



*The newsletter of the Central Indiana Division of the
Midwest Region, National Model Railroad Association.*



Volume 54 – Issue 1 January—March 2024

This Years Scale 100'x100' Contest Winners



David Mashino was awarded first place in the annual scale 100'x100' contest by the attendees at the Danville Train show. The display was beautifully done and the crane was power operated. See mor winners on page 8 of this issue of the Spike.

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AP Certificate Recipients

The CID congratulates the following members of the division for being awarded AP Certificates.

**Model Railroad
Author**
Dr. Robert J. Perry



Need Some Help?



Back Shop

The CID has members with the experience to help solve your modeling problems and are willing to help ALL modelers, whether or not you are a member of the NMRA or not. We believe that we can help and be of service to you. If you can get your problem or problems solved, you can better enjoy the hobby of model railroading.

Contact: cidnmra@comcast.net

Attention – All notices of club open houses, or other shows & meets will be included in the **Extra Board** only if the official request form is used. This form may be printed off the CID website at: <http://www.cidnmra.org/rusty-spike-back-issues> and click on Extra Board Request Sheet. Fill out the form and send to the address listed on the form. Upcoming deadlines for each Rusty Spike are listed in the Spike or may be obtained from Keith Clark (see pg. 3). Events not sent on the request form cannot be included.

CID Board Members

- Superintendent -

Daniel Banks
1506 West 4th Street
Anderson, IN
Phone: (765) 810-3130
Internet: wabashbanks@att.net
Clinic Manager
Social Media Manager
Popular Vote Manager
100'x100' Popular Vote Manager
Election Committee
AP Asst. Manager
Co-webmaster
Track Talk Co-chair

- Asst. Superintendent -

John Coy, MMR®
6409 Woodhaven Ct.
Avon, IN 46123
Phone: (317) 294-4675
Internet: Indycop999@hotmail.com
Avon Train Show Asst. Manager
Layout Tour Asst.
Modelers Meets Co-Manager
AP Asst. Manager

- Paymaster -

Phillip Burnside
5660 Spring hollow Ct.
Avon, IN 46123
Phone: (317) 442-6046
Internet: csxt801@yahoo.com
AP Asst. Manager
Election Committee

-Chief Clerk -

Precilla Roderick
126 Declaration Dr.
Greenwood, IN 46143
Phone: (317) 833-3556
Internet: emt53@sbcglobal.net
Historian
Election Committee

-Trainmasters -

Mark Faust - Westfield, IN
Phone: (814) 880-1101
Internet: mark.f Faust@mac.com

Bill Kennedy - Indianapolis, IN
Phone: (317) 431-4842
Internet: kennedywh@gmail.com
Ambassador Program Asst.
Track Talk Asst.

David Mashino - Kokomo, IN
Phone: (765) 860-1560
Internet: dave@mashinos.com
Rusty Spike Asst.
Danville Show Manager

Rick Ralston - Indianapolis, IN
Phone: (502) 855-0397
Internet: cyclotouist@bellsouth.net
Train Show Coordinator

Mark Perron - Indianapolis, IN
Phone: (616) 633-1922
markperron@hotmail.com

Michael Roderick - Greenwood, IN
Phone (317) 833-3556
mdrghost@hotmail.com
Franklin Show Manager
Membership Manager
Great Train Show Manager
Election Committee

Roger Scoggins - Westfield, IN
Phone: (317) 617-0297
Internet: rscroggins55@comcast.net
Layout Tours Asst.

Pedro Spicer
Internet: spicerp777@gmail.com

- Managers -

Thomas Cain - Indianapolis, IN
Phone: (317) 696-2818
Internet: ats93@comcast.net
Co-webmaster

Keith Clark - Bloomington, IN
Phone: (812) 876-6799
Internet: gtwfan@bluemarble.net
Rusty Spike Editor/Publisher
Election Committee

Trevor Jones - Bloomington, IN
Phone: (317) 625-7626
Internet: trevjn@sbcglobal.net
Portable Layout Manager

David Nance - Lebanon, IN
Phone: 765-894-7041
Internet: David@nanceplumbing.com
Lebanon Show Manager

Robert Perry - Avon, IN
Phone: (954) 675-2179
Internet: rjpod@me.com
Layout Tours Manager
Avon Train Show Manager
Modelers Meets Co-manager

Eric Peterson - Carmel, IN
Phone: (317) 947-4829
Internet: ericgpet@gamil.com
Ambassador Program Manager
Track Talk Co-chair
AP Manager

