

# UP THE HOLLER



**DIVISION 9, MID CENTRAL REGION, NMRA**

**June 2020**

## **FROM THE HEAD OF THE HOLLER**

**Bob Osburn, Superintendent**

### **IN THIS ISSUE**

Head of the Holler	1
Contact List	2
Meeting Agenda	2
Virtual Meeting Details	3
From the Office Down the Hall	4
Passenger Manifest	5
Meeting Minutes	6
Contest	7
Clinic Schedule	7
T-TRAK	7
Clump Foliage	8
Changing Fluorescents to LEDs	9
Editor's Comments	12
Pike Ads	15
Upcoming Meetings	16

The COVID-19 pandemic has played havoc with our regular meetings. This has kept us from being together at the St. Albans depot but the May virtual meeting on Zoom gave us a way to still be together. We conducted a short business meeting, had committee chair reports, a layout tour, and a clinic. All-in-all, I think those members who participated in our first Zoom meeting can agree it was a great success. Yes, the attendance was small, but we realize it will be a learning experience for a lot of us who are not familiar with using a virtual format. Jerry Doyle and Bob Weinheimer will again give you some instructions in this newsletter on how to participate in the June meeting, it really isn't that difficult. Unfortunately, COVID-19 will require us to meet virtually for the foreseen future. We will try and start having meetings at the depot again when the safety of our members can be assured.

After conversations with some members who were unable to attend the May Zoom meeting we ask that you don't give up on us. We realize some members lack the necessary computer or smart phone or don't have the technical skills to participate in a Zoom meeting. As Superintendent of Division 9 I feel it is my obligation to not leave anyone out. These are trying times for us as a group and we are going to get through this the best we can. I can see some real positives using virtual technology in the future. I am going to repeat some of what my May report included as I feel it is very important.

Don't expect the meetings to go perfectly. There will be a learning curve for most of us, yet we can work through the problems and get everyone we can on-board. A virtual meeting may have several benefits for us. It is a way we can get back together and have contact with other members. Even when we again can return to the depot, a combination of virtual and in-person meeting gives us a chance to include more members. Since Division 9 covers a large area, this method gives those members another way to attend the meeting while on vacation or unable to travel because sickness limits their participation. Weather cancellations of the meeting would no longer be a problem, just email the members the information and we can go on with our normal business. We may even be able to live stream the meetings when we are back to a semi-normal condition at the depot or record the meeting and add them to our web site or other video sites. Just like a lot of us were hesitant to go to DCC, many have their reservation concerning virtual meetings, I just ask you to be open minded and receptive to change.

Stay safe and hope to see you at the June meeting.

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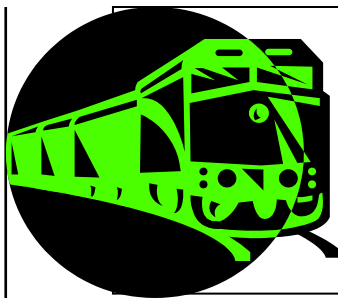
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## Upcoming Coal Division Monthly Railfun Events

**Saturday June 13**

**1 PM**

### Virtual Division Membership Meeting

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

### **The Appalachians in 8 Inches of Space**

Build a realistic mountain range in 8 inches or less using rosin paper and white glue. Simplify forest creation while increasing depth using perspective techniques. Click [here](#) for a copy of the handout.

### **Next Event**

**Saturday July 11**

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

## June VIRTUAL DIVISION MEMBERSHIP MEETING

### Jerry Doyle

We've all been doing our part for COVID-19 isolation measures. This means we won't be meeting in person for several months but there is another way to stay connected.

Our June meeting will be held remotely using Zoom which is very easy to use. You can use a laptop (provided it has a webcam), tablet, or smart phone. Just use the link provided below. You'll be prompted on how to connect

with your particular device. You can also join with a voice-only connection by calling one of the numbers listed.

We are planning to conduct a short business meeting followed by show-and-tell where you can show everyone what you've been working on. There will also be a railroad related clinic and possibly more.

Our meeting will be Saturday June 13 at our regular time of 1 p.m.

