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- Division Schedule -

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 'Make & Take' 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 (Stop by our table and say hello)

February 3, 2002 (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 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

April 7, 2002 (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 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

- Extra Board -

Oct 26-28, 2001 – NCR/MWR/MCR regional convention – Ft. Wayne

More information about the convention, the Ft. Wayne area and hotel reservations may be found on the web at:

<http://nmradiv3.railarchives.com>

For more information, contact:

Chuck White, co-chair, Ph: 219-482-7930 – e-mail: cwhite8357@aol.com

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

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.

Editorial

When is it Political?

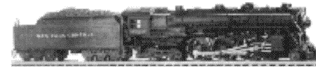
I have spent some time looking over the last year and a half of the *Rusty Spike*. Looking back, it looked like there was a lot of what would be called politics in them. What I have found is that it can be difficult to decide what is politics and what is information and many times they are the same. I have tried very hard to keep the membership in the CID informed about the things that affect the CID and the N.M.R.A. and I would hope that I have made good choices.

At the risk of being political, I want to weigh in on the dues increase and the changes in the N.M.R.A. Yes, you can go to the NMRA web site and read the News section, but not everyone has an Internet connection, nor do they want one. You can read the articles by President Pollock in the *NMRA Bulletin*, but not everyone gets that, and still many more do not get the *MWR Waybill*. That leaves the *Rusty Spike*. How do I feel about the dues increase? I've already said that I'm less than thrilled with it. But I have seen our President and BOT struggling with costs and expenses trying to get a handle on them. We have been using up other available moneys to hold down dues artificially. We could have gone to \$42 a year but we just would have had to do this again next year,

I have enjoyed my 21 + years in the N.M.R.A. I have seen good times and bad, but I have always felt wanted and welcomed by the folks in the CID, and believe me, that does make a difference. While working with the National, I communicate with a lot of people who don't have divisions like ours. To all of us, the CID IS the face of the N.M.R.A. True, the people at HQ send out the membership cards and the special run cars, and the Library is a fantastic resource for railfan and modeler alike; but it is our division that we see most. I joined the N.M.R.A. without knowing that there WAS a division, but I quickly found out when the first *Rusty Spike* arrived and I have been hooked ever since.

I believe that we work to spread the hobby and work to bring new people to the hobby and to the N.M.R.A., but it is the hobby first. The CID wouldn't be here without the National and the hobby would certainly not be the same. A case could easily be made that the hobby would be considerably smaller and we would all be scratch-building most of our railroads if the N.M.R.A. hadn't been able to set standards with the cooperation of manufacturers. And the work continues yet today. It isn't over yet! We are all a part of something much larger than just the CID.

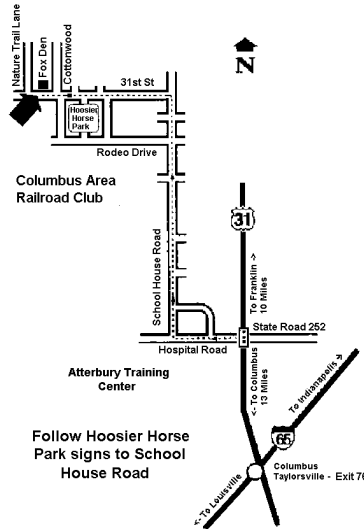
(Continued on Page 6)



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

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; address changes or mailing problems to the Circulation Manager; and advertising or advertising inquiries to the Assistant Superintendent.

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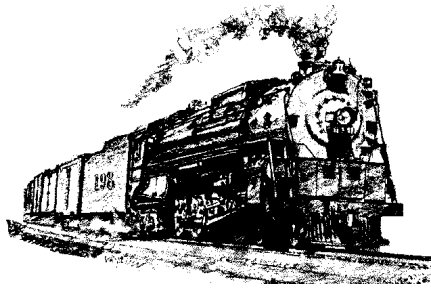
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Central Indiana Div., N.M.R.A.
and
The Pike Township Lions Club
host the

November is Model Railroad Month
'Model Railroad Meet'
and
Lions Club Pancake Breakfast
Saturday - November 10, 2001

Location: Pike Township High School
6701 North Zionsville Road, Indianapolis, IN

Time: Model Railroad Meet - 9 AM to 3 PM
Pancake Breakfast serving starts at 7:30 AM

Admission: Meet admission is FREE (Pancakes and Lunch aren't).

What: Operating Layouts, Clinics and Displays

Want to learn more about what we believe is the World's Greatest Hobby? Then come out to the Pike Township High School, see operating trains, take part in the clinics and talk model railroading with the model railroaders that you'll meet there!

