



*The newsletter
of the Central
Indiana Division
of the National
Model Railroad
Association*

Volume 41 – Number 3 May – July 2011

First Martinsville Show A Hit!

Large Attendance Greet New Location

Our first show to be held at the Martinsville armory was a success. With 287 paid plus children attendance was well over 300. The location, just off SR37 was easily accessible and very visible for the locals. Helped by the armory having "Model Railroad Show" on their sign for the previous two weeks we saw many new faces and families looking for something to do on a rainy day. We had 15 dealers who all seemed happy with their sales, while 11 layouts and 2 historical societies were a great showcase for our hobby. Jimmy on the dining car served 145 lunches and there was good fellowship and smiles all around.

We had a comfortable briefing room for our annual meeting which was attended by 17 members to hear the annual State Of The CID Report from superintendent Steve Studley and treasurer Tom Fitzsimmons. Of particular interest was our progress toward 501C3 charitable institution status. Train master election results were announced. The two clinics were very well attended and focused on the NMRA Achievement Program. Ron Lane, who became MMR#447 last year, gave a very informative and visually fascinating presentation covering his more than 40 year progress through the AP, and featuring his well known historical research of the Manns Creek narrow gauge railway in West Virginia. He was followed by Steve Studley who gave a fine overview of the Achievement



Bob Parsons beautiful module was part of the CINTRAC N Scale group modular layout on display and operating at the Martinsville meet. (Photo by Keith Clark)

Program and went into some detail about judging criteria and resources within the NMRA to help those of us who are moving through the program. Structures by Bob Case and myself and a work car by Newman Atkinson received AP judging at the meet.

Thanks to all who helped make this meet run so smoothly, especially Dan Goins, Jim Wilhite and John Pancini for help with planning and promotion.

Trevor Jones



"Kids" (both small and large) were fascinated by the eleven train layouts on display.

(Photos by Keith Clark)

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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 \$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 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.

Memberships are available

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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Third Saturday of the month starting October 2010

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CIRROPS OPS Educational Program

In place of a fall layout tour, CIRROPS and the CID will be offering a one day educational program on October 22, 2011 for beginners to model railroad operations. This program will be open to anyone who desires to learn how to prototypically operate a model railroad.

You will find two articles on operation in this issue of the *Rusty Spike*. The purpose of these articles is to begin to explain the theories and types of prototypical operations found on model railroads.

Al Kohut's article is an overview of model railroad operations and includes some personal experiences. Chuck Tuttle's article provides a quick look at several of the train control methods. Give these articles a read. If they provide you with a desire to learn a bit more, consider attending the CIRROPS Educational Program. There will be more information in a future issue of the *Rusty Spike*.

OPERATIONS

When we create our model railroad layouts we use many skills and it may take a while to get the trains running. It often seems the layout is never completed. We are always adding a new structure or tweaking something. But, eventually there comes a time when we can run trains. Why we may even stop at a station or two. Perhaps we'll deliver a hopper of coal or a tanker of oil to the local fuel dealer. We use our imaginations to expand our layout's reach and purpose.

Eventually we may have a desire to operate our layout like a real railroad. After all, that loaded hopper came from somewhere. And, it wasn't the only hopper that came from the mine. If it was in the real world it was probably in a whole train of loaded hoppers. During its journey it was probably passed by fast freights or passenger trains running on some kind of schedule.

Imagine if the real railroads didn't use schedules or some kind of train control!! Well, we can model schedules too. Then we can have operating sessions for our trains and deliver those loads without "cornfield meets".

Maybe you have read about op sessions and such things as Fast Clocks, Time Table and Train Orders (TT/TO), Car Cards and Switch Lists. Maybe it all sounds so challenging and, even though you are interested, you have never pursued this additional aspect of our wonderful hobby.

That is all about to change, as several CID members who regularly host op sessions on their layouts have graciously volunteered to help you get started with ops – be it as a participant on their layouts or eventually on your own.

During these training sessions you will be paired with an individual who knows the layout as well as the host. So, as you take your "Hot Shot" or Varnish across the system or switch those industries don't hesitate to ask questions. You won't be pressured to "get er done", rather your partner, or coach, will encourage you to ask questions about the railroad and its operating system.

Along with running trains other duties such as running a yard, dispatching trains, or being the traffic manager may interest you. Well, those positions are included in the training sessions too!

