TELEPHONE JACK BOX AT LEFT

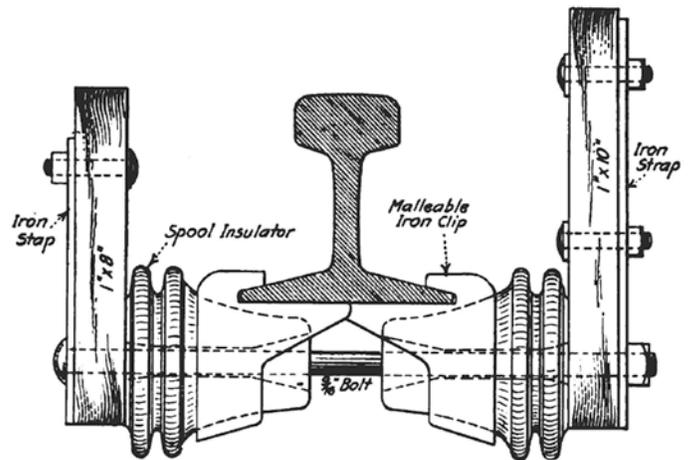
rail insulator is the same as that on the main line, but the third-rail is of 52-lb. weight. To obtain the same horizontal and vertical clearance as that for the main track third-rail, special malleable-iron cap castings were employed. The third-rail at these points is bonded with 250,000-circ. mil bonds of the same type as those used on the main track.

The third-rail is guarded on both sides to afford protection to men working on the track. The guard on the track side is a 1-in. x 8-in. fir board, the top of which is level with the third-rail. The guard on the outside is 1 in. x 10 in. in size, and the top is 2 in. higher. In this position these guards prevent a bar or any other piece of metal which may drop across the third-rail from coming in contact with it. The guard boards are 16-ft. long and are fastened together at the ends with malleable-iron plates containing holes punched oblong to permit expansion and contraction. They are fastened to the rail by two malleable-iron clip castings, which fit on the bottom of the rail and are insulated by two porcelain spool insulators. One end of this insulator sets into a recessed casting, and the other sets flush against the guard board.

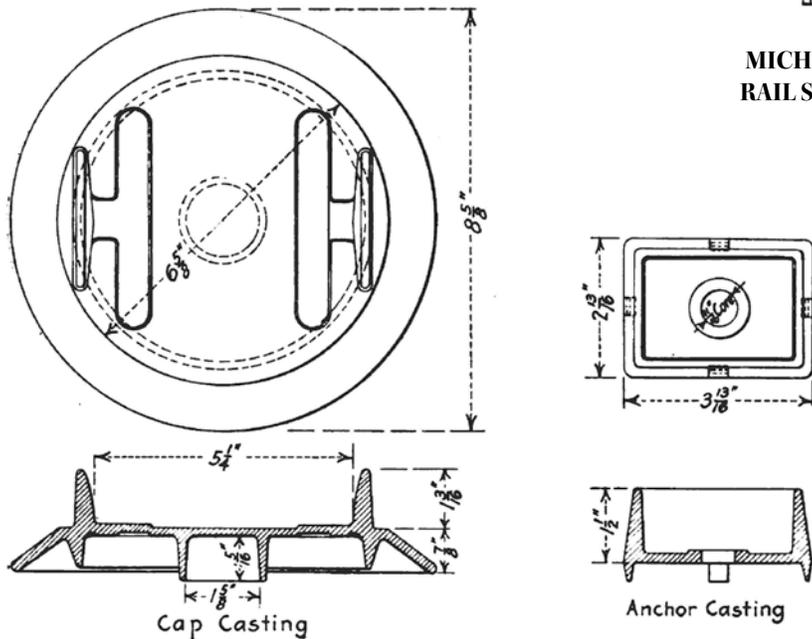
At all highway crossings, as well as at points where the propulsion current conductor changes from third rail to overhead, jumpers are provided. At the highway crossings -

The clear width between the legs is 29 ft. 10 in. In connection with the design of these bridges it is interesting to note that each is required to withstand a vertical load of 1200 lb. with a factor of safety of two. The structure is also designed for horizontal load parallel to the line of 12,000 lb., distributed at four points on the upper channel. At right angles to the line and equally distributed on both sides, the bridge must carry a load of 4000 lb. with a factor of safety of two.

Trolley suspension on the 300-ft. spans is of the



MICHIGAN 2400-VOLT LINE--CROSS-SECTION OF THIRD-RAIL SHOWING METHOD OF HANGING WOODEN GUARDS



MICHIGAN 2400-VOLT LINE - THIRD-RAIL INSULATOR AND INSULATOR CASTINGS

these consist of 1,000,000-circ. mil bare copper feeders suspended from a 1/2-in. steel messenger cable strung from two 30-ft. wooden poles over the crossing. The ends of the jumper are connected to the third-rail by special terminals. An overhead clearance of 21 ft. above the crossing is provided, and the poles are securely anchored to dead men. The same cable and special terminals are used in the jumpers where the third-rail joins with the overhead trolley. At these points, however, the jumpers pass from the third-rail to insulators on the latticed steel poles which are standard in all overhead construction.