Rich Seymour - Muncie, IN
Phone: (765) 759-6856
Internet: rseymour@bsu.edu
Co-webmaster

Jim Shellhaas - Zionsville, IN
Phone: (317) 750-4834
Internet: jshellha@butler.edu
Lebanon Show Asst. Manager
Carmel Train Show

Chuck Tuttle - Lafayette, IN
Phone: (765) 586-4806
Internet: chuck.tuttle@outlook.com
Backshop Manager

-Past Superintendent -

Dan Hinel, MMR®
Phone: (317) 763-1356
Internet: danhinel@sbcglobal.net
Election Committee
AP Manager

Membership/Circulation Manager

Michael Roderick
126 Declaration Dr.—Greenwood, IN 46143
Phone (317) 833-3556—mdrghost@hotmail.com

Editor/Publisher

Keith Clark
4132 W. Briar Gate Drive—Bloomington, IN 47404-5911
Ph: 812-876-6799—gtwfan@bluemarble.net

Webmasters

Thomas Cain
6383 Dover Road—Indianapolis, IN 46220-4551
Phone: (317) 696-2818—atsf93@comcast.net

Rich Seymour
8504 W. Thorn Tree Rd - Muncie, IN 47304-8701
Ph: 765-759-6856—rseymour@bsu.edu

Dan Banks
1506 West 4th Street - Anderson, IN
Phone: (765) 810-3130—Internet: wabashbanks@att.net

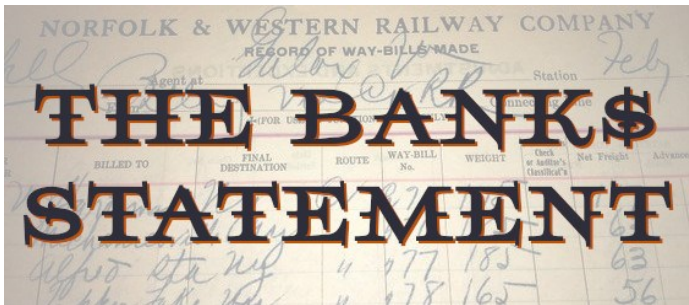
CID web site <http://cidnmra.org>

Rusty Spike Closing Dates

Volume 54 Issue #2 - March 3, 2024
Volume 54 Issue #3 - June 2, 2024
Volume 54 Issue #4 - September 2, 2024
Volume 55 Issue #1 - December 1, 2024

Dates are tentative and subject to change.

The **RUSTY SPIKE** is the official publication of the Central Indiana Division, Midwest Region, National Model Railroad Association, and is published quarterly. It is located on the CID website at www.cidnmra.org/. Articles for publication are welcome for the benefit of the readers and the hobby but cannot be paid for. Articles should be approximately 800 words and no more than 4 photos. Submit articles for publication to the Editor; address changes or mailing problems to the Circulation Manager; and advertising or advertising inquiries to the Publisher.



Hello CID!

The holidays are behind us and I hope you all had a great season filled with family, friends, joy, and of course, trains! I hope this new year is off to a great start for everyone!

As I write this, we just finished up our first January Modelers Meet. The over night hours brought snow and the roads were messy. I suspected we would have a much smaller turn out due to CID members opting for the cozy indoors, some coffee, and the train room. We were quite surprised though with 26 intrepid souls who braved the roads to make the meet. It was a great time and I thought I would share what you missed if you didn't make it. If you have never been to a modelers meet this will hopefully entice you to come join us!

The basic premise is you CAN bring something you a modeling project to give a quick chat about. It isn't necessary to bring something to attend. It's really just an adult show and tell as John Coy likes to call it. If you don't have anything to bring, that is fine! Come soak in the meet!

We had a bit of a theme for this one that revolved around the Achievement Program. John Coy presented a clinic of the judging overview of the program. We walked through each of the categories for AP judging. He was joined in by others working on their MMR to point out pitfalls, tips and some pro level tips. Most of the CID's judges were there and answered questions and shared tips. It was great for demystifying how judges arrive at the scores for models. It was also heavily focused that the AP is not a contest. It is meant for improving one's modeling. It forces you out of your comfort zone and causes you to take a closer look at your modeling. Even if you have no desire to become an MMR, reading the judging criteria and thinking about how the team evaluates the models will improve your modeling.