Already a model railroader? Great! Come out and join in the fun and share your hobby with others.

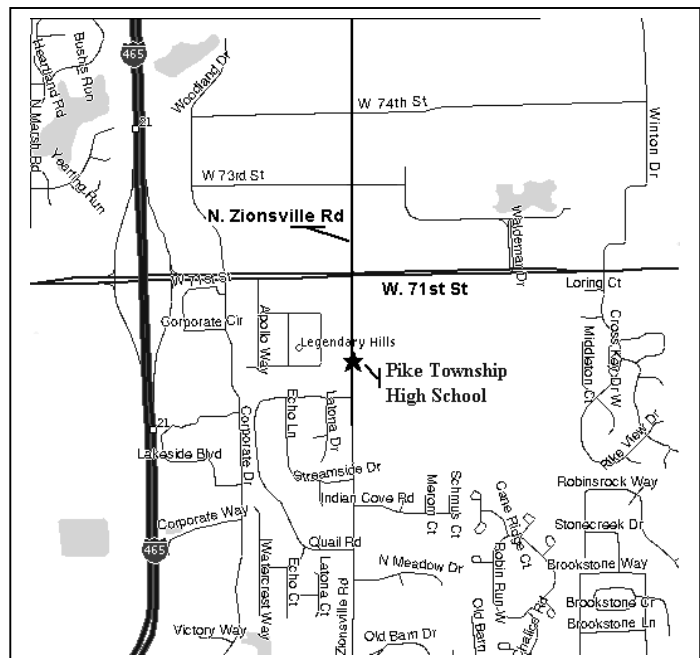
Meet Special

**A young modeler's
'Make and Take' Clinic**

Young modelers will be able to assemble a simple car kit with the aid of N.M.R.A. members. The CID will furnish both the cars and tools and the completed car is their's to take home.

For more information call:

Larry Gilbert 765-779-4039 or
Charles Malinowski 317-566-1748



Bedford Model Contest

Steam - 1 entry (no contest)

Matt Hewitt – Anderson
N&W 2-8-8-2 Y6B – HO scale

An outstanding piece of work consistent with Matt's other efforts. The boiler was cleaned of molded detail and brass piping was added. The tender was scratch-built to be correct for this loco. The tender was modeled from brass and required 630 rivets. The loco was weathered to 'In Service' appearance. Extra details included marker flags and cab curtains. – 96.5 AP points

Diesel - 1 entry (no contest)

Bob Morrison - Columbus
Rock Island GP38-2 #4326 – HO Scale

Bob took an Athearn model and completed it with hand rails, grabs, class lights and cab shades. He gave it custom paint and weathering. Even the trucks received weathering of grease and dirt. – 56 AP Points (nice score for his first entry in diesel locomotives!)

Favorite Locomotive (operable)

1st Matt Hewitt – Anderson
N&W 2-8-8-2 Y6B – HO

Other entries:

Bob Morrison - Columbus
Rock Island GP38-2 #4326 – HO

Bill Litkenhous - Bedford
Southern 'Crescent Lmt'd' Pacific #1396 – HO

Roger Hensley – Anderson
PRR II Decapod w/LD tender #4527 – HO

Danville Photo Contests

Color Photo - Prototype

1st Robert Bird - Vincennes
"Heartland Rainbow"
Q565 eases past V502 at Wheatland, IN

2nd Robert Bird - Vincennes
"Fast Rail over Fast Water"
Q687 over East Fork White River, Shoals, IN

3rd Robert Bird - Vincennes
"Another Morning"
Railgrinder starts up as T648 eases towards
B&D Interlock

Color Photo - Model – 1 entry

Matt Hewitt - Anderson
"First Run of the Morning"
Consolidation 8825 at Point Allen Trestle

I'll sneak in here with a few comments about the contests. We were a little short on models, but the four locomotives made nice entries. My poor little PRR II Decapod looked pretty good until the other entries came in. I expect that I was dead last and I can understand why. Bill Litkenhous' Pacific was a beauty (Southern Green always is) as was the Y6B and GP38-2. As someone said after looking at Hewitt's loco, "Boy, it's easy to love big coal steam locomotives!" N&W thought so, too.

As I was passing the Photo Contest table, I noticed a photo of a Consolidation and thought, "Wow! Where did they find that!" And then I knew that it was a model. That's the mark of a great model photo, if you think that it's real when you first see it.

