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- 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.

September 27, 2003 (Saturday) - Bedford, IN (see page 3 for details)

Bedford National Guard Armory, 2020 19th Street, Bedford
 Dealer Show & Meet - 11 AM to 3 PM -
 Layouts, Clinics and Contests: Photo, Model, Favorite Train & Favorite Caboose
 Admission - \$3.00 per person (12 & under free with an adult)

For more information or tables call: Bill Litkenhous at 812-275-3634

October 18 & 19 2003 GATS - Indianapolis

Come see us at the NMRA tables (Better yet, volunteer to work a couple of hours.)

November 8, 2003 (Saturday) - Indianapolis (Pike Township)

Pike Township High School, 6701 North Zionsville Road, Indianapolis, IN 46268
 KIT Clinic and the Favorite Train Contest
 November is Model Railroad Month - Bring in new people - Admission is FREE ! (pancakes aren't)
For more information call: Charles Malinowski at 317-566-1748

January 2004 GATS - Indianapolis

January 25, 2004 (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/April (TBA) 2004 (Sunday) - Danville, IN

4H Building, Hendricks County Fairgrounds
For more information or tables call: Frank Hermanek at 317-487-6517

Extra Board

September 6, 2003 (Saturday) - See page 2

3rd Annual Swap Meet and Open House
Sponsored by Columbus Area RR Club
 The Fox Den Building at Johnson County Park

September 19 & 20, 2003 - Special Offer page 2

Indianapolis Midwest O Scale Fall Meet
 Four Points by Sheraton/Indianapolis
 7701 E. 42nd St. Indianapolis

December 6, 2003 (Saturday)

!! **Naptown & White River Model RR Club** and the **St. Joe Show** combined show !!

10:00AM to 3:00PM - Central Catholic School, 1155 East Cameron, Indianapolis

Contact: Carl Tomamichel, 222 South 11th Ave., Beech Grove, IN 46107 - Evenings 317-786-1183

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.

Columbus Area RR Club Swap Meet

Columbus Area RR Club's 3rd Annual **Heartnut Festival Swap Meet and Open House** will be held on Saturday September 6, 2003 from 10AM to 3PM at The Fox Den Building at Johnson County Park (see map above right on this page)

The Club layouts in N, HO and G scales will be running from 10AM until 4PM. Admission is \$2 for adults and kids 12 and under are free with an adult.

Six foot tables door the swap meet are still available at \$12 each, but space is limited and no tables will be sold after August 30th. A test track will be furnished and the **Indiana Live Steamers** will offer rides in the park that day as well. For Information or tables, contact:

Robert Morrison at 812-378-4275

Indianapolis Midwest O Scale Fall Meet

This two day "O" scale swap meet will be held. **September 19 & 20, 2003** at Four Points by Sheraton / Indianapolis 7701 E. 42nd St., next to I-465 East and Hiway 67

Only "O" scale two rail will be permitted.

(This includes P:48, On30, On3, On2, Traction, buildings, etc.). There will be a Popular Vote model contest and Sunday will feature a tour of 7 layouts.

Admission for one or both days is \$10.00 per person, and you must have name badge for show and tour. Dealer tables are \$35.00 each before August 1, \$45.00 each after (if available).

For Information or tables, contact:

James Canter / Indy O Show
1203 Rotherham Lane
Beech Grove, IN 46107-3323

!! Special Offer for this Meet !!

Any NMRA/CID member who has never attended an "O Show" will be given free admission on Saturday only.

Admittance under this offer will be on the HOnOr System, so please don't abuse the offer, but come out and enjoy an O Scale Meet.

O Scale, The KING of Scales

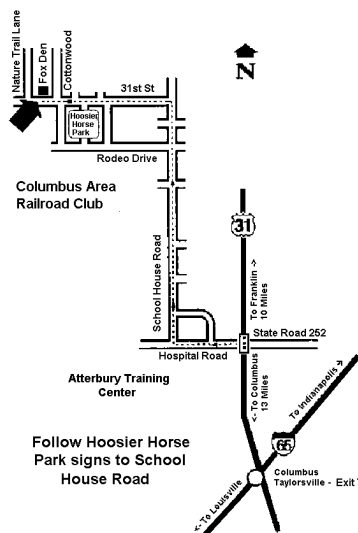


COLUMBUS AREA RAILROAD CLUB, INC.

