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- Division Schedule -

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

Terre Haute National Guard Armory, 3614 Maple Ave (See Page 3)

**Dealer Show & Meet - 10AM to 4 PM**

Dealer Tables - Operating Layouts - Clinics and Photo, Model and "Open Loads" 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

**November 18-19, 2000 (Saturday/Sunday)- Indianapolis**

Great American Train Show (GATS) - Stop by our table and say hello.

**January 20-21, 2001 (Saturday/Sunday) – Indianapolis**

Great American Train Show (GATS) - Stop by our table and say hello.

**January 28, 2001 (Sunday) - Noblesville, IN**

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

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

Clinics, Layouts. Contests: Photo and Model and **Favorite Train** (Popular Vote)

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

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

**March 18, 2001 (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 and **Favorite Structure** (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

**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>

<http://cid.railfan.net/>

<http://www.theramp.net/railroad/mwr/mwrhome.html>

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

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.

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- Books
- Magazines
- Vehicles
- Circus
- Mugs, Posters
- Tools
- Air Brushes
- Cements
- Lubricants
- Track and Accessories

**CID Auction 2001**

It's time to think about the CID Annual Auction at the January Meet. It isn't too early to get those things together that you would like to donate. I have already received two items. One is an NKP rail pass from 1927 and the other is a 1916 'Hammond's Handy Atlas of the World'. When it was handed to me, I was told "Look at it." I leafed through the pages of states with roads running between the cities and still didn't get it until he said, "They're all rail lines."

Of course they are! There was no network of highways in 1916! The book is in good condition (not a dealer term, but mine) and should be valuable for anyone tracking rail lines in the early part of the 1900s. What a resource!

I have my grandfather's Hammond's. It is a 1911 version and is in rather poor condition with one page missing. Indiana! .

Other items that I know about are:

- (2) Santa Fe GP9 diesels
- (1) Tyco train set (loco, 3 cars, track, power pack)
- (1) 0 to 6 inch Stanley calipers
- (1) 6" wide spatula
- (1) Big jigsaw puzzle (scene: model trains)
- (2) Brass scones
- (1) PRR museum 6" dish

Year 2000 magazines. 12 issues ea of MR, RMC, Journal, NMRA Bulletin and 4 quarters of GN Hist Soc Bulletins



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

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

**Location:**

Johnson County Park  
Fox Den  
6978 S. Cottonwood  
Edinburg, 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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Central Indiana Division  
N.M.R.A.  
<http://cid.railfan.net/>

# Model Railroad Show and Meet

## Saturday November 4, 2000

**Location:** Terre Haute National Guard Armory  
3614 Maple Ave., Terre Haute, IN

**Time:** 10 AM to 4 PM

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

**Dealer Tables - Operating Layouts - Contests**

**Dealer Set Up 7:00 AM to 10:00 AM**

**For tables or information, contact: Jim Nolan at (812) 268-6667**

### Scheduled Clinics:

Dick Butters, "Tuning up axles and trucks"

Mike Nicoletti, "Digital Cab Control"

Ted Luce, "Painting Brass Locomotives"

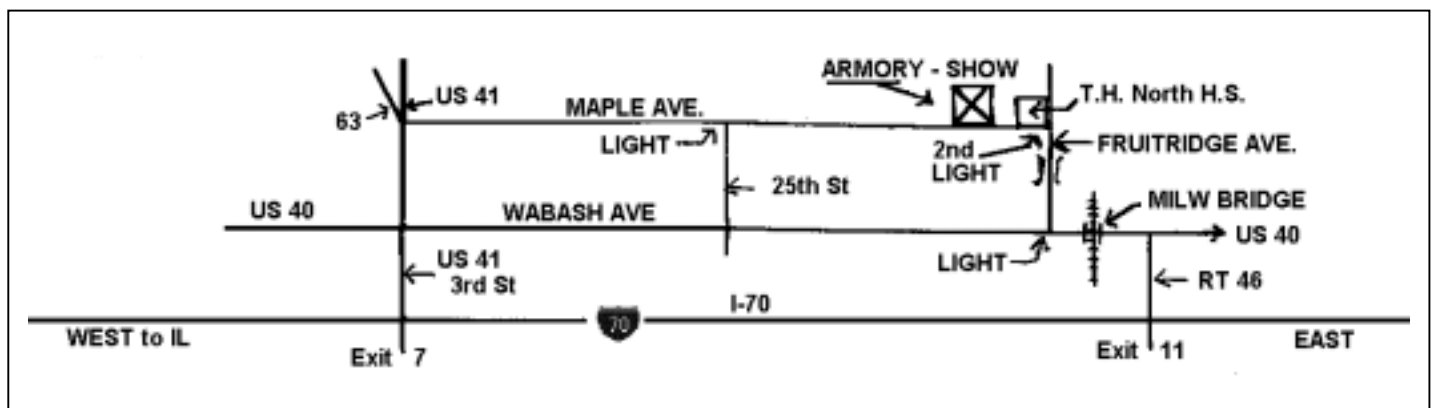
### Contests:

Photo and Slide

Model Contests & Displays - All categories

Favorite Train contest will be "open loads".

