



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

Volume 42 – Number 4 August – October 2012

Ways to Throw a Turnout

All model railroads have turnouts and all model railroaders have to throw them to run their trains. There are many ways to throw a model railroad turnout, probably more than any modeler can even think of. Before even deciding how we will throw the turnout we need to decide if the turnout will be moved via remote or local operation, powered or manual, above or below the layout.

Each modeler will have to decide what is best for them considering their time, money, capabilities and situation. I came up with a hybrid using a few Tortoise under layout switch machines and an above layout Tortoise machine. However, the majority of my layout will be hand throws placed near the turnout it is controlling.

I like to operate trains with my wife but she becomes frustrated easily with operations that most model railroaders easily perform and take for granted. To keep peace in the house, I make judgment calls on how to accomplish things through her eyes, if possible. This usually means doing things simply and having things easily seen and pointing to an obvious operation. It is also helping with operations with my grandchildren coming of age to operate trains.

My choice for most things is to use Caboose Industries ground throws. I use a variety of installation types to provide the best solution for a given turnout. Most of my answers were found on layout tours, both locally and at various NMRA Region Conventions.

The first option I put in place was the simple Caboose Industries 202S sprung ground throw. These units have worked well in most situations attached to various brands of turnouts but there are a few exceptions. If the 202S did not fit the throw bar, I substituted the 218S and chose the appropriate end fitting to match the throw bar.



These worked well and most model railroaders had no problem with their correct operation. However newer operators had problems because they could not easily identify if the turnout was properly set quickly and easily. They would have to stop the trains and determine if the points allowed direction in their direction of travel, or simply assumed it was set correctly. Either way there was a 50/50 chance they were wrong. They needed a more visual way to identify the direction of the turnout. The prototype provided an answer, as always. I needed to install an indicator of some kind that showed the direction clearly and in advance of the train actually arriving at the turnout.

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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.

Circulation Manager

Jim Wilhite
4823 Buttercup Way - Anderson, IN 46013
Ph. 765-644-1887 – jwilhite1@att.net

Editor/Publisher

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

Webmaster

Roger Hensley
602 E. 31st Street - Anderson, IN 46016-5416
Ph: 765-649-2367 – rhensley_anderson@juno.com

CID web site <http://cid.railfan.net/>



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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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Questions/Info:

812-343-4800



CID Board Members

- Superintendent -

Steve Studley
5115 N Echo Bend
Bloomington, IN 47404-9040
Phone: (812) 876-9726
Internet: studley@indiana.edu
Clinic Manager

- Asst. Superintendent -

Keith Clark
4132 W. Briar Gate Dr.
Bloomington, IN 47404-9511
Phone: (812) 876-6799
Internet: gtwfan@bluemarble.net
Rusty Spike Editor/Publisher & PR Manager

- Paymaster -

Tom Fitzsimmons
13964 Avalon Blvd
Fishers, IN 46037-7284
Phone: (317) 570-9578
Internet: tfitzhome@yahoo.com
Model Contest Manager

- Chief Clerk -

Rich Seymour
8504 W Thorn Tree Rd
Muncie, IN 47304-8701
Phone: (765) 759-6856
Internet: rseymour@bsu.edu
Historian

-Trainmasters -

Dan Goins - Martinsville
Phone: (765) 342-7069
Internet: santafedangoins@comcast.net
Back Shop Manager

Trevor Jones - Bloomington
Phone: (317) 625-7626
Internet: trevjn@sbcglobal.net
Module Manager, Carmel Show Manager & Martinsville Meet Manager

John Pancini - Avon
Phone: (317) 272-3796
Internet: jpancini@indy.rr.com
Danville Meet Manager

Brad Phibrick
Phone: (317) 577-4194
Internet: ic127rail@sbcglobal.net

Dave Randolph - Lafayette
Phone: (765) 404-0521
Internet: csxdave1@frontier.com

Doug Rolfe - Ellettsville
Phone: (812) 679-9223
Internet: domarolfe@yahoo.com

Jack Simpson- Indianapolis
Phone: (317) 374-5444
Internet: jackshoosierline@aol.com

Chuck Tuttle - Lafayette
Phone: (765) 463-0531
Internet: catuttle@comcast.net

Jim Wilhite - Anderson
Phone: (765) 644-1887
Internet: jwilhite1@att.net
Circulation & Membership Manager

