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- Division Schedule -

September 29, 2001 (Saturday) - Bedford, IN -

Bedford National Guard Armory, 2020 19th Street, Bedford

Dealer Show & Meet - 11 AM to 3 PM

Dealers - Layouts - Clinics - Photo, Model and Favorite Locomotive (operable) 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

Oct 6-7, 2001 GATS - Indianapolis

November 10, 2001 (Saturday) - Indianapolis (Pike Township)

Pike Township High School, 6701 North Zionsville Road, Indianapolis, IN 46268

Sponsored by the **Pike Township Lions Club** and the **Central Indiana Division**

Pancake Breakfast - Serving starts at 7:30 - CID Meet from 9 AM - 3 PM

Operating Layouts, Displays and Clinics (includes a Young People's 'Shake & Make' clinic).

November is Model Railroad Month. Meet Admission is **FREE!** (pancakes and lunch aren't)

For more information call: Larry Gilbert 765-779-4039 or Charles Malinowski 317-566-1748

January 26-27 GATS - Indianapolis

February 3, 2002 (Sunday) - Noblesville IN

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

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

April 7, 2002 (Sunday) - Danville, IN

4H Building, Hendricks County Fairgrounds

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

- Extra Board -

Sept 14/15, 2001 (Friday & Saturday) - Beech Grove, IN

Indianapolis Midwest "O" Scale Fall Meet - Friday 6 p.m. - 10 p.m., Saturday 9a.m. - 4 p.m.

Holiday Inn 5120 Victory Drive (465 South @ Emerson), Beech Grove, IN 317-783-7751

For more information: James Canter, 1203 Rotherham Lane, Beech Grove Ph. 317-782-3322

Sept 22, 2001 (Saturday) - Indianapolis, IN

The Indianapolis Model Railroad Swap Meet - 10:30 a.m. to 3 p.m.

Sponsored by: Naptown and White River Model Railroad Club

Central Catholic School, 1155 East Cameron Street, Indianapolis, IN 46203 (near Garfield Park)

For more information contact:

Carl Tomamichel, 222 South 11th St., Beech Grove, IN 46107, Ph. 317-786-1183

Sept. 22, 2001 (Saturday) - Salem Depot Museum Dedication

Oct 26-28, 2001 - NCR/MWR/MCR regional convention

April 26, 27, 28, 2002 - Rockford Route Two Thousand Too. . . . t

Midwest Region Spring Convention

Hosted by the Rock River Valley Division at the famous Clock Tower Resort in Rockford, IL.

For more information, contact:

Don Brindle, Chairman. Ph: 815-874-6095 - e-mail donbrindle@aol.com

I received this by e-mail on July 17th and thought that it was worth running – Roger

Rege Cordic

Some members of NMRA will remember Rege Cordic, owner/operator of the Lazy River Railroad, creator of **Olde Frothingslosh** beer, and author of many *NMRA Bulletin* articles back when Whit Towers was editing your fine magazine. I understand that Whit and Rege were close friends, as well. Rege was also a radio broadcasting legend in Pittsburgh, PA, from the mid-fifties through the mid-sixties and later moved to LA to take up broadcasting there and also to get involved with television and movies.

Rege, unfortunately, passed away April 16th, 1999, leaving a large hole in many of our hearts, minds and memories.

To honor Rege and his various expressions of talent, I have established a memorial web dedicated to his radio legend and his model railroading skills: <http://oldefrothingslosh.homestead.com/home.html>

His old Bulletin articles are posted there, along with photos of his layout and rolling stock, among many other things.

I am seeking information any NMRA member might have on the subject of Rege Cordic and/or his Lazy River Railroad Company layout, be it just scraps of memories, or anything else they would be willing to share.

Please contact me at cncquad5@bellsouth.net or write to me at the address below.

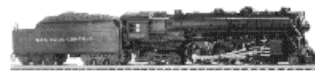
Thank you,

Ric Collins
732A Polk St., NW
Marietta, GA 30064
770-795-8630

New Members Please Note

I normally send out **Welcome to the NMRA** letters when I receive the membership list from Jim Wilhite, our Membership Chairman. In this case, I have the feeling that I missed a number of you when the list came to me just before the **Hoosier Connection** convention. You will know who you are if you joined and didn't get a letter, and I offer you my most sincere apologies.

