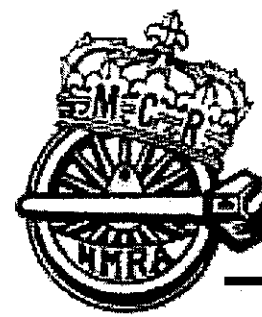
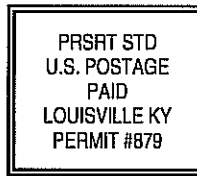




Nat and Carolyn King
 4508 Dickerson Ct.
 Louisville, KY 40245



The Kingpin

www.midcentral-region-nmra.org

Mid Central Region
 National Model
 Railroad Association

Spring and Summer, 2007

*****AUTO**3-DIGIT 400
 CPT. MATTHEW R. REDDELL T1 P1
 NUMBER B
 4308 DONALDSON ST
 FORT KNOX KY 40121-2131



Presidents Message

We welcome a new author to the Kingpin. Bob Weinheimer has written one for us. We really appreciate it. Dick Briggs, your vice president, is submitting a roundup of the Divisions and things are taking shape to make the Kingpin a well read and looking forward to receiving it project. So far we have only heard of two that got destroyed by the USPS in delivering them. Out of 1,800 that is pretty good but not perfect.

On October 21st we will have our first board meeting that I will preside over. You are welcome to make the drive to Columbus as I will and attend that meeting. We look forward to seeing those that do.

Among the items to be discussed will be whether to take the Mid Central Region to 501c3 status with the IRS. We qualify under most aspects. This would save us a lot of money on the mailings of the Kingpin and other things. Also to be discussed is a fund raising project that Dick Briggs and Howard Smith have been working on. Getting the measurements and contacting the manufacturer. If approved this project will be finished and ready for distribution before Christmas...so tell the spouse to hold back and get ready, it is coming.

The Mid Central Region and their Divisions continue their great work in the AP Category for MMR. This past weekend I presented 8 certificates at our Division meeting along with several contest certificates to the members of Division 8 here in Louisville. Congrats to all in the MCR who have received their AP Awards in the past month.

Please notify everyone in your divisions that the Kingpin is their publication and not a Louisville publication....Articles are being sought and will be printed. How to, what to and when to do things are some of the topics to address. Please either email your articles to nking55@bellsouth.net or snail mail them to him or me, either one works. If you want me to quit harping about this, get to writing and submit something, anything we do not care, just as long as it has to do with Model Railroading.

The folks in Cleveland are planning next years MCR Convention. Please make plans to attend. The Regional Conventions are up close and personal. Smaller clinics, more face to face instruction, and more time to ask and receive the questions and answers that you seek....Also I may add, a lot of fun meeting new friends and reacquainting yourself with old friends. Gary Sole and his group are putting together an outstanding Regional Convention.

On a personal note, I took my grandson to the Kentucky Railway Museum for his birthday....he got a cab ride along with getting to actually operate the CF- 7 Santa Fe Engine

that you rode behind if you went on the tour that we offered to KRM. This was his 9th birthday. He is still talking about it....If you want to involve some one younger do stuff like this, it gets their interest and maybe you might be creating a model railroader. WE need young people to replace us. Grab them and hold on to them....keep their interest at a high level....so that when we get too old to see the track we have someone to help us.

Jerry Ashley
 Supt. Division 8 MCR NMRA
 President Mid Central Region NMRA
 235 Franck Avenue
 Louisville, Kentucky 40206-2544

Webmaster Report

Mid-Central Region, NMRA
 April 30, 2007

Our website became active on the new host on April 11, 2007. Below you see the number of requests the host received for the account and the number of pages requested each month. This indicates that our website gets good usage.

