



- - Directory - -	
Super Sez - My First	Pg 2
Bedford Meet	Pg 3
Pimento Wye	Pg 4
The Year was 19??	Pg 5
Picnic Report	Pg 5
Where ARE You?	Pg 5
AP Page	Pg 7
The Depot.....	Pg 9
Turnout Failure	Pg 9

- Division Schedule -

Notice: The **CID KIT (Kids In Trains) Clinic** will be held at all of our Meets. This is the young modelers '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 theirs to take home.

September 28, 2002 (Saturday) - Bedford, IN

Bedford National Guard Armory, 2020 19th Street, Bedford (see pg 3)

Dealer Show & Meet - 11 AM to 3 PM

Dealers - Layouts - Clinics - Photo and Model Contests plus...

...Favorite Train & Favorite Passenger Car 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

October 19-20 GATS - Indianapolis

November 9, 2002 (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**

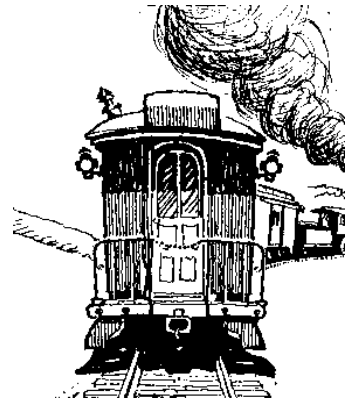
Indiana Division

Pancake Breakfast - Serving starts at 7:30 - CID Meet from 9 AM - 2 PM

Operating Layouts, Displays and Clinics - **KIT** clinic from 9:30AM to 1:30PM - Favorite Train Contest

November is Model Railroad Month - Bring in new people - Admission is **FREE !** (pancakes aren't)

For more information call: Charles Malinowski 317-566-1748



January GATS - Indianapolis

January 26, 2003 (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

March 30, 2003 (Sunday) - Danville, IN

4H Building, Hendricks County Fairgrounds

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

- - - Extra Board - - -

September 7, 2002

**Columbus Area Railroad Club
Train Show & Swap Meet**

The Fox Den Building

Johnson County Park

(See map in Ad on page 2)

10 AM until 3 PM

Admission \$2.00, 12 & Under Free

Information or tables, **contact:**

Bob Morrison - Ph: 812-378-4275

September 21, 2002

**Indianapolis Model Railroad
Swap Meet**

Sponsored by: Naptown and White

River Model RR Club

Central Catholic School

1155 East Cameron Street,

Indianapolis

10:30AM to 3PM

Information or tables, **contact:**

Carl Tomamichel at 317-786-1183

October 11, 12, 13, 2002

NCR Great Lakes Railfest 2002

St. Johns Convention Center

Plymouth , Michigan

Workshops, Layouts, Prototype Tours

Open to ALL model railroaders

For more information **contact:**

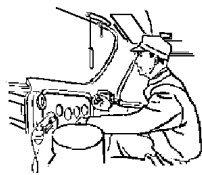
Jack Watson, Registrar 810-598-7406

e-mail: superfest7@aol.com

<http://data.detnews.com/hotbox/qlrf/>

Super Sez

by Larry Gilbert



My First Super Sez...

I am happy to be able to serve as your Superintendent for the next two years. If you have any questions or concerns of any kind do not be afraid to ask a question or make a comment. I may sometimes react negatively at your comment, please do not be offended, that is just me. Usually after I hear something it takes me a little bit of time to digest what was meant by the question or comment and I come across as being a hardheaded idiot. I am not really that way at least I hope I am not. I have always tried to look at both sides of a conflict; problem or what ever may come up and have usually succeeded in that effort. The only way we (your officers) can improve the Division is with your help. Not just by doing a physical task, which we always need help with some project or another, but by your input and ideas. So by all means help your officers with constructive criticism or by hitting me up side the head with a hammer to get my undivided attention.