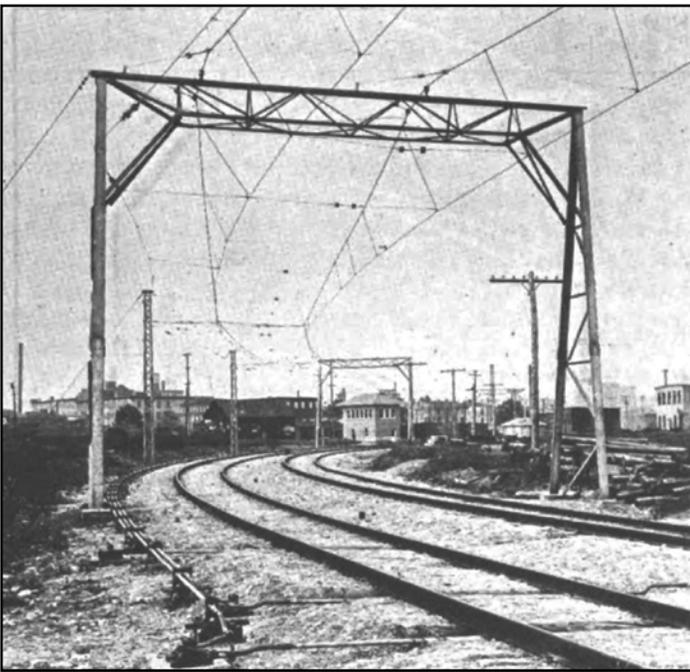
OVERHEAD CONSTRUCTION

Three types of catenary trolley suspension are used at different locations along this new line. Where there are two tracks, the line is spanned at 300-ft. intervals by double-track, special-galvanized steel bridges, built by the Aermotor Company, Chicago. The legs are 32 ft. 1 in. long and set 5 ft. in concrete, and this gives a trolley clearance of 19 ft. above the top of the rail.

catenary type with a 500,000 circ. mil hard-drawn, copper-cable messenger having maximum sag of 6 ft. 6 in. This cable is designed to withstand 6324 lb. in tension, which will obtain when both the cable and the trolley are subjected to a coating of 1/2 in. of ice and a wind velocity of 65 m.p.h. The No. 0000 trolley is attached to the messenger by rigid hangers furnished by the Ohio Brass Company. These hangers are spaced at 15-ft. intervals, and hence give a twenty-point catenary suspension on the 300-ft. spans. On curves up to 4 deg., no pull-offs are necessary, the messenger being so attached to the bridge that it permits the trolley to take a natural curve. This pulls the plane of the messenger to a 45-deg. angle from the vertical, and in this position the hangers hold the trolley in its proper position.

SINGLE-TRACK OVERHEAD CONSTRUCTION

Single-track overhead construction is suspended from special galvanized, hot riveted, steel latticed poles set in concrete. These poles also were furnished by the Aermotor Company.



MICHIGAN 2400-VOLT LINE - CATENARY-BRIDGE CONSTRUCTION NEAR GRAND RAPIDS

They are designed with a factor of safety of two, for a load of 2000 lb. applied at the top and at right angles to the line. They will also support a vertical load of 1600 lb. at a point on the mast arm 10 ft. from the center of the pole.

These poles are set 165 ft. apart on tangent track, or thirty-two to the mile. The messenger on single track is also a 500,000-circ. mil hard-drawn, copper cable with a total tensile strength of 26,400 lb. In the 165-ft. pole spacing, the messenger sags 4 ft., giving a tension not to exceed 3200 lb. when both the messenger and trolley are coated with 112 in. of ice and the velocity of the wind is 65 m.p.h.

The No. 0000 trolley wire is attached to the messenger with rigid hangers 15 ft. apart. In the single track overhead construction, no steady strains or pull offs are used on curves up to 6 deg. since the messenger is so hung that it serves both as a messenger and a rail wire.

In order to give to the overhead circuit the same conductivity as the third-rail, a 500,000-circ. mil copper cable is provided. On single track this feeder is carried on a small arm on the inside of the pole, and on double-track bridge construction this feeder is suspended beside the messenger and has a sag of 6 ft. Sectionalizing switches are installed at each town so that any section of the third-rail and overhead may be de-energized.

Where siding tracks parallel the main track the latticed pole

with a mast arm is used for the main track, and a wooden pole for the side track. The overhead construction for the side track usually comprises a No. 00 steel trolley wire attached to a cross-messenger suspended between the wooden pole and one end of the mast arm on the steel pole.

SURGE PROTECTION

With a conductor as large as the 80-lb. third-rail, it was necessary to provide surge protection. This consists of a series of aluminum cells with shunting resistances in each to balance the discharge. The series of cells is connected to the line through proper switches, fuses and self-clearing gaps. Each cell comprises a pair of concentric aluminum plates, positive and negative, properly separated and immersed in an electrolyte. Each plate is coated with a special electrolytic film. The air gap is set at a predetermined value and operates only when an excess energy impulse or surge is produced by an instantaneous release of the inductive energy of the rail due to a short circuit or other external cause.

The energy release manifests itself as an increase in voltage, the current approaching zero and the voltage increasing rapidly. The aluminum cells drain this excess energy from the rail to the ground through the large discharge surface of the aluminum plates. The effect of the plates is to produce a large current in the cell, due to the low resistance of the electrolyte. Accordingly the voltage peaks may be limited to any amount simply by increasing the number of cells, and caring for any known condition is simply a question of arriving at the right number of cells. The effect of these cells is similar to that of a safety valve on a steam boiler in that energy in excess of the normal value is permitted to escape by means of the air gap when abnormal conditions obtain.

SOURCES OF ENERGY

For the present the road, which is 94.5 miles long, is being fed from substations at Grand Rapids and Kalamazoo. A third source of energy will be furnished as soon as the transmission line can be completed into Battle Creek. At the Grand Rapids and Kalamazoo substations, energy is supplied at 2400 volts by connecting two 1200-volt rotary converters in series. The Battle Creek substation will feed the line at the same voltage, but from a motor-generator set. At Monteith Junction, where the Allegan-Battle Creek and the Kalamazoo-Grand Rapids lines 6POSS, disconnecting switches have been installed so that either of the three branches of the road may be cut off. The feed from Monteith Junction to Grand Rapids is 28 miles, to Battle Creek 29 miles, and to Kalamazoo 18 miles. A short section of feeder line also extends from Monteith Junction to Allegan, a distance of 11 miles. The substation equipment and protecting devices were furnished by the General Electric Company.