What gave it away? Was it a bit of wall visible in the photo? No, I didn't notice that until later. It was the signal beside the loco. It was good. It was too good. It just wasn't real. When I looked at that, I looked back at the photo and said to the man beside me, "It's a model." He didn't believe it until he looked closely. That's the kind of people that we have in the CID. The models are outstanding and the photos are too. I could almost say that even the 'also ran' models and photos that we have in our contests would make good entries anywhere.

Now, all that said, let's talk about the photo contest judges. Mike Nicoletti is the Photo Contest Chair and does most of the judging. I have helped at times as has Asst. Supt. Larry Gilbert. I'm sure that Mike is probably getting tired and could use some regular assistance with the judging. We use a form to judge photos that makes it very easy. After you have helped with a couple of photos or slides, you catch on to the system very quickly.

At Bedford, Mike didn't ask for my help as he wasn't overloaded with entries and this gave me an opportunity to take in both clinics. He didn't get the same chance. So, I would like to ask that if you think that you might like to learn to judge photos and slides, you have an opportunity. The judges SEE the photos. Just walking by and looking at the entries isn't the same as sitting down and examining them as to subject, excitement, quality and artistic content. You learn to view the photo in a new light and I can honestly say that it has helped me improve my own photo taking.

Roger

Note: Photos of many of our contest entries over the past three years may be found on the CID website at:

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

Working with Wood

By Jim Wilhite

Our age of plastic has caused many modelers to forget one excellent modeling medium, which is wood. It can produce a very nice finished model, especially when the prototype itself is built of wood.

The type used most commonly in modeling is basswood. It is a fine-grained, fairly dense material which has good strength and finishes well to resemble wood in miniature.

It should not be confused with balsa, which looks similar but is soft, open grained and porous, making it difficult to finish smoothly.

Whether assembling a wood kit, kit bashing or building from scratch, here are a few general tips to make the project easier and more satisfying.

Tools

Assemble a few basic tools and supplies. These would include sharp hobby knives, sandpaper or pad in a very fine grade for finishing and another in a coarser grade for shaping. For finishing and light sanding use a name of "extra fine" or "super fine", if numbered use 220 - 240. For shaping use a name of "fine" or "medium", number 150 - 180. A fine tooth hobby saw and a few small drills can also be useful.

The best glue depends on whether you pre-finish the wood as described below. If so, you should use an ACC or "Super Glue" of a medium viscosity, gap-filling type. This will allow time to align parts properly and will hold best to the finish. If you still prefer to glue the bare wood, use "Carpenters" glue, which is a light amber colored version of "Elmer's" with greater strength.

Seal or Stain the Wood First

It is often easier to pre-stain or paint the wood pieces before any assembly is done. If you plan to stain the wood as for a structure, the best time to do it is after the pieces are cut to size but before assembly.

If the model will be painted, now is a good time to seal the wood parts with a clear finish. This will aid assembly by removing any shavings or splinters and make final painting much easier. Any clear finish can be used. My personal preference is water-based Polyurethane varnish, available in many paint and hardware stores.

Liberally brush the finish onto the bare wood. Small parts can be dipped into the container, then brush off the heavy excess. All sides of each part should be coated and

soaked with the finish. Set the parts aside to dry several hours or over night.

When dry, the parts will look and feel rough. Use the fine sandpaper to sand each part smooth. Any stray fibers or splinters are now stiff and will sand off easily. Wipe off any sawdust. Brush on a second coat of clear finish as above. Let this coat dry, which will take much less time than the first, since it won't soak in much. Again sand with the fine paper. If any of the parts still look or feel rough, you may want to apply a third coat.

Paint Before Assembly

Now, think about the paint scheme. If any parts are to be a different color than the main structure, like doors and windows, it is usually best to assemble and paint them before final assembly. Sub-assemblies like a roof and underbody are often different colors than the sides. These can be built and painted separately to save tedious masking or hand touch up.

Assembly Tips

1. Parts that are joined with an overlap, such as a corner, will fit best if the outer piece is trimmed slightly long. It can be sanded smooth and flush after assembly to give a well-aligned joint with no gaps. Any bare spots can be touched up with paint or stain.
2. When cutting a small opening in a larger part, make the first cuts across the grain. This will prevent splitting of the large piece along the grain during cutting.
3. Always use a drill to make holes in wood. Even a small hole that might be made with a needle or pin can split the wood especially in a small or thin piece.
4. Always drill a hole when using wood screws to attach trucks. In HO scale, a #2 wood screw is usually the right size. Drill a 1/16" hole and insert the screw. It will still hold well with the threads but minimize danger of splitting the wood.
5. If all else fails and you do split a piece, simply glue it together at the split. Wipe off excess glue and sand smooth when dry. The joint will be as strong as the original piece.