The plan is to have training sessions in the northern, southern and central sections of the CID. But, you don't need to attend all sessions – simply go to one near you. The number of positions will be limited for each session. So, stand by – we'll keep you advised about the layouts and the registration procedure.

And, the good news is, - no charge for participation!

Well, that was going to be the end of this article but, if the Editor has room, I want to tell you about my experience with op sessions. About 20 years ago I was introduced to the operations aspect of our hobby. A friend at work asked if I'd like to go to an op session. I said, "Sure but what exactly is it?" (I truly had no clue). Well I went and decided I'd watch.

As the evening wore on I relented and took a throttle that the host offered to me (actually I think he said, "Here, run the 400, it's on track 3". Now this was before DCC. And, the layout used blocks! I'd bet you know where this is going – don't you? Yup, it didn't take long before I selected the wrong block and heard, "Hey, who has my train?". The host was Dick Scarbeck and he was laughing about it and said, "happens all the time". Point is, don't feel intimidated – everyone has been there. Dick also liked playing practical jokes and would occasionally stop the fast clock to see what we would do.

I operated on Dick's layout for many years and when Dick passed his family had his wake at Union Station. All the "engineers" were there to see him off - and to reminisce.

As I was building my layout I decided to have an industry named after Dick. It was Skarbeck's Clocks. I also decided I'd have op sessions patterned after Dick's. Hey who did I invite? Why my new friends that I met through Dick. We had sessions at least once a month and it always seemed to snow or rain (just ask Charles Malinowski). Why sometimes it even flooded (I lived on the river).

My sessions grew and grew. Everyone was having a blast (and meeting new friends).

Well, that layout is gone but the friends remain. I moved from the old layout to a new basement with a house over it.

(Continued on Page 4)

INTERCHANGE TRACK

Get Connected!

Model Railroaders are familiar with many ways of getting connected. We connect feeder wires to rails so we can get power to the locomotives. We connect with our friends in the hobby during NMRA meets, activities, conventions, and OP sessions so we can share our interests. I particularly like to connect two (or more) long strings of cars to make a ginormously long train. But none of these connections is the subject of this column. Here, "Get Connected!" means gaining access to, **and using**, the internet. There is (literally) a world of information available when *railroads* and *model railroads* are used as search subjects. Many of us utilize the internet to research the prototype railroads that serve as the subjects for our modeled railroads. There is an abundance of information, both textual and visual, that can be found with a simple search. If you're a novice at internet surfing, either take a class or talk to your young relatives. Grandkids would be happy to help Gramps learn to use the computer.

E-mail lists can be of great benefit, too. There are many Yahoo Group lists that are fairly narrow in scope. Of prime importance to those of us in the Central Indiana area are the CIDList, the Illiana list, the INRD list, and the Indiana Railroad Forum. For those of you in the southern reaches of the CID, I see that there is also a Kentucky Railfan list and a Norfolk Southern list. All of these are train-related and may provide you with railfan or modeling info. There are other lists that pertain to specific railroads, specific areas of the U.S., operations, etc. Go to <http://groups.yahoo.com/> and search on your interests. You may finally find that elusive bit of information you've been looking for forever.

Our fellow NMRA modelers in other Regions and Divisions also have information available on their web sites. Quite often there is a link given to view their newsletter. Now, rather than having to send off for mailed, black-and-white copies of the newsletters, they are available at any time – and most have photos in color. Back issues of this newsletter, *The Rusty Spike*, are available on the CID website. And recent issues have the photos in color. If you are a newbie at model railroading, there is a section of the CID website just for you. Needless to say, the CID site is the place to go to learn what is going on in the Division. Activities are listed, photos are displayed, and it is the place to learn the contact information for your

Board members.

Soon, the photos, drawings, etc. from the NMRA Archives will be scanned into digital form so we can use our computers to search, find, and purchase (members purchase at a reduced rate from the general public) those photos we've been looking for. Hopefully you'll find that to be a treasure-trove of visual info. If you have questions about the structure of the NMRA, you'll find answers on the NMRA.ORG site, too. Are you interested in the Achievement Program? That information is also on the site. Rather than only going to these sites looking for specific info, you might try visiting the sites more often. Spend some time browsing so you have a better idea of what is available. There will be a "members' only" area of this website.

What is important is to find a way to get access to the internet. If you don't have a computer at home, or perhaps don't have a fast connection to the outside world, you can visit your local city or county library. The libraries usually have computers for general public use. If you do have a computer at home and you aren't using it, you are missing out on a lot of useful information. Just think of it as another modeling tool. Learn to use this tool and modeling information will, literally, be at your fingertips.

