

THE RUSTY SPIKE

Volume 56 – Issue 3
Summer 2026



The Central Indiana Division Newsletter

Our first layout tour of 2026 featured 4 layouts from the Lafayette/West Lafayette area.



Jim Lewis' Nickel Plate layout is late 50's early 60's era



Chad Boas' 1958 era Monon Railroad layout



Larry Swanson's D&RGW Pueblo Colorado area layout



Chuck Tuttle's Salt Creek & Eastern 60's era layout

EXTRA! EXTRA! See page 11 for a last minute update as Mike and Precilla Roderick are presented with the President's Award from our NMRA President Gordy Robinson!

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Notices of club open houses, or other non-CID shows & events will be included in the **Extra Board** first come, first served, space permitting.

Send your information to the editor at:

cid.rustyspike@gmail.com

NMRA Achievement Program

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

Nothing to report this Quarter

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 you are a member of the NMRA or not. We believe that we can help and be of service to you. With your problems solved, you can better enjoy the hobby of model railroading.

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Rusty Spike Closing Dates

Volume 56 Issue #4 - September 1, 2026
Volume 57 Issue #1 - December 1, 2026
Volume 57 Issue #2 - March 1, 2027
Volume 57 Issue #3 - June 1, 2027

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. Submit articles for publication to:

Email: cid.rustyspike@gmail.com



From the Superintendent's Desk

My name is Eric Smith and I'm proud to serve as the newly elected superintendent of the Central Indiana Division. I have lived in Fishers, Indiana since 2001 and have been involved in model railroading since I was a kid. On my basement layout, I'm modeling the modern Canadian Pacific Railway (now the CPKC) but my main interest is in realistic operations. I've been the editor of the Operations Special Interest Group's The Dispatcher's Office publication since October 2017. I also own the OperatingSessions.com site, which is used both locally and across the country to organize operating sessions of all sizes.

We had our first meeting with the new board and I wanted to thank all of the board members who just finished terms, are changing jobs, or are serving on this board today. The CID is one of the most active divisions and is the largest one in the Midwest Region. We do a lot of good work here and we're going to keep doing that.

After serving as assistant superintendent, I've identified some things that we're going to tweak in the coming months.

- Communications – we need to have a consistent way to communicate with our members and the public at large. This means using a consistent brand, terminology, graphic assets, etc.
- Silos – we have lots of people doing lots of things in the CID, but too many people are taking on all the work by themselves. We're going to be reorganizing some of our functions into committees to help share the workload and then get the committees to work together. While the committee chairs/co-chairs will report to the board, membership in these new committees is not restricted to elected or appointed board members. Watch your email for more details.
- Planning for the future: we have some big events coming to the CID and we need to build up our

volunteer corps in advance. Asking for volunteers is far easier when it's for a specific job and timeframe. In addition, if you're pursuing any of the NMRA Achievement Program certificates, this is a perfect way to get some of your hours required.

- National's division requirements: the NMRA has some new standards for the activities and tasks each division needs to complete on a yearly basis. We're at probably 80% of the requirements, but we are short in social events and actually having meetings of the members. Given that we're spread out clear into Kentucky, some of these meetings can be online. These will pull in some of the aspects of our Modeler's Meets and Track Talks, but in a shorter, more digestible format. They'll be recorded and shared to our YouTube channel, in case you can't attend live.

I'm looking forward to my term as your superintendent. I plan to work as a servant leader to smooth out bumps, resolve issues, and make it easier for our board, managers, and volunteers to do their jobs.

I'm always happy to take your questions, ideas, and criticisms. Please contact me at eric@askncs.com or by phone at 317-288-1720 and let's chat.



As we all know, the summer months are slow in the model railroading world. We would love to see content from as many members as possible to keep the Rusty Spike between the rails this summer. Send us your photos, stories, and articles by Sept. 1 for inclusion in the next issue!

Going to Chattanooga? Send us your favorite photos and stories to share.