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 Editor.

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BEDFORD KIWANIS CLUB
AND THE
CENTRAL INDIANA DIVISION
OF THE



NATIONAL MODEL RAILROAD ASSOCIATION

ANNOUNCE THE
8th ANNUAL MODEL RAILROAD TRAIN SHOW AND SWAP MEET

Date & Time: September 27, 2003 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

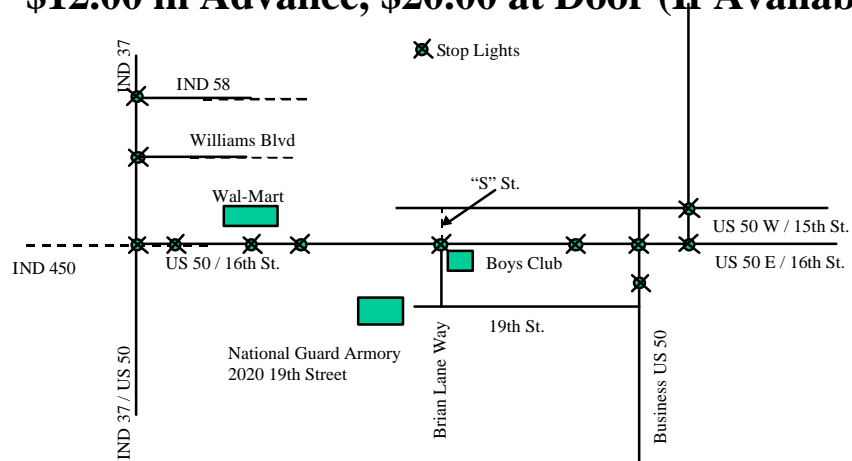
Layouts: Operating O, HO and N Scale

Contests: Model, Photo, Favorite Train, Favorite Caboose
Entries due by 12:00 Noon

Clinics: Times: 11:15 to 1:15 KIT (Kids In Trains)
11:15 A.M. An Introduction to Carnival & Circus Train
Modeling, John Muciarelli
12:15 P.M. I'm Gonna do it Better this Time, Neil
Thompson
1:15 P.M. Understandable DCC, Greg Harter

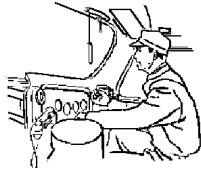
Dealers: Over 50 Tables of Trains
Tables: \$12.00 in Advance, \$20.00 at Door (If Available)

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



Super Sez

by Larry Gilbert



I hope you all have had a happy and safe summer. With this Issue of the *Rusty Spike* we kick off our fall season of model railroading Meets. Come on down to Bedford and see what we are doing to enhance and promote this fantastic hobby of ours. Some great clinics are scheduled along with our KIT clinic for kids. The dealers in attendance will have something to sell you that I know your Railroad NEEDS. So make a little bit of a road trip and join the fun.

My railroad related events for the summer have been limited. Now that the honey-do list is about caught up it is time to get back to my favorite hobby. August 9th, I spent part of the day at the Cincinnati Union Terminal (CUT). The Cincinnati Railroad Club and the Miami Valley Rail fans held Summerail at CUT. It is a two hour trip from Anderson down SR-9 to I-74 to I-75 and then to Ezard Charles Blvd. Get off of the Interstate, turn right and you are basically in the CUT parking lot. There were slide shows from 1PM till 10PM with a two hour supper break. There was one presentation before we got there on *Current Canon Technology* covering film and digital cameras. Other shows included the rebuilding of Also-built Northern Type steamer #6325 presented by Mark Perri. A very interesting project to follow to completion. Next was an all ALCO railroad the Cartier by Gary Zuters, Dale Hearn showed us the ICG and a contemporary. Cleveland fading steel industry by Bob Todten.

Then came a presentation I know a couple of our members would have dearly loved to see from Fr. Dale Peterka, *Postcards for Promontory*, a history of the Union Pacific via postcards. Father Dale tried to go back and take pictures of the UP from the same vantage point as the postcards. He did a pretty remarkable job of it too.

The last show I saw was the *Crescent City Connection* by Dave Beach, a look at the rail traffic that frequents New Orleans and some of the sights from the area. Some of those sights were really for adult eyes only, Mardi Gras sights. There were several youngsters in attendance so the pictures were censored appropriately but did get a response from all in attendance. I didn't stay for the second session but I did get to see some pictures that you can only see at this kind of an event. It was worth the drive and admission along with spending some time with old friends and newly made friends.