#### Gerald Doyle is inviting you to a scheduled Zoom meeting.

Topic: NMRA Division 9 June Meeting

Time: Jun 13, 2020 12:30 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/98469319550>

Meeting ID: 984 6931 9550

One tap mobile

+13126266799,,98469319550# US (Chicago)

+16465588656,,98469319550# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 301 715 8592 US (Germantown)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

Meeting ID: 984 6931 9550

Find your local number: <https://zoom.us/j/98469319550>

#### First Time Users

- On a computer: The **FIRST TIME** you open a Zoom meeting link you will be asked to download a small Zoom application file. Follow all the typical steps and allow anything requested by the app as it installs.
- On a smart phone or tablet: **BEFORE** you open the Zoom link, go to the app store and download the Zoom Cloud Meetings app from Meet Happy (the app publisher).

#### To join a Zoom meeting:

- See the meeting invitation above
- Open that link 10 minutes prior to the meeting
- Accept any requests for video and/or microphone
- MUTE your microphone

#### Other pointers

- Make sure your connection is strong
- If you have a weak connection, disconnect other devices from your home network
- For your first time, don't wait until the last minute to join
- Use the **Chat** button to view and make comments or post questions
- Click the **Invite** button to send meeting information to others
- If everything freezes, click **Leave Meeting** and rejoin using the original invitation
- You do not need to create a Zoom account to participate in a Zoom meeting

Thanks to Paul Downs of MCR Division 8 for these tips.



## FROM THE OFFICE DOWN THE HALL (THE NEW OCCUPANT)

### Sam Delauter, incoming Assistant Superintendent

After a month off, it sure was good having a meeting. It was nice talking with those that were able to join. Hopefully we can get more people this month.

Progress continues on my long list of unfinished projects. Since the last meeting, I received my copy of the Erie Lackawanna Historical Society magazine with the article on the converted Stillwell combines. In the late 40s the Erie had a shortage on combines for their branch lines and commuter trains. From 1947 to 1952, the Erie converted seven Stillwell coaches into combine cars. This was achieved by sealing the vestibule and up to four pairs of windows, replacing the third pair of windows with a baggage door, and adding a dividing wall to section off the combine end. Inside the combine end they traded all of the seating arrangements for a desk and radiators to keep the clerk warm. After reading the article and studying the pictures, I determined that there were a number of details that I had missed. Mainly there were some grab irons on the ends that I couldn't see. There is also some piping on the roof that I am still trying to decide how model. In the picture that I had, it was hard to tell if the roof and undercarriage were black or green. Not knowing of the article, I had painted the whole car green. I had also already decaled the car. I masked the car sides and painted the roof black. In the process I lost one of the numbers. I reapplied the number and dull coated it. The undercarriage was not attached so this made for easy painting. At this point I am just down to making four stirrups, adding window glazing, and weathering it.

A few years ago I acquired a pair of N scale brass kits. They are of a Pennsylvania N6b caboose and a Pennsylvania G22b gondola. They are both craftsman kits and were

made by Traincat. They are prototypically accurate and thus have many, many parts. Literally everything has to be assembled. In the case of the under frame on the gondola, there was a ton of parts. Every cross bearer had to be put in place and all of the piping and brake details were also placed and the piping had to be bent out of 0.010" bronze wire. Currently the gondola is assembled with the exception of the brake staff. I did not add it at this time as I was afraid due to the possible prolonged time between its current state and completion. You may be wondering why I say a "prolonged time". There has only been one small run of appropriate decals made for the G22b. That was about seven years ago. Hopefully I will find a set, if not I guess I will try to cobble together a set from other decals. At this time the caboose still remains unfinished. I am making progress on it but still have a good bit of work to do. A couple of years ago I started the caboose kit and put it away out of frustration. I intend to have it finished within the next month.



I am making progress on my 3' T-TRAK that I am reworking. Recently I read an article in Model Railroad Hobbyist on detailing rooftops. I am including the link to the article which starts on page 51. Most kits come with only minimal or no rooftop details. These can be built or kit bashed easily. They probably don't have to be overly detailed to be effective. We often don't see what's on the roof and this can be used to our advantage. However if you are seeking a good starting point, Walthers makes a nice detail set. Although it's a good start, many of the details in the kit can be modified to add extra variety.

One of the buildings in the article was a restaurant and as luck would have it, I had a DPM Bruce's Bakery that would make a good restaurant. I detailed the roof using the Walthers rooftop details kit, some styrene, a fan grill from a GP35 detail kit, and a rooftop access that I took from another kit. When I built the building, I had the goal of trying to make it look like it's not a DPM kit. I scratch built the extension on the back for cold storage. I also added the Gold Metal Models fire escape on the front. I added the mortar lines by painting a heavy coat of Woodland Scenics concrete pigment and then removing it from the brick faces once dry using wet paper towels and Qtips. Hopefully Bruce's Bakery doesn't look too much like a run of the mill DPM building. Even if it does, I have a nicely detailed building that will look great on my module.