MICHIGAN 2400-VOLT LINE-STANDARD BRICK AND WOODEN WAITING STATIONS

WARNING SIGNS

An electric line that uses energy at this unusually high potential in a third-rail must necessarily be thoroughly fenced and supplied with warning signs. All the signs used are uniformly of blue enamel with white letters. At each side of every road crossing, there is suspended from a copper cable, a small danger sign. Also fastened to the wing fences on each side of the road, signs approximately 18 in. x 24 in. in size warn trespassers against the dangerous third-rail. Other types of signs displayed along the right-of-way include whistle, station, distant siding and bridge signs, and all are made of sheet metal with blue and white lettering. Where it was necessary to mount these signs on independent posts they were attached to special galvanized angles set in concrete.

Unusual signs are also employed to indicate to the motorman the change from 2400-volt to 600-volt trolley, which is necessary when the cars leave the new line to enter the city streets of Kalamazoo, Grand Rapids and Battle Creek. These signs are illuminated by three 40-watt Mazda lamps, receiving their energy from the 600-volt trolley, and each one is 15 in. wide by 39 in. long, being suspended from four I-bolts beneath the mast arm about half-way between the trolley wire and the pole. An arched metal hood projects from the top of the sign over the lamps and serves both as a reflector and as a protection against the weather.

TELEPHONE LINES

Three copper metallic return telephone lines were strung on separate poles set along the edge of the right-of-way. Two of these lines are used by the rail way company, one for commercial purposes and the other for train dispatching, and the third line is for the Commonwealth Power Company's dispatchers. Jack boxes on angle brackets are installed beside the head blocks at all passing sidings. If the telephone line is on the side of the track opposite the head block, the wires are carried down the line poles in conduits, thence underground to a special pole set beside the head block which supports the jack-box brackets. If the head block is on the same side of the track as the telephone pole line, the special pole is fitted with a cross arm and merely serves to carry the telephone line to the conduit which extends from cross-arm to jack box.

STANDARD STATIONS AND SHELTERS

Two types of stations were constructed at the cities and villages along the new line—one a permanent brick and concrete building and the other a wooden building similarly arranged, but smaller in dimensions. At important crossroad points, wooden shelters, which cost approximately \$200, are provided. These shelters are fully in closed and rest on concrete foundations. Each one is provided with a small concrete platform.

GRAND RAPIDS AND KALAMAZOO TERMINALS

At Grand Rapids and Kalamazoo property was purchased in the heart of the business district and converted into commodious passenger stations with yard tracks for storing eight or ten passenger and express cars. At Grand Rapids the passenger and express terminal building is situated in the business district on the west side of the Grand River, and the freight house and team tracks are on the west bank of the river opposite the terminal. The freight facilities include a warehouse 50 ft. wide and 185 ft. long, built of brick, concrete and steel. Quite an extensive team track yard, as well as a storage yard leading to a repair shop also situated at this point, have been installed.

At Kalamazoo, the terminal building combines a passenger station, baggage room and freight warehouse. Four storage tracks of sufficient length to hold two cars each, make up the terminal yards. Two of the tracks are used exclusively for passenger coaches and the other two for loading and unloading freight.

The work of building this high-grade, 2400-volt, third-rail line, and electrifying the steam road between Allegan and Battle Creek, was under the immediate supervision of George L. Erwin, president and general manager of the Michigan Engineering Company, and G. J. Wagner, superintendent of construction. During the construction period, the Michigan Railway Company was represented by the late W. A. Foote, vice-president, who promoted the line and who was responsible for many of its unique features.

Editors note:

Original article from:
Electric Railway Journal
Volume XLV. No. 25 - Page 1144-1149
January to June, 1915
Compliments of [Google Books](#).

Text was converted from the scanned book using OCR to be suitable for printing, text in layout is as close as possible to the original document. Layout, photos are the same as the original



The First Annual International Lineman's Museum Insulator Show was held at the Cleveland County Fairgrounds in Shelby, North Carolina on Friday, April 18 and Saturday, April 19, 2014. This show was sponsored by the International Lineman's Museum and Hall of Fame, with help from the Dixie Jewels Insulator Club. The International Lineman's Museum and Hall of Fame was a great host. Andy Price, Murray Walker and Jenna Rawe did everything possible to make sure this first insulator show was a great one. They provided the show hall, sales tables and electricity for free, kept the museum (two miles distant) open late for tours, and also fed us on Saturday! My hat is off to them for a job well done!

A total of 29 sales tables contained a nice variety of insulators. Those with sales tables included: Bill Haley, Kerry Lavendoski, Keith Roloson, Ken Roberts, David Erickson, Skip Henderson, Doug Williams, Stephen Drake, Dan and Shirley Goodrich, Gary and Elizabeth Tilson, Mike Herron, Andrew Levin, and Bill Grieser. Everyone reported that sales were good, there was decent walk-in traffic and all deemed this inaugural show a big success.