Now a little bit about me personally. I have been married to my wife Glendia for 30 years. We have two daughters Valerie and Vicki and as of yet no grand kids. We are too young for them at least Glendia keeps telling me that. I have been a member of the NMRA since 1995 and a trainmaster or Asst. Super. since 1996. I belong to the Fraternal Order of Eagles (President of Aerie 174 in Anderson IN. in 1978/79), Sons of the American Legion and The Knights of Columbus. I retired in 1999 from General Motors after 33 yrs of employment.

From 1941...

**Remember this
If you'd
Be spared
Trains don't whistle
Because they're scared
Burma-Shave**

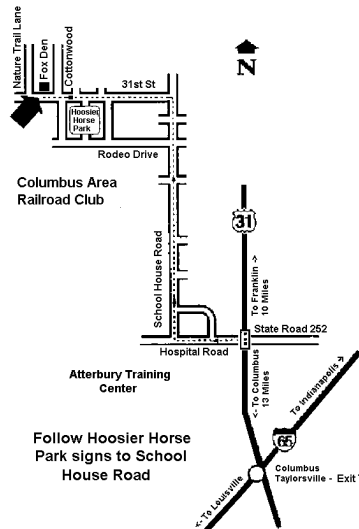


COLUMBUS AREA RAILROAD CLUB, INC.

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.

Superintendent:

Larry Gilbert
6675 S. 200 E
Markleville, IN 46056
Ph. 765-779-4039

Asst. Superintendent:

Thomas Cain
6383 Dover Road
Indianapolis, IN 46220-4551
Ph. 317-475-7834

Editor:

Roger Hensley
602 E. 31st Street
Anderson, IN 46016
Ph. 765-649-2367
madisonrails@railfan.net

Circulation Manager:

Jim Wilhite
4823 Buttercup Way
Anderson, IN 46013
Ph. 765-644-1887

Publisher/Printer:

Paul Brown
9015 Ridgescreek Drive
Indianapolis, IN 46256-1196



BEDFORD KIWANIS CLUB
AND THE
CENTRAL INDIANA DIVISION
OF THE



NATIONAL MODEL RAILROAD ASSOCIATION

ANNOUNCE THE

7th ANNUAL MODEL RAILROAD TRAIN SHOW AND SWAP MEET

Date & Time: September 28, 2002 from 11:00 AM TO 3:00 PM

Location: Bedford National Guard Armory
2020 19th Street, Bedford, Indiana

Admission: \$3.00 per person. Children 12 and Under Free
When Accompanied by a Paying Adult

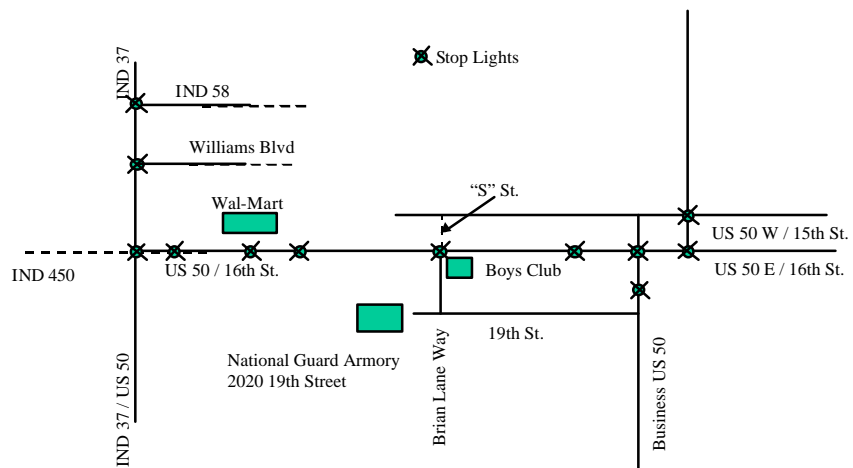
Layouts: Operating O, HO and N Scale

Contests: Model, Photo, Favorite Train & Favorite Passenger Car
Entries due by 12:00 Noon