You can find a copy of them at <https://www.nmra.org/sites/default/files/2006-judging-guide-lines.pdf>

Here's a quick rundown of some of the items, from my memory, that we discussed. If I missed yours I'm sorry..

We had a presentation on changing Lionel 3 rail cars over to 2 rail Proto 48 by changing couplers and trucks.

We had a presentation of some O scale locos and a passenger car. The conversation turned to merit awards and the decision making on pursuing the Cars or Locomotives certificate.

If you caught the December Track Talk, Eric Peterson talked about Polymeric Sand for ground cover. He brought some examples of mixing the various colors and textures. This is a really promising material for building layouts.

We had a discussion on some scratch built and kit-bashed locos. Phillip showed off his box of failed print items to demonstrate the amount of trial and error that is sometimes required.

A coupler of modelers talked about their latest attempts at 3D printing frames for locos and cars. Newman brought his Promontory Point display that won 3rd place at the NMRA National this past summer as well as his first place December Billboard Contest entry.. He also brought some Christmas presents to show off and had a powered display of Miller Engineering lights.

We had a 3D printed turn table gear box. We discussed power routing and other aspects of the build.

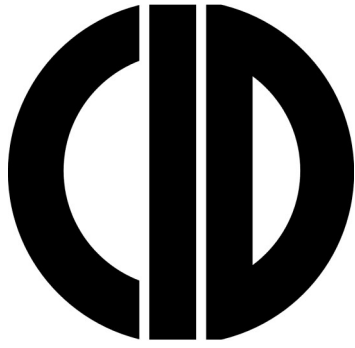
I was likely responsible for the snow as I brought a diorama where I had been experimenting with modeling snow. I made my own snow product and applied it in a way to simulate the snow that covered everything after a blizzard. This isn't gently fallen snow, this has a horizontal pattern from the wind. I shared how I bleached my trees with the snow after a change to the formula and the interesting effect it created.

We saw the beginnings of some of the Glacier Line crew's newest portable layout, The Transylvania Twist. A Halloween themed layout that they will be taking out to nursing homes and sharing with residents.

We had another Christmas present that was a lot of fun. A laser cut kit that makes a clock work locomotive that you can wind up and let it go. You can check it out at <https://www.mindgamesandtoys.com/3d-wooden-puzzle-wind-up-train-locomotive/>

I know I have forgotten one or two of the demos and quickly zipped past a ton of the finer points of what is presented. Each person generally talks for 10-15 minutes although some are shorter. There is some time for question and answer before moving on the next person. We will be having another modelers meet this spring and I hope that you come join us!

Daniel Banks
CID Superintendent



Central Indiana Division
National Model Railroad Association
Presents the
Lebanon, Indiana Train Show
Sunday – January 28, 2024

Admission
\$3.00 per person
Youth 16 years of age &
younger free with paying
adult



Boone County 4-H Fairgrounds
1300 E. 100 S, Lebanon, IN 46052
10 AM to 3 PM

The Lebanon show features

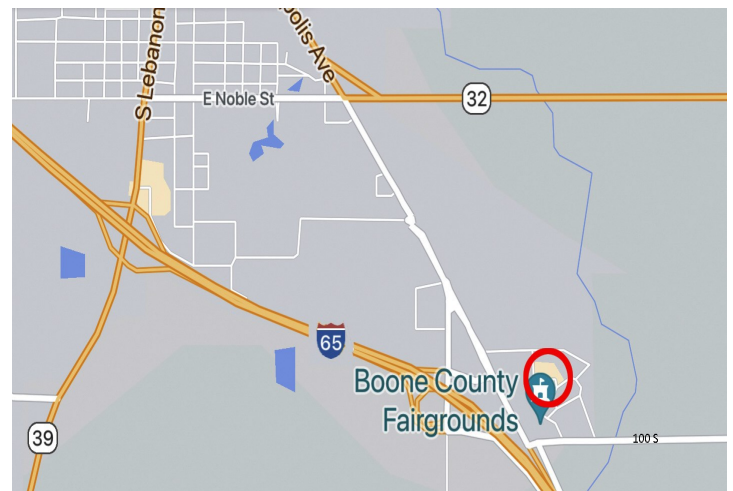
- Operating Layouts • Displays
- Vendor Tables • Model Judging
- Free Parking • Door Prizes
- Clinics on improving your modeling skills

Popular Vote Contest
“Bulk cars—hoppers & gons”

Model Registration: 10am to 11pm
Voting: 11am to 1:30pm
Winners announced: 1:30pm

All in attendance are requested to stop by the contest table and vote for your favorite caboose.