A quick canvass of the show hall on Saturday morning found the following items on sales tables: Doug Williams had a CD205 castle in blue, CD701.6 Confederate egg in aqua, CD701 egg in dark teal black-glass and a CD186.2 Hemingray-19, nickname - "the Nut"; Bill Grieser had a CD154 Lynchburg in a nice yellow-green and a CD152 Hemingray 40 in sage (a tough color!); Stephen Drake had a CD178 Santa Ana in yellow-green, CD241 Hemingray-23 in orange amber, CD252 Knowles Cable in green and a CD145 Grand Canyon in steel blue; Kerry Lavendoski had a nice selection of CD145 B beehives in dark green to olive and a number of Prince Albert tobacco tins he discovered in the walls of an old house; Keith Roloson's table had a CD324 Pyrex 353 in carnival, CD126 RD149959 in junky light aqua, CD740 threadless in dark teal, and a CD145 H.G. Co. narrow dome in a strong purple; Ken Roberts had a CD121 R. Good in lavenflower, CD145 H.G. Co. in yellow amber, and a

CD161 California sage/purple two-tone; David Erickson had a CD154 Dominion in orange amber, CD216 Hemingray 661 in flashed amber, CD267.5 N.E.G.M in aqua with a nice dark "tadpole", and a CD152 B in olive amber with junk that his daughter found (that one not for sale!); Mike Herron had a CD154 purple Whitall Tatum with tie wire (it went home with me), and several CD145 CREB's with original rusty iron tie wires; Bill Haley had a CD308 in light aqua, CD194/195 Hemingray in purple, CD303/310 Muncie and a CD320 Pyrex in carnival; Gary Tilson had CD126 W. Brookfield skirt embossed with amber swirls, CD145 B dark green with amber and CD154 Whitall Tatum in purple; Dan Goodrich (who underwent shoulder surgery the week before), brought one of his beautiful hand-crafted light boxes, a CD162 Hemingray in aqua with lots of amber swirling and a CD263 Columbia; Skip Henderson had hundreds of glass radio strains in all known colors, as well as some in their original boxes.

Robert Padgett, Todd Walker and Bill Haley set up displays. Robert and Todd, both from Lakeland Electric in Lakeland, Florida, set up the most massive big power display I've ever seen at a show, complete with large poles and crossarms and neat porcelain multiparts and suspensions, many with beautiful glazes. It was very impressive!

Bill Haley's display, titled "Too Common to Collect?" featured the Hemingray No 40 and Hemingray-42. A light box showed a good selection of embossing and colors. Signage and descriptions of various features on these insulators (SDP, RDP, SB, two-tones, amber or milk swirls, various colors, dome numbers, dot variations on the 40's and embossing errors) showed that even these "common" pieces could make an interesting collection. To vote on the Best of Show display, a box was placed at each display and every penny donated counted as one vote. Bill's display won both the NIA's Best of Show ribbon and the People's Choice award. The Lineman's Museum took the money collected, added to it and made a \$100 contribution to the NIA scholarship fund.

One couple from Ohio showed up at the show on Friday. They were on their way to visit a daughter in South Carolina, and after seeing the article about the show in Crown Jewels, decided to make a slight detour. Of special note, the person traveling furthest to the show was Jim Hoffman, from Cedar Rapids, Iowa. He drove 16 hours to get there and stayed for both days, leaving with some really nice items for his collection. (No whining please from folks who can't attend a show 50-100 miles away because it is "too far to drive".) Jim has attended several Dixie Jewels swap meets and is a member of our club.

Unfortunately, the Bikes, Butts and BBQ bike ride on Saturday had to be canceled due to rain, but the riders who showed up still seemed in high spirits. That afternoon after the show the fundraising event and barbecue at Skooterz Saloon, featured good food, live music and some spirited bidding on numerous silent auction items. Many of the bikers, and at least a couple of insulator collectors, had purchased \$100 chances on a brand new Harley Davidson. Needless to say, the lucky winner went home happy that evening with a beautiful new \$100 bike.

Missed it this year? Plans are already underway for the second annual show next April 17-18. Mark your calendars NOW and plan to join us! If you are in the neighborhood and wish to visit the museum, it is located at 529 Caleb Road, Shelby, NC 28152, and is housed in the headquarters of American Safety. Please visit www.linemanmuseum.com or call (704) 482-7638 to learn more.



Robert Padgett display



Crowd scene on Saturday



Ken Roberts display



Keith Roloson display



Non Factory original Hemingray carnival insulators

Over the last couple months I have received several emails from people asking me about carnival Hemingray insulators and “Is it real”. The one in the bottom left photo was on eBay twice and got people taking about this. In short it is absolutely not real. I thought it may be good to revisit how to tell if a Hemingray carnival is real.

1. First thing is the date codes. Authentic factory applied carnival will be from 1932-1936. You will typically see no mold year, 0, 0_4 (and up to 2 dots). The one on eBay had an 8 for the mold year (1938) and 11 dots for 1949 insulator production year. This puts it 13 years past the range we know Hemingray to have been making carnival. Giving the above information, it can quickly be eliminated from being real.

2. Hemingray applied their carnival coating from the bottom up. This technique often left the top a bit lighter then the bottom.

3. Look for chips or tinny BB dings on the insulator, if there is carnival inside the ding or chip chances are good it not factory original carnival.



By Shaun Kotlarsky

4. Both original and after market carnival coatings are sprayed on while the glass is warm. If the insulator in question has a factory installed bushing in it, look for cracking around the pinhole. On after market carnivals the bushing can cause the glass to crack when it is was reheated for carnival application. This will not occur on authentic carnivals as the glass was still warm when it was applied.

It is important to note that it is possible for a fake one to have proper date codes so being in the 1932-1936 range does not always mean it’s real, but being outside that range will disqualify it from being real. I am a Hemingray specialist so only can give the dates and “how to tell” information for Hemingray items.

Bottom left photo is of the non original coating. Bottom right photo is of a known original Hemingray carnival CD 154. It was removed from a line, I left the train soot on it to show it was used. Note how different it is from an after market carnival.



Non Original Carnival coating



Factory Original Carnival coating







INSULATOR WORD SEARCH PUZZLE #6

Created by DeeDee Hall



Find and circle the listed words in the diagram.

They run forward, backward, vertically, horizontally and diagonally.

