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- Division Schedule -

September 30, 2000 (Saturday) - Bedford, IN

Bedford National Guard Armory, 2020 19th Street

Dealer Show & Meet - 11 AM to 3 PM - See Page 3 for details

Dealer Tables - Operating Layouts - Clinics and Photo, Model and Popular Vote Contests

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

For more information or tables call: Bill Litkenhous at 812-275-3634

November 4, 2000 (Saturday) - Terre Haute, IN

Terre Haute National Guard Armory, 3614 Maple Ave

Dealer Show & Meet - 10AM to 4 PM

Dealer Tables - Operating Layouts - Clinics and Photo, Model and Popular Vote Contests

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

For more information or tables call: Jim Nolan at (812) 268-6667

January 28, 2001 (Sunday) - Noblesville, IN

Hamilton County 4H building - 2003 Pleasant Street, Noblesville IN

For more information or tables call: Larry Gilbert at (765) 779-4039

March 18, 2001 (Sunday) - Danville, IN

4H Building, Hendricks County Fairgrounds

For more information or tables call: Frank Hermanek at (317) 487-6517

Friday, Saturday and Sunday, April 27, 28 & 29 2001

Hoosier Connection twenty-oh-one N.M.R.A. Midwest Region Spring Convention

Hamilton County 4H Expo Center - 2003 Pleasant Street, Noblesville IN

Layouts and Modules on site for viewing - Layout Tours - Clinics - Contests - Prototype Tours & much more...

For more information call: Larry Gilbert, Chairman, (765) 779-4039 or visit <http://cid.railfan.net/connect.html>

- Extra Board -

September 30 – October 1, 2000 – Kaukauna, WI – Paper Valley 2000

Midwest Region Mini Meet/Winnebagoland Division Fall Meet (see Page 5 for details)

- Note the location change -

October 7, 2000 – Highland, IN

Bi-State Railroad Show (Not a Swap Meet)

Co-sponsored by the Calumet Division/NMRA, and Ridge Model RR

9 a. m. to 5 p. m. - Lincoln Center Field house, Highland, Indiana - Admission \$3.00

Operating layouts and displays. Space still available for module or portable layout displays.

For information please contact:

Mr. James Pink, Paymaster - Calumet Division, 13559 S. Laramie, Crestwood IL

Phone: 708-389-7147 - Email: jpink@mcis.bsd.uchicago.edu

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- Track and Accessories

**Midwest Region Trustee Election
(continued)**

In the last issue of the *Rusty Spike*, I ran Frank Hermanek's election statement about why he wishes to become the Midwest Region Trustee. In this issue on page 5, it is Jack Pettee's turn to tell you why he wants to continue as Trustee.

These are the only electioneering statements I will run. Any other article you might see by either Frank or Jack (both have written for the *Spike* in the past) prior to the election is just that, an article. No more and no less.

Remember, at the end of this year, the MWR Trustee will be elected. All N.M.R.A. members living in the region will have a vote. You do not need to be a member of the region to vote for the region Trustee. You should see the official Bio's printing in the NMRA Bulletin in the December Issue.

A vote for this office is important to us all as the winner sits on the policy making board of your association.

Roger



COLUMBUS AREA RAILROAD CLUB, INC.

The Columbus Area Railroad Club is dedicated to serving all those interested in the preservation of railroad history through the use of modeling, photography, artifact preservation, and railfanning.

Regular monthly meeting are the first Thursday at 7 p.m.
Memberships are available.



Public Hours:

Second Saturday of the month

11:00 a.m. to 5:00 p.m.
Free admission

Location:

Johnson County Park
Fox Den
6978 S. Cottonwood
Edinburgh, IN

Phone:

812-526-4855

The *RUSTY SPIKE* is the official publication of the Central Indiana Division, Midwest Region, National Model Railroad Association and is published at least five times a year just prior to meets. It is sent FREE to all N.M.R.A. members in the C.I.D. and non-members may subscribe for \$5 per year. Articles for publication are welcome for the benefit of the readers and the hobby but cannot be paid for. Submit articles for publication to the Editor and address changes or mailing problems to the Circulation Manager and advertising or advertising inquiries to the Assistant Superintendent.

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Page Three

Meet Flyer

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Spring Indy Layout Tour Report

By
Tom Cain

It has been a while since we had our Spring Indy Layout Tour, but a special thanks to the folks who opened their homes to show us their railroad empires. A special thanks to the Columbus Area Model Railroad Club. The drive to Edinburg was worth it! They have such a super facility there at Camp Atterbery. N scale, HO scale, and G scale all in one building! The N scale layout is impressive, the G scale is really neat and the HO scale layout was huge. One of my first questions was how do people keep track of their stuff. Well, they have a system.