Roger Hensley, CID Chief Clerk



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 meetings are the first Thursday at 7 p.m.

Memberships are available.

Public Hours:

Second Saturday of the month

Noon to 4:00 p.m.

Free admission

Location:

Johnson County Park

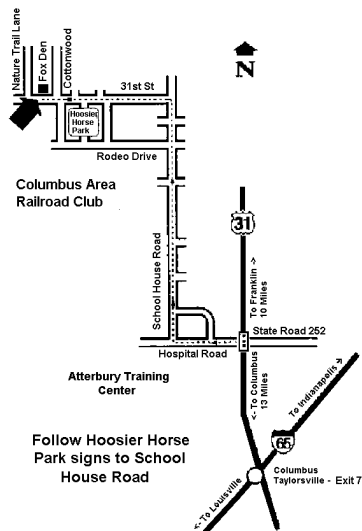
Fox Den

6978 S. Cottonwood

Edinburgh, IN

Phone:

812-526-4855



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Meet Flyer

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Trustee News

By

Dave Liesse, MWR Trustee

Greetings, everyone. I hope you've been enjoying this fine summer. Soon it will be "modeling season" again.

You may be surprised to see my name as Trustee. Jack Pettee, and his first appointed replacement, Frank Hermanek, both found it necessary to resign for personal reasons. Region President Dick Cecil asked me to step in, based on my long experience working with the Board of Trustees and other national leadership, and I agreed to do so. Some might say this proves I'm certifiably crazy, but I've known that for a long time!

Since this was a last-minute appointment just before the national convention, I don't really have any kind of platform to share with all of you. What I will do is explain what my role is, and give you some news about what's happening at the national level.

The NMRA operates under the laws of the State of Ohio (where we are incorporated) and the State of Tennessee (where we are headquartered). Both states' laws are clear that the Board of Trustees is required to act for the good of the Association, not for the parochial interests of the region from which each Trustee is elected. This means that I will sometimes be making decisions that are contrary to the interests of the Midwest Region. This does not mean, however, that I will be ignoring everyone's concerns. The reason we have a Trustee from each region is to provide the diversity in thought that comes from different parts of the country, and, indeed, the world. So, while I am not legally your representative to the national board (rather, it's the opposite – I'm the Board's representative to you), I'm only human, and will certainly take into consideration your views.

What I can do proactively is to act as a liaison between you and National, whether that be Headquarters or the elected leadership. Please feel free to get in touch with me (my contact information is at the end of this column) if you have any problems or concerns, or even good things to say. I'll do my best to get things worked out to your satisfaction.

I would like to be able to visit each division at least once during my tenure. Unfortunately, since this was a last-minute appointment, my schedule is already heavily booked for the coming year – I still have responsibilities to my own division, for example – so some divisions, particularly those that meet on the first Sunday, will have to wait until next year. I will get to all of you, though.

So what's the news from the Board of Trustees? There are two major topics that came up at the recent board meeting in St. Louis that I think you'll be very interested in. First, and

probably more important to most of you, is the dues increase that will take effect on 1 September. The rate for regular dues will increase to \$45, and the other categories will be adjusted accordingly (other new rates are \$90 sustaining, \$30 student, \$23 affiliate, and \$9 family). The Trustees arrived at this figure after many hours of microscopic examination of the budget, removing as much fat as possible, factoring in yet another known increase in postal rates, and allowing for a reserve for contingencies.

While this is assuredly a hefty increase in the dues, it is necessary largely because the dues rate has been kept artificially low in the past. Several independent calculations have shown that, if you apply the inflation index of your choice to the 1975 dues, the current amount should already be over \$50, just to keep up. The current Board of Trustees is determined to manage the organization more professionally than it has been done historically, and I believe that within 2 years we should be able to get out of our deficit spending mode.

In other news, Connie Rudder has resigned her position of Executive Director. A search committee is being formed to look for a new one, but in the interim the paid staff will report to Executive Vice President John Roberts and the department directors will report to President Allen Pollock. Additionally, Brian Kampschroer is no longer the Director of Meetings and Trade Shows, and Bob Charles is no longer the Director of Development. Brian's position will be filled by Henry Jordan, formerly the Trade Show General Manager. Henry, in turn, will be replaced by Tom Draper, Trade Show Treasurer and Technical Department Director. No replacements have yet been selected for the Development and Technical Departments, so if you might be interested or know someone else who would, contact Allen Pollock.

