



*The newsletter of
the Central Indi-
ana Division of
the Midwest Re-
gion, National
Model Railroad
Association*

Volume 44 – Number 1 January – February 2014

Modernize Your Fleet Of Rolling Stock

On January 3, 2005, the Federal Railroad Administration published their guidelines for the “Reflectorization of Rail Freight Rolling Stock”. Requirement 49 CFR FRA, Part 224 required that highly reflective stripes be placed on the sides of freight cars. The new guideline started a decade-long drive to mark the sides of all rolling stock across the country, Figure 1.



Figure 1 – Reflective striping has been mandated on rail cars since 2005.

Specifically, the federal statute mandated that at least one 4” x 36” strip or two 4” x 18” strips be applied near the end of each car. In between, 4” x 18” markings were required every 12’ along each side of the vehicle. The stripes could be painted on, or reflective tape could be applied to the cars. Exact shades and the “degree of reflectance” were explained in specification manuals.

The obvious goal of this project was safety. Too often, the weathered or faded sides of rail cars were difficult to see as drivers approached grade crossings. At night, solid black cars were all but invisible to motorists. Add in rain and fog, and drivers had great difficulty seeing rail cars in their path. This scenario was especially true in rural settings, when long trains might be stopped at grade crossings without flashing lights or gates.

So, legislation was proposed in the 2000s to mark the sides of all rail cars with reflective stripes, to enhance visibility. At the time the guidelines were being debated, the goal was to drastically reduce the nearly 4,000 annual incidents involving vehicles hitting trains. A phase-in plan was approved, with at least 20% of a transportation firm’s total fleet marked by May, 2008, 30% by May, 2009, etc. The ultimate goal is to have 100% of the rail cars in the U.S. marked by May 31, 2015. A side note, a reflective stripe was required on 100% of locomotives in the U.S. by May 31, 2010.

For modelers who depict the modern era on their layouts, they should embrace the same challenge as the Class I railroads and rail car firms of North America. Since very few of the blue box kits from earlier times, nor many R-T-R cars, feature safety stripes . . . there is work to do. An ideal goal would be to parallel the May 2015 federal guideline, and work toward including yellow stripes on the sides of 100% of your rolling stock by that date.

Suggestions For Modern Modelers

Just as this federal provision has been in place for almost a decade, model suppliers have also reacted to the “new”

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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 \$6 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 Publisher.

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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.

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We have operating layouts in O and On-30 and we are in the process of building new layouts in HO and N scales. Come and see the progress and our new home!

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Modernize Your Fleet...
(Continued from page 1)

marking system. Recent model locomotives and cars (in all scales) are often manufactured to prototypical guidelines, with yellow markings included on the sides of each vehicle. Look at recent releases from Athearn, BLMA, Exact-rail, Walthers, and other firms for examples of safety striping. But like major railroads (BNSF, CSX, KCS, etc.), older rolling stock in your inventory must still be brought into compliance.

That means modelers need an efficient means to add the reflective markings to dozens or perhaps hundreds of cars. Thankfully, these markings can be randomly added to each car. Both horizontal and vertical stripes fulfill the federal rules, as long as larger markings are placed near the ends of each side and shorter stripes included at least every 12 scale feet. The profile of the side of each car will likely help determine how best to place stripes (to account for other lettering, doors, curved panels, etc.).

One simple technique is to paint small stripes on the side of cars, preferably by air-brushing the stripes. This would involve masking off narrow, long areas on each side, and will get time-consuming for the multiple stripes being added. A bright yellow paint might be used, but remember that reflective stripes on "real" cars fade quickly and the sides of cars get dirty easily. Therefore, a muted yellow (think mustard-colored) shade might be more authentic.

Decal makers have helped today's modelers by offering sheets of striping for your fleet of rolling stock, Figure 2. As noted above, the markings can be randomly applied in either a horizontal or vertical format, to match flat surfaces on the vehicles. Crews adding reflective tape to modern rail cars work quickly so markings on full-sized cars often aren't aligned, and adding too many stripes is better than too few on each panel.