BROOKFIELD

HEAVY

LOCKE

SPLICED

DIG

HUNT

MCLAUGHLIN

SPOOL

FEDEX

ICON

NIA

STAR

GLASS

INSULATOR

PIN

TREASURE

GROOVE

JUMBO

PONY

Summer 2014 NIA Products

GOLF / POLO SHIRTS

Colors: Call or email for colors

Info: All with embroidered logo some with pockets, pockets, 2X **\$3.00** extra

Price: **\$38** or **\$41**

Size: S ___ M ___ L ___ XL ___

2XL ___ 3XL ___

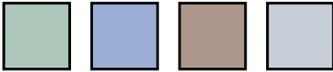
Color: _____

Total Quantity: _____

Total Price: _____

T-SHIRT

Colors: Stonewash Green, Stonewash Med. Blue, Pebble (Sand), Lt. Steel Gray



Info: Hanes Heavyweight, 6.1 oz. cotton pre-shrunk. Screen-printed logo (front & back)

Price: **\$20** or **\$23**

Size: S ___ M ___ L ___ XL ___

2XL ___ 3X ___

Color: _____

Total Quantity: _____

Total Price: _____

CREW NECK SWEATSHIRTS

Colors: Hunter Green, Cardinal Red, Lt. Steel Gray



Info: Heavy weight 100 % cotton/polyester blend, pre-shrunk, embroidered logo

Price: **\$25** or **\$30**

Size: S ___ M ___ L ___ XL

2XL ___ 3X ___

Color: _____

Total Quantity: _____

Total Price: _____

BUTTON FRONT SPORT SHIRT

Colors: White, Red, Blue, Brown, Tan



Info: All with embroidered logo (no pockets)

Price: **\$32** or **\$35**

Size: S ___ M ___ L ___ XL

2XL ___ 3XL ___

Color: _____

Total Quantity: _____

Total Price: _____

HENLEY T-SHIRT

Colors: Black and Lt. Steel Gray



Info: Only come with embroidered logo. three button placket

Price: **\$25** or **\$28**

Size: S ___ M ___ L ___ XL

2XL ___ 3X ___

Color: _____

Total Quantity: _____

Total Price: _____

HOODED SWEATSHIRT

Colors: Lt. Steel Gray



Info: With full front zipper/muff pocket & drawstring hood, embroidered logo

Price: **\$35** or **\$40**

Size: S ___ M ___ L ___ XL

2XL ___ 3X ___

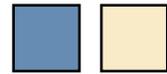
Color: _____

Total Quantity: _____

Total Price: _____

DENIM SHIRTS

Colors: Stonewash Blue or Natural



Info: Nicely weighted denim, pre-shrunk cotton, left-side pocket

*ladies order comparable men's size, see chart

Price: **\$35** or **\$38**

Embroidered logo

Size: S ___ M ___ L ___ XL ___

2XL ___ 3XL ___

* S/Sleeve ___ *L/Sleeve ___

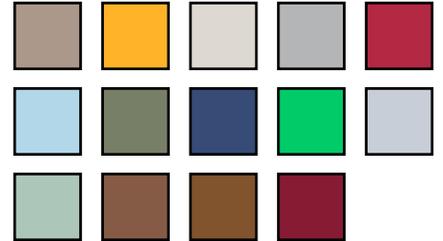
Color: _____

Total Quantity: _____

Total Price: _____

EMBROIDERED LOGO T-SHIRT

Colors: Sand, Gold, Ecu, Ash Gray, White, Cardinal Red, Lt. Blue, Army Green, Navy, Bright Green, Lt. Steel Gray, Stonewash Green, Chestnut Brown, Maroon



Info: I have a limited number of t-shirts with pockets, call for details

Pockets, **\$2.00** additional on all regular t-shirts

Price: **\$20** & **\$23**

Size: S ___ M ___ L ___ XL

2XL ___ 3X ___

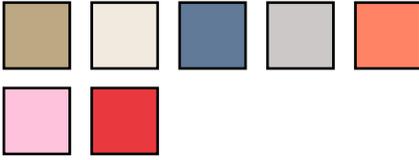
Color: _____

Total Quantity: _____

Total Price: _____

EMBROIDERED CAP

Colors: Khaki, Stone, Blue, Gray, Orange, and Pink, Red (\$2 extra)
(Circle color choice)



Price: \$20 or \$22 (Red)

Total Quantity: _____

Total Price: _____

NIA NAME BADGE

Info: Engraved; beveled edges | pin back (free) OR Magnetic back add \$1.00

Price: \$13 or \$14

Total Quantity: _____

Total Price: _____

COLLECTORS PATCH

Price: \$4

Total Quantity: _____

Total Price: _____

BADGE BAR

Info: For NIA position or local club

Price: \$4

Total Quantity: _____

Total Price: _____

NIA WINDOW DECAL

Info: for outside car window.

White: 5 1/2 x 6 3/4 Color: 4 1/4 x 5 3/4

Price: \$10 (White) \$7 (Color)

Color: _____

Total Quantity: _____

Total Price: _____

TOTE BAG

Info: "Big Thunder" Tote bag - sturdy with NIA logo

Price: \$15

Total Quantity: _____

Total Price: _____

Name Badge Engraving Information:

Name _____	NIA# _____	City _____	State _____	<input type="checkbox"/> Pin	<input type="checkbox"/> Magnet
Name _____	NIA# _____	City _____	State _____	<input type="checkbox"/> Pin	<input type="checkbox"/> Magnet
Name _____	NIA# _____	City _____	State _____	<input type="checkbox"/> Pin	<input type="checkbox"/> Magnet

Club Bar _____	Quantity Needed _____
Club Bar _____	Quantity Needed _____
Club Bar _____	Quantity Needed _____



Thank you for supporting the NIA!

U.S. Postage:

\$6.75 for the first item & \$1.50 for each additional item ordered.

Postage for Patches, Badge Bars are \$0.60 each. Decals, \$1.95

Name Badges are \$0.85 each to mail.

