

The Kingpin



A publication of the Mid-Central Region of The National Model Railroad Association, Inc.

From the President's desk...

The Mid-Central Region Board of Directors met on October 24, 2010. Ten of eleven Divisions were in attendance. Several items of interest were discussed during the meeting.

The winter issue of *The Kingpin* will include a ballot for the regional election of officers for the 2011-2013 term. You will be selecting a president, vice-president, secretary and treasurer. I would like to encourage any member interested on running for one of these offices to contact the chairman of the nominating committee, Lin Young at (740) 441-5366 or elyoung@zoomnet.net. The nominations close on December 31, 2010.

Reports were given concerning regional conventions and I will try to briefly encapsulate those reports. Bob Weinheimer, MMR presented a timely report on the 2010 MCR Convention, *The Coalfield Express*, in Charleston, West Virginia. A couple interesting observations were that an increase in family members attended as well as a large turnout for the banquet. Both signs that interest in regional conventions is on the upswing. Division 9 also reported a tidy sum added to their treasury due to a successful convention. Well done guys!

Matt Kross, chairman for the 2011 MCR Convention, *Rails of Ages*, to be held at the Geneva-on-the-Lake Lodge from April 28 thru May 1, 2011 reported that plans are well under way and they have some exciting activities planned. I encourage all members to try to attend this convention. More details are available on the Division 5 web site: info@RailsofAges.org. The next *Kingpin* will feature a complete package about this event including an application form.

In 2012 the MCR Convention will be returning to Pittsburgh, PA on April 26 thru 29, 2012. The

Division 2 committee is busily planning for the *Highline to Pittsburgh*. Again the report to the BOD indicates that will be another great event to attend.

Twenty-fourteen will be a banner year for our region as Divisions 4, 5 and 1 will be hosting the NMRA National Convention in Cleveland, OH that year. There will be more about this event in future issues of *The Kingpin*. This will be a great opportunity for members in our region to attend because of it's close proximity to us.

The treasurers' report indicated that all is well with the Region's piggy bank. The balance in the checking account was \$5821.10 as of September 30, 2010 and our net worth was in excess of \$25,000.

Frank Koch's AP report indicated good activity in the Achievement Program with 6 members receiving "Golden Spike Awards". Twenty-one Merit Awards were issued as well as 12 AP Certificates since the spring BOD meeting. Good work and congratulations to all those who earned certificates.

In other news, Lin Young, past superintendent of Division 9 has been nominated as a candidate for the office of District Director and those of us who reside in Ohio, Kentucky and Indiana will see his name on the National ballot next year. West Virginia and Pennsylvania fall into another district. NMRA regional and district boundaries do not align as district boundaries align from north to south much like time zones in the U.S.

That's about all the space I've been allotted by the editor for this issue. We hope that everyone has a safe and happy season and all of you are treated by the elf in the red hat with a few new trains...

Dick Briggs, MMR,
Mid-Central Region President



***National Model Railroad Association
Mid-Central Region***

Board of Directors Meeting – October 24, 2010

The meeting was held at Schmidt's German Restaurant in Columbus, Ohio. After a buffet lunch, the meeting was called to order by President Dick Briggs at 12:34 PM. The roll was taken. All officers were present. All divisions except Division 11 were represented by their superintendents or proxies. Committee managers present were Webmaster, Contest, Legal Advisor, and Membership.

MCR Secretary Bob Weinheimer noted that the minutes of the May meeting have been on the web site for several days and asked that they be approved. Craig Sonnen so moved with Mark Norman seconding the motion. The motion carried on a voice vote.

MCR Treasurer Paul Smith asked that the Treasurer's Report, previously distributed to board members, be approved. Wil Davis so moved with Randy Dettmer seconding the motion. The motion carried on a voice vote.