	Month	Number of requests	Number of page requests
1.	April 2007	10,336	4,252
2.	May 2007	9,631	4,718
3.	June 2007	12,924	7,405
4.	July 2007	14,992	6,936
5.	August 2007	6,914	3,243

Webmaster Report
from page 1

The following pages were the most often requested pages listed in descending order:

Schedule (this information comes with your Division newsletters that I receive each month)
Divisions (this page contains links to all of our division websites)
Layouts (this is virtual tours of layouts in various divisions in our region)
Projects (this shows region and division project information as provided to your webmaster)
Board of Directors (this lists the board members and provides information about its activities)
Conventions (this provides links to websites containing information about conventions)

When is the last time that someone from your Division submitted a layout tour to our website? This website is for the entire region; your webmaster depends on you and your members to provide information for our web site. Please send me at least one layout tour for your division. Contact the webmaster (webmaster@midcentral-region-nmra.org) if you need help with preparing your layout tour.

AROUND THE REGION.....

Dick Briggs, MMR, Div. 6 Member

This column will be devoted to news from the Divisions. If you have any newsworthy items, special events or items for sale, this is the place to get the word out to the rest of the Region membership. Please submit items to Dick Briggs rbriggs261a@aol.com, one week prior to the published KingPin deadline.

Division 3 - Bob Fink reports that there are a very limited number of the beautiful Accurail 50' V & O auto cars, in three numbers, available. When these are gone, "that's it" says Bob. To order, send check or money order to: Division 3, MCR, 6493 Anvil Dr., Waynesville, OH 45068. \$16 postpaid for the kit, \$22 for the RTR version.

Division 4 - will be hosting their annual **Carnival of Railroading** at the Cuyahoga County Fairgrounds in Berea, OH on October 6th & 7th 2007. If you have not had a chance to visit this train show, it's well worth the trip.

Division 6 - members are working on a modular layout for use at the Festival of Trees held at the Darby Creek Nursery in Hilliard, OH. The festival runs from Thanksgiving to Christmas. They are also busy planning for the 2009 Regional Convention in Columbus.

Division 7 - will be holding their **40th Annual Fall Train Show** at Lakota High School, West Chester, OH, on October 27th & 28th 2007. Details at www.cincy-div7.org This is also a super train show worth the trip.

Division 8 - has added color photos to their newsletter, "The Pie Card" with lots of pictures of recent division activities. Also, Jerry Ashley is looking for a pickle jar. Can someone help out our Prez?

Division 9 - Superintendent, Lin Young, announced that the coal division now has a quarterly newsletter, "Up the Holler", which showcases the activities and events of the coal division. Visit www.coaldivision.org for an electronic copy of their newsletter.

Don't forget to mark your calendar for "The Port City Meet", our next MCR Convention to be held in Independence, OH, May 15-18 2008. Gary Sole and his crew are working hard to make this a great convention.

From the Editors Nat and Carolyn King (nking55@bellsouth.net)

For those of you who do not know who we are:

Nat

My love for trains came at an early age. My dad worked at the L&N shops for 30+ years, and I have been interested in trains ever since. I remember the first time he took me aboard my first diesel engine. Back then all I could think of was how loud the engine was. Now I realize that that engine noise was nothing but pure power. Freight cars are my favorite. I enjoy weathering and the different variations and techniques used to achieve the needed look. I get excited when I hear there is going to be a clinic for weathering because I know I will learn something new.

Carolyn

My fascination with trains began when I was in elementary school. On a couple of our class field trips, we took train rides to Lebanon Junction, Kentucky. One time we went to Cincinnati by train, as we were also going to go to the Cincinnati Zoo. Occasionally, my family would go to Indianapolis on the train. So, passenger trains are my favorite.

Besides being members of Division 8, we are also members of the KY and Indiana Model Railroad Club. At present, we do not have a home layout, but we enjoy the camaraderie that the Division 8 and K&I offer for the enjoyment of the hobby. We are in the process of building our first HO scale module for our home layout, which we find it to be very exciting. Since becoming members of the K&I and Division 8, we have purchased many built-up HO scale buildings and have assembled various kits and scratch-built buildings. We also have purchased a lot scaled vehicles, people, and farm animals, to name a few. We have everything we need to complete our layout, with the exception of the lumber, labor and time, but we will get it done.