For Postage outside the US or AK & HI Contact me for quote

Shirt Sizing Chart:

Adult/ Mens

S 32-34 | M 36-38 | L 40-42 | XL 44-46

2X 48-50 | 3X 52-54

Ladies

S 28-30 | M 32-34 | L 36-38 | XL 40-42

Ladies order comparable adult/men's size for most shirts, unless specifically noted as a ladies shirt

Please make check or money order in U.S. funds payable to **National Insulator Association or NIA**

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Email Address: _____

Subtotal: _____

US Postage: _____

Total Enclosed: _____

Send completed form to:

Tina Rienstra | 6527 W. 93rd Avenue | Crown Point | IN 46307 | 219-365-7913 | tlriens@att.net





Membership Application & Renewal Form



Prospective members may join the NIA at any time; however, the "membership year" begins on January 1st and ends on December 31st. New memberships issued within three months of the beginning of the new membership year (October – December) will be good for the following calendar year. New members are entitled to all membership privileges immediately upon acceptance by the NIA.

If you are joining the NIA during the months of January through September your membership will expire on December 31st of this calendar year.

Submit (Payable to the NIA in U.S. funds) To: **Vickie McConnachie**

P.O. Box 1466
Corrales, NM 87048

Dues Schedule:

Regular Membership **\$22.00**
Junior Membership (under 18) **\$5.00**
Club or Organization **\$50.00**

membership@nia.org
Or renew online at:
<http://nia.org/membership/>

Check appropriate class: Regular Family Junior Club/Org.

Check years of Payment: Single year Multi-year

Please Print Legibly

Name _____

NIA # (If renewal) _____

Address _____

City _____

State/Province _____

Zip/Postal Code _____ (+4) _____

Country (if not U.S.) _____

Telephone Number _____

E-Mail Address _____

Include me in the Annual NIA/Crown Jewels Directory..... Yes No

Include my Telephone Number..... Yes No

Include my E-Mail Address Yes No

I would like to receive Drip Points in the following formatPaper Electronic

(Check only one, an e-mail address is required for electronic)

Referred by: _____ NIA # _____

Additional Family Members residing in the same household at no additional cost.

Name	NIA # (If renewal)
1 _____	_____
2 _____	_____
3 _____	_____
4 _____	_____

Signed _____

Date _____ Amount Enclosed \$ _____

Advertising Information

Drip Points Magazine Advertising Information

- Display Ads will be sold by fractions of a page.
- Camera-ready copy is preferred but not required.
- An additional fee may be charged for color and set-up based on size and complexity for ads.
- All advertising will be kept confidential until it is published.
- Multiple ads must run in consecutive issues with no changes.
- All ads must be paid for in advance.
- Advertisements must meet all postal regulations that govern publications mailed at Non-Profit Standard Mail prices of postage.

Full Page

1x.....	\$100.00
2x.....	\$189.00
3x.....	\$278.00
4x (Full Year) ..	\$362.00

(Multi run discount **\$11.00/x**)

One-Half Page

1x.....	55.00
2x.....	101.00
3x.....	147.00
4x (Full Year) ..	193.00

(Multi run discount **\$9.00/x**)

One-Quarter Page

1x.....	\$30.00
2x.....	\$53.00
3x.....	\$76.00
4x (Full Year) ..	\$99.00

(Multi run discount **\$7.00/x**)

One-Eighth Page

1x.....	\$20.00
2x.....	\$35.00
3x.....	\$50.00
4x (Full Year) ..	\$65.00

(Multi run discount **\$5.00/x**)

One-Sixteenth Page

1x.....	\$15.00
2x.....	\$27.00
3x.....	\$39.00
4x (Full Year) ..	\$51.00

(Multi run discount **\$3.00/x**)

For more Info. on advertising or to buy an ad contact:

Christian Willis, NIA #5185
P.O. Box 2797
Parker, CO 80134

Phone: (949) 338-1404

Email: admanager@nia.org

INSULATORS WANTED!

If you think other dealers are paying top dollar, check with Butch & Eloise Haltman

Looking for quality singles or collections.



Butch & Eloise HALTMAN

68-465 Perez Road,
Cathedral City, CA 92234
760-328-5321 after 5:00 p.m.

WANTED

Unique & Unusual Insulator Mounting Pins & Brackets



Eucalyptus Insulator Pins
Brackets
Pole Steps

- All types of cast iron, multiple pin brackets
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- Manufacturer, wholesaler and distributor catalogs

LOU HALL
THE "PIN MAN"

NIA # 7185
363 W. Stuart Ave., Fresno, CA 93704
(559) 435-1740 e-mail: louhall@pacbell.net



DUNTON TREE INSULATOR



National Insulator Association Scholarship Fund

Money for college!
\$1000/\$500 up to \$2000!

NIA Scholarships are available for a \$1000 academic scholarship and a \$500 vocational scholarship.

Write a 300 word essay. It's that easy!
Tell us how to spread the word about the hobby.

These scholarships are to encourage the growth and public awareness of the hobby.



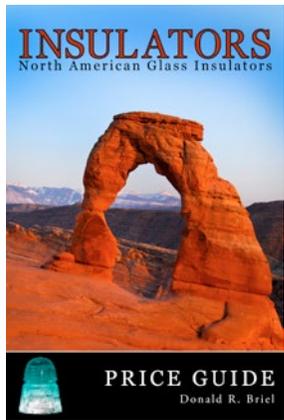

Submission deadline is April 1

The Scholarship Application and Application Guide is available at:
<http://www.nia.org/scholarship/>



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325 tables at the **Lexington Center**, 430 W. Vine St., Lexington, Kentucky
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Contact: **Randee Kaiser** 573.896.9052 or **Sheldon Baugh** 270.726.2712

FOHBC.org



45th National Insulator Association Show & Convention

Hosted by Tommy Bolack

July 3-6, 2014

McGee Park Convention Center
Farmington, New Mexico



Photograph of Tommy Bolack
Courtesy of Michael Doyle Oldinsulators.com



YOU'RE INVITED!