<https://issuu.com/mr-hobbyist/docs/mrh-2010-mar-apr-ol?viewMode=presentation>



## PASSENGER MANIFEST

### John Harris, Membership Chair

As we continue to ride out COVID-19, I am so looking forward to us getting together for some face to face discussion about the things we love. Even while maintaining the appropriate distance it will certainly be good to see you guys. Kudos to Robert Osburn and Sam Delauter for doing their best to keep us all connected and our editor Bob Weinheimer for keeping us informed via our "Up the Holler" newsletter.

I have continued to knock out a few simple chores on the Alleghany & New River Road but not as much as I would have liked. I took advantage of the stay at home order to move my office from downtown Charleston to my South Hills residence at the beginning of May. I found working at home quite efficient so I decided to make it permanent. I am still not completely settled in but the transition has gone rather well. I love the commute and the rent is great! Should leave me a few bucks at the end of each month I can use for travel, once we are free to travel more.

Like many of you I had planned to travel to St Louis

for the NMRA Convention. Wisely although unfortunately, those plans we cancelled. I do hope many of you took advantage of the Virtual Convention that NMRA provided. I was able to catch several of the clinics and must admit enjoyed the concept. If you missed it, fear not, as rebroadcast and new postings are scheduled. While not ideal, this did allow an exchange of techniques and how to demonstrations without having to leave the comfort of your own home. A few technical difficulties aside, it was still an effective way to stay connected to the hobby.

I have continued to use YouTube to watch other layout tours and a few more how to videos. I am even considering joining the premium version of Allen Keller's Model Railroad Academy or at least try it out for the heavily discounted first year. After that, we will see. I have enjoyed several of the free ones and have always enjoyed the Great Model Railroads Series so perhaps it will take the place of home layout visits.

Hope to see you soon!

**NMRA MCR DIVISION 9**  
**THE COAL DIVISION**  
*Steel Is King*  
**Virtual Meeting**  
**Using Zoom**  
**May 2, 2020**  
**Minutes**

Meeting called to order by Superintendent Bob Osburn at 1:15 p.m.

Members caught up with each other and shared some experiences with isolating and experiences using technology. There was some discussion of using video conferencing once the isolation due to COVID-19 was over. Everyone introduced themselves.

**Division Clerk Report**

March Minutes approved (there was no April meeting due to COVID-19)  
 Treasury Balance is \$8,511.35.  
 Company Store \$0.  
 Raffle \$0.  
 Pike Ads \$0.

**Superintendent Report**

Bob Osburn welcomed everyone to our inaugural online meeting. He spoke with Dan Mulhearn recently and mentioned Dan's recent article in *Up the Holler*. Bob noted that it's important that we take the health and safety of our members into account when deciding when to begin in-person meetings again. Zoom seems to be a reasonable stand in to keep members in touch.

**Assistant Superintendent Report**

Sam Delauter hopes to continue the great job that Bob Osburn has done.

**Newsletter - Up the Holler**

Bob Weinheimer recapped some contributions to the last newsletter and is always looking for materials.

**Achievement Program**

Bob Weinheimer has completed the paperwork for Dan Mulhearn's Association Official certificate. He noted that Sam Delauter is probably close to the requirements for Association Volunteer. Bob also noted that the isolation has probably given members a chance to do some work that will count towards AP certificates.

**Librarian**

Bill Wadsworth was not available.

**Contest**

There was no contest. Dale Osburn mentioned that Bar Mills has temporarily stopped production. He gave some cost estimates if we choose to utilize a laser kit for this year's Gary Burdette Modeling Challenge in December. Dale also mentioned using patterns for a building he had scratch built which would

have a nominal cost. Paper buildings were also mentioned as an option.

We need to make a decision soon as to which we will do. Bar Mills has offered a discount on kits if we decide on this option. Sam Delauter expressed support for the Bar Mills kit. Dale will check into the cost.

**Clinic**

In-person clinics will be temporarily suspended until we have normal meetings again. Jerry Doyle noted that Zoom makes it possible to have presenters from anywhere in the world. Paul LaPointe volunteered to give a clinic for the June meeting.