The Naptown Club layout was also awesome. They have been in their building for 20 years and most areas of the layout are completely constructed and sceniced. If you missed the layout, one scene is currently on the CID home page. [It was when Tom wrote this. It is now included on the slides pages. – rph] Their Dispatchers control board was exciting to see. I hope that we can set them up to do an operating session at the time of our Regional meet in April 2001.

Jack Simpson's layout is so impressive as it shows what a layout can look like when it is all finished. His layout has multiple train and track operation with DCC control. One of his specialties is all the building and area lighting that shows up when the lights are turned off. The track signaling is also great to see. You do feel like you are looking at the real thing when you see track signals pop from green to red just as the train goes by. If you did not see his layout, it is on the cover and inside the December 1999 NMRA Bulletin.

Dave Petty's N scale Midwest Central layout was one of the nicest N scale layouts that I have ever seen. It is always exciting to see a room dedicated to trains and he has really made great use of this room. His N scale layout really shows how much more can be modeled in this scale, and reinforces why so many people choose this scale. His staging yards were certainly impressive and, wow all those passenger trains!

Mike Duncan next showed us what could be done in HO when you dedicate your entire basement to your layout. This is one large layout and it was also almost entirely completed. Mike is modeling the 60's and 70's and uses a lot of second generation motive power. With a layout of his size it was fun to see some nice long trains operating.

Thanks again to you fellows. Hopefully we can include these layouts in our Twenty-oh-one Regional Meet next spring. If you readers have a layout which you would like to share with our area members, please give me a call at 317-283-7834 so that we can arrange to have it as part of our Layout Tour.

Thomas Cain



Lubrication

We hear a lot about lubricating our models to keep them operating in top condition, but we seldom get suggestions on what to use, or how much. Here are a couple of fine products, which should do for most cases.

For light oiling jobs, like truck pivots, loco side rod mechanisms, etc. use Labelle 108. It's a lightweight oil and is completely safe for plastic. Some plastics when exposed to "exotic" type oils will soften and warp with time, becoming useless. I use the 108 for all oiling jobs, even non-plastic, to eliminate possible problems.

Another good use for the Labelle 108 is a track cleaner. This is suggested on the card in the small print. A few drops on the rails around the layout will restore contact even on very dirty track, and a wipe with a rag will make them shine. It also cleans wheels as you run, without causing any loss of traction.

Another Labelle product, which works well, is Labelle 102 gear oil. It is also safe for plastics, and stays on the surface of gears and shafts without running off. It is a heavy mineral oil, intended for gearboxes and larger bearings.

Finally, when adding lubricant to any mechanism, use only enough to lightly coat the moving parts. Too much oil can cause more problems than none at all. It can run out, create a mess, and pick up dirt and residue, which gets into the mechanism causing more problems.

Finally, don't count on lubrication alone to free up a binding mechanism. Find and correct the problem, then add lube as a final step.

Trustee Election By Jack Pettee

The members elect a new Trustee and know he or she will go to their first board meeting and start to make all the changes in the Association we all want made, right? Wrong! It takes at least the first year if not a year and a half for a new trustee to even figure out what is going on and how the procedure "really" works. Then another year is spent winning the confidence of the other trustee's on the board. By this time the new Trustee is into their second term and is finally becoming effective. Oh sure, the trustee has gotten some changes made, but the big items are just coming up.

At the time of this writing I am right in the middle of my second term and running for my third and final term. I say final term as I don't believe trustees should be on the board for more than 6 years. After that period of time most all have burned out or accomplished what they set out to do and it is time for new people with new ideas.

Where am I right now?

In early May of this year I attended a Long-Range Planning Seminar sponsored by the NMRA. During this seminar those of us in attendance wrote a 5 year long range plan for the NMRA. This plan will be presented to the Board of Trustee's at our meeting in San Jose. Part of this long-range plan is to downsize the BOT. As a member of the Long-Range Planning Committee, I have written a proposal for this action. This proposal, if accepted as written, would change not only the size of the board, but place term limits on Trustee's as well as the officers and change the length of the terms.

Our President Elect, Allen Pollock, has asked me to become the Trustee Representative to the NMRA Internet Presence Committee. I have also written the policy that this committee will operate under. This policy will be presented to the BOT in San Jose.

At the BOT Meeting next January I will have a motion on the agenda to send out a Constitution change to the membership which will change when elected officers take office. As of right now, they take office at the general membership meeting 4 or 5 days after a board meeting, which makes no sense at all. Why should the board meet with a chairman who will be leaving office shortly after the meeting, we need to be meeting with

the new officers not the old. I have several other motions to present as time allows that will help make the NMRA the organization what we the members want it to be.

I ask you to vote for me in the upcoming election so that I make continue the work I have started and see it through.