Clinics: Times: 11:15 to 1:15 KIT (Kids In Trains)
11:30 A.M. Modeling With Wood, Doug Rolfe
12:30 P.M. Basics of Operations, Steve Studley
1:30 P.M. Back Drop Painting made Easy, Al Kohut

Dealers: Over 50 Tables of Trains
Tables: \$12.00 in Advance,
\$20.00 at Door (If Available)

For more information contact:
Bill Litkenhous
2509 Windwood Drive
Bedford, IN 47421-3957
(812) 275-3634
e-mail: mrlit@dmrtc.net
or see the CID Website at
cid.railfan.net



Questions from the Pimento wye Answers from... By Steve Studley

Keith Clark and I went on a railfan trip recently. We were gone for eight hours and traveled 196 miles. During that trip we saw tracks belonging to ISRR, INRD, CP/SOO, and CSX. We were lucky enough to see trains operating on most of these railroads. It was a six-train day, or eight if you count the engine set on INRD and the MoW train on ISRR, both at Switz City. These last two weren't moving. Shoot, the ISRR engines weren't even running! Therefore, we don't count them. You have to have standards. The only real problem with the day was that it was HOT!

That's not quite correct. Well, it *was* HOT, but we do have another problem. We saw some things that caused us to ask some questions. And at the end of the day we had more questions (I'm really good at questions!) than answers. The two things we saw?

1) Guarding the siding at Pimento were 4-aspect dwarf signals – one signal for each leg of the wye.

2) The wye at Pimento leads to a new track that appears to go to the "Farmersburg" coal loadout. There also appears to be a connection to this same loadout from the CP at Blackhawk.

So, here's the problem. How do we go about evening the number of answers to the number of questions? Well, first, Keith and I could ask each other. We did. It didn't help. The next step: Get home and go through our books. Still didn't help. If we want to find those answers we'll have to ask someone else and/or seek information from somewhere else.

After going through the books, I got on the Internet. Still didn't help. There are gazillions of pages on websites and umpty-gazillion pieces of information on those pages. Essentially those sites provide general answers and we're looking for specific answers. It's time to narrow the search. Ask yourself, "Who should know answers to questions relating to central Indiana railroading?" It should be people who have a real interest in this area's railroads. With that figured out, how do you find them? I know a fellow who is a CSX engineer. He might be able to supply some answers. So I send him an email. But that's only one person. What if he doesn't know the answer? Expand the search. But save yourself some time by finding those knowledgeable

people in groups rather than singly. Great, where are those groups? You'll find them on the Internet.

There are email lists that have narrow areas of interest. A prime example is the CID email list at cidlist@lists.nmra.org. You can find more about the NMRA lists that are available by going to the NMRA Home page, <http://www.nmra.org/>, and clicking on E-mail Lists in the left frame. These lists attract members who have or desire information about specific areas of interest. There are also many lists on all kinds of subjects, including railroads, at *Yahoo Groups*. <http://groups.yahoo.com/>

I belong to 15 groups (e-mail lists). Included in this number are memberships in the INRD, IllianaRR, and Railway-Signaling groups. These would be my prime groups to contact. Their focus of subject content should include members who could provide answers to my questions.

You may ask, "How can you possibly get anything done other than read email if you are a member of 15 groups?" Some of these lists haven't had a message posted to them in months. However, some of these lists can be very prolific. It's not that difficult to get overwhelmed by the email messages that show up daily in your inbox. To keep this number at a manageable level, don't get individual emails from all of them. Set your preferences to No Email or a digest of the day's emails. The possibilities for email delivery with the lists on Yahoo Groups are:

Individual emails. Send individual email messages.

Daily digest. Send many emails in one message.

Special notices. Only send me important update emails from the group moderator.

No email. Don't send me email, I'll read the messages at the Web site.