Upcoming Events



– Division Schedule –

Mid-August, 2026 - CID picnic with the Indiana Live Steamers

Check the CID website at cidnmra.org for updates



2026 NMRA National Convention – Chattanooga, TN July 27 to August 2, 2026

Modelers Meet / Irvington Presbyterian Church - 55 Johnson Ave, Indianapolis
Saturday, October 3, 2026 from 10 AM - 3 PM

– Extra Board –

Indianapolis Train Show @ Garfield Park - Saturday, October 3rd, 2026

10am-3pm - Admission: \$5. Children 12 and under free with adult.

Location: Burrello Family Center, Garfield Park. 2345 Pagoda Drive, Indianapolis, IN

Vendor Information or inquiries: Naptownmrr@gmail.com or 317-643-0779

The Naptown & White River Model Railroad Club is excited to partner with the Burrello Family Center and Garfield Park to bring our Train Shows back to our own neighborhood. Admission is still just \$5 dollars, with free and plentiful parking. All Scales welcome, featuring layouts and displays in all sizes, and more than 70 tables of Toy and Model Trains, memorabilia and Railroad Artefacts.

Fall Fest Train Show - September 12th - 10am to 4pm and 13th - 10am to 3pm

At the Indiana State Fair Grounds Expo Hall, Admission \$10 per person, 10 and under free

For Information Contact: Michael Roderick - fallfesttrainshow@gmail.com - (317) 833-3556

This space is reserved for non-CID events. If your organization would like to place a notice here for an upcoming event, send your info to:

cid.rustyspike@gmail.com.

Are you 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 go to www.TrainShowList.com

The Fort Ben Library Display

By Dave Mashino



The dedicated group of mostly CID members were joined by the CINTrak N-Trak group all arriving early to get set up for the show.

By the time I arrived around 9:00 AM on that Saturday morning on April 4, the last of the layouts were rolling in. I came in with John and Joseph Coy followed by Dan Hamilton who took the last available table. The library staff had brought in coffee and donuts for the volunteers who took the time to be here for the kids (of all ages).

The doors opened at 10:00. The first hour was re-

served for sensory sensitive attendees, so the sound was turned down a notch. I was surprised how many people were there when the doors opened. Many of those first attendees had some kind of disability that might have kept them from being around noisy crowds, but all I saw that morning was smiles. A continuous stream of visitors came through the library all day.



Visitors were there early for the first sensory sensitive hour of the event.

CID members Bill Kennedy and Pedro Spicer organized another great event with the assistance of Shelby Peak and the rest of the library staff. Shelby said there were 480 visitors that day.

What a great turnout of folks we would not normally

see at one of our big train shows. Library shows are a great way for us to share our love of this great hobby.

A big thanks to all the participants that made the show a success.



Scenes From the Lafayette/West Lafayette Layout Tour

Steve Johnson did a wonderful job of arranging the tour which took place on April 18th. There were four layouts plus the Purdue Railroad Club's open-house included which made for a great day of model railroading.



Chad Boas' layout depicts the Monon Railroad around 1958. It starts in staging and runs from Monon IN south running through 10 towns to Mitchell and back into staging. There are the main switching yards at Lafayette and Bloomington and some switching at the yards in Monon.

The Lafayette shops on Chad's layout is an impressive scene



Left - Jim Lewis' Layout depicts the late 50's early 60's Nickel Plate RR Indianapolis to Michigan City division



Left and below - Chuck Tuttle's Salt Creek & Eastern is a freelanced HO railroad set in the mid 1960's. Operations are by TT/TO with a 2:1 clock on a 24 hour schedule that requires 10 or so operators per session lasting 3-4 hours each. The layout occupies 1200+ sq. ft of the basement plus staging in two crawl spaces. The main line is approximately 550' long on two levels with a helper grade rather than a helix. There are three active interchanges with other railroads that operate independently from the SC&E plus a narrow gauge logging line. Most of it has scenery.



Larry Swanson's D&RGW ○ The emphasis is on the Rio Grande in HO scale, 1100 SF. Pueblo Colorado is where 4 railroads converge. Rio Grande, Santa Fe, MoPac and Colorado and Southern each have separate staging on this double deck scheme. Major industries include the CF&I Steel mill, Ideal Concrete plant, Meat Packing Plant and many smaller switching spots found in Pueblo and Canon City. Scenery is 80% complete.