Get Connected!

"Clear signal at Sycamore Hollow"

Steve Studley, Superintendent



NMRA ARRIVALS

David Burck	Indianapolis, IN
Jerry J. Ottinger	Sheridan, IN
Richard Underwood	Lawrence, IN

OPERATIONS (Continued from page 3)

I have six feet of track laid and intend to have it all up and running in a couple of years. Op sessions again - you betcha!! Inviting the old friends – count on it! And, I hope you'll be there too!

Goodnight Dick, thanks for all the training and for the new friends!

Al Kohut, Asst. Superintendent

It's Magic

I think I have found one more reason why this model railroading hobby is so good for us. In early November I was stricken with some Lymphoma Malignancies. Our family knew this could be a real scary thing. Anxiety was a real problem, especially after learning all the dos and don'ts connected with the treatments I was facing.

One "don't" I really didn't want to hear was – stay out of your basement – your power tools, etc., are the cause for too many microscopic dust particles floating around down there. But that's where my trains are!

I had a couple of days before my chemo-therapy began when some friends said "we'll bring some things upstairs for you to do after we dust them off." Easy enough, small structures, vehicle kits, tools, and paint were all I needed. Sounded so simple, but Chemo started and with some negatives that I wasn't prepared for. No energy, no strength, no more interest in doing anything. There sat my table of good stuff to do. I said, "Well, it will be there for some other day."

At the insistence of our small family I finally tried working some things. I spilled the super glue and cut a sprue wrong, but it still seemed like this wasn't so bad. The next day the old imagination bug kicked in and I was feeling better. It seemed the working on model railroad stuff sure beat setting around feeling sorry for myself while doing inventories of my aches and pains. My fingers are weak and shaky so progress is slow but I have plenty of time to get it right though so I feel very good about getting something done. Talk about an attitude adjustment. Magic, well almost.

Neil Thompson



(Above) This very impressive HO scale switching module, built by Doug Rolfe, was on display at the Martinsville meet. At five and a half feet long and one foot deep, it depicts past vignettes of Bloomington, Indiana where Doug resides. (Right) Doug (left) discusses how he used a shadow box approach to enclose the layout and hide lighting with an interested fellow model railroader. (Photos by John Pancini)

Badgerland Express – April 15 – 17, 2011 MWR Regional Spring Meet and Board Meeting

The Midwest Region held their spring meet at the Radisson Hotel on the west side of Madison, WI over the weekend of April 15-17. The event was sponsored by the South Central Wisconsin Division. One-hundred seven people registered for the event. Clinics and operations on four layouts began on Friday afternoon. Saturday began with more clinics (24 rail and 7 non-rail total) and in the afternoon there were 27 layouts open for viewing. The banquet began with a social hour at 6P. After finishing our meal, the membership meeting was held just prior to the presentation of awards for the models that had been entered in the contest. After that it was time for the auction. Sunday began with more clinics and then the MWR Board met at 10A. Layouts were once again open from 1 – 5P on Sunday.

During the introductions around our table at dinner Saturday night, Penny and I remarked that we were from Bloomington, IN. Don Mayo was across the table and said that he was originally from Ellettsville, IN. We then told him that's where we actually live. He had left town about 20 years before we moved there. Small world!

Other than the SNOW that fell during Saturday afternoon, the weekend went very well. The facility was nice and the meet was run well. Thanks to the SCWD for putting on a great meet. Next year's spring meet will be held in Springfield, IL on March 9 – 11, 2012.

For those of you who would like to attend a Regional meet that is a bit closer to home, you'll only need to wait till the spring of 2013. The MWR Board accepted the CID's bid to sponsor the 2013 Spring Meet. This will most likely be held in Indianapolis. Plans are currently being drawn up for this meet.

Tom Cain will be the chair for the meet. He and I will be getting together to begin making lists for the committees we'll need for this event. We'll be seeking volunteers soon.

Steve Studley



Upcoming Events

– Division Schedule –

CID Spring Layout Tour – May 21, 2011 – Lafayette Area

Sorry but unfortunately **CANCELED!** this tour has had to be canceled.