*Bring in those flats and special cars with those open loads.*



## Bedford Model Contest

### Favorite Train - 3 entries

**1st** Larry Shirley  
Wabash Bluebird N Scale Passenger  
1 loco, 1 baggage, 2 coaches, 2 dome cars & an observation car

### 2nd place tie

Richard Hutton  
Marx 1950 tinplate Monon freight  
Diesel A & B, hopper, tank car & caboose

Paul Brown  
Lionel 1929/30 Electric boxcab with  
2 Pullman cars & an observation car

### Tom Cain's comments...

We were asking for Tinplate trains in our Favorite Train Contest, but were happy to see the trains that were brought in. Larry Shirley's N Scale Wabash Bluebird was voted most popular. With the locomotive, baggage, coaches, domes and observation, it looked like a nice way to travel. The other two trains, both tinplate, were tied for second place.

Richard Hutton's Marx Monon freight was also a popular train, especially for our southern Indiana meet. It was a tinplate train made in the 50's. It included a diesel A and B unit, a hopper and tank car followed by a Monon caboose. It was in excellent condition and I was glad to see how well it has been preserved.

Paul Brown's entry was a Lionel O gauge passenger train pulled by a Boxcab electric loco. It included 2 Pullman cars and an observation car. This is a train handed down to Paul from his father. The set was manufactured in the late 20's or early 30's and still runs today.

*Tom*

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## Bedford Photo Contests

### Photo Contest

#### Black & White – 1 entry

(With only 1 entry there was no contest and the photo could be entered again with other entries)

Bill Litkenhous  
"South Wind"  
The South Wind at Union Station in  
Louisville, KY

### Color Photo - Prototype

- 1st** Bill Litkenhous  
"The General, 1961"  
The General locomotive at Louisville, KY
- 2nd** Vicky Shirley  
"Short Break"  
BNSF 4686 takes a short break at Loarman Ave, due to traffic
- 3rd** Lawrence G. Shirley Jr.  
"Going to Dinner"  
Indiana RR CF-7 #201 pulls Indiana Dinner Train into Bargersville, IN
- HM** Lawrence G. Shirley Jr.  
"Taking the Siding"  
Eastbound NS 6110 takes the siding at Attica, IN after crossing the Wabash River.

### Color Photo - Model

- 1st** Bill Litkenhous  
"City Scene on L. Swanson's Layout"
- 2nd** Bill Litkenhous  
"On to daylight"  
L&N GP30 coming out of tunnel.

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## Speaking of Switch Machines...

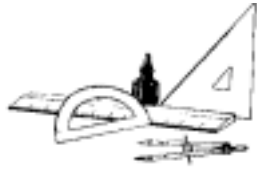
In working on the new grain elevator section on my East Central Indiana RR, I have decided to remove the Atlas switch machines on the turnouts and return to Caboose Industries sprung Ground Throws. After all, I will have to work the yard from a tethered controller and it will be easy to throw the machines by hand. However, they are a bit oversized and it shows in model photography.

I told you that to tell you this. Yesterday at the Bedford Meet, I saw an interesting arrangement. Chs. Malinowski had made small springs out of piano wire and placed them in a centered hole in the turnout's throw arm with the other end a couple of ties away. This allowed him to throw the turnout with a finger and have it held firmly in place by the spring.

Apparently, he read this in a magazine article and it looked very smooth in operation. I'm thinking about it. The only downside would be that there is no longer a switch machine there. I do have some scale ground throws complete with green and yellow jewels that could possibly be fastened by spring wire to the throw arm so that they would rotate with the turnout. They aren't strong enough to actually throw the switch, but they should follow well. This would be more work, but it could look great. I'm thinking about it.

*Roger*

## Modeling Corner



### **The Load** By Jack Pettee

I run very few 50' cars on the P&SW. However, I won a Tyco 50' flat as a door prize some place about a year or two ago and have wondered what I'd do with it ever since.

Day before yesterday I cut the Talgo couplers off the trucks and mounted Kadee draft gear couplers to the body. I removed the bed of the flat car and weathered it to look like aged wood. After this I put all that back together again.

This morning I figured I'd mount two Athearn motors on the flat car, but that looked a bit clunky and the motors just didn't look right sitting up there on the deck. I had gutted out a battery operated clock that had quit working and got all the various parts out of it as recommended in an article I read a couple of months ago. I wound up with a very interesting looking coil that I figured could be included on this load.