Larry

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From the Danville Modeling Report

Motive Power

Gold Award Frank Hermanek - Indianapolis

- Imperial Valley Railtruck #01 – HO

A 1923 Mack Type ACX all scratchbuilt – two years in the making. Impressive construction

AP Judging – CID and Toronto

Frank Hermanek asked Paul Brown (Model Contest Judge) to look over his model of the Mack truck Railtruck. Paul indicated that Frank should install a line between the bell and the cab as well as add nail holes in the floorbed planking. Frank did and here is a comparison between Paul's evaluation numbers before the changes and the National judging after the changes.

Category	Paul	Toronto
Construction	36	39
Detail	17	19
Conformity	21	23
Finishing	20	22
Scratchbuilding	13	14

107 117 points

Paul's advice enabled Frank pick up points in Details, Conformity and Finishing. Just what did this mean?

Frank's model placed First at the National in Toronto in Diesel and Other Motive Power!!

Frank sez... "I've really learned by participating in the AP program. When I look at what I submitted in my first attempts in Anderson (in 1995), I truly have become a better modeler. All it takes is research, patience and more research."

That's easy for you to say, Frank. What I say is...

Way to GO, Frank!!! – rph

TELEPHONE & LINE POLE SPACING

Q) What is the distance between line poles along the railroad? How about city telephone poles?

A) This comes from information I have gathered from several sources over the years.

Bell Telephone Common Practices

City telephone poles: 75 ft on street 40' poles 6' in ground. Tel cable 18' off ground additional 40 inch minimum clearance to electric lines.

Rear yards: 30ft light duty poles. Usually every other yard. Cable height varies 12-18ft depending on power share requirements.

Rural: 75-100 feet. Tel cable 18' off ground 40" clearance to electric lines.

Poles by the Track

There are 40 poles to the mile. Each 4 poles is a tenth mile. And 1 pole length was considered 3 car lengths. The last two facts were important to operating personal when determining where to find slow orders, changes in permanent track speeds, Limits, work orders, etc. Before radios the headend crew would count off the poles to determine when to slow down to let the tailend trainman get off the caboose to line back a siding switch to its proper position and get back on without stopping.

The pole alignment is a nominal 18 to 20 feet from the closest rail. The poles are set erect or with a slight pitch away from the track and have an average height of about 22 feet above grade. Where the lines cross a highway or a railroad track, the height of the poles is gradually increased to provide minimum clearance under the lines: 18 feet for highways and 25 feet for railroad tracks. Poles spaced 40 to the mile would be 132 feet apart (it was 26 to the mile on some railroads). In model work, where distance is always a problem, a shortened spacing of about 80 scale feet is desirable.

Roger

And The Year Was 19 __

The date for last issue's article on Trapunto Quilting and "Decals the Easy Way" was Jan 22, 1978.

This issue has a topic that could be current except it happened in the year 19___. So here it is;

Commuter trains were the subjects of much discussion. News articles in the Spike and elsewhere mentioned The Department of Metropolitan Development was hoping to investigate transit options with funds from the Urban Mass Transportation Administration.



Politicians stated in the two page Spike article that an investigation into a north-south passenger rail system from Westfield utilizing existing Monon tracks and taking 20 minutes to reach Union Station in downtown Indianapolis would begin soon. The system would have about ten stations, each with a "Kiss and Ride" drop off spot and a parking lot for 100 cars. A complement to the system would be a downtown "People Mover" just above first story height, as well as suburban feeder buses and jitneys.

When the Spike published the article it contained statements by politicians such as, "the north side could be entirely free of automobile commuting" and "We are very, very excited about this".

Recently we have seen part of this vision come to fruition in the people mover for the Medical Center as well as the busses that ran from Hamilton County as part of Hyperfix. Perhaps when I retire in 2011 I'll be able to ride the rails all day long when not working on my model railroad!!! Then again, maybe I'll get done with my current pike before mass transit is a reality in Indy. Bets anyone?

Do you know what year the Spike carried the full article on future Commuter Trains?