July 3-6, 2014 | Farmington, New Mexico

45th Annual National Insulator Association Show and Convention

200+ Dealer Tables & 35 Display Tables
Silent Auctions | Walk-In Appraisals
Museum Tours at Bolack Ranch

Free Admission | Free Parking

Location: McGee Park Convention Center

Address: #41 CR 5568, Farmington, NM 87401

Show Host: Tommy Bolack



Thursday, July 3, 2014

9:00 am – 4:00 pm NIA Members Only (Ask about becoming a member)

4:30 pm – 5:30 pm NIA General Membership Meeting

Friday, July 4, 2014

9:00 am – 4:00 pm General Admission

9:00 pm – 10:00 pm Fireworks on B-Square Ranch
(For NIA Member Show Attendees Only)

Saturday, July 5, 2014

9:00 am – 4:00 pm General Admission

6:30 pm – 10:00 pm Banquet & Awards Program

Sunday, July 6, 2014

8:00 a.m. – 1:00 pm General Admission



Headquarters Hotel: The Red Lion Hotel

Address: 700 Scott Ave., Farmington, NM 87401

Reservations: Call (505) 327-5221 or go Online:

redlion.com/our-hotels/new-mexico/farmington/

Use code: National Insulator Association

For more information and/or show packet, please contact:

Tommy Bolack

B-Square Ranch
3901 Bloomfield Hwy.
Farmington, NM 87401
Ph: (505) 325-4275 or (505) 325-7873

Lou Hall

363 W. Stuart Ave.
Fresno, CA 93704
PH: (559) 435-1740 or (559) 284-4211
louhall@pacbell.net



Upcoming Shows

JUNE 14, 2014 (Saturday)

PERKIOMENVILLE, PENNSYLVANIA

41st ANNIVERSARY of the annual Pennsylvania Insulator Show and Sale. Come one, come all. Buy, sell & trade insulators and related items. Swap hunting stories and have a good time with collector friends. Please bring a food item for the insulator picnic. Saturday, June 14 from 9:00 AM until the last person leaves. Location: 1837 Perkiomenville Road, Perkiomenville, PA 18074. Info: STEVE BOBB 610-539-6533 or CLAUDE A. WAMBOLD 215-234-8413.

JUNE 28 - 29, 2014 (Saturday - Sunday)

CERVIA, ITALY

5th European insulator collectors meeting. We know that this timing is not very good for US collectors, since you'll have your National the following week end, but this date can not be changed. Still some collectors from USA may choose to attend. Cervia is not far from Bologna and Rimini airports from where there are flights to intercontinental airports at Milano Malpensa or Roma Fiumicino. It is possible to attend the Cervia show and still to be back home in time for the National. More information will be added later with hotel packages and discounts. Contact GUIDO BOREANI, boreani@libero.it or isolatori@gmail.com

July 3-6, 2014 (Thursday - Sunday)

FARMINGTON, NEW MEXICO

45th Annual National Insulator Association Show and Convention in Farmington, New Mexico. Thursday-Sunday The Show is at the McGee Park Convention Center, #41 CR 5568, Farmington, NM 87401. Your Show Host is Tommy Bolack. The headquarters hotel is the Red Lion Hotel, 700 Scott Ave., Farmington, NM 87401. For reservations call (505) 327-5221 or on-line: redlion.com/our-hotels/new-mexico/farmington/. Use code "Nati0630" for the group rate. For more information and/or a show packet, please contact TOMMY BOLACK, B-Square Ranch, 3901 Bloomfield Hwy., Farmington, NM 8740. Phone: (505) 325-4275 or (505) 325-7873. You can also contact LOU HALL, 363 W. Stuart Ave., Fresno, CA 93704-1544 Phone: (559) 435-1740 or cell (559)284-4211 or email: louhall@pacbell.net.

JULY 26, 2014 (Saturday)

SALEM, OREGON

13th Annual Mid-Willamette Valley Insulator Swap and Potluck. Friday evening BS session and dinner for early arrivals and swap on Saturday at the home of NATHAN LAMKEY, 1446 63rd Avenue NE, Salem, OR 97317, (503) 580-5872, glassinsulators@yahoo.com

AUGUST 9, 2014 (Saturday)

MARTINSBURG, WEST VIRGINIA

15th Annual Shenandoah Valley Insulator Show & Sale, sponsored by the Chesapeake Bay Insulator Club, will be held Saturday, August 9th from 9:00 am to 1:00 pm at the Calvary United Methodist Church, 220 W. Burke St. Martinsburg, West Virginia. Dealer set up begins at 7:00 AM. 8-foot tables are \$25 for the first and \$20 for each additional. Admission is \$1. Info: JEFF HOLLIS 304-671-5559 or email: redoak1953@gmail.com

AUGUST 9, 2014 (Saturday)

GRANDVIEW, WASHINGTON

The 3rd SSS Gathering. (SSS=Sun, Swim, Show). At the home of TERRY DROLLINGER, 1621 Bethany Road, Grandview, WA 98930. It's a rural setting in the middle of a cherry orchard, with panoramic views of the Yakima Valley. Show starts Saturday at 9:00 AM, till the last person leaves. Friday early arrivals are welcomed. Things to Note: Tables provided if reserved in advance, please bring your own if possible. There will be lunch Saturday, salads and desserts are appreciated. Refreshments will be provided. Camping available for tents and self contained RV's. Bring sunscreen and swim suit. Jefferson State Insulator Club sponsored event. But most important don't forget your INSULATORS and go-withs. Directions off I-82 take Exit 73 (at Grandview). Then turn right onto Yakima Valley Hwy. Travel about .4 mile turn right on Higgins Way. At first left turn on Bethany Road. Continue North about 1 mile. If lost call Terry (509) 830-2809. RSVP would be appreciated. Hope to see you there! Email: terrymdroll@yahoo.com