This will save you from going over-quota on your email account. Why be a member of a list if you aren't going to receive each email? You still get accessibility to the files and photos sections. Often you must be a member of the individual list to reach this area. You can read past messages at your leisure. You can search on a keyword and read only the messages that specifically pertain to your interests.

If any of this piques your interest go to the Yahoo Groups page and register. You can search on keywords or titles to find groups that are "on the right track." Join

(Continued on Page 6)

And The Year Was 19 __

So, other than **Frank Hughes**, how many of you were able to pin point 1972 as the answer to the last article?

Ok, this may be a little easier. Maybe we ought to have the following type of contest for people like me who aren't that talented when it comes to custom building and kit bashing. What I'm referring to is the year the division had a contest at its Bicentennial Meet for assembly of kits only. That's right – no kit combos/kit bashing – no extra details – no scratch builds. Just plain old “out of the box” kits. AND, the finished model had to conform to the instruction sheet.

And the year was 19 __. Read the next issue to see if your completion of the statement is correct

Al Kohut

Picnic in the Park By Roger Hensley

The day dawned warm and clear, but it was scheduled to be a hot one. In spite of the predictions of 94-degree temperatures, at least twenty-two of us came out to Forest Park in Noblesville for a picnic and then a caboose ride at the Indiana Transportation Museum. There was a couple that came only for the caboose trip and a few that didn't ride, but that took nothing away from the day. It may sound trite to say that a good time was had by all, but it was certainly true. The fellowship was evident as we chatted with each other before the picnic and then during the ride. Unfortunately, there was only one youngster (8 years old) in the group and I had really hoped that there might have been more.

The trip ran south out of the museum and stopped on the bridge over SR19 until the train to Atlanta loaded and cleared the main on its run. We then ran north past the museum for a while and then back south to the museum again. Afterward we had the opportunity to walk back to the picnic area through the museum property and got a chance to look at some of the cars stored there.

I would be remiss if I didn't thank Bob Trueblood for arranging the ITM trip for us. Bob is one of the volunteers at the museum as well being an NMRA member and a retiring CID Board member. Thanks, Bob, we had a great time!

Roger

Where ARE you?

By Roger Hensley

It was December of 1997 and it was cold. The snow was continuing to come down and with the fall of night, the temperature was dropping like a rock toward zero. The weather was bad, but not as bad as it was soon to be. The heavy wet snow was covering everything including ice and the switch points needed to be swept clean with every switching move. Tempers had grown short and the crew of AN80 had just had a disagreement with the Yardmaster over what moves should be next. A few minutes later...

YM - 80, where are you?

Silence

YM - 80, where are you?

Silence

YM - (with an edge to his voice) 80, talk to me. Where are you?

Silence

YM - (with obvious anger) 80. Where ARE you?

80 - (calmly) Here

YM - What are you doing?

80 - Moving

YM - (shouted) !! WHERE? !!

80 - (still calm) Forward

After a few more moments of silence, communications were again restored and work continued into the night as both the temperature and the snow continued to fall. By morning the battle with the snow and cold had been joined with Track crews, Foremen and Maintenance all joining with local and road crews in an effort to keep the yard and mains open and the signals working.

Web Sites

NMRA

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

NMRA Beginner's Pages

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

Midwest Region

<http://www.rhistorical-2.com/mwr/index.html>

Central Indiana Division

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

Pimento Wye - continued

these lists. Use these lists as tools to learn more about a subject or, if you are able to, provide others with bits of your knowledge. It can be a wonderful learning experience.

If you have been wondering, the questions are:

What are the aspects in the 4-aspect signal and what are the names and indications of the signals displayed? Ans. (partial) – the bottom lens is red and the second from the top appears to be green.

Is the wye at Pimento still used? Ans. – yes, but no longer by the INRD *via* Sullivan. Does the CSX track connect to the CP track at the loadout?

If you know any of the answers or, heaven forbid, have some more questions post them to the CID list or e-mail me directly at studley@indiana.edu. The quest for answers never ends.

