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**- Division Schedule -**

**January 23-24, 2000 (Saturday/Sunday) - Indianapolis**

Indy GATS - Stop by our table and say hello.

**January 30, 2000 (Sunday) - Noblesville, IN** - (See Page 3 for details)

Hamilton County 4H building.

**Dealer Show & Meet - 10AM to 4 PM - - - CID Annual Auction - 2PM to 4PM**

Layouts. Contests: Photo and Model and Favorite MoW cars (Popular Vote)

Clinics: Ted Luce, Paper Bag Scenery

Leon Walker, Scratchbuilding a narrow vestibule Monon Waycar

Admission: \$3.00 per person (children 12 & under free with an adult)

**For more information or tables call:**

Jim Wilhite at (765) 644-1887 or Roger Hensley (765) 649-2367

**March 19, 2000 (Sunday) - Indianapolis, IN**

**Indianapolis Layout Tour - 12:00 Noon to 5:00 p.m.**

4 layouts currently scheduled with more to come

**Map pickup locations to be announced**

**April 02, 2000 (Sunday) - Danville, IN**

4H Building, Hendricks County Fairgrounds

**Dealer Show & Meet - 10 AM to 3 PM.** - CID Annual Meeting

Layouts, Clinics and Contests: Photo and Model - People's Choice Model Award (Popular Vote)

Admission - \$3.00 per person (children 12 & under free with an adult)

**For more information or tables call:**

Frank Hermanek at (317) 487-6517 or Roger Hensley (765) 649-2367

**- Extra Board -**

**January 22, 2000 (Saturday) - Indianapolis**

**Naptown and White River HO Railroad**

Club Layout Open House from 12 Noon to 3 PM

1115 McDougal St., Indianapolis, Indiana

**May 5, 6 and 7, 2000 - Madison, WI**

**Lake Junction 2000 Midwest Region Spring Convention**

Hosted by the **South Central Wisconsin Division**, Sheraton Hotel in Madison

Operating sessions, clinics, layout tours, contests, Live Auction, awards ceremony and much more!

**For More Information visit** <http://www.scwd-nmra.org> or contact:

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E-mail: [cwvtrails@execpc.com](mailto:cwvtrails@execpc.com)

<p>Attention Clubs - Notices of club open houses will be included in the Division calendar upon notification in writing. Deadlines for each Spike are six weeks prior to each Division meet. Send info to Roger Hensley (see page 2). Include club name, address, date and time of function. Also include name, address and phone number of sponsor or contact.</p>
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# Final Run



## Harry D. Maddy

**October 1999** – Harry D. Maddy, NMRA Life Member, died October 27th in Muncie Indiana. Harry was a very involved model railroader. His railroad was the Gopher B&D, (Go for Broke and Did), and he often referred to it as the 'Home layout without a home'. Harry had been a CID board member and was well known in the Midwest Region. He attended many meets, shows and activities in the MWR including the WISE Division's open house, now called TRAINFEST, making name badges for members sometimes working right through the Convention or Show. He was also actively involved in the Muncie and Western O gauge RR club in Muncie.

As active as Harry was with the NMRA and CID, he was just as active in Scouting where his local work with the Boy Scouts of America earned him the treasured Silver Beaver Award.

Harry had been in poor health the last few years and found it necessary to have someone drive him where he needed to go, sometimes a family member and sometimes a club member. He will be missed.

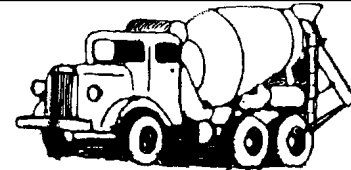
## Wayne Thompson

**November 1999** - Wayne Thompson, NMRA member, died November 7th. Wayne had owned and operated **Train Central** for eight years.

Tom Cain said...

He always supported the CID and gladly put up our flyers in the store. He indicated that he wanted to attend our meets but most often had to stay back at the store on those days. He did attend one of our meets at Greenfield on a Sunday during the time of year when he was not open Sundays.

He was a gracious man and always friendly and accommodating to everyone who came through the hobby shop door. He learned our names and there was nothing as friendly as walking in the door of Train Central and hearing that, "Hi Tom."