- Managers -

Roger Hensley - Anderson
Phone: (765) 649-2367
Internet: rhensley_anderson@juno.com
Webmaster

Bill Litkenhous - Scottsburg
Phone: (812) 414-2599
Internet: Mrlit47170@gmail.com
Midwest Region President

-Past Superintendent -

Thomas Cain
6383 Dover Road
Indianapolis, IN 46220-4551
Phone: (317) 475-7834
Internet: atsf93@comcast.net
Noblesville Meet Manager, Layout Tour Manager & CID AP Manager

Ways to Throw a Turnout

(Continued from Page 1)

I decided that the easiest thing to do was to paint the tips of the handle to show the direction. I quickly painted the handle with red and green, as appropriate, and thought I was done. WRONG! First, the paint did not stick to the Delrin very well, plus being on a black background, the paint color was not highly visibility.

I rummaged around the hobby store to see what else I could use. I found some interesting paint in the model car section. First, I got some Model Master White Acrylic paint. I found once this was applied it was very hard to remove. Then I got some Model Master Stop Light Red. This produced a bright red that looks much like the prototype reflective red on the switch stands. Last I got some Testor's Green (1124). This provided the reflective green color I needed.

When applied to the 202S handle the colors provided a nice indication of the direction of the points. The handle pads were easy to see, and the color did not rub off or peel off. The only problem I had with them is that they can be difficult to see from a distance. They did not provide what I wanted for the main line.

At a region meet in Rockford I found another answer to showing direction with the 202S. Map pins were painted red and green and used to indicate the direction the points were thrown. Besides using the pins to show the direction, they were also long enough to use to secure the switch stand itself. The pins are installed so that the uncovered pin shows the direction of the points. If the points are set for the normal route, the green pin is uncovered and the handle is over the red pin. For the reverse direction the red pin is uncovered and the green pin is covered by the handle. This helps a lot as they can be seen from both directions. They also have the added benefit of being able to be seen from the side quite well. This is especially helpful for short operators who may not be able to see the tops of the handles easily.

Next I tried the 210S switch stand with built in operating targets. Even though they are huge I thought they may work. After I painted and installed a few of these I decided I didn't like them. They were just too big and didn't really look right. I also found for some reason the targets were easily broken off. There could be several reasons for this, many of them my fault. Whatever the reason, I removed them from my approved list.

I next decided to try the 204S high switch stand. I was unsure of the longevity of the high stand because I thought they looked fragile and would not hold up to the operators handling. After seeing these stands in use on Rockford area layouts with little problems, I

decided to try them. I assembled these without the light and put the target at the top of the post. I put the red paint on the diagonal target and the green on the other. To make it easier for the operators to use them, I installed them so the arm was always moved toward the frog. This way it is easy to determine which way the arm moves – always toward the frog. The target was installed to best indicate the direction of the thrown turnout.



These stands pretty much became the preferred switch stand for the mainline. They were easy to see from a distance and the turnout position was pretty clear. They also looked nice. They are fussy to install. The stand must be secured to a firm base. Because of the design of the stand and the stiffness in it, a lot of leverage is applied to the base while moving the arm.

I first installed the stand on a piece of cork roadbed to match the track roadbed. I trimmed the cork even with the back edge of the stand base. Because the cork was soft, when the arm was moved the stand would press in to the base and try to roll over the edge of the cork. This would disconnect the switch stand from the throw bar and was not usually seen until too late. This was corrected by using the plastic shim plate under the stand and making the cork base a bit longer. The shim helped to pretty much stop the base from pressing in to the cork, and the longer length prevented the stand from trying to roll over the edge. The only problem left was contact with the high mounted targets. Making the crew aware of the problem solved most of the issue. The post is easily straightened and if it is still a little bit crooked, that just adds to the character of the railroad.

Next time we will look at some tips to help with Tortoise installations that solved some installation problems for me. I also saw a different way to use ground throws at the last Springfield region meet that I have been experimenting with. See you next time with some more ideas.

Lou Venema

INTERCHANGE TRACK

The Future

The future of the NMRA was mentioned during a talk presented by Mike Brestel and Tony Koester at the spring Midwest Region (MWR) convention. For background, let's take a quick look at National membership numbers. Membership during the 15 months prior to June, 2012 varied between 19,000 and 19,500. It's my impression the membership has hovered between 18,000+ and 20,000 for several years.