I'll cut this off here so as not to take too much space away from your division news. As I mentioned earlier, please feel free to contact me on any topic. E-mail is usually the best way, but I answer the telephone and regular mail, as well. One note: if you prefer to call, and your number is unlisted or unpublished, PLEASE be sure to leave a message – with an average of 9 or 10 sales calls per day, I don't answer the phone if I can't identify the caller. That said, here's my 411:

Dave Liesse

23 Christian Ct

Oswego, IL 60543-7906

Home: 630-554-2755

Work: 312-443-7625

mwrt@hq.nmra.org

Welding, Brazing, Soldering... What's the Difference?

By Frank Hermanek

I guess that every one of you recognizes that each of the above terms – welding, brazing and soldering relate to some form of joining metals. That's great, but how are they similar to each other and yet different?

Let's start with "welding". Many of us have seen some form of welding being performed whether it be by stick, torch or arc. Car manufacturers' ads show automated lines filled with robots spot (resistance) welding car bodies together. Regardless of which welding process is used it will share one common trait with the others – each uses heat to locally *melt* and join two pieces of metal together. Sometimes a filler metal is added to give the joint strength.

Prototype railroads use all of the welding processes noted plus one that is referred to as Thermit Welding™. Thermit Welding is used to join rails; here's how it works.

Two rail ends are butted together and encased in a ceramic mold. The mold is filled with iron oxide and aluminum powders. Highly flammable magnesium powder, contained within a sleeve, is wrapped around the mold. A flare is lit and plunged into the magnesium powder that immediately begins to burn. The heat causes a chemical reaction between the iron oxide and aluminum powder. This reaction is *exothermic*, that is, it gives off heat, heat hotter than the melting temperature of either the aluminum or iron oxide powders. The iron oxide-aluminum liquid produced is superheated, reaching temperatures of about 5,600°F – 'way in excess of the melting temperature of iron track. The buttered rail ends melt and fuse to form a strong, tight welded joint.

Soldering and brazing, unlike welding, do not melt the metals being joined. Both processes are more like "hot gluing". They use non-ferrous *filler metals* that melt at temperatures substantially below that of the metals being joined. Typical braze filler metal alloys are aluminum, silver, copper, nickel and gold. Yes, gold! Gold alloys are used by jet engine manufactures in joining components for operation in the hot sections of the engine. Expensive, but required.



Filler metals for soldering are generally alloys of tin that contain temperature suppressants such as lead, antimony, cadmium and zinc. Suppressants, based on their individual melting temperature, can depress the melting temperature of an alloy several hundred degrees. Each of these suppressants, when the alloy is melted, vaporizes and produces fumes harmful to your health. **STAY AWAY FROM THEM.** Find alternative lead, zinc, etc. free substitutes. I've been working with one that's sold as "silver solder"; it's not silver solder because "silver solder" is a silver/copper alloy used in brazing. What it is is a tin alloy containing 5% silver. It melts at 483°F and produces joints harder and much stronger than those obtained from a tin/lead or tin/zinc alloy. It's also available as either wire or in paste form. The paste or binder also performs the function of a flux. Paste enables the alloy to be dispensed in a syringe type cartridge through hypodermic needles. The needles come in various sizes so the amount being dispensed can be controlled in both quantity and location. As an aside, I often apply some of the alloy to a joint, clamp the assembly, and pop it into the kitchen oven for ten to fifteen minutes at 500°F. Produces good fit-up with no messy after clean up.

Getting back to the subject. Brazing is performed at temperatures above 842°F; suffice to say, soldering is performed below 842°F. All three joining processes require the use of considerable heat to complete a joint. Welding requires the most heat, sometimes hotter than 3,000°F, as it melts the pieces being joined. These temperatures will affect the properties of the parts being welded – they'll be less strong and softer than they were before being welded. Properties can only be recouped by a follow-up thermal treatment.