Paul LaPointe gave attendees a video tour of his home layout.

Jerry Doyle gave a clinic on railroads of Colorado and Utah in 2002 titled *Rio Grande Pilgrimage: A Trek in Search of Remnants and Relics of The Action Road*.

**Membership**

John Harris was not available.

**Raffle**

No raffle today.

**Old Business**

None.

**New Business**

Jerry Doyle suggested that members could start showing their layouts as part of the virtual meetings as something new and different that can't be done at regular meetings.

**Announcements**

Basically everything has been cancelled for all of Spring and most of Summer.

**Future Meetings:**

June 13 – Zoom

Meeting adjourned at 2:00.

Respectfully submitted,

Jerry Doyle, Division 9 Clerk



## CONTEST

### Dale Osburn, Contest Chair

After reviewing the Bar Mills website, one of their building kits in HO/N scale will not be an option at this time due to the COVID-19 pandemic.

I have scratch built a very simple storage building (see photo attached) and have made patterns for this building. After speaking with Robert Osburn, he has agreed to supply and cut the materials for each member interested in the modeling challenge in December.

I would like to pass the materials out in September so that everyone would have ample time to build their kits. If everyone is in agreement,

I would need a count of how many kits would need to be cutout.



## CLINICS

### Sam Delauter, Clinic Chair

As we are still using Zoom for our meetings, we are still a little limited on the clinics we can do. This past month, Jerry Doyle was kind enough to take leadership and gave us a great PowerPoint clinic. At the June meeting Paul Lapointe will be giving a clinic on "The Appalachians In 8" of Space". Paul says the clinic will focus on building realistic mountain ranges in 8" or less using ros-in paper and white glue. His method simplifies forest creation while increasing depth using perspective techniques.

## T-TRAK

### Sam Delauter, T-TRAK Coordinator

I am still very much in the process of redoing my 3' T-TRAK module that has been mentioned in this month and the previous month's newsletter. With the extra time that we all currently have, I hope that you all get the chance to work on your modules, try something new, or start a new module. For those not involved in T-TRAK, this would be a great time to get involved. T-TRAK can be a great way to learn new skills or to get involved in a group that takes modules to shows. Remember train shows aren't that far away and the work we put in now will pay off.

## MONTHLY MODEL CONTEST

### 2020 SCHEDULE

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

## CLUMP FOLIAGE

### Dale Osburn

I searched the internet and the least expensive price for clump foliage is \$14.99 per bag (plus shipping). Since my new layout will take at least 10 large bags for the mountains, I decided to make it after watching several YouTube videos.

I found three (3) different ways to make the product. The process below is the easiest method.

#### Tools and Materials: -

- Blender (Walmart - \$39.92) **Don't use the one from the kitchen, get one just for this task!**
- Foam used for seating - measuring 1" x 16" x 16" (Walmart - \$7.00) -
- Flat paint - matched preferred color (Lowes - \$12.00). Note: You can also use craft paint at \$0.97 per bottle. -
- Measuring cup (Walmart - \$0.97) -
- Scissors -
- Some type of bowls for mixing paint and straining the liquid from the foam. -
- Newspaper for drying. NOTE: I used puppy pads that my dog would not use. -
- Rubber gloves -
- Old T-Shirt

#### Getting Started: -

Start by cutting the foam into 1" pieces (cut at least 50 pieces). Mix 1/4 cup of paint to 1 cup of water (stir paint, adjust paint ratio to preferred color). Put cut pieces of foam into blender (do not fill completely to the top). Pour paint mixture into blender. Use the "chop" setting on the blender (run blender for 45 seconds and check consistency). Remove product and strain in bowl using old t-shirt (use a rubber band holding t-shirt around the top bowl). Let dry on old newspapers for 24 hours. Re-use strained paint in bowl for next batch in blender.