Question #1 (rhetorical): Why isn't that number larger? We know there are many more model railroaders out there from the number of copies the major magazines sell. Data from January, 2012 listed *Model Railroader's (MR)* paid circulation at more than 130,000 per month. Not every modeler buys *MR* each month, so there must be even more of us out there. Why is the NMRA membership number stuck where it is?

Question #2 (asking for help on this one): If the membership is holding steady at 20,000+/-, why are we worried about the future? The answer: **age**. We're all getting older. In the MWR, with 76% of all region members reporting a birth date, the average age is 65.7. The average age of MWR life members is 69.7 and the average age for all those except the life members is 64.3. Also, it wouldn't surprise me if those numbers have been increasing over the last few years. If you answer, "We're all aging. What's the problem?" A problem occurs as we get to a time in our lives when we are physically unable to participate or, heaven forbid, pass away. At that time, those who have been active no longer attend Division activities or serve on the Boards.

Increasing the National membership number would help, but how long it would help is dependent on the age of the new members. At many of the public shows, where the Central Indiana Division (CID) booth is displayed, people who appear to be 55+ stop by and mention they are getting ready for retirement. Now that time is available, they are thinking about getting that box of trains down from the attic. While we'd love to have them as NMRA members, their addition doesn't do much to decrease the average age. Perhaps

the inevitable has been delayed by a few years.

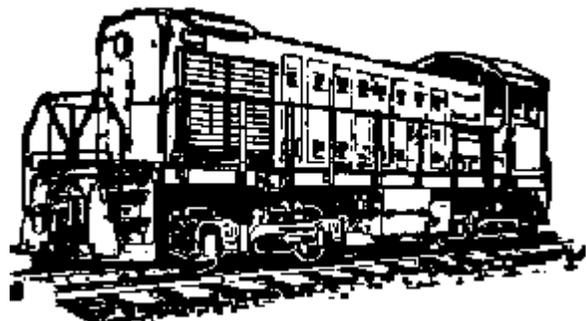
During the talk mentioned above, Tony Koester suggested we should be enticing those in their 30's and 40's to join the organization. These people, if parents, may now be realizing some time for themselves as their children finish school and extra-curricular activities. As a plus, if mom or dad chooses to get into model railroading, perhaps their child will also become interested. Someone of this age group without family responsibilities would also be a prime candidate for the hobby.

How do we contact these people? The CID displays a small switching layout at public meets. The layout is meant for small children, age 4 – 12. They have a simple switching exercise to perform. The exercise usually requires fewer than five minutes to complete. While their parent or guardian is standing around (some actually help their child), we will greet them and provide a flyer providing information about model railroading and the NMRA. The CID also greets all who stop by our booth at these shows.

What can you, a CID, NMRA member, do to help? These suggestions would work for a small group of modelers or an individual. Consider getting model railroading in front of the public by having a small, single-day show of some of your best models at a local library, mall, or hobby shop. Often, public libraries have secure display cases for collections. The month of November, model railroading month, would be a great time to have some models on display. If you have a layout, perhaps your local newspaper would be interested in a story about why you like model railroading. Let the public know you're an NMRA member. If you have a friend that shows an interest in model railroading, build their interest and let them know about the NMRA. If you are able to have a show or display, let us know about it. It would make a great article in the *Rusty Spike*.

"Clear signal at Sycamore Hollow"

Steve Studley, Superintendent





Central Indiana Division
of the
National Model Railroad Association
presents

Model Railroad Show
Saturday—November 10, 2012

Location: Carmel Clay Public Library
55 4th Ave S.E., Carmel, IN 46032

Time: 10AM until 3PM

Admission: FREE

What: Operating Layouts, Demonstrations, and Displays



- **Want to learn more about what we believe is the World's Greatest Hobby?**
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- **Already a model railroader? Come, join the fun sharing our hobby. Bring something to display and show!**

Scheduled Activities

Layouts and Displays

On-going Scenery-layout Construction

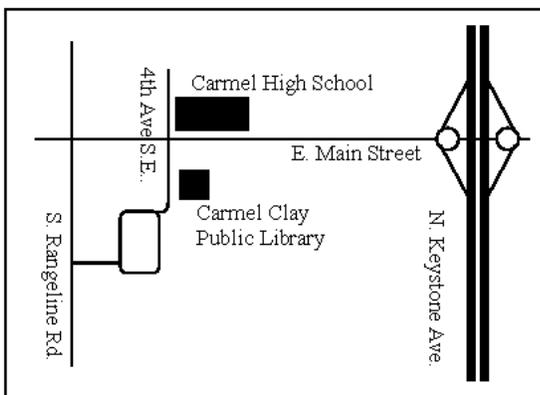
Circus Model Builders Displays

Bring and Brag/Show and Tell

Children's Layout Scavenger Hunt

Next Show & Meet: November 17, 2012
Hendricks County 4H Fair Grounds
Danville, IN—10AM to 4PM