Wiring LED's (Light Emitting Diodes)

By Mike Shane Div. 8 Member

I am certainly no expert on electronics, but I have discovered some useful tips in wiring LED's. A few basics are in order. For DCC the power comes from both rails since DCC is actually AC or alternating current. Decoder equipped engines have a chip that interprets the signals carried on this AC wave and tells your engine what to do. An analog or DC engine can still run because the power supply can boost the amplitude on one side of the AC wave, making the DC engine think it is pure DC. This is also why leaving a DC engine sitting for long periods can burn it up, because current is still actually flowing back and forth, and the voltage is 15 rather than the 12 maximum for most regular DC power packs.

To create light, current must flow in the proper direction through an LED. The long lead on hobby LED's is the anode and is connected to the power. Thus, the anode is connected to one power lead. A resistor is used, usually 470 ohm, to limit the flow of current, since most hobby LED's are 3 volt, not the 15 volt that is common for DCC. The other lead of the LED is then connected to the white wire of the decoder for the forward light, and the yellow wire for the reverse light. I have found, that to preserve directional function for lighting in a decoder equipped engine running on a DC layout, it does make a difference which power lead is used. A little trial-and-error showed me that, for the forward light, the right hand power lead (engineer side) was correct, and conversely the left side as power for the reverse light.

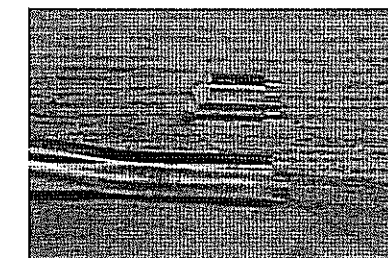
It is possible to correct the polarity, if you wire it wrong, by reversing the engine leads from the decoder, but then the display on your DCC throttle will not give a proper direction indication. Another caution is to use heat sinks when soldering to protect the LED and the resistor. Mosquito surgical clamps work great, but heat sink clamps are available at electronic stores, so that you don't have to go to medical school to get clamps. (Medical School is long and hard, but surgical skills are a plus in modeling)

Most applications and placement of decoders and LED's require a little planning and thought before you surge ahead. Notice that I had to alter the weights and the light bars on the RS-3's to accommodate the LED's. LED leads are less flexible and longer than regular bulbs, but the long life of LED's, brightness, and no heat build-up, makes them my choice for lighting. (I have melted a couple of body shells in obvious places with regular

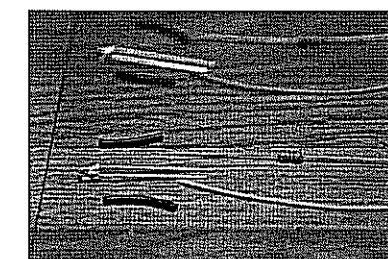
bulbs, even in a heat sink metal tube.)

Have fun. I hope this will inspire you to turn your treasured older engines into revenue producers again. Many other types of engines are convertible. Even if there are no boards available, like there are for these Atlas engines, it's not too hard to wire in a decoder. Better and smaller decoders are becoming available. Get some help from others, if needed, but part of the fun in our hobby is completing a project on your own.