Well about 10 AM this morning memory kicked in and I remembered unloading a huge armature off a flat car back when I worked in the steel mill. I then had the idea for the load and built from memory the framework that was used to anchor that armature to the flat car. In fact I built two sets. Then I removed the armatures from the two Athearn motors and mounted them on each end of the flat car with the coil as a separate load located in the center.

I've got to get some pictures of this thing as it makes one heck of an impressive open load on a flat car. Looks just like huge armatures for about 15K HP electric motors and a saturation coil that would be used in the starting circuit for a motor this large.

All this and all from the scrap box. This was just plain a fun little project. :-)

*Jack Pettee*

*Jack will be one of the clinicians at our Hoosier Connection Regional Convention next April 27, 28 & 29 in Noblesville.*

## Roofwalks

Q.) I'm modeling the late 1970s and early 1980s and I need to know when roofwalks were removed from boxcars.

A.) Beginning in 1966, new boxcars no longer were built with roofwalks. They were to be removed by 1978, but this was extended several times to 1981. For the most part, roofwalks had disappeared by the mid-1970s although a few could still be found in the late 1980's. So, for your rolling stock, you would want very few, if any, roofwalks.

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## Special Run Car available

The Calumet Division of the Midwest Region, N.M.R.A. is pleased to announce its newest fund raising car kit is now in stock. This Round House car is a Chicago & Eastern Illinois 3 Bay hopper done in Tuscan Red with White lettering.

There are 3 numbers available and they sell for \$12.95 each plus \$3.25 per order for shipping and handling. To Order, send your Name, Address and payment to:

**Andy Hauser**  
**416 Price Ave**  
**Calumet City, IL 60409**  
708-868-8749

**Please make your check payable to Calumet Division, NMRA.**

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## Open Loads

Jack's article 'The Load' and one of the clinics at the Bedford Meet being on 'Open Loads' is not a coincidence. The popular vote contest at Terre Haute will be 'Open Loads'. Like Jack, a number of years ago, I found myself with a diesel generator casting and a 36 foot flatcar. I combined them and sat it on a siding for a couple of layout tours. It didn't draw many comments, but it made a very good background model.

I no longer have that car, but I am sure that many of you have something like it. Get those models out, polish them up and dust them off for the meet at Terre Haute. Let's keep those 'Open Loads' rolling and fill the contest table with them.

*Roger*

## **RR Crossing Lights and Gates**

At Railroad Crossings, the lights will start flashing 3 seconds before the gates start to descend. The gates are supposed to be down within 20 seconds after the lights begin to flash.

Most of us have all seen crossing gates lying beside grade crossings where a car or truck had fouled the gate and the arm came down on the top of the vehicle. The gate will be torn off if the vehicle (generally a truck) moves.

I'm told that the latest crossing gate design will not rip off. It will spring away when hit and return to its original position. The older designs had breakaway bolts, which eliminated gate breakage, but required a maintainer to put the gate back up when it gets broken off. Both designs are much better than the old wooden rigid gate, which if still used today could rip a modern car in half.

*Internet*

**Page Six**

**Pike Ads**

**Removed**

## The Pike Registry is back!

Although it never really went away, the NMRA Pike Registry had moved to an inactive status while a new chairman was being sought, Andy Hauser from our own Midwest Region has picked up the torch and revised the web pages and listing of registered names. If you have a private road name for your Pike, check out the Pike Registry page on the NMRA website to register your pike name and reporting marks.

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

The NMRA Pike Registration program is available to all NMRA members. (NMRA membership is

required) and provides an opportunity to have your pike registered in the Official Register of Model Railroads. As well as receiving a certificate suitable for framing, a copy of the current Official Register is provided to each registrant. The Official Register of Model Railroads is normally published approximately every three years. Although it has been six years since the last Register, Andy hopes to get the Register updated and back on its publishing schedule soon.

*Andy Hauser will be one of the clinicians at our Hoosier Connection Regional Convention next April 27, 28 & 29 in Noblesville.*

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If you do not have web access, you may use the following form.

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**NMRA member number:** \_\_\_\_\_

**Previous certificate number (if any):** \_\_\_\_\_

**Model Railroad Name:** \_\_\_\_\_

**Scale:** \_\_\_\_\_ **Reporting marks:** \_\_\_\_\_

**Visiting codes** \_\_\_\_\_

CF-Contact First, A-Adults only, NV-No Visitors, I-Invitation only, U-Unrestricted.

**Exchange Information:** \_\_\_\_\_

P-Passes, C-Cars, L-Literature, H-Heralds, D/T-Decals / Transfers, N-No exchanges.