For more information call: Al Kohut at (317) 690-4025 or
Trevor Jones at trevjn@sbcglobal.net



Upcoming Events

– Division Schedule –

Fall Layout Tour – September 22, 2012 – Bloomington, IN Area

Bloomington Area, 5 layouts will be open.
Tour hours are 11am to 5pm
See page 8 for layout descriptions and map availability.
For more information: Marty Witkiewicz at
marty@bluemarble.net or call 812-824-1822 after 6pm.

Carmel Library Train Show – November 10, 2012 – Carmel, IN

See page 5 for complete information.
For more information: trevjn@sbcglobal.net

Danville Train Meet – November 17, 2012 – Danville, IN

Hendricks County Fair Grounds, Danville, Indiana
Dealer Show & Meet – 10am to 4pm - Free Admission
Operating layouts, vendors, door prizes, contests, food and free parking
For more information: John Pancini at (317) 272-3796 or jpancini@indy.rr.com
Vendor contact: David Clendenin at 317-272-4690



– Extra Board –



NMRA National Convention/Grand Rails 2012 – July 29 through August 4, 2012

Devos Place Convention Center, 303 Monroe Avenue NW, Grand Rapids, Michigan
National Train Show, August 3 – 5
For more information: www.gr2012.org

Great Train Expo – October 13 & 14, 2012 – Indianapolis, IN

Indiana State Fair Grounds South Pavilion
Admission-Adults: \$7.00, Kids under 12: FREE - 10am-4pm both days
For more information: http://trainexpoinc.com



The Great Train Expo
America's Coast to Coast Train Show

Upcoming CID Board Meetings

Date: August 12, 2012
Location: TBA
Time: 12:00 PM
This meeting is for Executive Board members only.

Date: October 20, 2012
Location: Allisonville Christian Church
7701 Allisonville Road
Indianapolis, Indiana
Time: 3:00 PM

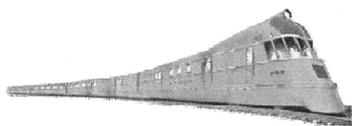
CID members are welcome and encouraged to attend.
Board members can confirm location and date.

Rusty Spike Closing Dates

Volume 42 Issue #5 – September 16, 2012
Volume 43 Issue #1 – December 9, 2012
Volume 43 Issue #2 – February 17, 2013
Volume 43 Issue #3 – May 5, 2013
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.

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Back Shop

The CID has lined up members with the experience to help solve your problem and are willing to help ALL modelers, whether or not you are a member of the NMRA. 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: cid_backshop@railfan.net

Rusty Spike Vol. 42 No. 4

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**Central Indiana Division,
 Midwest Region, N.M.R.A.**

Fall Layout Tour

We will have our Fall Layout Tour on Saturday, September 22nd from 11:00am to 5:00pm. There will be 5 great layouts to visit in the Bloomington area. The tour is open to members of the NMRA only however they may bring one guest.

Bryan Lemonds: The Salt Lake Division of the Denver & Rio Grande Western is a HO scale model railroad in a 25' x 70' basement room. The railroad follows the D&RGW from Grand Junction Colorado, to Salt Lake City, Utah in 1953. The mainline is 300 ft of handlaid trackwork and the benchwork is studwall. The trackplan is a sincere linear design with open staging and features dual helper grades. The control system is Easy DCC with Radio Control Throttles and Soundtraxx decoders. Make the short drive to Utah and enjoy mountain railroading like it used to be.