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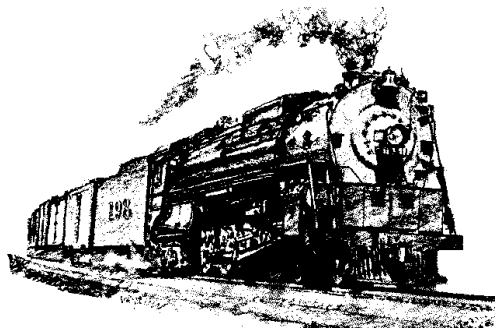
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Central Indiana Division  
N.M.R.A.  
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# Model Railroad Show and Meet

## Sunday - January 30, 2000

### !! - Annual Division Auction - !!

**Location:** 4-H Exhibition Center  
Hamilton County 4-H Grounds  
2003 Pleasant Street, Noblesville IN

**Time:** 10 AM to 4 PM                      Auction - 2 PM to 4 PM

**Admission:** \$3.00 per person.  
Children 12 and under FREE with paying Adult

**Dealer Tables - Operating Layouts - Contests - Door Prize**

**Dealer Tables \$7.50 each [6 foot tables]- Set Up 8:00 AM to 10:00 AM**

**Contact: Jim Wilhite at (765) 644-1887 or Roger Hensley (765) 649-2367**

#### Scheduled Clinics:

Ted Luce, Paper Bag Scenery

Leon Walker - Scratchbuilding a narrow vestibule Monon Waycar

#### Contests:

Photo and Slide

Model Contests & Displays  
All categories

Popular Vote Contests  
Favorite MoW  
People's Choice

Door Prize Drawings  
good at any dealer present  
on this day only

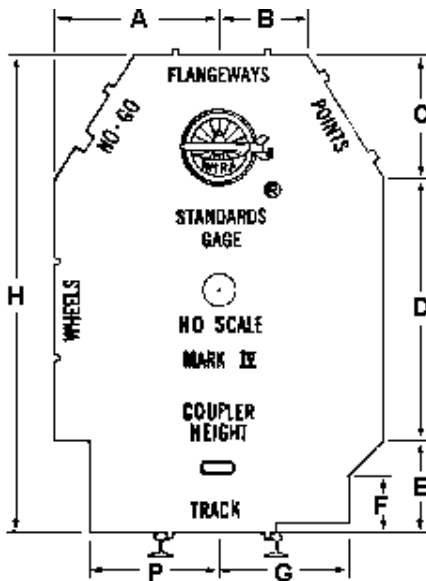


## Standards & RPs

### Standard S-7 - Clearances

Walt Freedman continued to ask...

Q.) I have used the NMRA gage extensively for trackwork but other than that was only generally aware that dimension "H" was min. overhead clearance (pre-doublestacks I suppose) but have never seen this written down anywhere. I never used the NMRA Gage for lateral clearances because I did not know how to use the gage for lateral clearances - no instructions! I just used one of my rolling stock as a guide when placing bridges, tunnels, buildings ...on my home layout.



Type I Gage

A.) Then you may well be under Gage clearance for bridge height when you have an underspass or bridge. In HO, the Gage height is 3 inches from rail top. Using that height, an 86 foot Hi-cube excess height boxcar will fit with room to clear. Mine does although I don't run them because of my sharp curves.

Q.) I do understand why letters are used since the corresponding dimensions will differ from scale to scale, and after finding your web pages, at least I know what P, E and F represent. But again, seems to me that it would be helpful to have written down by the silhouette of the gauge what is meant by (in **RP-2**): For example, it says "The **Type I GAGE** also checks the following: Dimension A, B, C, D, E, F, G, H, and P"

A.) Ok, but notice that it says **Standard S-7** right beside that text on the page. If you will look at the

couple of lines right above that, you will see that the **Type I Gage** checks dimensions from **Standard S-3** and **S-4**. Those letters apply to the Gage's ability to check track, frog and wheel standards. The **Type I Gage** is also a clearance outline for structures, bridges and tunnels.

Q.) Well, this implies that the dimensions have some physical significance besides just defining the silhouette of the gauge itself.

A.) Yes, you could think that until you begin to see that separate Standards are being checked by the Gage.