More of Larry's work shows his attention to detail. The rockwork is picture perfect for this region and the backdrop painted by a friend really sets off the scene. The steel mill scene below is brought to life by all those fine details.



Beside the participating layouts, the Purdue Railroad Club hosted their 'Railroad Days' from 10 AM - 5 PM. In addition to their own layout, they scheduled a presentation with Don Toon of the Monon Railroad Historical -Technical Society at 11 AM. His presentation focused on the Monon railroad in and around Lafayette. Finally, in cooperation with the Tippecanoe County Historical Association and Lafayette bicentennial travelling exhibits program, there was a display on the history and importance of railroads in Lafayette, along with a few other portable layouts on display.

A big thank you goes out to the layout owners, the Purdue Railroad Club, and our organizer - Steve Johnson!



NMRA President's Award for Service to the Division

Presented to Precilla and Michael Roderick


Saturday, June 13th, 2026 was announced as a “social night” for our Division Members. Dan Banks (Immediate Past Superintendent of the CID) and I, John Coy (MWR President) want to apologize to the membership for NOT telling the real story in advance.

We both wanted this to be a surprise for the Roderick's. It is not everyday that the number 1 President of the entire NMRA, Gordy Robinson, bestows such a prestigious honor upon anyone. In this case, it was two people! NMRA President Gordy Robinson awarded the NMRA President's Award for Service to the Division to both Precilla and Michael Roderick!

For those who may not know, Precilla and Michael Roderick have for years, and I mean about seven to eight years, attended a multitude of train shows far and wide to promote the NMRA in an effort to gain new members. They have traveled far and wide and on too many occasions to count to attend model railroad shows to promote the entire NMRA as a whole. They used their own time, resources, money and talent to do this; never once asking to be reimbursed, recognized or rewarded.

Precilla and Michael are “the face” of the NMRA to many people. This is due to their putting on train shows, vendors from across the country know who they are and participate in the train shows managed by Michael and Precilla. In addition, Precilla and Michael are the first to volunteer to help with the needs of the NMRA. Every Division would be darn lucky to have even one person like these two!

Dan Banks and I (John Coy) had the honor of presenting these awards to the Roderick's at our supposedly social night at MCL Cafeteria on the southside of Indianapolis. Everyone in attendance had a good time with food, fellowship and this surprise presentation. The next time that you see either Precilla or Michael, be certain to say: CONGRATULATIONS! Receiving such a high accolade from the NMRA President is something few will ever realize. It is easier to become a Master Model Railroader which is a grand challenge and typically years of work.

We are blessed and fortunate to have the Rodericks in our Region! 



Mike and Precilla hold their well deserved president’s awards flanked on the left by John Coy, the Midwest Region president and Dan Banks, the Central Indiana division immediate past superintendent.

Around the Division

Pictures and stories from our members

Highlighting photos submitted by our members

Please submit your photos with a story or caption to cid.rustyspike@gmail.com



Ryan Watson sent us some photos:

On April 1st I set up a Conrail night at the Naptown and White River model railroad club. It was Conrail's 50th birthday. The night before I set up several of my locomotives to share with other members. A couple others had units to bring. I played a Conrail DVD of downtown Indianapolis in 1998, while we gathered up and ate pizza. Afterwards we ran trains for about 3 hours. I'm the guy with the Conrail shirt, with a beard. -Ryan