CIRROPS OPS Educational Program – October 22, 2011

More information will be coming in the Rusty Spike

Carmel Library Train Show– November 12, 2011 – Carmel, IN

Information will be in the next issue of the Rusty Spike

Danville Train Meet – November 19, 2011 – Danville, IN

Information will be in the next issue of the Rusty Spike

– Extra Board –

Rosedale Strawberry Festival Hobby Show – June 3 thru 5, 2011 – Rosedale, Indiana

Florida Township Civic Center, Rosedale, Indiana

Friday 4-9pm, Saturday 10am-6pm and Sunday 10am-3pm

For more information: John Muciarelli (765) 832-1051 or john_mooch@yahoo.com

Brownsburg Library Train Show – June 11, 2011– Brownsburg, IN

Brownsburg Library 450 South Jefferson Street, Brownsburg, IN

Free Admission - 10am-3pm

There will be several layouts and train displays and most gauges represented

For more information: John Pancini 317-272-3796

Allegheny & Western Train Club Annual Open House – June 11 & 12, 2011– Indianapolis, IN

Home of Bill Moore, 3139 Allison Ave., Indianapolis, IN,

Free Admission - Donations are accepted

Saturday 11am-6pm. Sunday 12pm-6pm

Open house featuring the club's layout of Cass. WV, its scenery and Bald Mountain.

For more information: Bill Moore 317-997-7964 or trainman01@gmail.com

Great Train Expo – September 24 & 25, 2011 – Indianapolis, IN



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Indiana State Fair Grounds Blue Ribbon Pavilion

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

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

Upcoming CID Board Meetings

Date: June 5, 2011

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.

Date: August 28, 2011

Location: TBA

Time: 12:00 PM

This meeting is for Executive Board members only.

Rusty Spike Closing Dates

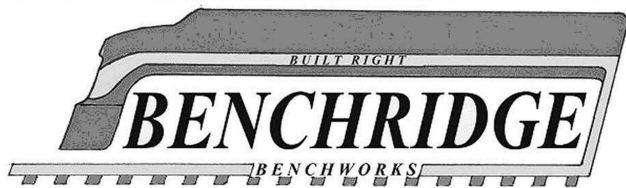
Volume 41 Issue #4 – July 3, 2011

Volume 41 Issue #5 – September 5, 2011

Volume 42 Issue #1—December 4, 2011

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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Martinsville Contest Winners

≈ Favorite Passenger Carrying Vehicle ≈

Tom Cain

AT&SF Dome Car with Passengers

≈ Favorite Train ≈

David Little

Shanghai Transrapid Maglev Train

Rusty Spike Vol. 41 No. 3

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2011 CID Trainmaster Election Results

Congratulations

I am very pleased to announce the results of the 2011 Trainmaster election. We had five very good candidates. I was also pleased with the number of ballots that were received – 75. This is quite a bit higher than recent elections. Thanks to all of you who took the time to cast your vote. It was a close election.

The three who have been elected to a new two-year term beginning May 15 are: **Dan Goins, Brad Philbrick and Chuck Tuttle.**

I'd like to personally thank all five who were on the ballot. Your willingness to serve the CID is very much appreciated. I had several voters express concern over only being able to vote for three of the five.

For the 2011 nominations and election committee:

Steve Studley, manager

Keith Clark

Rich Seymour

What is Operations all About?

Model railroading offers many options for those of us who like to model trains. And all of them are right for someone. There are those who like to collect, some who just like to watch them run. Others have favorite railroads or locations and model them faithfully. And there are some who combine some or all of these and create a model railroad that simulates the operations of the prototype.

For those who choose to simulate operations on their layouts, there are many factors to consider. Depending on your choices and available resources for your layout, you may need to consider such things as how to control the movement of complete trains through the layout, yards to receive, classify and build trains, industries to receive and ship cars, locals to serve those industries, and other considerations. When you're ready to think about moving and controlling trains on the layout, you've got a few methods to choose from, including Time Table and Train Order (TT/TO), Centralized Traffic Control (CTC), Direct Train Control (DTC), or Track Warrant Control (TWC) as well as some variations on the above.

Whichever method you use, the basic definition and purpose is the same. Using some predetermined method, you are going to simulate the movement of trains on your layout based on the prototype railroads. The choice of which method you use may be driven by your favorite railroad, the era you wish to model, your interest in one particular method, or some combination of factors.

