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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 25, 2004 (Saturday) - Bedford, IN (Page 3)

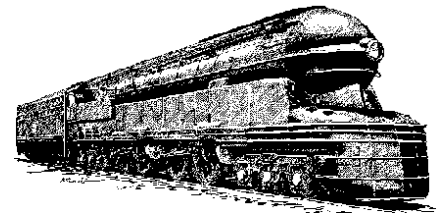
Bedford National Guard Armory,
2020 19th Street, Bedford

Dealer Show & Meet - 11 AM to 3 PM -

Layouts, Clinics and Contests: Photo, Model, **Popular Vote:**
(Favorite Train & Favorite Locomotive)

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

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



GATS - October 16 and 17, 2004 - Indianapolis

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

November 13, 2004 (Saturday) - Carmel (Check <http://cid.railfan.net> for the latest on the location)

January 30, 2005 (Sunday) - Noblesville

April 10, 2005 (Sunday) - Danville IN

Extra Board

September 11, 2004 (Saturday)

4th Annual Heartnut Festival Train Show & Swap Meet

Hosted by the Columbus Area Railroad Club
- Fox Den Building at Johnson County Park
Featuring the Club's Layouts in N, HO, & new S layout! -

Hours: 10 AM until 3 PM

Admission: \$2.00 Children 12 and under are free

Dealer Tables - Food will be available.

For more information:

Bob Morrison at 812-378-4275

September 24 & 25, 2004 - Indianapolis

Indianapolis Midwest O Scale Fall Meet

Marriot Center, 7202 East 21st Street, Indianapolis IN

O Scale Swap Meet with Dealers, Mfrs and Importers

- **O Scale ONLY! No Large Scale, 3 rail, HO or N -**
(Scheduled Clinicians Friday night include Tony Koester,
and our own Matt Hewitt - rph)

For more information contact:

James Canter 317-782-3322 or jcanternkp@aol.com

November 20, 2004 (Saturday) - Carmel IN

Indianapolis S Show

- **All S scale Model Railroad Show and Meet**

Carmel Lions Clubhouse, 141 East Main Street, Carmel IN
(5 Miles north of Indianapolis / I 465)

Dealer Tables - Clinics - Contests/ - Door Prizes

Hours: 10 AM to 3 PM (Show open to the Public)

Admission: \$5.00 per person

(Children 15 and under FREE with paying Adult)

Dealer Tables:

\$10.00 Each (8 Foot) - Set-up 7:00AM to 10:00AM

For more information contact: Charles Malinowski

317-566-1748 or bmry1905@yahoo.com

Notices of club open houses and Shows & Meets
may be included in the Division calendar.
Contact Roger Hensley (info on page 2)

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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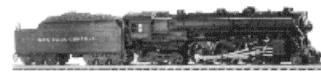
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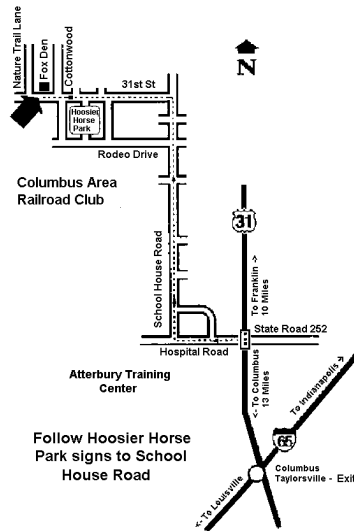


COLUMBUS AREA RAILROAD CLUB, INC.

