



- - Directory - -

Super SezPg 2
 January MeetPg 3
 Pike Contests ReportPg 4
 Call for Danville Clinics.....Pg 4
 Auction NotesPg 4
 AP Page - MRR Engineer, CivilPg 5
 CID Board Phone ListPg 6
 The Year was ??Pg 7
 Lafayette Layout TourPg 7
 The Great Train StoryPg 7
 The Depot & Election NoticePg 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 where young modelers assemble a simple kit or other item with the aid of **N.M.R.A.** members. The **CID** furnishes both the kit or items to be assembled and the tools to work with. The completed project is theirs to take home.

January 18-19 GATS - Indianapolis

January 26, 2003 (Sunday) – Noblesville IN

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

Dealer Show & Meet - 10AM to 4 PM

CID Annual Auction - 2PM to 4PM – get those auction items ready to donate!!

Clinics, Layouts, Contests: Photo and Model and **Favorite Open Load**

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 30, 2003 (Sunday) - Danville, IN

4H Building, Hendricks County Fairgrounds

Dealer Show & Meet - 10 AM to 3 PM –

CID Annual Meeting – 10:30 AM

Layouts, Clinics and Contests: Photo and Model and **Favorite On-line Structure**

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

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

April 13, 2003 (Sunday) - Lafayette Layout Tour - (tentative)

Summer Activity - To Be Announced

September 27, 2003 (Saturday) - Bedford, IN

Dealer Show & Meet - 11 AM to 3 PM

--- Extra Board ---

February 22, 2003

Indianapolis Model Railroad Swap Meet

Sponsor: Naptown & White River Model RR Club

Where: Central Catholic School

1155 East Cameron Street, Indianapolis

10:00AM to 3PM

Open House at the NWR Clubroom

Information: Carl Tomamichel at 317-786-1183

April 24, 25, 26, 27 2003 -

Titletown Express 2003 - Green Bay WI

Midwest Region, NMRA, Spring Meet

Clinics, Layout Tours, Model & Photo Contests and Museum visits

For Information and reservations:

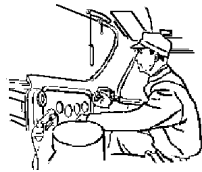
Mary Eiden

2229 Dixon Street, Stevens Point, WI 54481

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.

Super Sez

by Larry Gilbert



I hope that everyone had a safe and Happy Christmas Season and also remembered the reason for the season. Your Central Indiana Division of the NMRA started off our season with a bang at Bedford. Past Superintendent Litkenhous puts on a really really good show. There were plenty of buyer and sellers and we all went home happy. Well I did anyway.

We had our Model Railroad Month activity at Pike High School on the northwest side of Indianapolis the first Saturday in November. Great companionship, fantastic layouts and some very nice displays of our railroading artistry. If you missed us this year be sure to mark your calendars for the second Saturday in November of 2003 and join us for Breakfast with the Lions club and more model railroading fun. The lights went out for about twenty to thirty minutes so no trains were running during that time. This lights out time gave us a chance to talk and just have a good time with our railroading buddies. This is turning into one of my favorite meets.

Our annual auction is coming up in a few weeks at our Noblesville meet. It is Super Bowl Sunday but with the game being a night time game you have plenty of time to come over to the Hamilton County 4H fairgrounds and join in the fun. You could walk away with some very good bargains; I know I did last year. I picked up enough buildings at last years auction to completely cover all areas of my layout that needed structures. The Auction will start at 2 PM and we have some really nice articles already donated to us. If you have anything you wish to donate just get is touch with any of your trainmasters and we will see that the items are picked and get to the Auction.

As I have said in the past if there is anything we as your officers of the CID can help you with please let us know. We are here to serve you and all members of the CID, we are not a little clique that caters to a few but here to work for the good of all.

Larry

See page 6 for CID Board Phone List

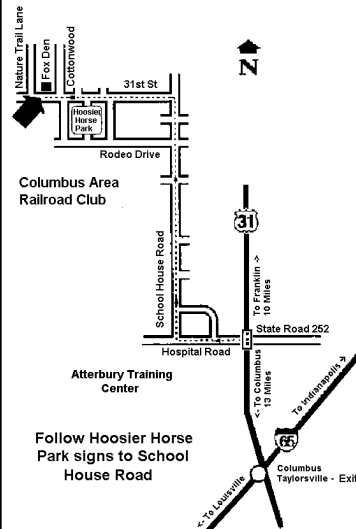


COLUMBUS AREA RAILROAD CLUB, INC.

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

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

Memberships are available.