After applying decals to model freight cars, a clear dull-coat spray will help secure the striping. Or, a coat of light beige paint (think the color of dust) will also work. Since

scale operators will be picking up the cars by grasping the sides, it is best to coat the cars so the tiny stripes won't come off from rough handling.

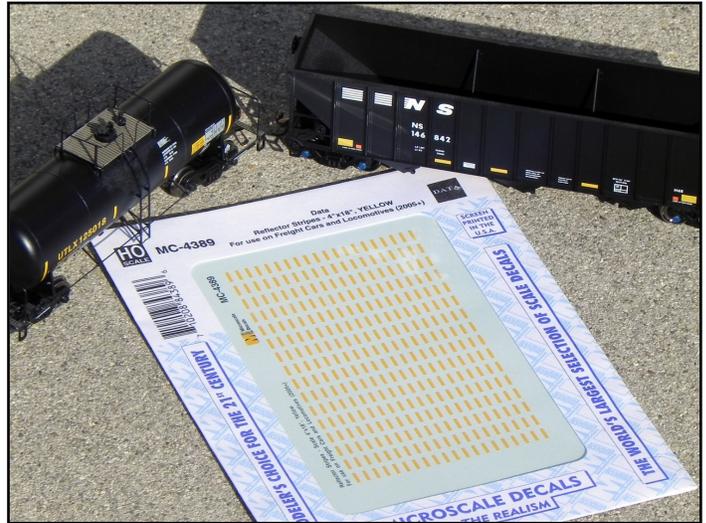


Figure 2 – Decals of safety striping are available from model suppliers.

When a large fleet of vehicles requires reflective stripes, these first two suggestions would take too long. Modelers might think about using the tools of card makers and scrap-booking enthusiasts. Rubber stamping supplies are available at many craft stores, both stamps themselves and ink pads, Figure 3. Custom-made stamps will allow you efficiently add small rectangles to the sides of the fleet.

Creating a "stamp" for adding the markings is easy. Select an in-expensive stamp that has narrow lines about the width of your desired striping, then use a utility knife to shave off sections to match the dimensions for your scale. The image area which will be used for blocks of ink might be parts of letters or segments of lines, as shown in Figure 2. Or buy the cheapest stamp possible and simply carve-out rectangular shapes on the bottom for your markings (again matching the gauge of your rolling stock). Ink the stamp sufficiently and add

(Continued on page 8)



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INTERCHANGE TRACK

Eureka!

During the time you have been modeling, have you made a discovery that produces a **Eureka!** moment? I recently did, and it really made my day(s). Actually the moment is like being in a low-magnitude earthquake. First, you experience the quake – the eureka moment. It will wake you up. This is followed by smaller aftershocks; I call them secondary eureka moments (**SEM**) – slightly less impact than the main moment, but still part of the overall experience. These experiences may go on for several days depending on what you have discovered and where further research leads you. Let me tell you about the discovery that has me excited about doing some modeling.

I was born in Vincennes, IN and lived for eighteen years near Bell Crossing (Bruceville Road) on the B&O railroad line headed east toward Washington, IN. The depot in town was a great place to see passenger trains during the 1950's and into the 60's. The B&O and the C&EI tracks crossed at the depot and both railroads had named passenger trains stopping there. To protect the passengers during inclement weather, there were umbrella sheds along each railroad. The depot itself was nondescript, but the sheds were visually appealing – especially along the B&O. Tracks on the C&EI line were straight along the depot but the B&O tracks were situated on a gentle curve. The shed followed that curve. The depot is still there but the sheds have been gone for quite some time. Over the years I have been able to collect several photos of the depot and sheds. The remains of the bases of the uprights are still in place from when the sheds were removed. From these remains I have been able to measure both the distance between uprights and an approximate size for the I-beams used. However, it would be very difficult to determine the size of the supporting ribs for the top of the shed, and the height and width of the shed from the photos. More historical research would be required to build an accurate model of the location. Although I don't model the B&O, this project could build into a great diorama. That project was on hold - until recently.