Map to Boone County 4-H fairgrounds
1300 E 100 S, Lebanon, IN 46052



Vender rental tables are \$16.00 each (8 feet long) for both Witham Pavilion and Centennial Hall South

Vender set up begins at 7:00 on Sunday morning, January 28, 2024
Table rental forms and more vender information regarding vender can be found at the CID-NMRA web site
<http://www.cidnmra.org>

For more information, see the CID-NMRA website at <http://www.cidnmra.org>

Upcoming Events

– Division Schedule –



Lebanon Train Show - January 28, 2024, Lebanon, IN

Boone County 4-H Fairgrounds, 1300 E. 100 S., Lebanon, IN

Dealer Show & Meet – 10am to 3pm Admission: \$3:00 per Adult / \$5.00 per Family

Operating layouts, vendors, door prizes, contests, food and free parking

Dealer Tables - \$16.00 for 8' table - request form available at cidnmra.org

For more information or tables: David Nance at (765) 894-7041 or David@nanceplumbing.com

If you can help with the show please contact David

– Extra Board –



2024 NYCSHS Convention - April 26 - 28, 2024 Indianapolis, IN

Indianapolis Airport Crowne Plaza

We want to tell you a little about the NYCSHS 2024 Convention in April 2024. Also take a look at these new and exciting models and books we have for you. Check out the N-Scale diesels, HO-scale Dreyfus Hudsons, a unique flat car, and Bowser HO-scale Baldwin NYC VO-660 and CASO 70-ton 1- panel hopper. We are producing two Big Four caboose kits from American Model Builders and they are in production now. Now is the time to place your order for these kits. They will be selling fast as we got a very large number of expressions of interest in the two cabooses. Don't miss out on these NYCSHS exclusive kits. John Taibi's newest book is at the printers and available to order now. Another great book from John.

For more information: <https://mailchi.mp/b28e50c377a9/now-is-the-time-to-add-to-your-models-in-n-ho-scale-6070262?e=73f5fff9e5>

If you are wondering about upcoming train shows and events in Indiana, Ohio and Michigan? Go to the CID home page under [Train Shows / Master Listing](#) to find a listing of many events that might be of interest. It has new, regular and cancelled events to help you make plans. This list also includes NMRA events. Updated lists will be posted as received or you can also go to WWW.TrainShowList.com/listings.pdf



The picture to the left shows one of two halls at the Danville meet. There is hustle, bustle, and buying everywhere you look. The front hall was exactly the same way. Most likely this is still the most popular show the CID has each year. With the many portable layouts, the 100'x100' contest, so many vendors, and not least the food, makes for a day to put on your calendar.

JOHN'S JUNCTION by John Robert Coy, MMR®

This is the fifth installment in a series of articles involving the Achievement Program (AP). (AP Chief Dispatcher certificate)



We, your CID board, are following a NMRA directive: “Whenever possible, Division events should include a short reminder about the AP...”

Do you like to run trains? Sounds like a ridiculous question to ask an audience of model railroaders doesn't it? And, I imagine that there are a few of us who have ran a train or two in our lifetimes. The real question in my mind is: “Why doesn't everyone in the CID have this certificate?”

Without a single doubt in my mind, I can tell you that you will not have more fun earning a certificate than earning the “Chief Dispatcher.”

This certificate requires that a person operate a train (s), and “dispatch” for at least 50 hours. I laughed when I read the 50 hour requirement as I wondered how many hours that I have actually operated model trains, in a number scales and gauges over the years.

My “problem” of course is that I failed to document a single second. Therefore, I had to begin from zero hours. What torture! You mean I have to run some more trains? Well okay, I'll be strong and get through it.

Please keep in mind that there are five (5) categories. A person must earn/serve a minimum of ten (10) hours in three (3) of the five categories; and one of these categories must be “Dispatcher.” Ultimately, a minimum grand total of 50 hours must be performed and documented. What could be easier and more fun?

I will not bog this article down with all the details already listed on the official NMRA AP site. I would recommend that you read the Chief Dispatcher category through and and PRINT OUT the documentation sheet so that you may track your hours.

In addition to your 50 hours of operating and dis-

patch to earn this certificate, you must: prepare a schematic drawing of a model railroad meeting the requirements as outlined on the NMRA AP site. You must develop a timetable and a train chart. You must develop or adapt a system of operation for the layout.