President's Report

President Dick Briggs made the following comments:

- Division Reports are important as they give other divisions the opportunity to learn what is working well (or not) in other divisions. Brief oral summaries should be presented at the meeting.
- A new vendor for MCR shirts has been found in the Columbus area. The change in vendors is not a comment on any quality issues; we will be able to save on freight costs and will be able to offer quicker delivery.
- Is there any interest in baseball caps? This can be a way to display the new NMRA logo.
- The Nominating Committee was announced. The chair will be Lin Young; Lin will be assisted by Susan Werner and Howard Smith. The Committee's Report as well as all candidate statements are due to the Webmaster by December 1, 2010.

Vice President's Report

Merlyn Jarman briefly discussed the clinician database and conventions past and future then referred the group to his written report.

Committee Reports

Membership: Paul Novak referred the group to his written report. He asked that he be

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Continued: **BOD Meeting**

kept up to date on who should be getting the various division reports.

Contest: Howard Smith noted that the contest at the MCR 2010 Convention was well done although there were some glitches. Howard is preparing a new contest packet for the next convention contest manager. Finally, Howard presented certificates to those who served as judges at the convention in Charleston.

Achievement Program: Written report on file.

Education Program: Written report on file.

Webmaster: Don Wilke reported that the various reports by the division superintendents and committee managers are all on the MCR WEB Site. Don also reminded those present of the way to log onto the part of the site with the Officers Archives. The clinician database has been updated. Finally, Don requested that we all keep him up to date with our current email addresses.

Legal Advisor: Craig Sonnen reported that our status with the Ohio Secretary of State has been renewed through August 6, 2013.

Division Reports

Note that all superintendents' written reports are on line, at the meeting they presented only the key points that are noted here.

Division 1 reported that it has 98 members and that its flea market is November 7.

Division 2 reported that its 501c3 status is OK, they are working on the 2012 convention.

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The Kingpin

The opinions, techniques and materials recommended in *The Kingpin* are solely those of the authors as individuals. They do not reflect the approval, opinions or policies of the Mid-Central Region, NMRA, Inc. Many materials used in many model railroading projects need adequate ventilation and other safeguards. Be aware of these risks before attempting to duplicate the techniques described in these articles. The use of any or all materials and techniques is solely at the risk of the user and the Mid-Central Region has no liability for the use or misuse of any and all materials and techniques described in these articles.

Comments, concerns, compliments, and suggestions should be directed to either:

Kingpin Editor: Dick Briggs, MMR

or

Kingpin Publisher: Don Wilke

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Division 3 reported that 40 to 50 of its 160 members attend meetings. Their train show is November 6 and 7. They recently sold their prototype interurban car body.

Division 4 reported that their membership is 205 or so and that its finances are good. Their focus is on new members, membership retention, and the Achievement Program.

Division 5 reported that it has 98 members and that they are solvent. They have a *Railfest* in March and a promotional day November 6.

Division 6 is focusing on increasing participation. They want to increase meeting attendance from the current 20 – 30 to 50 or more. They are working toward putting the full year calendar of meetings in their newsletter.

Division 7 reported that they have a new car project: a V & O hopper car. The previous project, an AM hopper, broke even. Their bus tour was a success. The Michiana Division gave a tremendous two day hands on weathering clinic. Their train show was the weekend of the BOD meeting.

Division 8 reported on improved involvement, a new webmaster, an updated logo, and a change of venue for their swap meet.

Division 9 reported that it is solvent. Membership is 68 with about 25 at most meetings.



MCR VicePresident: Merlyn Jarman; MCR Secretary: Bob Weinheimer; President: Dick Briggs

Division 10 reported that they will be holding auctions on alternate meetings. The items to be sold are donated by members. They also have a new web site.

Old Business

Dick Briggs presented a plaque to Division 4 for the largest number of new members. A plaque was also prepared for Division 11 for the largest percentage increase in membership.

2010 Convention: Bob Weinheimer reported a net profit of about \$8100 for the Charleston convention. A full report is on line.

2011 Convention: Dale Smith noted there was a glitch, now fixed, with the hotel reservation system. A full report is on line.