Local modeler, Bob Case, is modeling the West End of the B&O. Two weeks ago, when we visited his layout, he had added a new mock-up of the Queen City Station and Hotel in Cumberland, MD. To ensure the model he builds will be accurate, Bob has gotten diagram plans for this structure from *The Baltimore and Ohio Railroad His-*

torical Society. Bob had the book open to the front view of the hotel. He said he was interested in the dimensions for the subway structure that allowed passengers to pass in safety from the station to their train by going under any interfering tracks. While looking at the elevation drawing of the subway structure I noticed another drawing on the same page – a dimensioned, elevation drawing of THE UMBRELLA SHED as built by the B&O at Cumberland. Could this be similar to the shed at Vincennes – it is. **EU-REKA!** Looking through the rest of the booklet produced a detail drawing of the upper part of the shed including the roof and all supporting beams. **SEM!** Although these drawings are helpful, some of them are difficult to read due to reducing large drawings to fit 8 ½ X 11" paper. Not to worry, says Bob, the booklet includes a CD of the drawings as individual pdf files. **SEM!** I now have enough information to build the supports.

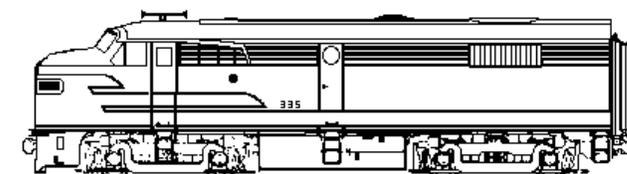
But (there's always a "but"), how long were the sheds? My research now turns to Sanborn Fire Insurance maps. The 1950 Vincennes, IN map shows the sheds. After measuring the drawings and comparing these values to the index, I know the lengths are approximately 500' for the B&O shed and 285' for the C&EI. In HO, that scales to 5.74' and 3.27' respectively. **SEM!**

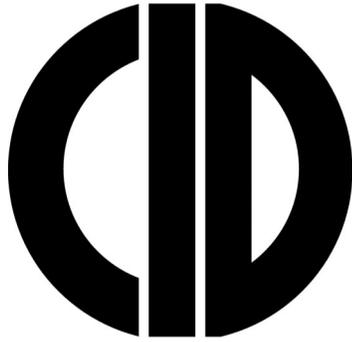
Bob had another question and I'm not sure of the answer. He models a different time than I do, so the answer to this may be era dependent. He asked, "What colors were used on these structures"? I remember black and depot buff, he says green may have been used in place of the black. Well, there is obviously more research to be accomplished before the project can be completed. Perhaps there will be another eureka moment in our future.

Do you have a project waiting for some answers? Don't give up on it. Hit the books and the internet. You might also learn what you need to know by joining your railroad's historical society. You can also ask on the CID List. If you are not a member of the list, information for joining is on the CID website. Once on the website, scroll down to the box labeled e-mail Discussion List. Join, and ask away. Although your discovery may not be as well-known as that of Archimedes, you'll still feel great when that nagging question is finally answered.

Eng CID 2013 run extra MP50 to Highball to Indy
"Clear signal at Sycamore Hollow"

Steve Studley
CID, Superintendent





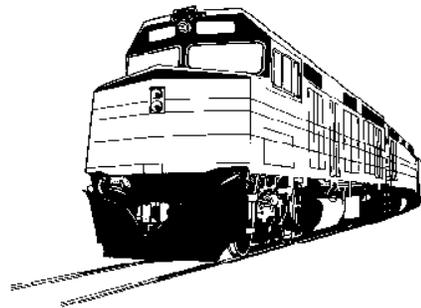
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Presents the