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:

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BEDFORD KIWANIS CLUB
AND THE
CENTRAL INDIANA DIVISION
OF THE



NATIONAL MODEL RAILROAD ASSOCIATION

ANNOUNCE THE
9th ANNUAL MODEL RAILROAD TRAIN SHOW AND SWAP MEET

Date & Time: September 25, 2004 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

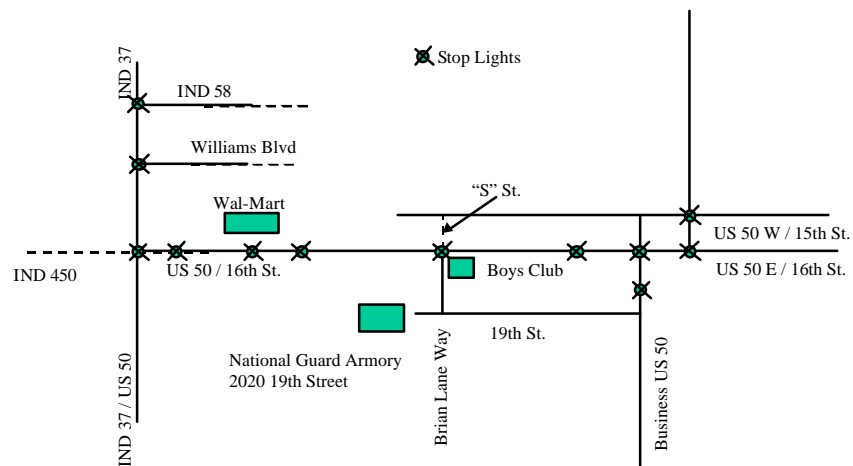
Layouts: Operating HO, N and Z Scale

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

Clinics: Times: 11:15 to 1:15 KIT (Kids In Trains) Featuring
building model structures
11:45 A.M. Building your layout for helper operation,
Bryan Lemonds
1:00 P.M. Basic Signals for Model Railroads, Bill
Litkenhous

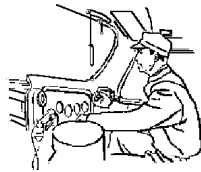
Dealers: Over 50 Tables of Trains
Tables: \$12.00 in Advance, \$20.00 at Door (If Available)

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



Fall Thoughts

I hope everyone had a great and safe summer. It is now time to dust off the layout and start getting it ready to run trains. I know **Al, our Chief Clerk**, has had his running all summer as I have attended a few of his operating sessions.

The changes at the **NMRA** national were approved by an overwhelming margin so be looking for some major changes in the next couple of years for **OUR** organization as the changes are implemented. Outgoing President Allan worked very hard to get the changes approved, if they had not been approved IMHO we would have been in dire straights. So when the changes start happening let us all back them and get them implemented as quickly as possible. I do not know what changes will have to happen in our Region and Division but I am sure there will be some so that we are in compliance with the national regulations and by-laws. I look forward to the next two years as your Superintendent because of the changes that are going to take place that will make us a much stronger and responsive organization for our hobby.

We are getting ready to start our Meet season for the 2004/2005 model year and we do need your support by attending our Meets and letting us know what kind of activities you would like us to try. In the last 4 or 5 years we have done a few things that are different than we had done in several years and they seemed to have been received really well. The meet at Pike High School is one of them. At this Meet we have had no dealers just displays and layouts where we can just get together and have a good time talking trains and have the fellowship of our fellow members. Another we have had for several years now is the summer outing where we go ride a excursion train, visit a museum, have a picnic and just get together socially for a fun time with no pressure from running a Meet or having any kind of an agenda to follow. Well enough of my rambling for now let us get to work.

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And The Year Was 19 __

Well, here it is already September and the Bedford meet is only a few days away and the summer activity is now behind us. The summer activity was on a really nice weekend this year (August 1). The humidity was low and so were the temperatures. The only thing high was the number of rail related conversations amongst friends. Bill Myers even brought his portable **NZ Lines** layout for all to marvel at although we noticed the layout's lighting didn't seem very natural!!!! Charles Malinowski brought his "Time Saver" switching layout along to let all budding engineers, conductors and brakemen enjoy.

If any of you have an idea for next year's summer activity please let one of the board members know about it. The board will consider all ideas.