Steve Studley

Page Six

Pike Ads

Removed

See the Pike Ad

Web Page

For the Ads

Without address

Information

Achievement Program

For more information on the NMRA Achievement Program, contact Bill Myers:

Bill Myers
5908 E. 169th Street
Noblesville, IN 46060-6921
(317) 773-7159
bmyers31@aol.com

With this issue of the *Rusty Spike*, we continue the series on the NMRA Achievement Program. Even if you do not aspire to be a Master Model Railroader, the information in these various elements can help you to improve your modeling skills and craftsmanship. You may surprise yourself at how many of the requirements you may have already completed.

MASTER BUILDER SCENERY (Comments are in Italic)



The intent of this category is for you to demonstrate "the prototypical rendering of scenic effects from the ground up." The type of scenery that you choose to model is entirely up to you. An urban landscape involves just as much scenery (if not more) as a mountain or desert landscape. Contact Bill Myers if you have a question about which category a particular model would fall into.

To Qualify for the Master Builder - Scenery Certificate:

A. You must construct a completed section of model railroad of at least: 60 square feet in O scale, 45 square feet in S scale, 32 square feet in HO scale, 18 square feet in N scale, or other scales in proportion to HO. This completed section must contain the necessary elements of:

Terrain
Structures
Background
Lighting
Realism/Conformity

In combination, to achieve a realistic effect in the particular scene.

It is not necessary to qualify for this certificate by constructing a single section of layout. You can construct several different scenes (such as modules), each of which must be at least eight square feet and of Merit Award

quality. Note that modules which earn 87-1/2 or more points using the NMRA's Module contest judging sheet count toward the Master Builder Scenery certificate.

Outdoor (garden) railways may qualify for the Master Builder - Scenery Certificate. However, the modeler must show that they have worked to create a miniature railroad, not just run some track through the flower beds. For example, bridges should be modeled after prototype bridges (just as they are in other scales), not just track running across a plank.

Terrain (35 pts)

The ground and all natural features such as rocks, water, trees, hills and depressions, as well as man made features such as railroad roadbed, cuts, fills, drainage ditches, embankments, streets and roads, etc.

Also remember different types of vegetation and the effects of weather and of animals. Remember the detail on streets and roads, whether in urban or rural areas: sewers / storm drains, man-hole covers, shoulders, drainage ditches, cracks, patches, road wear marks, oil stains, and tire ruts in dirt roads.

Make the transitions between different types of terrain as smooth as possible. Avoid glaring inconsistencies, such as a New England Farm house surrounded by palm trees. If you are going to have different scenes on your layout, use backdrop dividers or other vision blockers to separate them.

Structures (20 pts)

Structures are considered from the standpoint of prototypical suitability, placement, and appearance as scenic effects - NOT as to construction (which is covered under Master Builder - Structures). This includes bridges, trestles, and culverts, buildings and all other types of structures (towers, power lines, signs, fences, retaining walls, etc.), track and right-of-way features such as turnout controls, signaling structures, crossing gates and shanties, turntables and other service structures, etc.

These are but a few examples - additional features are encouraged. Also remember that structures should be in the ground, not sitting on top of it. Make sure that the appearance of your structures is consistent with your scenery. At the very least, weather it enough to take the "out of the box plastic shine" off of it. Switch machines, if not under the table, should be well disguised (this is one detail that will cause your application to be returned if it is not done). Remember details such as lights over the doors of commercial buildings.

To be Continued

Page Eight

Pike Ads

Have Been Removed

See the Pike Ad

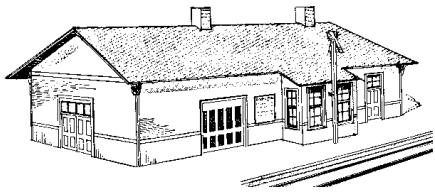
Web Page

For the Ads

Without address

Information

The Depot



172

Our visit to the **Indiana Transportation Museum** after the Division Picnic brought back a number of memories. I was a volunteer there for several years back in the 80s. During that time the museum operated a Chicago L car and the Chicago North Shore and Milwaukee car 172. The North Shore 172 was an Interurban that plied the trade between the Loop in Chicago and Milwaukee. I rode the North Shore to and from Great Lakes Naval Training Center in '59 and '60. There were signs on every depot and station, "Save our North Shore." It didn't happen and while I was in the Med aboard ship, the North Shore shut down.