Noblesville Train Show

Sunday – January 26, 2014

Admission
\$3 per person
or
\$5 for families



Location

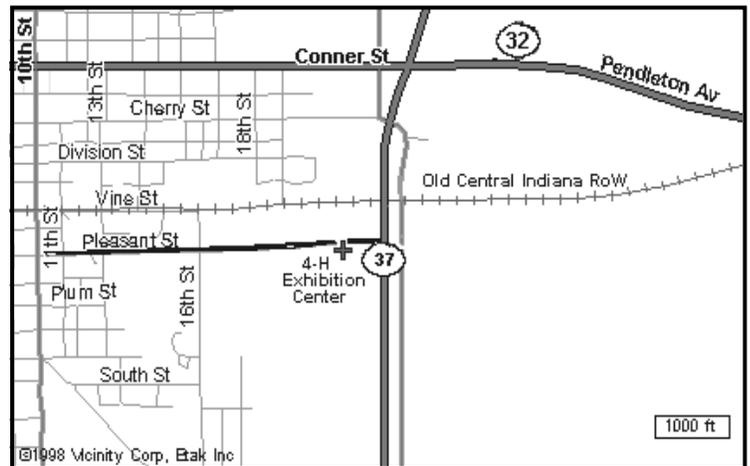
Exhibition Center, Hamilton County 4-H Fairgrounds, 2003 Pleasant Street, Noblesville, IN

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- Model Judging
- Door Prizes
- Food

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Check out our website at <http://cid.railfan.net/>

The next CID activity is the Martinsville Train Show on April 5, 2014



Upcoming Events

– Division Schedule –

Noblesville Meet – January 26, 2014 – Noblesville, IN

Hamilton County 4H Expo Center, 2003 Pleasant Street

Dealer Show & Meet – 10am to 4pm

Admission: \$3:00 per Adult / \$5.00 per Family

Dealer Tables - \$10.00 for 6' table

For more information or tables: Tom Cain at (317) 475-7834



Spring Modeler's Meet – March 8, 2014 – Indianapolis, IN

More information in the next issue of the Rusty Spike

Martinsville Meet & CID Annual Business Meeting – April 5, 2014 – Noblesville, IN

National Guard Armory, 1900 Hospital Drive

Dealer Show & Meet – 10am to 4pm / Admission: \$3:00 per Adult / \$5.00 per Family

CID Annual Meeting at 10:30am / Dealer Tables - \$12.00 for 8' table

For more information or tables: Trevor Jones at trevjn@comcast.net
or Dan Goins at santafedangoins@comcast.net

– Extra Board –

Great Train Expo – January 4-5, 2014 – Indianapolis, IN

Indiana State Fair Grounds Blue Ribbon Pavilion

Admission-Adults: \$7.00, Kids under 12: FREE - 10am-4pm both days

For more information: <http://trainexpoinc.com>



The Great Train Expo
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RailFun 2014 – Midwest Region Spring Convention – May 15-18, 2014 – Schaumburg, IL

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<http://www.foxvalleydivision.org/railfun2014/welcome.html>



Upcoming CID Board Meetings

Date: February 9, 2014

Location: Indianapolis Marion County Library
Wayne Branch Library
198 S. Girls School Road
Indianapolis, IN

Time: 1:30 PM

Date: April 6, 2014

Location: Indianapolis Marion County Library
Wayne Branch Library
198 S. Girls School Road
Indianapolis, IN

Time: 1:30 PM

CID members are welcome and encouraged to attend.
Board members can confirm location and date.

Rusty Spike Closing Dates

Volume 44 Issue #2 - February 9, 2014

Volume 44 Issue #3 - April 27, 2014

Volume 44 Issue #4 - July 6, 2014

Volume 44 Issue #5 - September 14, 2014

Dates are tentative and subject to change.