Q.) So right now, apart from "H", if I have it correctly: "A" of **S-7** defines the min. lateral clearances to fixed trackside objects/structures, etc that do not receive freight/passenger cars. E, F, and P define recommended platform dimensions - but I'm confused here too. It looks like G is in there somewhere perhaps helping to define whether the platform is rectangular in cross-section or whether it is undercut at an angle like the profile of the Gage???

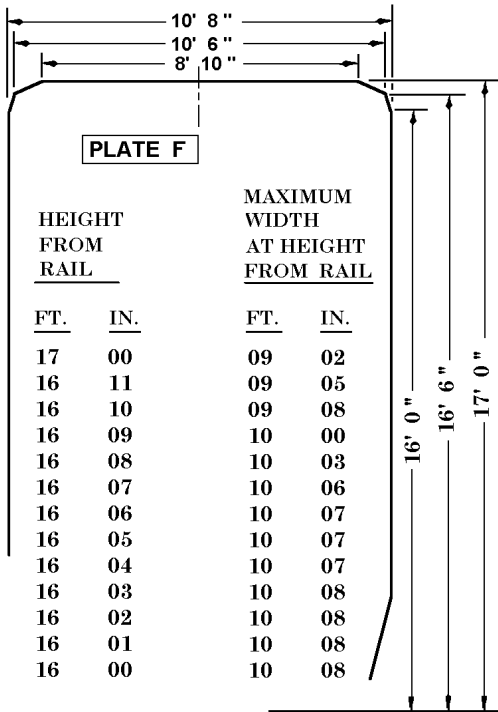
A.) Well, the drawing showing the P - Platform is a little misleading if you think of it the outline as the car and not the clearance. (No undercuts, please) The prototype car can be no wider than 10 ft 8 inches. This is true whether it is Plate B, C, E or F. they are all the same. The NMRA P and G are 12 foot. It is the placement and the height of the platform that is important here. The P does not actually come into the car as the drawing would seem to suggest. Remember that this is Bridge and Tunnel clearance and is wider than the cars. If you look at the **Type I Gage** drawing in **RP-2**, you get a better feel for where the platform should be

Q.) But that still leaves B, C and D. If I were looking at your referenced "Plate B diagram p767 ORER" (January 1953, Official Railway Equipment Register), would these correspond to any defined clearances in that diagram.

A.) Yes, but only loosely as the ORER are car dimensions and the **S-7** and **Type I Gage** are clearance dimensions. When you place bracing for your tunnels and bridges, you must not come any closer than those dimensions. Many tunnels have angled bracing and the cars and motive power must run inside of that.

Now, note that the 'exceeds Plate F' and 'excess height' boxcars will run in the height dimensions  
(continued on Page 5)

**AAR Plate F**



given in S-7 and the Gage silhouette. This is because the ones who worked out these dimensions know that we needed standards based on the prototype, but that we also needed a little extra clearance to compensate for our models and construction methods. The AAR dimensions for Plates B, C, E & F are identical in the lower and width dimensions. It is the height dimensions that vary.

Walt) Thanx Roger - I appreciate all the explanation and look forward to seeing the updated diagram/info. BTW since my last email to you, while looking through a steam era book, I came across a photo of the entrance to a concrete-lined tunnel. The upper half of the portal was a dead-ringer for the upper portion of the Gage silhouette - AHA!!

Regards, Walt

Thank you for asking.

Roger

Roger Hensley is a member of the NMRA Technical Committee and is the Standards/RP Web Page Manager of the NMRA website. Visit the St&RPs at:

<http://www.nmra.org/standards>

**Terre Haute Clinic and Contest Report**

By  
**Tom Cain**

Thanks to Frank Hermanek and Roger Hensley for their clinic presentations at Terre Haute. Topics had a broad range as we went from "Getting Started in Model Railroading to making your own model parts with the "Lost Wax Casting" clinic done by Frank. I'm sorry that I missed Frank's clinic and also Roger's regarding Railfanning the Internet as I certainly spend a portion of my time surfing the net for train stuff.

I had the opportunity to do the judging at this meet and had the challenge and excitement of being able to get a really close look at some outstanding modeling projects. **David Clendenin** of Avon entered his O scale "Billigans Bat Factory" building complete with loading dock. This was a completely scratch built structure which he had also painted. It had details such as a hoist and chain at the upper level and lightening rods too. **Matt Hewitt** entered two HO scale scratch built structures which demonstrated an amazing amount of detail and realism. His trackside building was made from some materials which Matt had fabricated himself. There was a typical junk pile out back and lots of familiar rust throughout the structure.