Brazing also requires considerable heat and in some cases the use of complex, highly sophisticated and expensive, furnaces. Soldering, on the other hand, can be performed at your workbench, with a torch or an iron. Even, as noted, in the kitchen oven. Think of soldering as hot gluing but using cold glue and applying the heat afterwards.

When soldering metals, don't limit yourself to the standby iron. Explore, investigate. Try joining brass and copper parts with both the newer (lead free) and older alloys. Try a mini-propane torch and above all the "resistance" soldering tool.

Photo Credit:

CONRAIL® workers Thermit Weld rails for new crossing in 1991. Photo by Roger Hensley

New Model Contest Chair

CID Trainmaster Tom Cain has accepted the position of Model Contest Chair. Tom brings to this the experience acquired assisting former Chair Paul Brown with his model judging duties.

Tom is already well known to many CID members from his stint as Clinic Chair and Layout Tour Chair for the recently held **Hoosier Connection twenty-oh-one** Midwest Region Convention.

Auction Items Needed

It isn't too early to be thinking about those items that you would like to donate to the Annual CID Auction held at our Noblesville Meet. This year the meet will be moved back one week to February 3, 2002 due to a date conflict with the Indy GATS show in January. A number of items have already been donated including A **Railroadmen's Federal Savings & Loan** locomotive tie bar.

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Pike Ads

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See the Pike Ad

Web Page

For the Ads

Without address

Information

Model Railroad Memories Chet Carter's Killbuck Valley & Western By Dan Parshley

(Concluded from last issue)

I recall the last time I went to Chet's house to operate. It was a cold winter night and not too many of the regulars made it. I spent most of the night just studying the layout thinking about all the fun I had operating the railroad and looking forward to more nights of operating and railroading on the KV&W. But it was not to be. Chet looked like he did not feel well that night and those of us who had made it there decided to leave early so Chet could get his rest and hopefully feel better. Little did I know that night would be my last night to operate on the Killbuck Valley & Western. The next night at the club at the public library we found out Chet was taken to the hospital the night before and it was a couple of days later that Chet passed on.

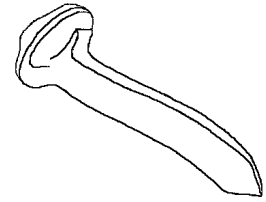
The final chapter in the KV&W history books from my point of view is very bittersweet. A couple of weeks after Chet's passing everyone was invited down to the basement for a sale of the equipment on the railroad. By the time I got there the railroad had been pretty much picked over. In fact it looked nothing like the railroad had. It turned out that the sale would take two separate days to move everything. The first trip I made I came out with some 40-foot hi-cube boxcars and some odds and ends. I looked over the layout and there sat the SW1000 that had been my locomotive of choice for the branch run sitting where it always had by the freight house except that the freight house was now gone. I said my good-byes to it thinking that I would never see it again. A week went by and I got a call saying that there was to be another sale and I was invited. Well, to my surprise, when I walked in the SW1000 was still there with no price on it. I hesitantly asked if it was for sale and how much it cost. To my surprise it was for sale for only five dollars. So, for five bucks I purchased the locomotive that had been mine while I was making the mine runs. I still own that SW1000. It is getting ready for a complete overhaul as it has been in service on my railroad now for at least eight years. Maybe when it emerges from the paint shop it will be painted for Killbuck Valley & Western again. Only time will tell.

I hope you can use some of this, Roger. I know it's been fun for me remembering my time on Chet's railroad and maybe my memories will trigger someone else to write in.

Dan Parshley

Editor's note: I, too, have something from the KV&W. I have two Varney passenger cars and a caboose that Chet gave me when he found out that I was saving old Varney cars from destruction whenever I found them. Man, that caboose is heavy. I wonder what it would do running free down grade? Hmmm?

Spike Tips & Reviews by Jim Wilhite



True Color

There is one thing you can do to get the true color of the model paint each time. Yellow, red and orange are very transparent, and will be affected greatly by the color of the surface. Sprayed on black, they will be dark and show variations even after many coats. A good way around this is to paint the surface white, which has good hiding ability, then apply the final color. It gives a much better color with much less paint. If you want a little variation from one car to the next, like a string of yellow reefers, paint one car white, the next light gray, and another silver. Then paint them all with the final color and each will be uniform but a slightly different shade.