Now, along the summer activity line of thought, do you remember the year when the CID summer activity was held at the Salem Depot in Salem, IN. in cooperation with Division 8 out of Louisville. Burgers and brats were provided along with many other items including great desserts at only \$5.00 per person.

So, during what year was the joint activity held?

The answer can be found on Page 9.

Till next time,

Al Kohut

Next Scheduled Board Meeting Date:

Nov 21st

*CID Board Meetings will be held at the
Fall Creek Township Hall – Fishers, IN
116th Street and Brook School Road*

Look for the old schoolhouse on the corner

Meetings start at 1:00 PM

CID members are welcome.

Board members can confirm location and date.

Modeling Adrenaline

By
Al Askerberg

Do you sometimes just stare at your layout thinking about all the things you should be doing on it, but --- oh, later maybe? Do you have projects languishing on your workbench awaiting that rekindling of excitement that got you started on it in the first place? In short, do you have the modeling blahs?

Sounds like a cheap commercial, doesn't it. Actually, it's more like a cheap PSA. Here's a suggestion for fighting those blahs, having some fun, and helping the NMRA-CID promote the hobby at the same time.

Try something a bit different from your usual modeling interest. Try making a diorama, micro or mini- layout featuring a different gauge, scale, era, or railroad type that differs from your home layout modeling. If you model western heavy mainline railroading of the modern era, for example, consider some narrow gauge modeling of a different era. Perhaps you have always found traction lines fascinating but never gave it a try. Traction is great for small-space layout building. Perhaps a tiny industrial tram layout would be appealing, or maybe there is just some special scene of interest to you that would make a really neat diorama.

If you do something like the above, AND keep it small and simple, you would probably be surprised and delighted with how quickly and easily you can create something really neat. I find such diversionary efforts quite invigorating, and it is lots of fun to share the results at a CID meet with my fellow CIDers and the general public. I have lots of fun, and I'm convinced someone, somewhere along the way derives some sort of inspiration from my efforts. If that happens, the hobby is helped, and I've had a lot of fun at the same time.

If you think you might like to try your hand at something small and different, and want some inspiration, take a look at: <http://carendt.com/> That is Carl Arendt's Web site featuring micro layouts. There are links to other related sites as well.

We all look forward to seeing your exciting new creation at future CID meets. Have fun !!

Al Askerberg



Smooth Operator

By
Trevor Jones

Remember that first train set? You would rearrange the track to make a new layout, set up your train and it would look great flying around the bedroom floor. "Hey Mom, Dad come and see!" And as they stepped into the room it would stall, uncouple, or just plain fall off the rails. Fast forward to a train show, an open house or an operating session, and one of the sweetest things you can hear is "boy your trains really run smooth." Ah yes, but getting there isn't easy.

I am getting some help in that department from a critter that has just joined my collection of locos. I'm a steam fan but I can't resist small diesels and this is a four-wheeled German shunter by Arnold. I have run this little guy slowly all over my layout observing every wobble, sway and hesitation. Those four wheels reveal every fault in my track laying. Each place has received the appropriate attention: the check with the NMRA gauge, a spot of solder here, a little filing there, a spike or two to move the track a little, anywhere I can hear a click as the critter moves gets checked out. Once your most picky loco runs smoothly everything else will just glide.

I noticed that the last time that I wrote for the Spike, I was advocating *Goo Gone* as a track cleaner. I still like it for cleaning wheels but have had much smoother operation since I have been using *Wahl Clipper Oil* on the track. You can find it on the display at any store that sells hair clippers for people or pets. I dampen a lint free rag with it and wipe it on to the rail surface. It does not seem to make the wheels slip and it is very conductive. I also use it to generously lubricate my locos, if some drips on the track all the better! Yes, we are told not to over lubricate, but when the works get cruddy, I blast out the crud with *Archer* tuner cleaner

(Continued on Page 6)

(Smooth Operator continued)

[*Radio Shack*] and start over. Some of my locos are over 25 years old and respond well to this tough love approach.