Jack Pettee

Editor's Note: As most of you are aware, Jack ran for N.M.R.A. Vice President. He was defeated in an election that produced one of the largest vote turnouts in recent memory. The winner still had not been officially announced by the time the convention began in San Jose, nor had the vote total. I feel that not informing the membership of the election outcome prior to the taking of office is in very poor form and I sincerely hope that it never happens like this again.

Paper Valley 2000 Midwest Region Mini Meet/ WinnebagoLand Division Fall Meet September 30 and October 1, 2000

At Liberty Hall, located on Eisenhower at County CE (College Ave.) east of Hwy. 441, Appleton, WI.

Hours: Sat. Sept. 30 - 8:00 a.m. to 3:00 p.m.
Sun. Oct. 1 - 9:00 a.m. to 2:00 p.m.

Clinics: Sat. 8:30 a.m. to 2:30 p.m.

Contests: both Region and Division will be held

Layout Tours: Sat. 1:00 p.m. to 5:00 p.m., local
Sun. 11:00 a.m. to 2:00 p.m., Oshkosh & Fondulac

Dinner: Happy Hour 6:00 p.m. - Dinner 7:00 p.m. Sat. at Liberty Hall located on Eisenhower at Highway CE East of Highway 441

Speaker: Jim Kelly, Managing Editor of Model Railroader. There is only room for 120 at Dinner

Fares:	After 8/1/00
Full Fare	\$26
Non-rail (Full)	\$21
Children under 8	Free
Banquet only	\$16

For the Family: there is a car show Friday night and on Sat. there is Appleton's Family Octoberfest downtown with a craft market on Lawrence College campus.

Contact:

Paper Valley 2000
PO Box 2501
Appleton, WI 54912-2501
Phone: 920-735-0521 or e-mail: trainstractors@aol.com

Clinics for Bedford and Terre Haute

There has been a change for the Bedford and Terre Haute Clinics. Ted Luce will now be at Terre Haute.

Bedford:

1. Bob Frankrone, "Open Loads"
2. Jim Craig, "Slide show on the southern end of the Monon RR."
3. Bryan Lemonds, Building your Layout Benchwork

Terre Haute:

1. Dick Butters - "Tuning up axles and trucks."
2. Mike Nicoletti - "Digital Cab Control"
3. Ted Luce - "Painting brass locomotives"

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Pike Ads

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**Visit the
Central Indiana Division Website
<http://cid.railfan.net>**

Summer Idyll on the Midland & Great Western

By
Trevor Jones

Since we have been blessed with some cool Summer evenings some great work got done in the garage/ train room. The backshop has been busy cleaning, oiling and tuning up, and the M&GWR now has a higher proportion of its locos in top link condition than ever before. This includes the Flying Scotsman, who was only flying backwards due to a loose screw. Not the first Scot I have encountered with this problem! Some of the smaller tank engines have had "runner wagons" attached for extra electrical pick ups. The weakest brethren have help from my "stealth pushers"- little Kato units hidden in goods wagons.

The turntable (Peco kit) has been renovated, the gears re-done and the pick up to the table and general smoothness greatly improved by packing the underside with stick-on lead weights. Check it out if your pike needs a turntable. It would handle diesels and smaller American steam, a great looking model at a reasonable price. The stone quarry now boasts a Bucyrus face shovel and the stone chutes now have a conveyor to get the stone into the hopper - it's hard to see but its absence always bothered me.

As N British road vehicles for my period are finally becoming available the "compromises" are being sent to the (CID) auction. I have my own first three cars and am waiting for a Triumph Spitfire. A coal lorry (P D Marsh) sparked a nice mini-scene of the small coal merchant that my country station needed.

Thanks to Train Central a respectable Tech 2 2500 is now powering the line. For a low tech guy like me the momentum and breaking features are the bees knees! Incidentally the first unit I brought home didn't work and Wayne swapped it the next day--try that on E Hobbies! Support your local train shop!

I am winning the battle with dirty track. I push the Centerline track cleaner soaked with Goo Gone ahead of the first trains over each section. This also dislodges dirt from the loco wheels and the spiders that dwell in the tunnels! For the workbench I treated myself to a Tackle Logic Fishing tackle box, 10 bucks at Meijer. Ok, I'm cheap, but all those shelves that fold out of the top make for the handiest way I have ever had to

organise my modeling tools. Well I can see some wagons that need weathering, some beat-up trees that need replacing, a couple of track problems, and a station building that is a wreck. Hope these cool evenings last.

Trevor

NMRA Awards to Web Site Volunteers

By
Rich Weyand

I am pleased to announce that the following people were awarded Meritorious Service Awards by the NMRA at the Friday Business Meeting in San Jose for their work on the NMRA web site. The Meritorious Service Award is presented by the NMRA President at the request and recommendation of a department head or committee chair. The nominees have all done substantial work on the NMRA web site or support activities (such as the email lists), since the beginning of the Internet Presence proposal in the fall of 1994.