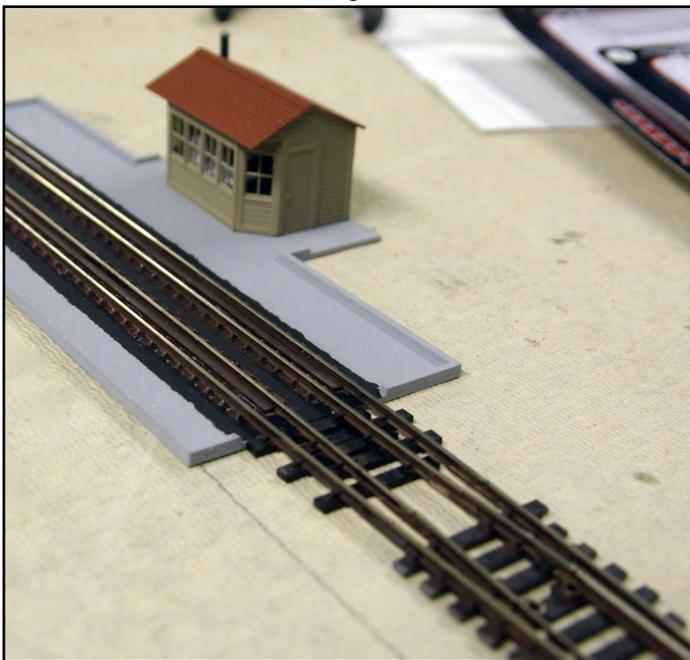
Attention – All notices of club open houses, or other shows & meets will be included in the **Extra Board** only if the official request form is used. This form may be printed off the CID website at:

http://cid.railfan.net/Extra_Board_Request_Sheet.pdf

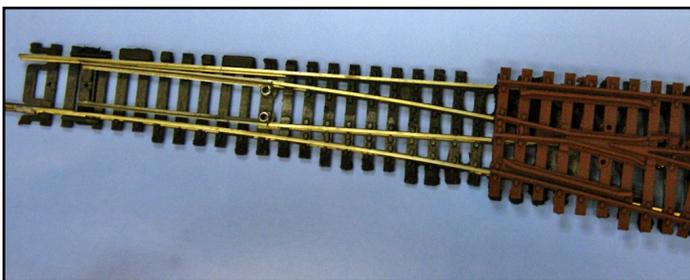
Fill out the form and send to the address listed on the form. Upcoming deadlines for each Rusty Spike are listed in the Spike or may be obtained from Keith Clark (see pg. 2). Events not sent on the request form cannot be included.

Walthers 4 Track Scale House Track Arrangement

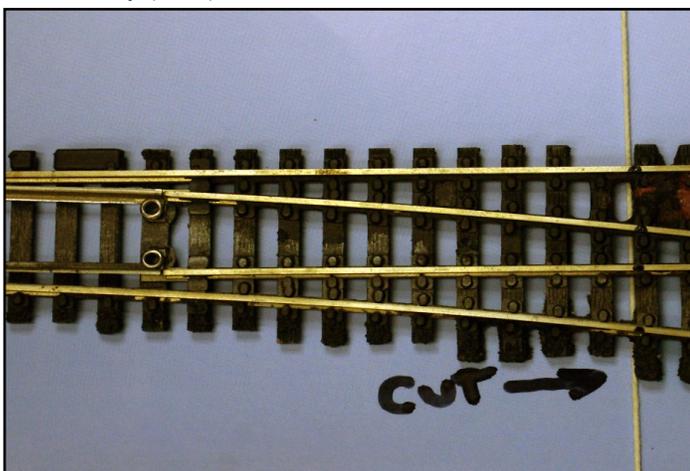
Recently I needed to build Walthers 4 Track Scale House (933-3199) for a layout I am helping build (Photo 1). The directions do not show how to make the turnouts for the scale track and the run through track.



(Photo 1) Completed Walthers scale house and track arrangement.



(Photo 2) The part of the turnout to be removed is shown in the rusty (dark) color.



(Photo 3) Make the cut as shown in this photo.

I used an Atlas #6 right hand (Photo 2) and an Atlas #6 left hand turnout for the project. Cut the track between the 10th and 11th tie counting from the rivets as close to the 11th tie as possible (Photo 3). All of the rails through the scale are 11 1/4 inches long and go past the molded plastic scale base by 1 1/2 inch on each end. This length mates very well with point and stock rails.

Throwing the turnout just as the loco passes the points allows the cars to be weighed to travel over the scale track.