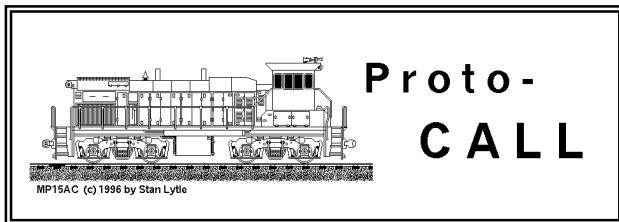
Just one more suggestion. Lately, I have been keeping small spiral notebook by my toolkit. As I am operating, I jot down anything I notice that needs attention or can be improved. This soon generates a back shop list, jobs for the track gang, repairs for structures, landscape work, a list of fun projects. As problems are fixed and checked off list, I get a feeling of satisfaction and the railroad runs smoother!

Trevor Jones

**Visit the NMRA
Introduction to Model Railroading
www.nmra.org/beginner/**

**Pike ads are not included on the pdf
version.**

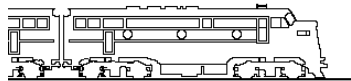
**See the Pike Ads page on the CID
web site for the current ads.**



Notes from the Inspector

Well here I am by the side of the tracks waiting for that hot eastbound morning van train again. I've gotten all my paperwork caught up, so I guess I've got a little time to think about the model railroad I'd like to build someday.

I like first and second generation diesels, a brace of F units, of geeps back to back; love those GP-30's and F and FP 45's, but then there is beauty in eight coupled drivers powered by steam, turning at speed down a ribbon of rail. Passenger trains, both thru and local, they're a must. Freights with long runs with set outs and pickups, locals and yard jobs with lots of switching and interchange work.



Do I freelance or go with a prototype? I grew up with the New York Central in my back yard, and somehow I'd like my favorite short line worked in, the Central Indiana Railway with their lonely little SW-1, Number 1. If I could I'd also like to work in the Nickel Plate, Monon, and maybe the Wabash, all great roads.



What type of layout design do I go with? Modular, shelf around the walls with islands, or maybe a linear, shelf-type design like Tony Koester's Nickel Plate Road Third District subdivision, or Bill Darnaby's Freelance Cleveland, Indianapolis, Cincinnati, and St. Louis Railroad. Of course there was the ultimate of basement railroads, that of the late great John Allen and his Gorre and Daphetid Railroad. WOW, what great wizardry of railroading in a mountain type scenery, floor to ceiling – wonderful! Well, back to the task at hand. Can I find a prototype line to give me what I'm looking for in a layout, or should I go freelance, projecting the line on a map.



I like to think of myself as some sort of an Indiana rail lines historian. Let me think, what can I come up with? Michigan City, In., had the Central's main from Michigan with branch lines of the Monon from Monon, and the northern end of the Nickel Plate's IMC branch line from Indianapolis, plus the South Shore electric line, and a Pullman Standard plant with lots of new box cars. Then there is the south end of the IMC Branch in Indianapolis where all three roads, Central, Monon, and Nickel Plate had tracks out of Union Station to the east towards Massachusetts Avenue Tower. There the Central split off to the east and the Monon and Nickel Plate paralleled each other out of their own yards and made connection with Indianapolis Union Railway. Might make a great terminal layout, but too urban for me.



Where else besides up around Chicago would the three roads be together? Wait a minute, between Chicago and Indianapolis is Lafayette, In., with all three roads plus the Wabash Railroad. Bingo, the Central's Cincinnati, Oh. to Kankakee, Il. main line. The whole 294 mile long main would be a bit too much to model, but the western half, say from just outside of Indianapolis towards Kankakee and the yards on the end of the line. Let's pull out the old road maps and explore the western half of the division, and see what I can come up with.