Public Hours:

Second Saturday of the month

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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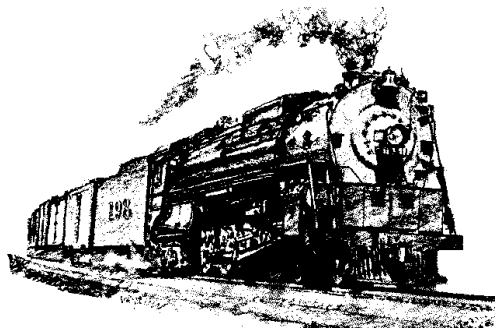
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Central Indiana Division
N.M.R.A.
<http://cid.railfan.net/>

Model Railroad Show and Meet

Sunday - January 26, 2003

!! - Annual Division Auction - !!

Location: 4-H Exhibition Center
Hamilton County 4-H Grounds
2003 Pleasant Street, Noblesville IN

Time: 10 AM to 4 PM Auction - 2 PM to 4 PM

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

Dealer Tables - Operating Layouts - 2 Clinics - Contests - Door Prize

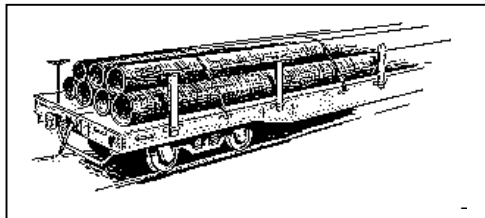
Dealer Tables \$10.50 each [6 foot] - Set Up 8:00 AM to 10:00 AM

Contact: Larry Gilbert at (765) 779-4039 or Frank Hermanek at (317) 487-6517

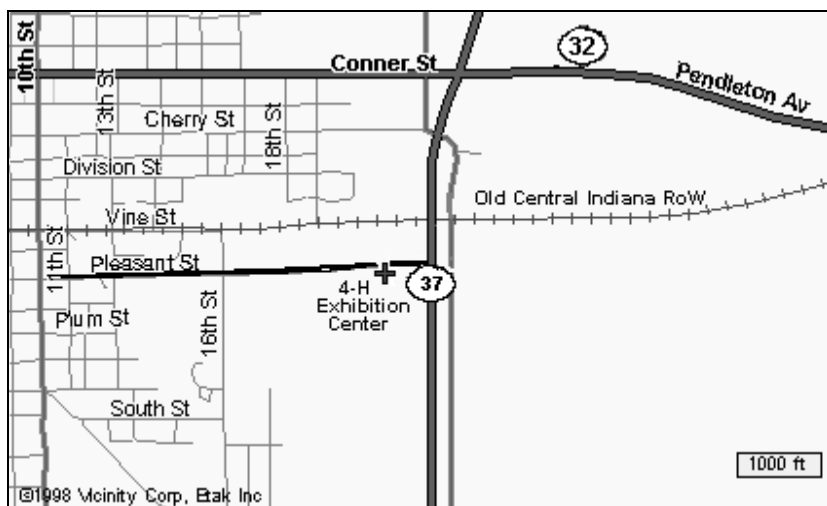
Notice: The CID KIT (Kids In Trains) Clinic will be held at both the January and March Meets. This is the young modeler's 'Make and Take' Clinic. Young modelers will be able to assemble a simple kit with the aid of N.M.R.A. members. The CID furnishes both the kits and tools and the completed kit is theirs to take home.

Photo and Slide Contests
Model Contests & Displays

- Popular Vote Contests -
Favorite Open Load
& Favorite Train



**Door Prize Drawings good at
any dealer present on this
day only**



Next CID Meet is March 30, 2003 at Danville Indiana



Kids In Trains Participants

Notice: The **CID KIT (Kids In Trains) Clinic** is the first clinic at Meets. It is the young modeler's 'Make and Take' Clinic where young modelers assemble a simple kit with the aid of **N.M.R.A.** members. The **CID** furnishes both the kit and tools and the completed kit is theirs to take home. The kits at the Pike Meet were trees from Woodland Scenics. And some shopping at a harward store and Dollar General...

Here are the names of the 15 **KIT** participants at the Pike Meet. They are:

Jarad Barr	- 9	T. J. McColly	- 16
Connor Chapin	- 7	Havelah Miller	- 11
Trevor Chapin	- 9	Kasha Miller	- 16
Henry Hampton	- 11	Russ Miller	- 13
Nicholas Hiles	- 6	Teddy Miller	- 9
Jacob Lemons	- 9	Jonathan Miller	- 6
Evan McColly	- 6	Will Ragle	- 8
Brandon Shinanarger		- 7	

Bedford Model Contest Report

Favorite Train Contest (Popular Vote)

1st Tie James Treep – Carmel
 1941 Marx (tinplate) New York Central
 Mercury passenger train. O27
 James got this train as a youngster and has been the sole owner of the train.