*Unless specified the PRC will assign a NV visiting code and an N exchange code.*

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The NMRA does not guarantee nor imply that any registered name is exclusive. It does certify that a registered pike name has not been registered to another modeler, and will not be registered to any other applicant during the three years the originating registration is valid. Further renewal of registration for the same pike name by the originating member will be honored.

Include \$5.00 for each railroad name requested for listing (Reporting marks included). Registration of reporting marks will be done if desired. When a member registers a pike name, he may also register a reporting mark at no extra cost.

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Return completed form and registration fee to:

**Andy Hauser**  
**416 Price Ave**  
**Calumet City, IL 60409**  
708-868-8749

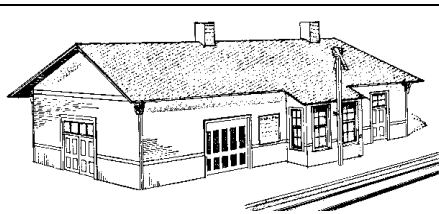
**Please make checks payable to Pike Registry (NMRA).**

**Page Eight**

**Pike Ads**

**Have Been Removed**

## The Depot



### Modeling, friends and things...

I'd like to tell you that I have spent the summer working on my railroad, that the switches to the tracks to my new grain elevator have all been converted to ground throws. I'd like to tell you much more, but I can't. Somehow, the summer has slipped away and I have done almost no modeling at all. Nada! Zip! Zero! All projects depend on the others and I haven't been able to get to any of them. I can take my pick; there are enough to last for some time. Oh, I now have everything I need to continue. All of the pieces and parts are on hand. I just can't get back downstairs!

Well, then, just what have I been doing? A few minutes ago, I e-mailed the Meet and Convention schedule to *MR*, *RMC*, *N.M.R.A. Bulletin*, *Model RR News* and the *MWR Waybill*. That's how we get our activities and events listed in the magazines. In the case of the *N.M.R.A. Bulletin*, it has to be in 90 to 120 days before publication. Let's see, there has also been work on the Hoosier Connection advertising along with Larry Gilbert, other spring convention arrangements, and keeping the web pages up to date for the big rush of visitors when our mailing goes out. Hmmm, a couple of *Spikes* and board meetings with minutes to take, type and send out and I always seem to be late with that.

Lest you think that this is a general complaint session, it isn't (cleaned that up, didn't I). Good things are happening in both the division and the national. As I was updating the Honors page on the *N.M.R.A.* web site, I couldn't help but notice that the names there read like a 'Who's Who' in the hobby both living and deceased. We model in good company, Folks. You should stop by the *N.M.R.A.* home page and take a look at the Honors List. What really caught my eye was two people from the CID that I was privileged to have known. Bill and Irene Litten who had both received the *N.M.R.A. President's Award*. I remember both Bill and Irene fondly. Bill had no scenery except the farm that Irene made and put on the railroad. However, Bill did have the largest collection of Billboard Beer refers that I had ever seen. His layout pretty much filled a 2-car (2 1/2?) garage, with barely room for a car. They had both been very active volunteers at *N.M.R.A. HQ* when it was in Indianapolis.

Bill was the person who taught me what it meant to be a railfan. We were on a layout tour in Anderson in the early 80s. Bill was driving and there were three or four of us in the car with him. Just north of town, Bill pulled up onto a railroad track, stopped and then looked both ways to see if anything was coming! Must be a railfan. I've caught myself doing the same thing!

What else is new? Well, I could mention the Pike Registry, but I already gave it page seven. Yes the ECI is registered as number 87-091. I'll have to revise my Pike Ad in the *Spike* to show that. I first registered it in 1987. I do have it on my e-Pass. "E-Pass? Did the man say e-Pass? What on earth is an e-Pass?" Yes, I said e-Pass. It is a form of exchanging passes just as you see in the *N.M.R.A. Bulletin Pass Exchange*. I have an electronic or virtual pass that I send out or exchange. The Pass Exchange web page is currently being revised to better explain the program and will feature the e-Pass as well as the printed one. See, things do change. Programs are upgraded.

Lastly, I do want to mention that Monday, September 25th, I was home ill when I heard the CSX dispatcher talking to the 'Circus Train' that was waiting just north of the CSX main in Anderson. As it was now coming south and on the move, I grabbed my new digital camera and positioned myself in the best spot I could nearby. I backed up against a warehouse near the tracks and shot the Ringling Bros. and Barnum & Bailey circus train on the move in the rain as it went south to Indy. As I found out later, there were some 55 cars in that train and that friends, is impressive. Some of the photos can be seen on my *Railroads of Madison County* web site at: <http://madisonrails.railfan.net/> Abba, babba, babba da, th, That's All Folks!.

Roger

[cid.railfan.net/connect.html](http://cid.railfan.net/connect.html)



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