Pete Pedigo: The New Unionville & Western Railroad is a 1/8th scale model railroad on 49 acres near New Unionville and Bloomington, Indiana. This scale operates on a track gauge of 7 1/2". The train cars and locomotives are 16 inches wide and 24 inches tall. Persons in this hobby are called Live Steamers because of the steam engines so many own and operate along with electric and diesel models. The topography for this railroad consists of 15 acres of hilly pasture with a lake and 30 acres of heavily forested rough topography. There is currently over 10,000' feet of mainline track in operation. Construction started with right of way grading in the spring of 1997. The first infrastructure to be built was the tunnel (actually a box culvert). No we did not bore a hole underground. We excavated a trench and built the concrete box culvert to INDOT specifications. While excavating for the tunnel a solid layer of limestone was encountered. It was necessary to remove 2 feet of limestone from the floor of the tunnel to keep the grades under the 3% maximum desired for the railroad. In October of 1997 the 175', poured in place, concrete tunnel was built to get from one side of the ridge to the other. The portals were cast in the spring of 1998. We are using the railroad to build it. We haul the track panels out on cars in a work train. Then the ballast is hauled out in an operational ballast car and spread. (You may want to spend some time at this location.)

Trevor Jones: The Midland & Great Western Junction Railway is an English N scale model railway set in the steam to diesel transition period c. 1960. After 33 years as a portable layout seen at CID meets and the National Train Show, where it won two awards, the layout has a basement home and has become the core of a growing empire. A new 11' x 3'6" extension is in operation with 95% scenery, and other areas will be

under construction. Hilly English scenery is featured with several passenger stations, a classification yard, engine facilities, a busy dock with boats, industries and coal mines. There are many kit bashed and scratch built structures, detailed scenes, and hundreds of hand made trees. Control is DC with four cabs, and operations are developing. The railway's name is taken from a line that was surveyed, but never built, through my home valley. Thus we have a "what if ?" scenario giving me modeler's license for keeping my vintage British steam locos and early diesels running happily in this impression of my home county, and the trains I watched as a boy.

Doug Rolfe: Doug 's HO scale C&O in the late 30's layout is in a 8' x 10' bedroom and is about a year and half under construction. It is not completed but does display several craftsman and scratch built structures with a good amount of scenery. The track plan is comprised of two separate unconnected layers. The upper layer represents eastern logging featuring DC powered geared locos and is more than 50% complete. The lower layer is a basic oval which will eventually have a double mainline that is DCC powered. Doug will also have two completed modules set up in his garage. One is a 2' x 5' Monon switching layout set in Bloomington in the 1950's. The other is an On30 2' x 5' module which features a scratch built board by board construction engine house and a modified Bachmann Shay loco..

Bob Case: Bob models the B&O West End in 1948 from Grafton, WV to Cumberland, MD in HO scale. This area has some of the steepest grades and sharpest curves of any mainline railroad. For over twenty years I have traveled to this region, taking pictures of the towns, bridges, and countryside. Often I have had to resort to walking or riding a mountain bike to examine and photograph the remote areas not accessible by any highway. Working from photos has helped me to include details in the layout that I might have forgotten or overlooked. The layout occupies an area that is 36' x 20' featuring Digitrax DCC control with a signaling system. Scenery is approximately 85% complete featuring scenes and buildings based on photos that Bob has taken from the area.

Maps for the layouts will be posted on the CID website the night before and the day of the tour. You can go to <http://cid.railfan.net/>, to view and download the maps.

For more information contact : Marty Witkiewicz at marty@bluemarble.net or call 812-824-1822 after 6pm.

Marty Witkiewicz

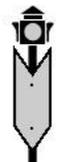
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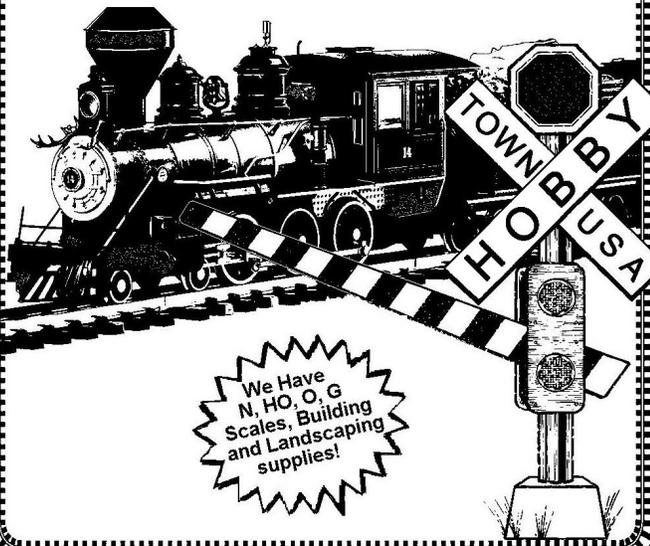


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