Spike Now Indexed (On the Web)

Volume 30 (last year) and Volume 31 (this year) of the *Rusty Spike* are on the Central Indiana Division web site in *Adobe Acrobat* PDF format at:

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

Those '*Spikes*' have now been indexed and the index files in PDF format have also been placed on the same page as the other PDF files. Unfortunately, the Index is too large to be printed in the limited space available in the '*Spike*', but is available to you on the web and the appropriate Index will be updated with each issue.

So, if you haven't kept those back issues of the *Rusty Spike* and would like to look up something that you've seen in the past two years, it is now possible.

Roger

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Pike Ads

Have Been Removed

See the Pike Ad

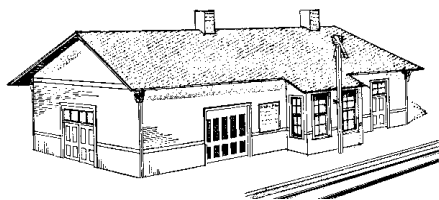
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For the Ads

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Information

The Depot



So Much to Say...

...and so little space to say it in. Let's do the political stuff first. By now you know that the NMRA is raising dues. There has been much material placed on the national web site from President Pollock about the reasons and even the agenda and 'unofficial minutes' from the last BOT Meeting in St. Louis. There will be more information in the Bulletin about what we are doing to dig ourselves out of the hole we have fallen into. Suffice to say that I don't like this any more than anyone else, but I also understand the reasons and I can see the changes beginning to happen. I will continue to belong.

National Model Railroad Month is November and we are holding a co-hosted special meet with the **Pike Township Lions Club** to promote Model Railroading as a hobby. The meet admission is free. Of course the Lions hope that you'll buy breakfast and maybe even lunch, but the meet is open to all. There will NOT be any dealers at this meet, but there will be as many layouts as we can get and clinics and displays. This would be the one to invite people that you think might be interested. We all love this hobby, so let's push it a little and get some new (and younger) faces.

Speaking of younger faces, we're going to start a new '**Shake and Make**' clinic for younger potential modelers. The CID will furnish simple car kits for youngsters to put together with the help of some of us older modelers. Yes, we're talking 'Shake the Box' kits like **Athearn**, **MDC/Roundhouse** or **Walthers**. The kids will get to keep the cars they put together. We'll furnish everything they need from the tools to the kits. There'll be more on this in the next *Spike*.

There's **Good News Tonight!** Well, I think it is. There are a lot of good layouts under construction all over the Central Indiana Division and we'll all get a chance to see and hear more of them in the future.

But how about the **Tony Koester Syndrome**? Yep, you guessed it. Layouts are being dismantled even as we speak and new ones started! Some changes have happened because of moves while others are just starting over fresh. I am delighted to say that the hobby of Model Railroading is alive and well here in the CID. We do need to keep this going by making time and room for our

youth. After all, some of us are getting a little long in the tooth and replacements will eventually be needed.

Roger

Connie Takes Second at National By Frank Hermanek

As in past years entrees in the steam locomotive division were slim, only three. Winner was a scratch build 1/4" scale



Hudson (?) that took five years to build.

Connie took two years to build. Started almost the day we returned from St. Paul in 1999. The "old girl" (she was purchased in 1986 for 45 bucks; money went further those days) was never touched as Pennsy H9's with Belparie fireboxes are not found on the Imperial Valley Railroad. Most rolling stock is representative of GN and NP. Connie carries IVRR engine number 102 on the IV. The IV 100 series is reserved for Consolidation type engines. She's an ALCO N-5a, type 2-8-0, representative of 16 built for the Central Vermont.

Appearance deviates from the CV in that 102 is more representative of her GN heritage having a Vanderbilt tender trailing behind her.

Consistent with my performance as "being a bridesmaid and never a bride", Connie earned second place (my fourth in National competition), Merit Award points (90) and the Testors' Locomotive Finish Award, which, besides a plaque, includes an airbrush.

I think that she looks pretty good. I doubt that Bowser, who built her, would recognize her today. All added-on detail is brass and I believe that I've got more money in "super detail" parts than I have in Connie's original costs.

Frank

Photo Credit:

Connie Photo by Frank Hermanek

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