I operated the 172 as a Motorman for ITM. I took my training as Motorman under Lew Shapiro and operated the L car on weekends until one weekend, I found the 172 waiting for me. She was a beautiful old beast that was very quick and responsive to the throttle. Surprisingly so, for a machine that was built about 1920. I was proud to have been a Motorman on her for even a little while. She came to life with the flow of electricity through the overhead wire and the throb, throb, throb of her compressor was her heartbeat. Literally hundreds, if not thousands, of school children rode in her or the L car as part of their trip to the museum. That was included in their ticket, to "Ride the Trolley." 172 was primarily a weekend ride. I recall leaning out the door and raising the trolley pole to the overhead, switching ends and doing it again. I wonder if I could still run her today. It has been a long time, and many older skills have slipped away with disuse.

And as with many things in life, traction at ITM has fallen by the wayside and been replaced by other interests. Steam and Diesel have replaced electric and 172 now sits dead in the barn at ITM, the overhead sags with disuse and lack of maintenance and the track that I used to run on looks unkempt and uncared for. More has faded than just my skills. It would take a major effort to get the overhead ready for use. Ah, well... The inside back cover of ITM's 1980-81 prospectus contains this 1775 quote from Patrick Henry.

"I have but one lamp by which my feet are guided, and that is the lamp of experience. I know of no way of judging of the future but by the past.

And this piece of the past now lies dead, forgotten and forlorn. Dead, that is, except in my memory, where her traction motors still sing and she still moves with a speed and agility belying her age. She *was* a beautiful old beast...

Roger



Turnout Failure

Some time back I suffered a cataclysmic failure of a centrally located curved turnout on my HO East Central Indiana Railroad. Every main line train had to use this turnout and it is nearly under my city of Henderson. I was getting derails whenever I switched to the hidden trackage there. The problem? After twenty years and having been moved several times, the old Lambert (Shinohara) turnout was coming apart. I tried repair without success, and I had tried handlaying a turnout years ago with truly horrible results, so I began the search for a replacement and laid in a temporary track while I searched.

Matt Hewitt to the rescue. The subject of my layout came up and Matt asked if I still had the old turnout. "Sure I do," and Matt took the old pieces home with him to build me a new one. In a few days, he was back with a repaired turnout. I say repaired because he used my rails on new ties and roadbed. I finally got around to installing it the other day. It took a little tweaking to get it into place and I had to change the music wire size I was using on my Tortoise switch machine (I needed to do that anyway) to get a solid throw, but it is in place and working well. A new one couldn't be any better.

Bottom line? We all have certain talents and while I don't handlay, Matt does, and when we work together, we can accomplish many things!

Roger

Rusty Spike Vol. 32, No. 4
© Copyright 2002
Central Indiana Division,
Midwest Region, N.M.R.A.

Mailer Page Ten

These Commercial advertisers support the *Rusty Spike* with their advertising.
Your patronage is appreciated.

Big Four Hobbies

1005 East Main St.

Plainfield, IN 46229

(Across from PSI - 6 miles West of Airport on US 40)

Ph. (317) 837-1024

Columbus Area RR Club

President: Matt Ahlbrand

P.O. Box 2653

Columbus, Indiana 47202-2653

(Foxes Den, Camp Atterberry)

HobbyTown, USA

Mars Center

6336 East 82nd Street

Indianapolis, IN

Ph. (317) 845-4106

Train Central

Wayne Maple

6742 E. Washington Street

Indianapolis, IN 46229

Ph. (317) 375-0832