Around the Division - Continued

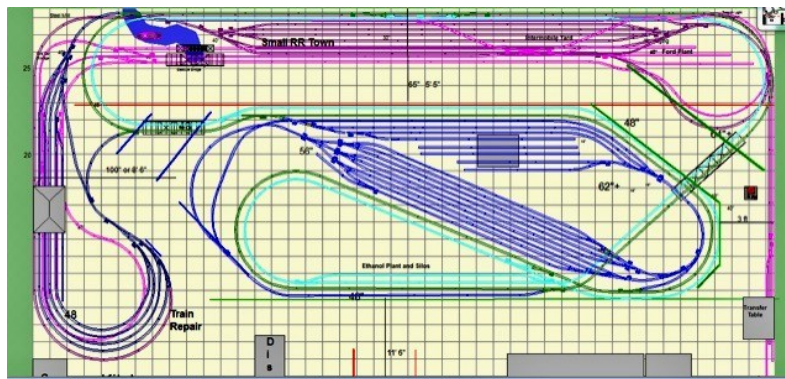


I am 82 yo and still building. 50 years in Midwest TCA .and also member of NMRA. My wife, son, and daughter have been super helpful. Stacy has been a major factor with her 3D printing and laser cutting skills, signs, canopy, and fences. My son Mike, really has engineered the prototypical operating signal system, and the basic bench work and updating MTH electronics and other DCS & TMCC signal issues and requests.

The layout (in my pole barn) is appx. 44' x 20'. The train flags are mostly BNSF, but we also run a UP BB 4014, INRDs, CNW Commuter, Geo Washington, Milw Rd, NJ Blue Comet, CB&Q CZ, CP, and CNX.

Scenes from Trusten “Buzz” Lee’s Layout

Buzz Lee



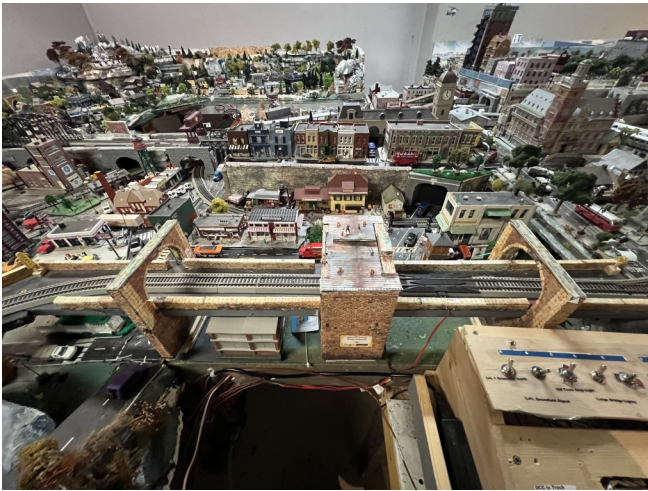
Around the Division - Continued



While I was out visiting with Jeff Norkin, we stopped by his neighbor Kurt Kruty's house and I got this photo. This is Kurt with his old American Flyer layout. In the next room is Kurt's in-process HO scale layout which I hope we can feature in the Spike soon - ed.



Jim Koryta submitted this photo of "The people in line at Trolley Park stays constant on the weekends!"



Dave Anders who is a new member of the NMRA sent several photos of his HO scale layout.

Dave says - "It is not proto typical but a tribute to our local community and the small businesses within it."

Welcome to the CID Dave! Looks like you have been in the hobby for a while.



I really liked this photo I took at Larry Swanson's during the layout tour, so I thought I'd share - ed.

OUR SOUTHWESTERN AREA MEMBERS

by John Robert Coy, Photos Sam Dickenson

Far away, tucked away in the southwest area of our Midwest Region (MWR), Central Indiana Division (CID), is Evansville, Indiana, population in 2026 estimated to be: 114,404. Evansville is the third largest city in Indiana! The broader Evansville metropolitan area serves as a regional hub with a population exceeding 300,000!

I'm estimating that there are approximately twenty NMRA Members in the broader Evansville metropolitan area; including those Members spread far apart in the western half of Kentucky.

It is very sad and extremely disappointing to report is that there is virtually no National Model Railroad Association (NMRA) activity found here. It is unknown by whom, how, and when the boundaries of the CID were created/determined. For those of you who may not be aware, the southern boundary of the MWR / CID extends to a western portion of the Kentucky / Tennessee border which makes absolutely no sense to me.

I have long felt sorry for the Members in our southwest area because they are not in close proximity to CID activities; as we are, who live in a 60-mile perimeter around Indianapolis.

About one year ago at the beginning of my first term as MWR President, I reached out via email to the southwest Members asking them to join us; especially on Zoom meetings and asking them if there was anything we could do to improve their NMRA experience?

I also had been coordinating with CID Superintendent Dan Banks and NMRA Central District Direct Fred Soward to see what could be done to help and encourage our southwest Members.