Jim Wilhite, with his wife Luana, is the former owner of **La Belle Woodworking**, manufacturers of quality wooden car kits.

When is it Political? (continued)

I personally do not want to see even one member lost because of the dues increase. I think that the N.M.R.A. is that important to us and to the hobby. There are many, many good volunteers working at all levels to keep things running smoothly from the web site, to Meets, to the AP, to Modeling With The Masters and Junior College programs, to the Standards and RPs and so much more.

To me, the dues are not that far out of line when adjusted for inflation over the past 21 years (I know, yadda, yadda, yadda) and I will continue to pay. But realistically, what can you do if you don't feel you can justify the new amount? The easiest answer is to drop the *NMRA Bulletin* by becoming an Affiliate Member at \$23.00 a year. There are a number of good points about the *Bulletin*, but you do not HAVE to have it. National Ballots will be sent to you by mail, you will still be an important part of the CID, and you can still be a part of the Midwest Region if you choose by paying their \$6.00 dues.

Roger Hensley, Editor, CID *Rusty Spike*

Page Six**Pike Ads****Removed****See the Pike Ad****Web Page****For the Ads****Without address****Information**

Reports of Scratch-building's Death Greatly Exaggerated

By Al Askerberg

How often have I heard from manufacturers and others that scratch-building is a dead and lost art among model railroaders? Perhaps everywhere else, but definitely not in CID land. To name a few that come to mind, Frank Hermanek just built a brass loco that took 2nd Place in Steam Locomotives at the National, Doug Rolfe and Ron Lane each built award winning 1/2" scale buildings for our club G gauge layout. Bob Morrison also built a coal tippie and is working on a firehouse for the G gauge layout. I am working on an historic auto garage for the same layout using experimental techniques. Frank Marshall of our club just finished a beautiful wood truss bridge for the HO club logging layout. Phil Randall in the Princeton area has both bashed and scratched a whole fleet of narrow gauge equipment in several scales. Charles Malinowski has also scratch built narrow gauge equipment. Ron Rendfeld has a whole train that, so far as I know, is entirely bashed and scratched. Matt Hewitt is renown for his scratch building, and I'm in trouble now because I really don't know who all has been working on bash and scratch projects. I suspect that nearly everyone on the list (CIDlist e-mail discussion list) has done something at some point.

Who and what projects have I left out of this off-hand list? Does anyone have a project(s) on his workbench? At the moment, I'm building a small one-stall engine house in HO out of styrene for the club layout. Scratch-building dead here in CID land? No way!

Al

Sunday Railfan Odyssey

By Roger Hensley

When there was only a couple of weeks left for Conrail, I was watching the northbound INEL passing the crossing a quarter block from my house when I decided to chase it down and get a couple pictures of some older power as they had a GP40-2 as second unit.

My six-year-old grandson, Jacob, was visiting and I told him to get in the car and we'd chase a train. Yep, he's ready and we set out through the streets of Anderson northward. I figured to get position on INEL at Cross Street. As we passed through Anderson, we could see INEL down on John Street as he passed the various crossings. We had caught and passed him and would be ready for him by the time he got to the DOW marker.

We were waiting when we heard him whistle up for Vineyard and then he pulled into the curve just as the crossing lights came on and the gate dropped. A utility service truck came to a stop leaving me plenty of room to step into the street in front of him to get a couple of shots in the clear. We waved to the engineer as he passed and received a friendly wave in return. Jacob took one picture of one of the cars, too, and then INEL was by and heading up the line.

Heading up the line? Yes, if we made a run to Alex we might catch him at the diamond with NS, and off we went. As we neared Alex, we could see INEL off to the left and I knew that we wouldn't make it, but we kept going. Jacob was getting a kick out of watching the train at a distance rolling through the countryside. As we crossed the NS on SR9 in Alex, I could see that he had beat us through the diamond, and I wasn't going to chase this one any further.

Turning back toward Anderson, I re-crossed the NS tracks heading south and Jacob said, "There he is. I see his light." Light? On NS tracks? Conrail detouring over NS tracks through Alexandria because of a derailment on the St. Louis main? And I turned around and crossed the tracks again. Sure enough a headlight was clearly visible to the west and we could get position on this one at the diamond. I wanted to get one more shot of the new Frankfort Main to Marion Branch connector now that it was finished anyway.

Leaving the car parked on the street, we took our position up on the higher ground off of the ROW, but with a clear view of the track and waited. Jacob began to fidget a little until he saw the train trough the trees. It was throttling up as it got the green for the diamond and was moving at a good speed for photography and for two little kids to watch him (Jacob and me). I took my shots and we exchanged waves with the crew as the NS eastbound (not Conrail) went by.