2012 Convention: Susan Werner reported that the hotel (across the street from Rook Yard) has guaranteed its prices for the convention. Budgets are being planned. There will be no Silent Auction; a White Elephant Sale will take its place. This is expected to eliminate the usual chaos commonly present at the end of the auction. The idea of moving the contest awards to a point ahead of the banquet is under study. Work is continuing on tours. Self guided activities for families are being planned; there are many things to do in and around Pittsburgh.

MCR Regulations: Lin Young moved to change Article III Section 1 of the MCR Regulations. Randy Dettmer seconded the motion. The current wording in question is “No member shall serve more than two consecutive terms or parts thereof in any one elected office.” The proposed working is “No member

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shall serve more than two consecutive terms in any one elective office. Any partial term of office shall not count as one of the two consecutive terms.” The motion passed on a voice vote.

New Business

2014 NMRA Convention: Chuck Klein and Jerry Kruegger reported on the 2014 National Convention to be held in Cleveland. The convention, hosted by Divisions 1, 4, and 5, will be held in downtown Cleveland. The first committee meeting was held October 19 with a good representation from all three divisions.

Convention Contests: Howard Smith reported in more detail on changes for the contests.

- A major stumbling block is recruiting judges. A database of qualified judges is being generated.
- Lin Young will hand administration including data entry and score logging.
- Region contest committee members will help the local convention committee.
- The local convention committee will still be arranging space and other such logistics.

- Models are to be kept on display until the start of the banquet.

NMRA Central District Director: Lin Young is running for this office and appealed to MCR members living in Ohio, Indiana, and Kentucky to keep him in mind when ballots come out in February.

Special Projects: Dick Briggs reported on Special Projects.

- The Mid-Central Region is considering a Laser-Cut Kit from Mountaineer Precision Products for next spring.
- The region has purchased a laptop for use at the MCR Convention Contest and other events. It will be passed around as needed.

Division 5 Information: Dale Smith asked if anyone could provide the month in 1961 when Division 5 was organized.

Membership: Paul Novak suggested that we advise National of any deceased members. If that doesn't get them off the roles, see Dick Briggs.

The meeting was adjourned at 2:05 PM.

Respectfully Submitted,
Robert M. Weinheimer, MCR Secretary

(Minutes are subject to approval at the next BOD Meeting.)

Rails to Pittsburgh***Mid-Central Region Convention 2012***

The 2012 Mid-Central Regional Convention will be held in the Pittsburgh area April 26 – 29, 2012. The event will be held at the Pittsburgh Radisson Hotel located 4 miles west of the Pittsburgh city center just off of Interstate 376. It is accessible from all the major Interstate highways from all four directions. The hotel boasts an in-house gym and an indoor-outdoor swimming pool. There is restaurant service in the hotel, and all the fast food and other restaurants within ½ mile of the hotel. The Radisson has guaranteed us a sleeping room rate of \$90.00 plus taxes per night. As an added bonus, this hotel is adjacent to Wheeling &

Lake Erie Railroad's Rook Yard. We are planning an interesting slate of prototype tours, layout operating sessions, and clinics. We have a very interesting non-rail program planned as well. We have an agreement with the Pittsburgh Glass Factory to provide hands-on experience in making glass art. Instead of a convention car, the committee is considering having a laser cut building, such as a pump house, produced for the convention, which should sell for a very attractive price. This area has so much to offer convention attendees; we should have no difficulty finding plenty of activities for you. We look forward to seeing all of you in 2012.



Ohio's Iron Rectangle

by Ken Heyl, Division 6

Most model railroaders and rail fans are aware of Ohio's "Iron Triangle" at Fostoria, Ohio. This is a busy haven for folks who love trains because rail traffic volume is high and the area offers nice viewing from a safe distance as the "12-inch to the foot" scale rolls past. Not many folk are aware of the Ohio's "Iron Rectangle" which is located about one hour and a half to the southeast of Fostoria and is on a much smaller scale (HO).