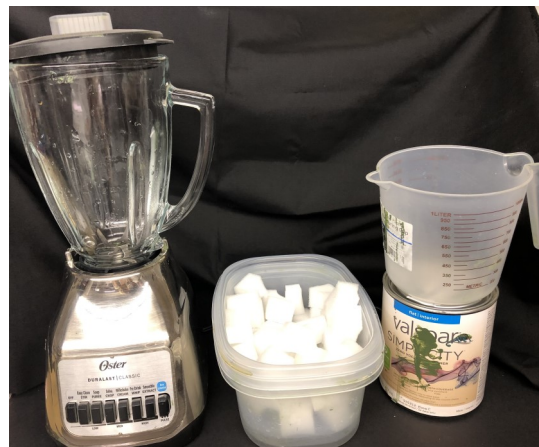
#### Pros -

- Can make large amounts of clump foliage in two hours. -
- Cost of product estimated at \$2.00 per bag (After two hours of making the Foliage it paid for the cost of the materials)

#### Cons

- Very messy. Will take 30 minutes to clean up.
- Color will dry one shade lighter.

Plan ahead and make sure you have a few hours to do this project.





## CHANGING FLOURESCENTS TO LEDs

Tom Harris

The Lakeside Lines has long been lighted with 4-foot long single tube fluorescent fixtures mounted end to end on the wall where it meets the ceiling. These were put in 20 years ago when the layout was first begun. I always thought the layout was pretty well lighted, it was state-of-the-art back then, however it has become apparent in recent years that the new LED lighting now available is superior. LED lighting tends to be brighter, its color can be matched exactly to your preference, no UV light is produced to fade models, and the buzz and flicker of fluorescents is not present. I've been meaning to change the lights out for a while now, but dreaded the fixture rewiring involved, so the project kept waiting. No more. I found myself stuck at home for COVID 19 with plenty of time to tackle the job.



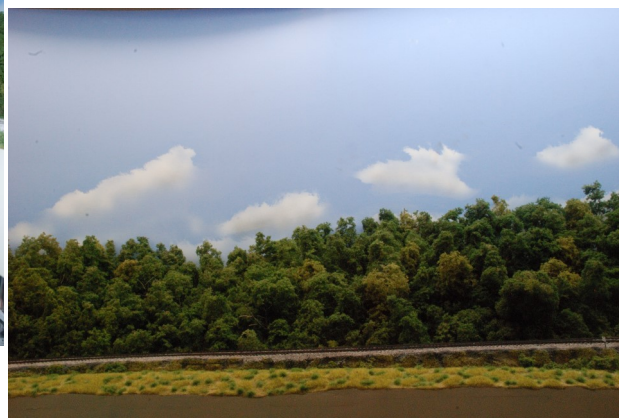
A look at the light and valence for the Lakeside Lines Railroad. This photo was made with the new LED lighting in place

### Selecting the LED Tubes

The first task was to select the new replacement LED light tubes. A large selection of different LED fluorescent replacement tubes are available on Amazon. For example, there are fluorescent replacement LED tubes available that can be plugged right into the old fixtures without needing to do the ballast bypass rewiring of the fixtures at all. Sure, that would have been the easy way, but those tubes sacrifice power use efficiency, a big advantage of LEDs. In addition, the ballasts would still be there to buzz, and eventually, burn out. So of course, I elected to do things the model railroad way, (the hard way) and do the rewiring. I found the 4 foot, double pronged, LED replacement tubes that fit my fixtures come in two basic configurations, single ended and double ended. I selected double ended tubes since they made the fixture rewiring more straight-forward. I'll describe how in a bit here.

It was also necessary to select the temperature and

brightness of the new LED tubes being ordered. When I first put up my old fluorescents I used tubes marked as "daylight" in temperature. Temperature is a measure of light color. Lower temperature light sources look yellow, higher temperature sources look white. Whenever I later needed to replace a tube it often looked to be a different color, even though I was careful to only use "daylight" tubes. It turns out manufactures label all tubes as "daylight" if they produce light at a temperature of 5000K or higher. Obviously, I was going to need to be more specific about light temperature for this project. I made sure to select tubes that produced light at 6500K, the temperature of full daylight. As for brightness, my old fluorescents supposedly produced 2400 lumens. Lumens is a unit of measure for light output. I wanted to go a little brighter, so I selected 2600 lumen LED tubes.



This photo shows the color difference between the new 6500K LED lighting on the left and the old fluorescent lighting on the right

### Rewiring the Fixtures

Fluorescent light tubes use electricity at a very high voltage produced by a "ballast" contained within the light fixture. The 120 volt house power must go through the ballast to have its voltage increased before going on to the tubes. LED tubes will be instantly destroyed by this high voltage, they need to be powered by regular old 120 volt house power. It is therefore necessary to rewire the light fixtures, removing the ballast from the circuit, before installing LED tubes. (Unless, of course, you purchase LED tubes specifically made for replacing fluorescent tubes without rewiring.) The old ballasts use power so keeping them lowers energy efficiency. The ballasts are also the source of the light flicker and buzz often associated with fluorescent lights. It makes good sense to go ahead and just remove them when converting to LEDs.