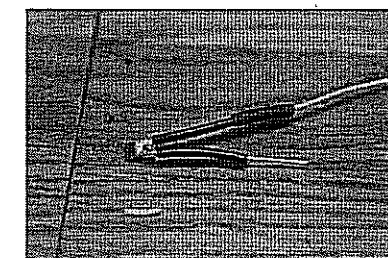
①



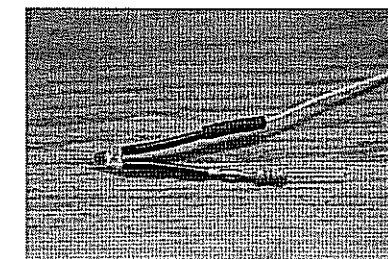
②



③



④



Thoughts on Building a Rolling Stock Fleet
from page 3

of large railroads that all connect with each other, you can expect to see anything in any proportion. In 1980, the situation was much different. The Pennsylvania Southern connects with a modest list of railroads noted above. These are the railroad's primary connections. For me, railroads like the Union Pacific, Southern Pacific, Missouri Pacific, Santa Fe, and Burlington Northern are secondary connections. That means their cars have to pass through another railroad before they reach mine. If you were looking at trains before the mega mergers of the 1990s, you would likely see, in decreasing numbers, home road cars, primary connection cars, then secondary connection cars. If you apply this logic, you will find that you will have far fewer cars from any one primary connection and even fewer from any secondary connection. I give up trying to develop "many copies of a few types" under these circumstances. The variety of cars another railroad may have is, to me, more important than the feel of a coherent fleet plan for that connecting railroad. Subject to keeping things in some sort of balance, I buy whatever looks good at the time.

On my layout, right around 33% of the cars are home road cars. About 17.5% are primary connection cars. About 8% are secondary connection cars. That gets us to a point close to 60%. What are the other 40%? The 1970s were a time of economic growth and diminishing boxcar fleets. By the middle of the decade, this had become a crisis. The railroads formed the Railbox consortium that built about 25,000 cars through the second half of the decade. Congress also enacted some tax provisions that I do not pretend to understand. The net result was that it seemed like every little short line in the country built its own fleet of a couple hundred boxcars. These were very colorful cars that earned their keep by always being off line. The incentive per diem rates (IPD) they earned made the money. While the whole party came to an end in the recession of 1982, the IPD car boom was in full bloom in 1980. The IPD and Railbox cars combined represent about 10% of my car fleet. That is about double what they represented in the prototype fleet but I have not included in my calculations all the cars in unit train service on the layout. If I did that, things would look better. In operation, these boxcars act almost like home road cars since they can be grabbed and reloaded just like a home road car. I must also admit to a weakness to those colorful cars.

The last paragraph got us up to about 70%. The remaining 30% are cars owned by entities other than railroads. These are the cars with reporting marks ending in X. Many chemical companies, for example, own or lease cars for the shipment of their products. These cars are dedicated to a very specific service. Having worked in the chemical industry, I like tank cars and covered hoppers. Besides, you see lots of these in trains. Another

large private car owner is the electric utility industry. Power companies own many coal hoppers that run between mines and their power plants over common carrier railroads.

As you may have already determined, while I try to apply some sort of discipline to my car purchases, I do let some emotion creep in.

None of this means that the entire home road fleet must have the same paint scheme. Since time never stands still, it makes perfect sense if some of a given class of cars wears one scheme while other cars in that class are different. Just look at the prototype to see what I mean. How many locomotive paint schemes does CSX have? The Pennsylvania Southern recently adopted a new scheme. I decided that any new Pennsylvania Southern car added to the layout will be painted in the new scheme. Slowly but surely, it is taking hold. Part of that was that any new power that was new in 1980 should also bear that scheme. Alas, I adopted the new scheme just after putting all of those brand new GP-38-2s on the layout in the old scheme. I guess the paint shop will have to do something about that!

All of this is about how I chose the fleet for my layout. Should you do the same? It depends on what you want out of your layout. If your interest is not in prototypical operation, then most of this does not matter. If, however, prototype operation is your thing, then look it over and see how it applies to your layout. Era will play a big role in what happens be it steam or diesel, the modern day or a century ago. Just be aware of the ways you can help spend your resources in the way that is best for you.

Thoughts on Building a Rolling Stock Fleet

By Bob Weinheimer, Div. 9 Member

As we start to build our layouts, we also start to buy and build rolling stock for that layout. How do you decide what cars and engines to purchase? Is it that they look nice or are on sale? Do you have a specific plan for just what cars to buy? Do you just buy cars on a whim? I, too, once faced that issue. This article is about how I resolved the dilemma on my freelance Pennsylvania Southern. How you choose to proceed is up to you. Your interests may differ from mine but I do hope this gets you thinking about developing your own ideas on how to spend your hard earned dollars.