Matt's other structure, "Serval Hardware," building was something else. Matt has designed his buildings with their own bases which will eventually be integrated into the layout which he is building. This three story building had an interior with furniture, and figures, but its real point of amazement was when the building was lifted off its foundation, a basement with furnace, water heater, plumbing, shop machinery, and casement windows was revealed. But the most unique feature was a model railroad set in one corner of this basement. An HO scale model of an HO scale model railroad! The railroad had its own backdrop, tunnels, and of course a train which could barely be seen, but it was there! Those who stopped by the contest table during the judging had the opportunity to see this model and it was fun to see the expressions on their faces when they realized what they were looking at.

**John Rosene** of West Terre Haute also entered a scratch built Class A Vertical Boiler Climax locomotive. This is a very unique logging locomotive. The model was built with brass and was nicely detailed with figures and a very realistic pile

(continued on page 6)

**(Contest Report continued)**

of firewood ready to go into the firebox. What was so special about this model was its extremely small size and that it was a powered model. John also painted this model. Thanks to you fellows for bringing in your work to share with those who came to the meet.

We also had a Favorite Caboose/Waycar popular vote contest and **Bob Trueblood's**, Pennsy NX 23 Cabin Car got first place. He also displayed a Pennsy NDa 8 wheel caboose. **Trevor Jones** had two 12 ton guard vans LMS by Peco on display. He had repainted these N-scale models and provided some heavy weathering.

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**CID Board Sets Policies**

The CID Board has established or changed three policies during the past year. The **Division of Income on a Co-Hosted Meet** was established. The CID does not host all of our meets. The host may be a club, individual, store owner or an organization such as the Kiwanis. This policy defines in writing how the expenses and 'profit' or 'loss' is to be accounted for and split.

**Pike Ads** - The cost of a Pike Ad in the *Rusty Spike* was raised and a discount established for paying for two or three years at a time.

**Memorial Gifts and Acknowledgments** - In Fairness to all NMRA members, the Division will only run an obituary of deceased members. No flowers or other acknowledgment will be sent. When notified, we will post a **Final Run** in their memory.

**Page Six**

**Pike Ads**

**Removed**

## Terre Haute Photo Contest Report

**Model Structure** - 1 entry

Matt Hewitt

**Servel Hardware**

35mm close-up shot at 12 sec exposure of scratchbuilt wood HO structure

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### For the January Auction

**Trains, July 1947** - 45 page section on the **MONON** Railroad with over 60 black and white Monon Railroad photographs, 8 maps and diagrams of the railroad including grades of the route, and the Lafayette Shops yard. The Monon Steam engine roster in 1947 & seven articles on the Monon:

The **soldering station** built at the clinic at the O Scalers Meet.

**Pacific Fast Mail (PFM)** [built by United] Santa Fe 2-8-0 road number 1962. Professionally painted and runs well with constant lighting.

**Bachmann** Mini-Planes WWI Gift Set. Prototype photos, several sets of Mantua "loop & hook" couplers, some detail parts, misc. items, structure kits and the **MR, MRC, Journal and NMRA Bulletins**.

More items for the auction are needed and always welcome. So, bring in those things that you would like to donate to the CID auction and enjoy the browsing and bidding on those treasures that you or your railroad need. If you have any questions or need help with an item, call Roger Hensley at (765) 649-2367 or e-mail at rhensley@anderson.cioe.com.

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### Great American Train Show

Going to the GATS show in January? It's at the State Fair Grounds in Indianapolis on January 22nd & 23rd.

Stop by the NMRA table and say hello to some of your fellow NMRA members.

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[www.nmra.org/directory/](http://www.nmra.org/directory/)

## Indianapolis Layout Tour

March 19, 2000 - 12 Noon to 5 PM

Layouts Scheduled at this time are:

**Carl Tomamichel** - HO Layout based on the New York Central Railroad.

**David Petty** - This is an N scale layout freelanced set at the date of June 6, 1954

**Jack Simpson** - This is an HO scale layout complete with signals featuring the B&O and Monon Railroads

**Naptown and White River** - Large HO club layout in its own building.

*Want to show your layout? Contact Tom Cain at 317-283-7834 or atsftlc@aol.com*

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### CID Elections are Coming

This is the year when we elect the majority of the CID Board. The Superintendent, Assistant Superintendent, Paymaster and Chief Clerk are all up for re-election. In addition, several Trainmaster positions are also up for election. There are only two carryover Trainmasters this year.