Happily, I found it's not really that difficult to do so.

Before beginning the rewiring process make sure the light is off, of course, then start by taking the cover off the fixture. Usually a small metal clip needs to be turned 90 degrees, then pulled straight out. After that, the cover should come right off. Inside spot the black and white house power wiring and note its location for later, then find the ballast. You will need to cut all the wires that go into the ballast. That accomplished, you may remove the ballast and throw it out if you like. I didn't actually bother removing it; so long as it's no longer connected to anything it's as good as gone.

With that done, you will be left with two or more wires going to the left hand socket, and two or more wires connected to the right hand socket. I am assuming here that, like myself, you have selected double ended LED tubes to simplify the wiring. For my first fixture I gathered up, then connected to every wire leading to the left socket and connected them to the black house power wire using a wire nut. All the wires leading to the right hand socket were also gathered up and connected to the white house power wire with a second wire nut. That worked out fine. I put the cover back on the fixture, put in the new LED tube, and turned on the switch to see that it



The wiring for the LEDs with the old ballasts cut out of the circuit. There are two large gauge white wires and two black 120 volt house wires because the lights are daisy chained from fixture to fixture. Notice I gathered all the wires to the right hand socket and connected them to the house power white. I connected only one of the left hand socket wires to the black house power, which also works.

lighted. It did, shew!

By about my third fixture I got smart, and figured out I only needed to connect just any one of the left socket's wires to black, and any one of the right socket's wires to the white and the fixture still worked. From that point on, that is just what I did, cutting out and removing any extra wires. About four fixtures in, I noted that one of the right socket's wires was already connected to the white house power wire, so I began leaving that be, and just cut away

the extra wires from the right socket. OK, I admit I was a little slow getting there, but in the end I was only connecting one wire from the left socket to the black house power wire and cutting out and throwing away all the unneeded wires. I can't promise your fixtures will present just like mine did, but the point is this long-dreaded job turned out to be pretty darned simple.

### Aiming the LED Tubes

Fluorescent tubes produce light all the way around, this is not the case for their LED replacements. The LED tubes give off light on one side only, the other side is dark, so some thought must be given to where the light from the tube should be aimed. The obvious thing to do would be to aim the light straight down onto the railroad. That being said, I elected to do otherwise. The Lakeside Lines is an around-the-walls style railroad, with an overhead valance following the edge of the layout. The ceiling and back of the valance are both white in color and reflect light well. Given that, I decided to aim the LED tubes at the corner between the valance and the ceiling in order to bounce the light back onto the railroad. This lights the railroad below very nicely, eliminates harsh shadows, and produces a bright, evenly lit sky. Somehow this arrangement makes the summer clouds I have painted on the backdrop really pop. You should evaluate you own railroad's circumstances, but be aware straight down is not



In this photo an old fluorescent tube is on the right and a new LED tube on the left. Notice the LED tubes light on only one side and I have aimed the light to bounce off the ceiling and valance.

the only possibility.

### Photography Implications

The new LED lighting appears to be much, much brighter than the old fluorescents. The sky is more prominently lit and the color of the light is very even. Obviously, all this has had implications on photographing the lay-



out. First off, with the old lighting I was exposing photographs at F32 for 10 to 15 seconds each. Using the same lens and settings, the LED lighting only requires exposures between 1/8 and 1/2 second. Amazing. Although the sky looks super when observing the layout now, it completely washes out to white in photos made using the overhead layout lighting. Photos taken with only the layout lighting also leave the underbody and trucks too dark. To help with this problem I have put together a double tube fixture with the same LED tubes that light the railroad, to add light to the foreground, and to get my dramatic summer sky back. I find holding this light source about a foot off the layout's edge and aiming it at the models, not the sky, makes for the best pictures. Obviously new lighting means a whole new approach to photography. I have included some different photos of the same scene to illustrate how various approaches to photo



This photo was taken using both the overhead LED layout lighting and an additional front light held 3 feet from the front of the scene. Truck detail and locomotive color are better, but the sky is still a little washed out.