AUGUST 22 - 23, 2014 (Friday - Saturday)

HELENA, MONTANA

13th Annual Montana Big Sky Insulator Swap meet, hosted by Ron & Peggy Yuhas. Friday: Social gathering at Yuhas home, 895 Lodestar Road from 6:00 PM to Dark. Saturday's meeting will fun from 9:00 to 3:00 at the Yuhas Millwork Company, 2201 Hauser Blvd in Helena. BBQ at Noon. Free drawing for Coolie Hat, Muncie and Pyrex 441 at 1:00. Info: RON YUHAS 406-443-6154 or 406-439-4573 or emailLgramapig@bresnan.net or JUSTIN MARTIN 406-533-8440 or DOUG RUSHER 406-461-7341. We will have T-shirts Available to Pre Order, with a Coolie or Muncie this year all have Pockets, light Gray in color. Contact Doug to Order: ddrusher@aol.com. Price \$25.00 if you pick up at the show, shipping extra, (Please have your Order in by August 1st).

SEPTEMBER 5 – 7, 2014 (Friday – Sunday)

MERRITT, BRITISH COLUMBIA, CANADA

Annual insulator swap at the Insulator Ranch, 3045 Spanish Creek Place, Merritt, B. C. Use exit 286 off Coquahalla Hwy 5, and head towards Merritt. Turn left onto Coldwater Road, proceed 4 blocks to Spanish Creek Place. Just follow the “Insulator Show” signs. Moto homes, trailers, RV’s all welcome. Bev provides a delicious Chilli and rolls lunch on Saturday, and a coffee, bacon and eggs breakfast on Sunday morning. There is no charge: our way of putting something back into a great hobby. Tables are provided. Info: BOB SCAFE 250-378-2787 or email: bobscafe@telus.net

SEPTEMBER 20, 2014 (Saturday)

HOUSTON, TEXAS

The 23rd Annual Houston Insulator and Collectibles Show, sponsored by the Lone Star Insulator Club, will be held September 20th 2014 in the Pasadena Room of the Houston Marriott South at Hobby Airport, 9100 Gulf Freeway, Houston, Texas 77017. Show hours are 9:00 a.m. until 4:00 p.m. with free parking and free admission. Dealer tables \$40.00. Guest rooms \$92/night for show attendees. Fly into Hobby and take free shuttle to an from Hotel. Contact CHRIS (281-461-9652 crenaudo@aol.com), KEITH (979-245-2558 keithbrooking@sbcglobal.net, or JOHN (281-992-5717 j.hall@ix.netcom.com) for more information.

SEPTEMBER 27, 2014 (Saturday)

RICHFIELD, OHIO

The Western Reserve insulator Club’s 4th Annual ‘Oktoberfest’ Insulator Show at the Masonic Hall, 3750 Grant Street, Richfield, OH 44286 (near the southeast corner of Routs 303 & 176, 10 a.m. to 3 p.m. Free Admission. 8-foot Dealer tables \$20. Dealer setup 9-10 a.m., Bratwurst and Root Beer available for lunch. Contact JOHN HOVANEC 216-392-3622, email wric@clubs.insulators.info for details or dealer contract.

OCTOBER 31 – NOVEMBER 2, 2014 (Friday – Sunday)

SPRINGFIELD, OHIO

The 44th Springfield Mid-Ohio Show & Sale will be held: October 31st – November 2nd at the Clark County Fairgrounds (Exit 59 off I-70), Springfield, Ohio. Friday hours 3:00 to 6:00PM. Saturday 8:00 AM to 4:00 PM. Sunday 9:00 AM to ??? For more information: Contact: LOIS BLAIR 740-8520-3148 or CURT BOSTER 614-301-5125 email: cboster@wowway.com

Show list provide by and maintained by:

Lou Hall - president@nia.org

More info about these shows at:

www.insulators.info/shows/



13th Annual Montana Big Sky

Insulator Swap Meet



August 22nd and 23rd (Friday-Saturday)



13th Annual Montana Big Sky Insulator Swap meet, hosted by Ron & Peggy Yuhas, Friday and Saturday August 22 & 23. Friday: Social gathering at Yuhas home, 895 Lodestar Road from 6:00 PM to Dark. Saturday’s meet will run from 9:00 to 3:00 at the Yuhas Millwork Company, 2201 Hauser Blvd in Helena. BBQ at noon. Free drawing for Coolie Hat, Muncie and Pyrex 441 at 1:00. Info: RON YUHAS 406-443-6154 or 406-439-4573 or email: gramapig@bresnan.net or JUSTIN MARTIN 406-533-8440 or Doug Rusher 406-461-7341 We will Have T-shirts Available to Pre Order, with a Coolie or Muncie this year, All Have Pockets, light Gray in color Contact Doug to Order ddrusher@aol.com Price \$25.00 if you pick up at the show, shipping extra, (Please have your Order in By August 1st)



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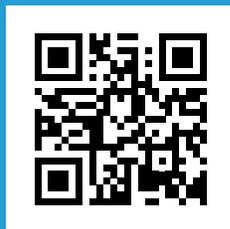




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Drip Points Magazine publishing schedule

Issue	Number	Deadline	Mailing Date
Spring	3	February 10	March 1
Summer	4	May 10	June 1
Fall	1	August 10	September 1
Winter	2	November 10	December 1



Find us online at: nia.org | facebook.com/groups/nia.org