The CID has been very fortunate over the years to have had people who were willing to step forward and get involved with the day to day operations of the division. For example, not all of our Trainmasters are elected. Several are appointed to their positions as Affiliate Trainmasters. Whether elected or appointed, all serve the division from judging model or photo contests to finding people to put on clinics or open their homes to us for layout tours. It is a labor of love sharing our hobby with others and even a way to earn points toward AP Volunteer.

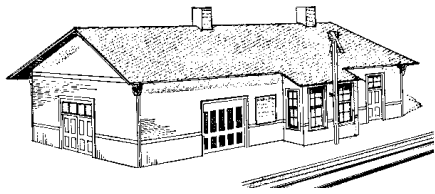
If you are an NMRA member and would like to become more involved by running for office or Trainmaster you can contact Bill Myers the Election Committee Chair at: (317) 773-7159 or e-mail Bill at bmyers31@aol.com. The cutoff date is February 1, 2000. If you would just like to volunteer for a year or so without the commitment of standing for election, contact Bill as well. We will also have a sign up sheet at the Noblesville Meet for those who would like to run or volunteer.

**Page Eight**

**Pike Ads**

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## The Depot



### Walthers SW1

Well, I finally picked up a Walthers HO SW1. This one isn't for my railroad as such, but is to be stripped and redone as Central Indiana #1. The Central Indiana Railway used to run from Muncie Indiana in the east, across the state East to West until it reached Brazil Indiana on the west side. It ended up a joint property of the New York Central and the Pennsylvania RR until Penn Central and then Conrail. It had been cut back and cut back until there was little left except for the run from Anderson to Lapel. What was left was sold to the Central Indiana and Western RR. It was a home grown railroad.

I told you that to tell you this. The SW1 was the only NEW locomotive that the CI ever owned, buying it in the late 40s and it served them well until it was sold to NIPSCO in northern Indiana. (Rumor has it that it is still in service around Gary.) That is really why I wanted one. In fact, this model is done as Conrail. There seems to be some justice in repainting the roadname that eliminated the CI back into the Central Indiana.

I took it down to the layout and ran it. Heavy little fellow. It ran smoothly and slowly although it was a bit on the noisy side. It was when I ran it around the layout in the opposite direction that a problem showed up. It stopped on a curve with a dead short. Oops! Close inspection showed that the rear truck just didn't have any swing to speak of. Time to open it up.

Walthers instructions were good enough for me to get the shell off with a little guessing. The brake wheel was fouling the truck, but there was more. Walthers SW1 uses wipers against the back of the wheels and one of them was over the tread of one of the wheels. I had found the short.

I carefully removed the screws on the bottom of the truck that held the sideframes and the truck together, removed the wheelsets and corrected the bent wiper. I checked the others and carefully

put everything back together again. Whoops! There was much more play in the truck now. I had changed the way that the pickup wires ran out of the truck, fixed the bent wiper and had gained more than I had hoped with one operation. Nice touch.

I reassembled the loco and got the cab to lock back in place although I'm not really sure how. Then it was back to the layout and another test. Yep, it moves smoothly with no shorts. Still a little noisy, but I'll take care of that later. In the meantime, I have the loco that I need to commemorate a touch of real history on my railroad.

Roger

### How Much Silver in Nickel-Silver?

By  
Frank Hermanek

Little Known Fact. Most of us have switched from non-prototypical appearing yellow brass track to prototypical looking metallic-gray nickel silver track. But, did you know that there isn't any silver in "nickel silver"? Also, when you went to the jewelry shop to buy that certain someone something nice and purchased a piece made of "German silver", there wasn't any silver in it? And it didn't come from Germany?

Brass is a copper base alloy containing up to 40% zinc. Some brasses may also contain lead. Nickel silver and German silver are the same thing AND both are copper alloys! Depending on the alloy type, nickel silver can contain 17 to 32% zinc and only 10 to 30% nickel. So, you see, we're still running on brass track and all we did was change the color.



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