There are limitations that we have in modeling that may make one method more suitable than another. Layout size is one. Full use of TT/TO may not be as enjoyable on a small layout, given the time needed to write out and deliver orders. Or the expense of radios to use with DTC or TWC may limit that option. And certainly the time and expense of installing signals and the controls needed may deter some from using CTC.

There's not enough room here to go into great detail, but let's give a brief overview of these methods, starting with TT/TO. Time Table and Train Order was among the earliest methods of dispatching trains and lasted for quite a long time. In full use, it is quite complex and intricate, but it basically relies on a rigid set of rules, and an employee timetable that specifies when regular trains are due at specific stations. If all is going well, regular trains can move along using the timetable and rules without much intervention from the dispatcher. Extra trains, however, are not on the timetable and can only be moved with written orders, verbally given by the dispatcher, written down by an operator and handed to the extra train crew. Copies of those orders are also given to any other affected trains. Extra crews have the responsibility of keeping out of the way of the regular trains in accordance with the rules and timetable. TT/TO can be used with signals, but the signals are generally used to indicate track occupancy. Most layouts that use TT/TO,

use a simplified version simply because the complexity can be rather intimidating. With a bit of study and practice, however, it can be a lot of fun and can keep a piece of history alive.

Track warrants (TWC) are similar to train orders, except that the dispatcher uses a radio to talk directly with the crew, who writes the orders on a prescribed form then reads them back to the dispatcher, who will "OK" the orders. There are many model railroads that use this or a similar type of dispatching. It's fairly easy to learn and doesn't require much investment other than radios. Many operators have their own radios.

Direct Train Control (DTC) is similar to TWC, but the railroad is broken up into blocks. Again using radio and specific wording, the dispatcher speaks directly with the train crew and authorizes a train to occupy specific blocks. As the train clears those blocks, they communicate with the dispatcher. With few exceptions, only one train can be authorized to occupy a block.

Centralized Traffic Control (CTC) allows the dispatcher to control the movement of trains by remotely setting signals and throwing turnouts. It requires an extensive signal system and train detection that will give an indication to the dispatcher on the CTC panel where the train is located. It also has to detect the position of turnouts so they can be displayed on the panel. This is probably the easiest system for operators to learn. Just learn the signal indications and follow them. It can be pretty tough on the dispatcher, though, if there are a lot of trains running.

It can take a while to learn these systems, but the good news is that, unlike the prototype, while you are learning, you're not going to die from a head-on collision or cause someone else harm. Now you may suffer some embarrassment, but that's easily recovered from.

Even more good news is that you don't need to have a layout to participate in operations. Many layout owners who have regular operating sessions are continually on the lookout for new operators who are interested in operations. They may have a crew of regulars, but will need additional crew for times when the regulars can't make it. If you are invited to an op session, go with an open mind and a willingness to learn. Respect the owners' input and advice about how that layout is expected to operate, operate it that way, and by all means ask questions if you don't understand. You may even find that you'll become a regular although there's nothing wrong with realizing that a particular type of operations isn't for you and looking for something else. Once you find your niche, you may find opportunities to travel with others to op sessions or even ops weekends around the area or around the country.

So, don't be afraid of operations. It's just another way to add enjoyment to the hobby. Get out there and operate.

Chuck Tuttle

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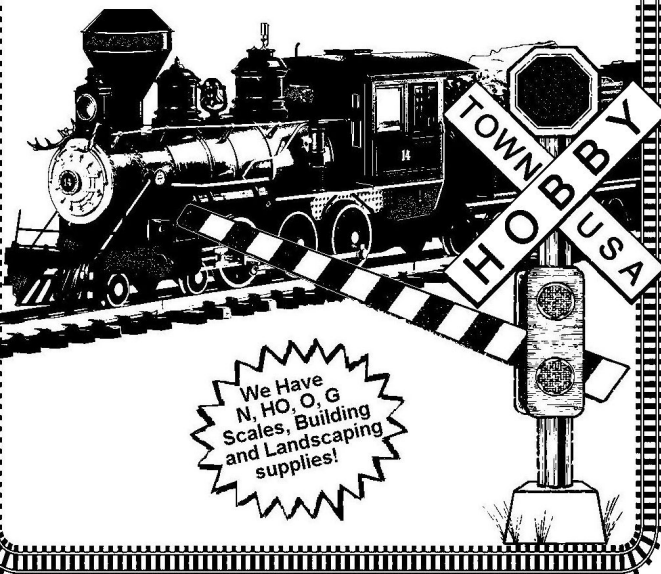
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