1st Tie Charles Malinowski – Carmel
 Santa Fe Steam Era Work Train – HO
 4-6-0 loco with 6 cars & caboose. Nicely weathered.

2nd Tom Cain - Indianapolis
 ATSF freight train consisting of a 44 ton loco,
 4 cars and a caboose. Lots of detail. – HO

3rd Tie Larry Gilbert - Markleville
 Missouri Pacific freight train – N
 GP38 loco and 6 freight cars.
 One car was 'decorated' with graffiti decals.

3rd Tie Bill Myers – Noblesville
 1914 American Flyer Keywind
 Cast iron & tinplate train with track
 Bill's father was given the train when he was 10
 years old. It still works!

Call for Danville Clinics

There is an opportunity for someone to give a new clinic at the Danville Meet. There will be two Clinics in addition to the **KIT** clinic. If you have an idea for a clinic and would like some help in how to give it or if this is the opportunity that you have been waiting for, contact Clinic Chair: **Bob Morrison, 812-378-4275 or rcj@iquest.net** Almost any modeling, railfan or prototype operation topic is fair game for a clinic. Remember that preparing and giving a clinic can count toward AP points.

Division Auction Notes

In looking for ways to help the division auction run more smoothly, the CID Board decided at its last meeting to hand out "Bid Cards" to those wishing them at the admissions table when the admission fee is paid. No card - no bid. Hopefully, this should be a great aid in keeping track of the bids and final sale, which has always proven to be somewhat difficult.

Additionally, placards will be placed on the auction table so there are no questions about those items being for the auction.

Our annual auction has proven to be a successful method for your division to help pay expenses and to have some great fun at the same time. All of that and folks get to take home some real treasures at bargain prices! So, please bring those donated items to the meet or give one of us a call (See page 6 for contact numbers.) if you have something for the auction and want to be certain that it gets there or you need some help with it.

Two-and-a-half, two-and-a-half, two-and-a-half, I have two, I have two, I have a two dollar, who'll give me two-and-a-half? Do I hear two-and-a-half?

Breathes there a man with soul so dead,
 Who never to his guests has said,
 "These cars came from my dealer's shelf;
 But look, this one, I built myself!"

Author Unknown

NMRA Web Site:

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

NMRA Beginner's Pages:

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

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

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.

MODEL RAILROAD ENGINEER, CIVIL (Comments are in *Italic*)



The requirements for Model Railroad Engineer, Civil may look long and complicated, but they really are not. The reason that they are so long is to offer you more options for meeting the requirements.

Remember - don't read more into the requirements than is there.

The time to begin working for this certificate is during layout planning - but that it is never too late to bring the layout up to standard for the certificate.

To qualify for this certificate:

1. Prepare one original scale drawing of a model railroad track plan, identifying overall size, scale, track elevations, curve radii, and turnout sizes.

Before you start drawing your layout plan, look at requirements B & C to see what features you are going to want to incorporate in your track plan. Remember: you do not need to build everything on this plan, just the minimum required part of it. The plan should be neat and legible, but it does not have to be in ink.

You should also consider the requirements for Model Railroad Engineer, electrical, and Chief Dispatcher when planning your layout - it is much easier to include the requirements in the planning stage than to go back and add them later.

This plan must include:

A. Adequate terminal facilities for handling freight and/or passenger cars

This will vary, depending on the nature of your layout. Keep in mind that a railroad needs to have a reason to exist, other than to provide modelers and railfans

something to look at! There needs to be someone that will pay for it to haul something from one place to another, be it lumber, coal, fruit, passengers, etc. (and usually more than one thing). Your plan and your layout should reflect this. Remember, you don't necessarily have to build these facilities, just include them in your plan. This is to show that you know what the design of a logical terminal facility would look like.

B. Adequate terminal facilities for storage and service of motive power

This doesn't mean you need a turntable with a twenty stall roundhouse. For a small operation, a simple engine house with a fueling track may be sufficient. It should be consistent with the theme of the rest of your plan. Again, remember that you don't necessarily have to build these facilities, just show that you know how to plan one.

C. A minimum of one mainline passing siding

D. Four switching locations, not counting yards, interchanges, wyes, and reversing loops

These would typically be spurs for setting out or picking up cars. Again, each one should have a purpose.

E. Provision for turning motive power (except for switchbacks, trolley lines, etc.)

This would be a turntable, wye, or reverse loop, which actually changes the way that the motive power faces. Not just a loop of track that sends it back through the scene in a different direction on another track.