Stan Ames	John Balogh
Vance Bass	Mark Borchers
Mike Davison	Dan Dawdy
Mark L. Evans	Dick Greatorex
Roger Hensley	Steve Knowles
Mark Johnson	Doug Menke
Jack Pettee	Paul Rivers
Joe Russ	John Shaw
Eric Schnoebelen	Don Wells

Both Bob Waller and myself were not included, having been previously cited for our efforts.

Additionally, Jack Pettee and Dan Dawdy were awarded Volunteer's Awards for their over-and-above-the-call efforts to automate access to the Administration department via the web site. The Volunteer's Award is awarded annually in recognition of the individual who achieves the most in support of the NMRA from a volunteer position during the year. Jack and Dan share this year's award.

Please join me in congratulating these people on their well-deserved rewards, and thanking them for their outstanding service to the Association and to the hobby of model railroading.

Rich Weyand, Chairman
NMRA's Internet Presence Committee

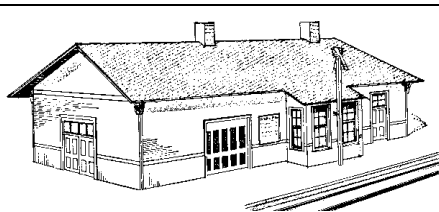
In additional news, It was announced earlier, that effective with the August 4th Friday Business Meeting, Assistant NMRA Webmaster Roger Hensley was appointed to the position of NMRA Webmaster.

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Pike Ads

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The Depot



And Still More is Coming

Last time I told you a little something about the Midwest Regional Spring Convention we'll host here in 2001, the Hoosier Connection. There are so many things coming together that I can't help but share a couple of more items with you.



Since the last *Spike*, we have lined up two prototype tours for Saturday morning April 28th. The first is the **Citizens Gas and Coke Utility** located on the Southeast side of Indianapolis. Citizens Gas and Coke Utility has the shortest piggyback operation

in the U.S., (1/4 mile). The plant processes almost 1,000,000 tons of Virginia-West Virginia coking coals per year and operates about 10 miles of railroad in the plant with three switchers and 3 diesel cranes. They employ 385 people at the plant in a 24 hours per day, 365 days per year operation. They have been at that location since 1906. In addition to the railcar shipping and receiving, CG&C also places trailers onto flatcars which they run through the plant to be loaded, removing them on the other side. The rail traffic there is very high and as a friend told me when he heard about the tour, "I've driven all around that place trying to get a peek at what they were doing there. Now, I have a chance to see it!"

Talk about your unique modeling opportunity! Unfortunately, we will be limited to the first 30 reservations and no one under 18 will be allowed on the tour. They were adamant about that. Everyone on the tour will need to wear long pants, long sleeve shirts and leather shoes.

The other tour is just as exciting to me. It is the **Indiana Railroad Senate Avenue facility**. This is the ex-Illinois Central yard. This yard facility, although small, features a Remote Control Loco where the operator/engineer controls the loco from the ground. Their demonstration will include the safety features of the control belt and we'll get to see the Indiana Railroad Reload Center where lumber and other materials are reloaded for various delivery points and, of course, there is the repair shop at this location. As more details become available, I'll pass

them on. This is only the beginning of what we can see and do and treat our guests to.

Roger

Visit the CID Website at:
<http://cid.railfan.net>

Whitewater Valley Trip

By
Larry Gilbert

The day dawned bright but slightly overcast, a good day for a ride on a railroad. Roger Hensley, our wives and I drove down together. We arrived at Connersville in sufficient time to insure a place on the train. That proved to be no difficulty as there was plenty of room for everyone. We weren't the first though as the Nicoletti's were there ahead of us and waiting. After buying our tickets we had time to browse the gift shop and pick up a few items as others were coming in. There were at least 25 from the CID that I counted as we boarded the train.

The trip itself was nice enough, but I found that the trip was enjoyable more because of the company we kept than the actual ride. The motive power we had on the train ride was an ALCO S-1 lettered for the New York Central. It was a very noisy engine at idle. The side doors on the engine rattled to let you know it was running.

The trip down to Metamora was a bit of rock and roll on the old 'Stillwell' (?) type cars. I found it nice to be able to get up and move around a bit as we traveled, something you can't do in a car.

Metamora itself was an interesting place to visit with a lot of historic buildings and a whole bunch of craft shops. It obviously now caters to the tourist trade, but anything that is promoted like this will. I think Metamora would be a place I would go back to because in the 2 hours we had there, you just can not see all of it. Overall the day went well and all of the participants had a really good time.

Larry

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