The "Iron Rectangle" is Ken Heyl's 22 by 54 foot Cincinnati & Southern HO scale model railroad. The C&S started construction in 1991 as the big room became available from the result of a handicap access project at Ken's funeral home. Ken (NMRA Life Member # 1500) has been a modeler and a fan since he was 5 years old. As he started The C&S RR, Ken had three goals in mind. One was to have wide aisles so the pike would be viewer friendly. Two was for big radius curves and three was for gradual grades as Ken loves to operate long trains. It is not uncommon to see four or five 50 to 60 car trains drifting through the town and rolling through the mountain scenery on this double track mainline. Thus the big tonnage trains on The C&S will yield a nonstop flow of unit trains (coal, iron ore, coil steel, and grain) as well as several mixed freight and time sensitive stack and TOFC traffic. Long trains roll through towns like Rigorburg, New Allanville, Kernerville, Mineville, and Ty Jct. Interlocking plants like CO, NA, TY, ALTO, MG, ED, and RA handle the large volume of train traffic on the busy mainline in this miniature world.

Construction ---

After drawing the room area on graph paper and coming up with a free lance track plan, building the bench work was next. This room was already prepared with lighting, ceiling, wall paneling, and carpet so those steps were already in place. Bench work is 1 by 4 inch pine/fir board screwed together

with dry wall screws in sections measuring 3 feet by 10 feet and using open grid design. Next the primary track roadbed (3x4 inch pine and 3x4 inch plywood cut to curve radius) was screwed into place. Then three foot sections of cork roadbed were electric stapled into place and a coat of flat black paint with some gray auto primer was dusted on all track surfaces. I then used hardware string placed under the outside of the big curves (24 inch minimum to 48 inch maximum) to get the desired super elevation of the roadbed and I was ready for track. Track laying was done slowly as I know bad track work equals NO FUN and even short trains can be a big problem. All the track is code 100 Atlas 3 foot flex sections and all the turnouts are Atlas Custom Line # 6's. Mainline trackage and yards are close to 1100 feet and the wiring is the old block system with each mainline having six blocks. The yard areas and storage tracks are operated off their own separate power source. I use Aristocraft walkaround radio controls for the mainline and the two major yards. Maybe the future will see a change to DCC control but for now I'm happy with the older method of train control. I like the looks of a dark gray track ballast so some of the mainline has had that applied and future ballast projects are coming soon.

Scenery ---

After the railroad was operating smoothly and 97% of the track was in place it was time to start on the task of building scenery. I wanted a rolling hills and mountains effect with a major town along one wall and small towns out along the pike. My method was to use a basket weave of cardboard strips hot glued together to form the land contours that I wanted and then the weave was covered with plaster cloth. A coat of flat black paint with some green and brown highlights was applied and I was ready for trees and grasses. I joked that if I ever got this scenery finished I would need 17,000 trees so I used the Woodland

Scenic “Clump Foliage” in three different colors of green hot glued together to make what I call “quick and easy” trees. This has produced the look that I like and I plan to go back into the forest and add more trees and details later. Then a dusting of ground cover colors through a hairspray mist was applied to finish the current look. Many scenic details and small vistas are around the railroad with a lot of things to catch visitor’s eyes and more are planned as time permits.

Operation ---

I spent quite a bit of time operating this empire by myself but my clubs (Travlin’ Trainmen of North Central Ohio and Ashland County Model Railroaders) have meetings here also. As mentioned earlier one will see long unit and mixed freight trains rolling past with maybe one Amtrak passenger and a C&S RR Steam Special now and then. The theme of this railroad is modern big-time tonnage with run-thru trains heading for connections with other friends’ model railroads. Two hidden staging yards handle the factious interchanges with other railroads nicely. A few local freights are operated to provide point to point and switching work. A few more sidings and industries are planned to make on-line work necessary for my visiting crews. Each block on the mains is protected by dispatcher-operated positive red and green signals and when my clubs are here we use a dispatcher to control movements. The dispatcher has his own loft at the west end of the room to watch over rail traffic and talk to his working engineers as well as set his positive signals. At a slow prototypical freight train speed it takes 17 to 22 minutes for a long train to travel a complete lap of the system and at times traffic ahead even slows that time to close to 30 minutes or more. Club members are also encouraged to bring their motive power along and run it on The C&S RR. This makes for a nice mix of train power and we all enjoy an operating session. Like today’s Class One railroads, a visitor sees a grand mix, a smorgasbord if you will, of motive power on my C&S and it is hard to tell what will roll past on the head end of the next freight. Many lease engines and several BNSF and C&S units drag tonnage.