Please note that Operators of the same club or home operating group may use copies of the same paperwork for the schematic of the layout and system of operation—which are requirements 1 and 4.

Each individual must create their own timetable and train chart.

On Connie's and John Coy's Glacier Line, that is precisely what the other Operators did. Thus far, six (6) Operators of the Glacier Line have earned the Chief Dispatcher certificate.

Do NOT be intimidated by the timetable, train chart, etc. SEVERAL of us here in the CID have earned this certificate and would be glad to show you our paperwork to give you an idea of what is required. It is not hard. However, it will require some thinking putting together a schedule. It will give you an idea of what goes on in the real world.



We here in the CID are most fortunate to have several layouts that routinely host operating sessions: Dan Hinel, Jon Silverberg, Trevor Jones, John Poray, Ron Phillips, Connie and John Coy. And, I'm certain that I have forgot others. There is a site called Operating Sessions.com that provides you with weekly updates of operating sessions. Write: dispatch@operatingsessions.com to subscribe.

Whether or not you plan to earn a MMR, I strongly encourage you to earn this certificate since you will be operating trains anyway.

More Scale 100'x100' Contest Winners



The second and third place winners in the 100'x100' contest at Danville are shown here. The theme of the 2023 contest was "Freight Loading".

The second place winner (above) was a scene of containers being loading on a well car. The display was created by Keith Clark.

The third place winner (right) was done by Pedro Spicer and has containers of some sort being unloaded from flat cars onto a flatbed trailer.



Carmel Library Show

The Carmel Library Show is hosted by the library and presented by the CID. The show occurs in the fall of each year and is situated around Model Railroad Month. These are just a couple of photos of what could be seen at the 2023 show. You might ask about the circus items seen in the picture to the right. The show also includes circus modelers presenting their models, many related to how circuses traveled by train from location to location. The photo below shows both kids and adults seeing many portable layouts and getting exposure to the hobby of model railroading. This is just one way the CID is helping recruit the younger folks to the hobby.



Cleaning Track Located In Hard-To-Reach Places

Richard Seymour Muncie, IN

The cleaning of rails is a routine task for any model railroader. Unfortunately, many layouts have segments of track that can be a challenge to access. A reverse loop at the end of a pike can often have a section of the curve back against a wall, far beyond one's normal reach. The insides of tunnels are another example of a right-of-way that can be a problem to clean. Even reaching over tracks and cars into a classification or staging yard can be frustrating. The problem, of course, is that all of those remote tracks still need cleaned regularly.

The tops of rails are easily cleaned with any eraser-style commercial product (one popular brand name is "Bright Boy"). Usually track is easy to reach, so both the cleaning of the rails by hand and then vacuuming the right-of-way is simple. This article addresses how to clean those more remote areas around a layout, when even an extended reach with long arms still isn't long enough. The simple solution involves attaching an abrasive-type of eraser pad to the end of a dowel rod.

Figure 1 shows the items used to create a track cleaning handle. The exact size of the dowel isn't important, although a 3/8" or 1/2" diameter rod is recommended. In a similar way, the dimensions of the screw, washer, and nut aren't particularly critical either, as long as the threaded fastener (screw or bolt) is long enough to secure all the parts. Be aware that too long of a screw might interfere with your cleaning, getting caught on the edges of the rails or perhaps gouging ballast under the track.

Drill a hole through the dowel, near the end of the rod. A similar sized hole is drilled through the center of the eraser-style product. To distribute the forces while polishing the top of the rails, a washer will help spread the pressure evenly. Fender washers are wider than other products and work best.

While a full-length dowel may be useful for sections of your layout, a shorter dowel might be necessary to navigate hard-to-reach places, Figure 2. The image shows a shorter length of rod used to get inside a narrow tunnel entrance, getting to a point far deeper than might be reached via a human hand or arm.

The use of eraser-style of abrasive cleaners does include a frustrating situation. Grooves are often created in the eraser, as two parallel deep channels fill with debris from the top of the rails. Manually, a user can simply use another edge or side of a "Bright Boy". The eraser can be adjusted easily with this dowel device, as well, by loosening the screw and rotating the pad to a fresh end or side.

Hopefully a simple suggestion like this device can help in maintaining cleaner track in the hard-to-reach sections of your pike.



Figure 1 – The materials needed to create a cleaning rod for abrasive styles of track cleaners.



Figure 2 – Note how this scrap length of rod can help in cleaning far inside a narrow tunnel entrance.

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