This photo was taken only using the new LED overhead layout lighting. In the resulting image the locomotives are a bit dark, and the truck details are under-exposed. The summer sky of the backdrop is completely washed out to white.



This picture shows me holding the foreground lighting fixture, equipped with a pair of LED tubes, about a foot in front of the scene being photographed, as I took the final, and most satisfactory, photo.



lighting are now working out for me.

### Summary

I used to think my old layout lighting was pretty good. Now that I have gone to the LEDs I feel like by comparison, the old fluorescent lighting stunk. The difference is as they say, "night and day". If you are thinking of making the change, do go for it. The fixture rewiring was much less trouble than I imag-

This photo was taken using both the overhead LED layout lighting, and an additional foreground light, held only one foot from the front of the scene and aimed at the subject of the photo, not the backdrop. The locomotive color and truck detail are still good, and now the dramatic summer sky shows well.



# MY WORD

## Bob Weinheimer, Editor

This issue of Up The Holler again shows what has been happening while we are all at home avoiding COVID-19. Tom Harris took on a very large project to upgrade the lighting above his railroad. Dale Osburn shows us how to make some clump foliage. Just make sure not to use the kitchen blender for this, it might never be the same after you are done using it. As Dale suggests, go out and buy one just for this project.

My project to improve the operations of the steel mill interchange yard has been completed, compare the photo here with the one from last month. The down time has been used effectively.

In other news, the Mid Central Region held its spring Board of Directors meeting May 29. This was the same day it was originally scheduled as part of the spring convention in Pittsburgh. Needless to say, we did it virtually and not in person. We concluded our revision of the nomination and election process as described in the Region's regulations. We also formally awarded the 2023 convention to Pittsburgh. We had a good discussion of the NMRA's Youth Policy. I was very encouraged to see

that Divisions want to work with the policy to find acceptable ways to continue to provide a valuable educational experience to young people without placing the NMRA in peril.

We also discussed how COVID-19 has affected our meetings. Some Divisions such as ours have done fairly well. In some cases, this is being treated as an opportunity to improve the availability of meetings to those who cannot attend by offering an alternative way to participate in Division activities. Other Divisions seem to be having a harder time dealing with the situation.

NMRA-X continues to flourish on the NMRA Facebook page with day long programs of live clinics every other Saturday. The next is June 13. Don't worry if you miss them, they are recorded and made available on the NMRA's YouTube channel. If you shun Facebook, just try YouTube.

Finally, check out the advertisement for Division 7's Mini Meet in Cincinnati in August. Let's just hope this event survives.



What a difference a few short weeks makes. The photo on the left appeared in the May issue and the photo on the right was taken June 1. If you haven't worked the steel mill interchange yard before, you won't appreciate the improvement this project has made to it. The ladder serving the tracks on the other side of the main has also been replaced.

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Cincinnati Division 7 NMRA  
Triple Clinic Event Invitation



# MINI MEET CLINICS

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

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

All 3 clinics presented by *special guest Rich Mahaney*  
With a *popular vote contest* open to all NMRA members  
Followed by one or more *layout open house(s)* \*

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

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

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

**2:10 pm - Follow the tracks of the Great Northern Railway from Skykomish, WA to Shelby, MT** - Take a “ride” through the camera lens and images of Rich Mahaney as he follows the Great Northern Railway tracks from Skykomish, WA through WA, ID and MT to Shelby, MT. See sights and views that you have heard about and cities and areas that are modeled on many GN model railroad layouts. These images were taken during a trip in July 2011.

**3:10 pm - 3:20 pm Break and Pick-up Contest Entries**

**3:20 pm - 1950’s Refrigerator Car Layout Operations on Model Railroad Layouts** - After looking at and photographing refrigerator cars, icing platforms, cold storage and other buildings and operations on many layouts, this clinic presents some of the best ideas and modeling that capture the feel and operations involved with refrigerator car operations in the 1950’s.

**4:30 pm - Adjourn, Pick-up contest entries, Visit layout(s)\* on way home**

\* layout opening(s) still TBD





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**Anthony Parrish, CEO**  
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**NORFOLK AND WESTERN**




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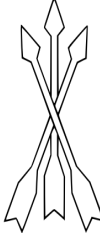
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**June 13**  
**Virtual Meting**

**July 11**  
**St. Albans Depot and/or Virtual**

**August 8**  
**St. Albans Depot and/or Virtual**