Most engines are Kato and there are still some Atlas and Athearn locos around. The older Athearn units have had new motors installed so they “MU” with other well.

Final Thoughts ---

Ohio’s “Iron Rectangle” has provided many hours of enjoyment for me as I have had a fantastic time within my miniature world of “The Worlds Greatest Hobby” and the future for The Cincinnati & Southern Railroad is looking good. One never gets finished with the hobby and more details with scenery and industrial trackage will add be in the future. I enjoy sharing the model railroad with folks (modelers as well as non-modelers) and with an advanced contact a visit can easily be arranged.

Bio Info ---

Ken Heyl’s byline has appeared in Trains Magazine (by Kalmbach) as two “Hot Spots” articles, one on Greenwich, Ohio and one on Marion, Ohio. He has had several photos printed in numerous other magazines and one article several years ago in Rail Classics Magazine. Ken is a retired third generation funeral director with 37 years of service to the people of his community. Ken, 60 years old, is widowed with three children and five grandchildren. He lives in the small apartment above the funeral home which his son Tyler now operates in Ashland, Ohio. His apartment is just ten steps from his C&S model Railroad.

Track Plan At A Glance ---

Name: Cincinnati & Southern Railroad
 Scale: HO (1:87.1)
 Size: 22 x 54 feet
 Benchwork: Open grid 1 x 4’s
 Design: Freelance
 Era: Modern
 Style: Walk around
 Track: Code 100 nickel-silver 3 foot flex sections
 Mainline run: 1100 feet
 Minimum radius: 34 inches
 Maximum radius: 48 inches
 All turnouts: Number 6 nickel-silver
 Maximum grade: 1%



Surveying the Educational Needs of the MCR

The purpose of the NMRA Education Program is to encourage model railroad hobbyists, to develop a greater set of knowledge, skills, and abilities that will lead them to a greater enjoyment, involvement, sense of pride and satisfaction and recognition of achievement, through our hobby. NMRA Education office notes that this can be accomplished by identifying region-specific educational needs. In addition identifying and prioritizing region-specific educational strengths, needs, shortfalls, and opportunities relative to NMRA. The principal goal of the education program is to provide educational opportunities in three broad areas:

1. Knowledge of prototype history and practice, of modeling basics, of accepted model railroading standards and best practices, and of resources available for modelers to improve their knowledge in those areas.
2. Skills, both conceptual and hands-on skills needed to design, build and operate a successful operating model railroad and its components.
3. Abilities for a modeler to properly integrate knowledge and skills to accomplish any of the tasks necessary to build a successful operating model railroad. Some of the principal methods available to meet Education Program goals involve providing available educational resources through the regional web page for region and division membership.

Mid Central Regional “Educational Needs survey”

The survey was developed with input from NMRA Education Office and sent for review to MCR President Dick Briggs. His approval was received and the survey was sent via email to all

Division Superintendents. The survey asked three brief questions.

1. A Division Contact Person for educational resources.
2. Current “Education Resources” available in each division that could be shared with other regional divisions. NMRA MCR Vice President Merlyn Jarman is working on updating all this information.
3. Educational needs in each Division.

Survey Results

A contact person has been identified for each of the divisions that responded to the survey. Seven of the eleven divisions responded. From the divisions responding, a list of available clinics was compiled. Some noted that they had created

Power Point Presentations (PPT) that could be shared with other divisions. One of the divisions has created a PPT to teach the Railroading merit badge at a Boy Scout encampment. Some noted

that their educational needs included assistance from other NMRA MCR Divisions to provide clinics and learning/sharing sessions. The most recent Clinic Database for the Mid-Central Region provides fellow railroaders with railroaders with expertise in the following areas: electrical, layout design, scenery, layout operations, locomotive and rolling stock, prototype railroading, structures and track. Members with expertise in these areas are encouraged to provide current contact information and areas of expertise so they can be added to the Clinic Database.