F. Provision for simultaneous operation of at least two mainline trains in either direction.

Remember, you don't have to actually build this, just show it on the plan.

2. Construct and demonstrate the satisfactory operation of a completed section of the model railroad and track work described in #1. Containing at least 25 linear feet in Z, N, or TT scale, or 50 linear feet in HO or S scale, or seventy five linear feet in O scale, or 100 linear feet in G or #1 scale, or other scales in proportional relationship to HO scale, with appropriate ballast, drainage facilities, and roadbed profile, which may contain spurs, yards, etc.

Notice that last part - 50 feet of track, not 50 feet of main line - all operational track counts. While there is some element of scenery (appearance) to the track work and ballasting, the greatest number of points come from Construction and Conformity. In other words, what you need to show is that you know how to build track following prototype practice.

(Continued next issue)

Board Phone List

Larry Gilbert, Superintendent Markleville (765) 779-4039	Thomas Cain, Asst. Supt Indianapolis (317) 475-7834
Frank J Hermanek, Paymaster Indianapolis (317) 487-6517	Albert J Kohut, Chief Clerk Indianapolis (317) 466-0033
Roger Hensley, Trainmaster Anderson (765) 649-2367	Trevor Jones, Trainmaster New Palestine (317) 861-9786
Charles Malinowski, Trnmstr Carmel (317) 566-1748	Bob Morrison, Trainmaster Columbus (812) 378-4275
Mike Nicoletti, Trainmaster Fishers (317) 578-8317	Jim Wilhite, Trainmaster Anderson (765) 644-1887
James Treep, Affiliate Trnmstr Carmel (317) 844-6514	Bill Myers, Affiliate Trnmstr Noblesville (317) 773-7159

Bill Litkenhous, Past Supt – Bedford (812) 275-3634

Central Indiana Division on the Web

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

Page Six

Pike Ads

Removed

See the Pike Ad

Web Page

For the Ads

Without address

Information

?? And The Year Was 19 __ ??

So, last time out was a little harder what with that 4 wheeled bobber caboose and those railettes. If you couldn't pinpoint the year, for the record it was 1980. Read on to see how you fare this time.

The Super at the time was John Reber and from his Super Sez in the Spike it looks like he just couldn't get enough. He went to Galesburg, IL for Railroad Days, then up to St Charles, IL for the Midwest Railroadiana Show (300 tables in 2 buildings). Then in July he and Ted Luce went to the C & O Historical Society Convention in Lewisburg, WV. But John wasn't through yet as in Sept he went to Columbus Oh with Bill and Irene Litten along with Dick and Marilyn DeBolt. There they linked up with a Columbus group and took a charter bus up to the Soo where they then took the Algoma Central all the way to Hearst. He took video and said it could be made available for showing at a Division Meet. I've ridden the Algoma Central but not all the way to Hearst. I'd sure like to see that video. The year was 19__.

Al Kohut

Lafayette Layout Tour



Remember?

Remember the last Layout Tour in Lafayette and all of those great layouts? So much to see and so little time? Well, this just in from Layout Tour James Treep! - rph

Lafayette Layout Tour

The Layout Tour Committee is pleased to announce that a layout tour is planned for Sunday, April 13, 2003 (tentative). We will have the opportunity to see five of the top layouts in the Lafayette area. The tour hours will run from noon to five and will commence at Hawkins Rail Services in Lafayette Indiana, where we will pick up our tour maps. We are hoping to have a restaurant designated as a final meeting place for the day. More information will be provided as details are worked out. Set aside this day as a must do for an entertaining and informative event.

James Treep

The Great Train Story

The Museum of Science and Industry in Chicago has announced the opening of their new model railroad exhibit, **The Great Train Story**, which was opened to the public on November 22nd. For a preview you can use the link on the CID web site <http://cid.railfan.net/> to visit the museum's on-line exhibit.

This is not an average layout. **The Great Train Story** replaces the Museum's former 60-year-old Santa Fe Railway exhibit and boasts a new 3,500 square foot layout. It depicts the railroad's journey between Chicago and Seattle, passing through the Midwest, the Plains States, the Rockies, the Cascades, and into the Pacific Northwest. Along the way, trains are involved in industries as diverse as grain commodities, raw materials for manufacturing, consumer goods for import and export, lumber, apples, and tourism.

There are 34 operating trains and 17 independent tracks, with a total track length of 1,425 feet. The tip of the radio mast of the Chicago's Sears Tower is almost 14 feet high; the Rocky Mountain Summit elevation is almost 11 feet from the floor; and the length of the Rocky Mountain trestle is over 14 feet long! The Sears Tower alone took more than 16 hours to electronically cut out of plastic.