OK, to make it a little easier, let's include some more information. Fifteen members of Division 8 came up from Louisville with spouses and kids for a tour of Bill Litten, Marvin Crim, Dick DeBolt, Jim Wilhite's layouts in Anderson. They also toured the Indianapolis layouts of Guy Cantwell, Gilbert Krants, Al Lindop, Bob Manker and John Vawter.

The year was 19__.

Al Kohut

Central Indiana Division, NMRA
<http://cid.railfan.net/>

Board Notes (June Meeting)

Appointments by Superintendent Gilbert

Mike Nicoletti - Photo Chair.

Bob Morrison - KITs Chair

Matt Hewitt - Clinic Chair

Charles Malinowski - Publicity Chair

AP Certificate

Superintendent Gilbert presented Paymaster Hermanek with the AP Certificate for Master Builder – Motive Power.

NMRA Long Range Plan (can be viewed on the national NMRA web site) - Consensus of the CID Board was that since the plan was put together by those in elected positions we should go with it. Some Divisions that currently have membership fees will not be able to charge that fee any longer because under the LRP, if you belong to the NMRA, you will automatically belong to your Region and Division. Divisions that are affected can bill for their publications to maintain a level of income to support their activities. Since the CID has no membership fees, this will not affect us.

**Check the NMRA web site for the latest
news of the Association
The Long Range Plan (pdf)
and Proposed Regulations (pdf)
at:
<http://www.nmra.org/>**

Pike Ads

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See the Pike Ad

Web Page

For the Ads

Without address

Information

TORONTO CANADA, IT ISN'T THAT FAR AWAY.....

.....GOING TO MAPLE LEAF 2003
By Frank Hermanek

The AAA Trip Ticket indicated that the distance between Indy and Toronto, Canada was 536 miles or 863 kilometers. They were off by about forty miles. Regardless, we headed out on Sunday, July 13th hoping to arrive on Monday. The only thing that could delay us was the construction on I-70 and 465. No big deal, but going around it cost us an extra twenty miles. Once on I-69 we headed north (Canada is our northern neighbor, you know - eh!) crossing the boarder at Sarnia. We converted American dollars into Canadian getting 405 CND's for U\$300, not too bad. Money is kind of interesting being all kinds of different colors. Speed limits were also interesting as they were posted in kilometers. One had to be careful to notice the "km" under the number or they might find themselves clipping along at 100 mph. Yes, the Canadian speed limit is 100 kilometers per hour or 60 mph; and, no they don't drive on the "wrong" (left) side of the road.

We took the Queen's Expressway, 401 to 402, to the western side of Toronto and the airport where the NMRA Convention hotel, the International Plaza is located. The hotel's location isolates the Conventioneer unless they have a car and if you do you'll pay a parking fee. Things in Canada are expensive plus you're hit with two "sales" taxes - national and provincial.

We signed up for the Convention in 2001 while in St. Louis so we were on the early bird list to get hotel accommodations, which put us in the Plaza. I find that staying at the Convention hotel is very convenient and cuts down on the travel time allowing more opportunities to visit the Company Store, Auction and Contest rooms. And, yes, even those purchases at the Auction and Company Store were double taxed.

While there were tours galore, I opted to do clinics. CID'ers like Neil Thompson, Chuck Macklin and Dr. Richard Meetz hit the tours with great frequency. Clinics started at 8:00 AM and ran until about 11:00 PM.

Since I rejoined the hobby in the mid-80's I've built many models but had not done any scenery since my 4x8 layout built when I was about seventeen. I needed help here. Woodland Scenics to the rescue. They had a hands-on clinic in which participants, about sixty

adults - male and female, took part. We constructed and airbrushed a DPM depot; plastered and landscaped a one square foot diorama with trees, grass and rocks; layed and ballast track; and, painted a backdrop with clouds. This took one morning and one evening or about eight hours. If it takes eight hours to do one square foot, can I ever get a layout sceniced? In regard to scenery, there's an outfit in Louisville, ScaleTree, that makes the best looking trees I've ever seen. They go from four inches (29 feet) up to twelve inches (about 87 feet), now that's big. Interested? You can contact them at info@ScaleTree.com. One clinic that proved interesting was *NMRA Contest Participation: from a participant's point of view*. Included were concepts on understanding the judging process, doing the "dreaded paper work", becoming a better modeler, etc. A good presentation. I've brought extra copies for our AP Chair Bill Myers. He may want to present it.