Provide that information to your Education Coordinators for your Division and then to Vice President [Merlyn Jarman](#).

Tom Miller, MCR Education Chair

MCR Clinic Database
V.P. Merlyn Jarman
vp@midcentral-region-nmra.org



MMR – A Journey

by Joseph Lofland, Division 2

Many years ago I decided to start the journey to acquire my MMR Certificate, not knowing what I would find along the way. Well, it has been a very interesting and worth while trip.

My first AP certificates came easily because I already had started building a large layout. When you do that several things really fall in place. Now one doesn't have to have a large layout but it certainly makes things easier. Developing or building the layout for operation certainly helps as does doing scenery. So you have to really move pass the plywood stage.



The layout was in DE. EL from East Stroudsburg to Binghamton NY on the Lackawanna side of the railroad. The main room was 22 x 44. The layout has 90% scenery and handlaid track.

When I first got into the hobby I met/found Charlie Carangi who became my mentor. This friendship has lasted for many, many years. Charlie always has been ahead of the curve. He also has inspired and instilled in me many attributes including looking at slides to adhere to the prototype, historical knowledge and research and working to a high(er) standard. So I really want to thank and acknowledge him for helping me to grow to this point in our hobby.

Now this journey hasn't been easy. I've had to

grow and learn. I've had to do things over. Gee, I've even complained about judges and their judging. Imagine that. So now that I can and will be a judge, I can tell you that I will have a different perspective than I use to have.



The Band Stand. (I was a band director.) The band does have balanced instrumentation.

One of the challenges I had was the paperwork and documentation. I would have much rather just built things and not had to do write ups. Taking pictures during the process, what a pain.

The last certificate I did was for structures. Now here was my challenge. I had done cars, and scenery, and author, and all the other AP certificates, but for some reason there was a wall in front of me and I had to struggle to get over it. I entered one structure three times and it still didn't get the 87 ½ points needed. (That became my motto, "Just give me 87 ½ points, I don't care about anything else"). But do you know that this is the one that now means the most to me, where I grew the most, and most proud of. It made me feel like I now can accomplish anything. All you have to do is set a course, stick to it and don't give up and you'll accomplish your goals. Now how many times have we heard that throughout our lives?

Is it worth it to work on AP certificates? And do paperwork? And do things over? And look at your work and find it not acceptable? Have people be critical of your work? Well, yes, it has been a most enjoyable and worthwhile journey.



THE OHIO STATE UNIVERSITY HOPPER CARS

by Ted Wetterstroem, Division 6
(June 1997, *Super's Signal*)

During the late forties and through the fifties Ohio State University used two bay hopper cars with offset sides and extended ends to move ashes and cinders from their power plants to a near by field where they were dumped. This field is where the Ohio State Field House and St. John's arena were built. Dick Argo and Richard Wagner both students at Ohio State and also railroad enthusiast photographed two of these cars sometime between 1956 and 1959. These two hoppers were on a siding near the Ohio State stadium. The photograph

that they had two steam driven cranes of which only one was in working condition. Photos in the OSU Archives shows these cranes in action around the power plants. Also noted in several photos was a forty-four (44) ton switcher similar to the one Bachmann offers. However, no photo is available of the switcher showing how it was painted or numbered. All of the freight cars were gone by the mid-sixties and coal was being delivered by truck and in turn ashes were shipped out using the empty trucks.



OSU Coal Cars 1002 and 1003 on the North side of The Ohio State University campus.

clearly showed the serial numbers of 1002 and 1003 without any reporting marks. Other serial numbers may have existed, but no records could be found in The Ohio State University Archives or Kalmbach Memorial Library. Since the siding is tied into the Chesapeake & Ohio Railroad, it is felt that these cars came from the C&O and were painted for the University.