The green rolling landscape, rocky mountainous terrain, and expansive city pavement were created from over 600 pounds of dirt, 50 gallons of glue, 150 pounds of plaster, 450 gallons of urethane and hauled to MSI in 58 semi truckloads.

During "nighttime", the buildings, streets and locomotives will be lighted to extend the operations "around the clock," with the light provided by approximately 1,291 streetlights and light shining out of over 80,000 windows.

The radio and television tower arrays located on the tops of the Sears Tower and AT&T corporate center are prototypically accurate. And the Red Line subway station at Chicago and State is recreated brick for brick, and is populated to reflect the individuals who were waiting for the train at 1:56 p.m. on April 3, 2002.

Some of the architectural icons in Seattle include the famous Space and the city's famous King Street Station, built by James J. Hill.

Page Eight

Pike Ads

Have Been Removed

See the Pike Ad

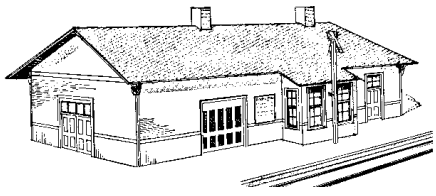
Web Page

For the Ads

Without address

Information

The Depot



MRR is Fun! – Part 2

Last time, I told you about some of the changes I had been making on the ECI. Well, they have been done to make the railroad easier for anyone to operate and to know how the turnouts were set. And besides, the new signals really look neat.

I can also tell you that it has also been years since I tried to do any operation. It has been make changes and test the changes by running a few trains back and forth. That also means backing trains over all parts of the layout. If I can't do that, then the trackwork isn't good enough.

Now, I told you that to tell you this (you knew that something was coming from all of this, didn't you?). I have been working with a young Jr. Higher on a singing performance for a retirement community. He heard about the railroad and was impressed when he saw it, so impressed that he wanted to run it. After one session of running a few trains and getting used to the turnout controls, I figured that would be it. No, at our next practice, he wanted to make up a train and take it somewhere. Wow!

As I haven't been operating as such, nearly all of the storage tracks are full, but I could try out the operation that I had planned for the grain elevator. Knowing how I planned to operate it isn't exactly the same as the doing. I showed him the set up to shift control to the walk around throttle for the elevator work and had him change the mainline turnout and we began. He operated the hand throws and the SW7 switcher to move the empties through the elevator track for loading which required moving a couple of empties with loaded cars to get everything into position.

I'm delighted to say that the operation went exactly as I hoped. I gave him hand signals as we coupled, moved, loaded and set the cars where they needed to be to be loaded and assembled into the grain train to be delivered to the yards. I am also delighted to say that he was a quick study and caught on to operation quickly. Looking at the switcher and the cars, he said, "Is that enough engine for those cars?" Great question!

Yes, he knew that he would have to work upgrade to reach the yard and was already planning ahead. I told him that we were okay. I really hoped so, as this was the first time for the actual run. After building his train, we turned it over to the road crew (him again) and set out at a decent slow speed and proceeded to the yard. Not actually having room, we reversed the operation and brought the now empties back to Westport and set the elevator up for the next time.

While we were at the railroad, we reassembled the passenger consist in appropriate switching moves in North Yard, stored a boxcar and put away the 45 tonner in South Yard. All in all, I was probably more impressed with his operation, eagerness to learn and his ability than he was with my railroad. I'd call that a success.

"Gee, Hensley has gone to operation." No, not yet anyway. But it is nice to see your plans at work. I'll have to figure out some reason to have him back. He's a natural! (And I'll have to brush up on my hand signals) Yes, Model Railroading **IS** fun!

Election Notice – It's that time of year again. We are looking for a few good people (note that I didn't say men) to run for office. We have some **Trainmaster** positions up for election and this is a good place to get involved in the operation of your division. A **Trainmaster's** term is for two years with the ability to be re-elected for another two years. Board meetings are held about a month prior to each meet or activity which translates into 8 to 10 meetings a year when you count Meets.

Other Volunteers – we also need people to help with model and photo contest judging. That isn't as bad as it may sound as there are guidelines to go by and a number of folks with past experience to help show you the ropes. It is much easier to learn to judge when you help someone else who is doing it. There are many ways to get more out of your hobby. Why not give it a try. You could even write something for the *Spike*.

Roger

Rusty Spike Vol. 33 No. 1
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Midwest Region, N.M.R.A.

Mailer Page Ten

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