Talking about contests, the Contest Room was crowded. There were ninety-eight models, ninety-four photos and twenty-seven crafts. Contestants earned sixty-three Merit Awards. And, would you believe it, I saw three scores above 120! Wow!

If you're into scale automobiles and trucks, 1930 and '40 vintage check the Internet for Canadian model RR manufacturers and look up SYLVAN. These are brand new polystyrene models with incredible detail. If you're modeling the eras through the '50's these will fit right in.

A clinic on passenger cars presented an interesting fact. Car wheels were not cast but rather were two plates welded to a circular band. The space in between was filled with compacted newspaper. Purpose was to deaden noises and give a smoother ride. Come on now - really?

Listened to the president, Allen Pollock, give a "state of the Association" talk. As you might know membership is down, taking a hit after the dues increase. Big concern is keeping membership after the first year after joining. Renewals will take more effort on the part of Regions and Divisions rather than National. Present membership is about twenty thousand. The Association is chartered or incorporated in the state of Ohio and will therefore undergo some changes to comply with Ohio laws. This will include dropping the term Trustee and instead using the tern "Director". Also, the Constitution and By-laws will become "Regulations".

(Continued on Page 9)

Page Eight

Pike Ads

Have Been Removed

See the Pike Ad

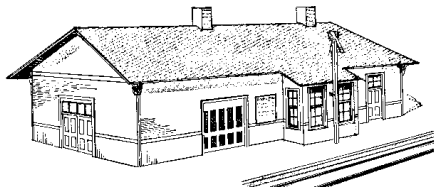
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Information

The Depot



Passing on the hobby

I haven't been able to get back to the layout lately. Remember that I did get the new 'Signals' installed and the track problems taken care of, but I'm just not back to the scenery yet. The railroad is running quite well and all of the work that I put into the revisions has paid off (not to speak of Matt Hewitt's rebuilding my one turnout). I gave an old Mantua switcher, a couple of cars and caboose to one grandson, Jacob, and he runs it every time he comes up from Indy. A couple of the other grandkids also like to run trains or watch them run.

Now, I told you that to tell you this. The other day, I got a call from my daughter Pat in Indy. She wanted to know if I would look at the HO train set of one of the kids. It had been stored for awhile, and the couplers were off of the locos and wheels were off of some of the cars. Of course I said yes. When they came up a couple of days later, I found that it didn't take long as nothing was broken, but the couplers on the locos were a real bear. Not one of Life-Like's finest hours. After getting everything together, we went to the basement to test the train and let Jacob run his train as well.

Everything went well although I did recommend that they not run the dummy loco as the train operated better without it along for the ride. Timothy ran it all over the railroad with only some minimum problems. Since he would be running flatland, I didn't see the need to chase the very occasional glitch that showed up on downgrade on the curve. Jacob got his time in, too.

I did notice that Ray (my daughter's hubby) stood and watched all of the activity. I don't recall that he had shown much interest before, but it turns out that he has a number of N scale pieces boxed up and stored. I told him that N scale had changed over the last few years and there was much more available if he wanted to set up again.

I didn't think much more about it until I received this e-mail from Pat.

You have created a monster. My husband has turned into a model railroad nut. He dug out his trains and now wants to convert the garage into a hobby room, which is fine. The garage is never going to be empty enough to park in. So, we're going to convert it over.

Just thought I'd share that with you!

Love to all, Pat

Did I convert people TO the hobby? No. What I did was to help reactivate an interest that was already there. That interest is far more common than you might think and all we need do is keep our eyes and ears open and invite them to see the hobby or to revisit what they once had. Our meets can be a great place to do this, especially the 'November is Model Railroad Month' Lions/CID meet at Pike Township. Remember that there are no dealers, just modelers, modules, clinics, operating layouts and model railroad spoken there. That takes nothing away from our other meets, but it is a great place to rekindle an interest or introduce model railroading to newcomers.

Roger

(Toronto continued)

All in all the Convention was great. While many potential participants canceled or stayed away because of the SARS scare there were still about two thousands attendees. The scare is hurting Toronto's economy which relies heavily on tourism. The Convention hotel had twenty percent vacancies. In spite of all this the Convention Committee did a superb job of keeping things moving. Where Clinicians failed to show up alternates were put in their place. There were no holes or blanks in the schedule. The organizing committee is to be commended for putting together and hosting a memorable convention.

Frank

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Mailer Page Ten

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