From Indianapolis to Altamont, In., the Central was a single track, traffic controlled system controlled by the dispatcher in Clarks Hill. The first town north out of Indianapolis of any size is Lebanon, In., where at grade, the New York Central crossed my little short line from Anderson, In., the Central Indiana Railway. Also at Lebanon the New York Central passed under the Pennsylvania Railroads I & F branch. Since there was no physical connection between the NYC and the PRR, until after the Penn Central merger in 1968, the Central Indiana handled any interchange between the two. At Colfax, In., the Central crossed at grade the PRR's branch that ran between Terre Haute and Frankfort, In, which had an interchange track. On up the line was a long passing siding at Clarks Hill, In., where the Central crossed at grade the Nickel Plate Road's third district subdivision which ran between Frankfort, In., and Charlestown, Il., and continued on to East St. Louis.

(continued on page 9)

Page Eight

Pike Ads

Have Been Removed

See the Pike Ad

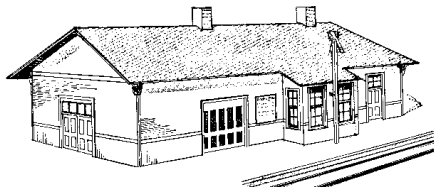
Web Page

For the Ads

Without address

Information

The Depot



This and That

Voice From The Cab

For Openers, for those who don't get *Scale Rails*, President Roberts' column '*Voice From The Cab*' has now been added to the News Section of the NMRA Web site <http://www.nmra.org/>. Each column will be there for a year allowing everyone to check both the current and back columns. You might want to pass this along to any Affiliate Member as this may help keep them in the loop.

Spike Articles

As you probably have already noticed, *Notes From The Inspector* will conclude in the next issue. I don't normally like to do that, but when you find something good, you run it however, many issues it takes. Now, that said, I make use of most of the material I'm given and can always use more. You say that you're not a good writer? Ok, I can help, but the most important advice I can give is to write about something you know about or that means a lot to you. Just tell the story. Don't try to force it. That's all that's needed. Are you good drawing track plans, layouts or equipment? That can work, too. An article sometimes needs illustration. As much as I'd like to do that myself, I just don't have the time. Bottom line? Send me what you have and we'll go from there.

November Meet

We are moving the November Model Railroad Month Meet to a different location. It was just getting too difficult to get into Pike with all of the construction. We want to keep it a free, no dealers meet with displays and clinics geared to the newcomer to help introduce them to our hobby. You can help by coming and passing the word on to those who may have an interest in model railroading or even railfanning.

Annual Auction

In the next issue of the *Spike*, I plan to include a form to be used to list the items that you are bringing to the auction. Remember that those donated items have helped your division remain able to put on meets and bring you the *Rusty Spike* without charging dues. Everyone has done a fantastic job bringing in auction

items and the auction has been all the better for it. Last year, we used a computer to organize them for the first time and it worked. Yes, we had a few glitches, and those combined with a fantastic amount of donations ran us overtime. We can avoid that this year, and filling out the form before or at the Meet will really help.

Roger

And The Year Was 19 __ _
Answer

It was last year, 2003

Notes From... continued

At Clarks Hill the Central had an interchange track with the Nickel Plate. *Hey, Mr. Koester when will those interchange cars be spotted for pickup?*

Nearing Altamont the Central became double track again and then left its own rails for that of the Nickel Plate's Frankfort, In., to Peoria, Il., main from Altamont to Templeton which was double track automatic block signaled with three towers: Altamont, Lafayette Jct., and Templeton. Signals on this part of the Nickel Plate were upper-quadrant semaphore type.

At Lafayette Jct. the Central and Nickel Plate crossed at grade the Wabash Railway main line from Detroit to Kansas City, and the Monon's main line from Louisville to Chicago with all four roads having their own interchange tracks. In Lafayette the Central maintained a small yard to work out of with its own yard job. After crossing the Wabash River, the Central and Nickel Plate had to climb up out of the river valley, and in steam days this was a pusher grade with the Central's Lafayette yard job assisting in the assault on the grade.

(To Be Concluded)

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Mailer Page Ten

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