On the return home, we made a brief detour near Frankton and spotted a string of grain hoppers set out on the Indian Creek (ex-PRR) at Florida (Station). All in all, a nice brief Sunday outing. We kept out of harms way, respected the property and had some fun chasing a couple of trains. I made the trip as much for Jacob as for the trains. Friendly crews and safe train watching. He will remember it as will I...

Roger

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Pike Ads

Have Been Removed

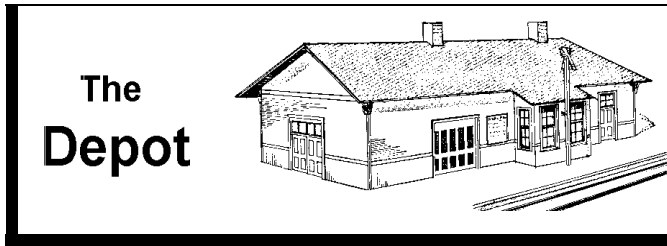
See the Pike Ad

Web Page

For the Ads

Without address

Information



Think Clinics...

Well, I have put more of myself into this issue than I intended, but I guess there are days like that. Let me pick up with the clinics at Bedford.

Al Askerberg did a good job telling us the benefits of short line modeling. He presented several examples of small railroads that we could model, some of the lines would work well as a shelf switching layout. His thrust was more to researching lines that would make good short line models rather than the nuts and bolts of building. With the small short line, you have the ability to run small locomotives with a run of just a few miles with a good amount of switching opportunity.

I had not met Ron Bidwell before. He is a member of the Columbus Area Railroad Club. To say that he is enthusiastic about passenger trains is to put it mildly. Yes, he has a favorite road, the Great Northern, but what he told us would apply to almost all major roads. You think that the trains were just a few coaches or sleepers? Not! With the head end equipment, the RPOs, baggage, diners, special cars and then the cars that we think of all go into the makeup of the passenger train. As they moved across the countryside, cars would be added and removed depending upon destination.

With his samples, Ron covered many of the cars that are available and that can be modified to match specific cars. The Great Northern scheme reminds me of the Illinois Central City of New Orleans brown and orange. To me, both the IC and GN paint are some of the most attractive paint schemes ever put on passenger cars. I guess that I just like the touch of orange. All in all, I thoroughly enjoyed both clinics. This was the first time in almost five years that I could feel comfortable sitting through two clinics at one of our Meets.

Now, this is the last call for our **November Model Railroad Month** special Meet with the Pike Township Lions Club. The Pancake Breakfast will start at 7:30 a.m. with the Meet beginning about 9:00 a.m. I say about because it is possible that some of the layouts may still be setting up. That's ok, too, as it is something to see as these guys put together the pieces and parts that they will

soon be running trains on. I invite everyone to come out and share our hobby with newcomers. We hope to draw more people to this hobby that we consider the World's Greatest. As the circus barkers say, "Ladies and Gentlemen and children of all ages..." That's us! "Children of all ages."

The first clinic will be the 'Make and Take' for the younger modelers. This is the first of what we hope will become a regular feature at our Meets. We are looking for donations from manufacturers and possibly local hobby shops, but even if we don't get them, the CID will purchase what we need for these clinics. They're that important.

Lastly, in case you missed it, we have a new Clinic Chairman, Bob Morrison. He is on the lookout for new clinics to add to those that we already have. You may have just that interesting piece of railroad or modeling knowledge that we really would like to see. Contact Bob.

Bob Morrison – Columbus
812-378-4275
rcj@iquest.net

That's it for this issue. 'Til next time...

Roger

Commercial Ad Price Increase

Effective with the Vol. 32 # 1 (January 2002) issue of the *Rusty Spike*. The price of Commercial (1/4 page) Ads has been increased to \$50.00 for the rear cover and \$40.00 for an inside ad. This is still only \$10.00 an issue for the rear ad and \$8.00 an issue for an inside ad. There has been no change in the Pike Ad rate, as that was adjusted two years ago.

Attention Model RR Clubs

Looking to hold an Open House to promote your club and the hobby? Maybe the CID can help by donating some fliers for it and helping you to distribute them. It is necessary that you carry the proper liability insurance for your clubroom facilities to qualify. Contact any of the CID Board Members or those on Page 2 for further details.

Rusty Spike Vol. 31, No. 5
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Midwest Region, N.M.R.A.

Mailer Page Ten

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