Dan Goins

Neil Thompson Passes Away

Neil Thompson passed away on Friday, October 18th from cancer. He was a dear friend and a enthusiastic Model Railroader. Neil had started on a new layout and had plans on laying his own track. He already had the bench-work finished. Neil had never giving up on model railroading. You may remember Neal as he attended our train shows and did the Kids In Trains KIT Program.

I first met Neil and his wife Norma at their Pet Shop but never really got to know him until I joined the NMRA and we became friends instantly. Tom Fitzsimmons and I had a great time with him when the three of us traveled to St. Louis for a Narrow Gauge Convention. He would always have a great story about his life in Montana and the ranch that he lived on. Neil was always interesting to listen to and he made the trip to St. Louis one that I will never forget.

We had a small round robin group (Bill Myers, Tom Fitzsimmons, James Treep, Neil and myself) which would meet every Tuesday. We had discussions on model railroading and any other subject that would pop into our brains. We will miss you Neal. God Bless.

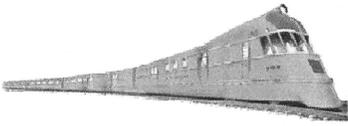
John Pancini

The following is an excerpt from Neil's obituary in the Indianapolis Star.

Neil Thompson, 86, was born in Billings, Montana and passed from this life on October 18, 2013. Neil grew up on a cattle ranch near Ennis, Montana and served in the Army during the Korean War. Neil and his wife Norma were owners of Animal Adventure and Speedway Pet Shop for over 50 years. Neil was involved with the 500 Optimist Club parking cars and selling Christmas trees to raise money for charitable works. He was a regular attendee of a Wednesday night poker group started in the 1930's. A member of the NMRA, Neil was an avid model railroader and was always working on the next great train layout.

Please consider a donation in Neil's name to the Leukemia and Lymphoma Society or Camp Quality Kentuckiana-Cancer Camp for Kids, where Neil taught the kids to fish.

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Modernize Your Fleet...
 (Continued from page 1)

markings in the appropriate places. This technique works best for stamping on flat surfaces; don't try to add long, straight lines on the curved bodies of tank cars or between waffles on boxcars.



Figure 3 – Typical supplies available from the rubber stamping section of craft stores.

In summary, the modern fleets of railroads across the land now feature reflective markings to enhance safety in our transportation sector. Modelers who have layouts with a current theme might want to follow FRA guidelines, and “modernize” their own rolling stock by mid-2015. Painting, decaling, or stamping yellow lines on the sides of cars will help bring your fleet into the current era. And you can smile as you watch real freight trains roll through your community, knowing that your fleet matches today’s FRA guidelines as well.

Richard Seymour
 Muncie, IN



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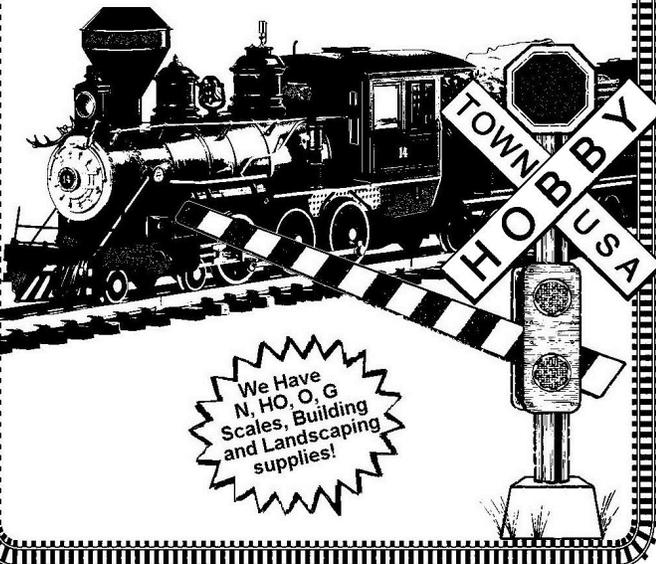
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VISA, MASTERCARD, PERSONAL CHECK
For information call

317-837-1024