Walter Hartman was supervisor over the Ohio State Power Plants and informed us that delivery of coal by rail was switched over to trucks sometime during the late fifties. He remembered

Division 6 of Mid-Central Region of The National Model Railroad Association, Inc., is offering these two Ohio State University hopper cars as a remembrance to the days when coal was delivered by rail and ashes were dumped on the north side of the campus. [Currently Sold Out – Don] Division 6 holds exclusive title to the licenses with The Ohio State University for the art work and model reproduction for these Ohio State University hopper cars. We hope that you will enjoy these models and that they will bring much revenue to your layout.



ELECTION LOOMS BIG!

**Mid-Central Region members
to elect Officers.**

Did you really think you were done with candidates, issues, and stuff???

Well, get ready 'cause it's time to select four people to serve as officers of the Mid-Central Region. We need a President, Vice-President, Secretary and Treasurer.

If you are interested in becoming one of the movers and shakers of The Mid-Central Region, please contact the Manager of the Nominating Committee, Lin Young, to toss your hat in the ring. You need to contact Lin by 31 December 2010.

Nominating Committee Manager
Lin Young
(740) 441-5366
elyoung@zoomnet.net

Now, a little editorial comment. It seems many MCR Members are content to let the same handful of members (make that "old timers") hold offices, year after year. Most of us are growing weary and are more than willing to step aside to let some of you "newbie's," or folks who've not

held office before, jump into the fun. We're always willing to help out. It just seems in the 30 years I've been a member, it's been the same 20 or so folks that are willing to run things. Please step up to the plate. We used to have a saying here in the

Mid-Central Region. I haven't seen it much lately so it's time to resurrect it...

"Don't just belong, PARTICIPATE!"

Folks, it's time to participate!!!



(Based on an article for *The Super's Signal* by Jimmy Ruisinger.)

Rails Of Ages

2011 Mid Central Region Convention

Hosted by Division 5 – The Western Reserve Division

Celebrating 50 Years Of Railroading

April 28 – May 1, 2011



The 2011 MCR Convention, *Rails of Ages*, will be held at The Lodge & Conference Center At Geneva in Geneva-on-the-Lake, Ohio. This is a relatively new facility that sits on the shore of Lake Erie. It has plenty of room for us in a very nice facility. The room rate will be \$99 a night. Room reservations can be made now by either calling the hotel directly or going to their website.

The early registration of \$45 end on 31 January 2011, so register now.

Several industrial tours have

Rails Of Ages
www.RailsOfAges.org

The Lodge & Conference Center
At Geneva
866-806-8066

www.TheLodgeAtGeneva.com
Group Reservation ID: 4G35KW

been arranged so far: Cristal Global (formerly Millennium Chemicals), a chemical company; Delta Rail Construction, a prototype railroad construction company; and the AC&J Railroad, a local shortline.

In addition, the Cleveland-to-Buffalo mainlines of CSX and Norfolk Southern railroads are about 5 to 10 minutes from the convention hotel for you to get in a little prototype action.

Clinics, contests, tours, railroads, and friendship – who could ask for more? Register Now.



MCR President Dick Briggs

4397 Hidden Street

Grove City, Ohio 43123



MCR Calendar

2 December 2010

Deadline: Winter *Kingpin*

31 December 2010

MCR Officer Nominations due to Lin Young

28 April – 1 May 2011

[Rails of Ages](#), MCR 2011 Convention – Geneva-on-the-Lake, Ohio

30 April 2010

Mid-Central Region BOD Meeting

22 May 2011

Deadline: Spring *Kingpin*

3 – 9 July 2011

[Extra 2011 West](#), NMRA National Convention – Sacramento, CA

26 – 29 April 2012

2012 MCR Convention – Pittsburgh, Pennsylvania

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Open House? Train Show? Contact The [MCR WEB Master](#) to add an event to *The Kingpin* and the MCR WEB Site calendar.