My layout was designed from the very beginning to be an operating layout. By that I mean it would follow prototype practices as much as reasonable while moving cars from shipper to consignee and back. Part of that prototype practice is to fit into the national rail network. I model 1980 where interchange with other railroads is very important. If you model 1880, that might be different. Keep that, and everything else I write here, in mind as you develop your fleet.

Let's start with locomotives. I got the operating bug in the early 1980s while living in Louisville. Our house backed up to the Southern Railway main line. From the house we could see almost every type of engine the Southern had but most were SD-45s and SD-40-2s. Common SD-35s were replaced by GP-50s during that time. GP-38s were in abundance on locals. Other types came by infrequently. I noticed this behavior and used it to develop my engine fleet. As noted above, I am modeling just this time frame. Athearn had inexpensive SD-45 and SD-40-2 models. In recent years the Pennsylvania Southern has added a modest fleet of Atlas Trainman GP-38-2s. If you operate on my layout, the chances are very good that your train will have one of these engines in its consist. Of course, there were a couple of GP-20s that looked good in the hobby shop one day. The same goes for some GP-9s, SD-9s, and GP-35s. This was much like what I saw out the window: a couple of mainstays with a few stragglers. The Pennsylvania Southern may seem like an EMD only sort of place but we did try a small order of GE engines. Much like the railroads of that day, we decided we did not like them and bought no more. That is not a reflection on the fine Atlas models, it is part of our corporate fictional history.

Since the era is 1980 and since we interchange heavily with railroads in southwestern Pennsylvania, it should be no surprise to see power from Conrail, the Norfolk and Western, the Chessie System, and the Pittsburgh and Lake Erie. The railroad runs as far as Chattanooga although it

is not modeled that far. That gives an opportunity to see Southern and Louisville and Nashville engines as well. To the best of my knowledge, all but one unit is painted as it was in the early 1980s. I still have to do something about a futuristic Conrail engine.

What is the big theme here? It is that the Pennsylvania Southern engine fleet has many copies of a few types of engines. You will not see one copy of every EMD and GE engine available during that era. This works well in the diesel era. Steam power was considerably different so you might be able to use a wider variety of locomotives.

Cabooses were still around in my era so I apply the same logic to them. In my case, I have two main types of cabooses with a couple of cars from an older generation.

That leads us to freight cars. I say freight cars because the Pennsylvania Southern is not part of Amtrak and by 1980 the freight railroads were pretty much out of their own passenger business. As a result, I have nothing to say about that subject although I suspect you can extrapolate my freight car comments to passenger cars.

Freight cars offer many more opportunities for variation. Let's take a look at the home road car fleet first. I have applied much of the same logic to the home road car fleet as I did to the locomotive fleet. Let's look at boxcars. I have three main types: 86 foot cars for auto parts, 50 foot cars for many commodities, and 5 foot insulated cars for temperature sensitive shipments. The long cars are fairly specialized so I can justify only three of them. I recently added a fleet of five of the insulated cars. I chose five as I wanted several and the hobby shop had five of them. I have nearly 40 of the general service cars. About 30 are one type, eight or so are a second type, and there is just one of the last type. Similarly, I have a large fleet of gondolas. About half are 50 foot cars. All are Athearn or very similar cars. There are also eleven 65 foot cars. At the time I decided I needed these, nothing was available from a kit builder. I kit bashed all eleven from 40 foot cars. A year or so after I did that, Walthers came out with their car. I have since acquired three. The story with flat cars is similar. While I have two Athearn 50 foot cars, I found about 15 AHM cars at an estate sale so they quickly became the standard Pennsylvania Southern 50 foot flat car. Throughout this entire process, I have tried to keep a focus on the idea of having many copies of a few different cars. At the recent NMRA National Train Show I passed up the beautiful newly introduced Tangent Scale Model covered hoppers because I would have had to buy five if I bought one of the undecorated kits. At \$21 per undecorated kit, I had to think about that one.

The other issue with freight cars is just what foreign cars you may wish to include in your fleet. I suspect this has been addressed by others but I will point out some of the things to consider. In today's world, with a small number