Fast forward to 2026, I was contacted by Sam Dickenson of Evansville. Sam produces a Podcast and wanted to do a program involving the benefits of being an NMRA Member. I agreed to do it and requested that CID Superintendent Dan Banks be allowed to participate.

Long story short, Sam and his good friend William Rauli who I later met at at the World's Greatest Hobby show in Indianapolis have now both joined the NMRA and are currently the only two NMRA Members who live in Evansville. Both Sam and William have a great desire to improve and expand the

NMRA's presence in Evansville and general vicinity.

I informed Sam and William that they would have to be the catalyst and "boots on the ground" people to make the NMRA presence and experience in the Evansville area grow.

William and Sam have both very recently attended the CID booth at the Indiana State Fairgrounds in February 2026 and also the CID Modelers Meet in Carmel in April of 2026. They both are very serious and interested in building the NMRA's outreach in the southwestern area, as am I.

On Saturday, May 9th, 2026, CID Membership Chairman, Michael Roderick went to Evansville to promote the NMRA at a train show that is held at the Evansville Armory in May each year. Bob Perry and I tagged along to help.



Mike Roderick, Bob Perry, and John Coy representing the CID and the NMRA at the Evansville Model Train Show

Upon our arrival that day, the three of us met with Sam and William, who both volunteered and assisted us in promoting the NMRA.

William's and Sam's efforts paid off as I was approached by a couple, who asked for advice. The advice requested involved the male of the couple was interested in the hobby, but had no experience and didn't know where to start.

The answer was simple: "Join the NMRA." And with that, I introduced this couple to William! I told this man that asking for advice and information about the hobby online is fine, however, there is no substitute for having someone right here physically with you, who can demonstrate to you in person tips, tricks and techniques.

There has got to be a HUGE number of potential future NMRA members in the Evansville vicinity. I have made a suggestion to Sam and William about



There were many potential members here at the Evansville Armory!



getting portable layouts and setting up at local libraries in an effort to build the area's membership and activities.

Most certainly there are model railroaders there who could share their passion for the hobby and get together to share information.

They could do lunches, dinners, operating sessions, tour one another's layouts, help each other with projects and questions, etc. Another great benefit in joining the NMRA is having all of the resources and support offered, including regional and national events.

I am pleased and excited to have William and Sam as Members! I'm also grateful that it is their hope, wish and desire to create a greater NMRA presence

in, near and around our southwestern area.

Ultimately, I hope to see Evansville become a “hub” of activity that becomes either a sub-Division of the CID or potentially its very own stand-alone Division.

The potential is there! The population is there. There was a huge number of people at that armory train show in Evansville.

I hope that we may come up with a brilliant plan and create an NMRA event in Evansville; so we may host and directly promote all of the happenings and benefits of NMRA membership.

THANK YOU TO Sam and William! Welcome Aboard!



Carmel Clay Public Library Modeler's Meet (April 11, 2026)

By John Coy



I have been looking forward to the Spring Modeler's Meet since we concluded the last Meet in early January! My start to this day was a drive on a clear but cool Saturday morning up to Carmel.

My very first NMRA Central Indiana Division event that I ever attended was at the Carmel Clay Public Library on the first Saturday of November way back in 2018. I had just joined the NMRA in August of 2018 and wanted to get a portable layout together quickly to display at my first event. This was before the major extensive renovation there.

Today, the Carmel Clay Public Library is without a doubt one of the premier public libraries in Indiana and I would hazard to guess our entire country. I have never been in a more spectacular library!

Our Modeler's Meet was held in meeting room "A" today. This is the first time since the renovation that I saw the huge wall divider pulled between rooms "A" and "B." The first Saturday in November annually is when the Central Indiana Division takes over the entire rooms "A" and "B" space with a huge display of portable layouts, which draws better than 1000+!

Our Modeler's Meets generally begin with all attendees introducing themselves. I deviated from that routine due to the fact I knew two of our newest

Members: Sam and Will, were driving to this event from Evansville.

Due to unknown circumstances, Sam and Will informed me that they would be a little late. I wanted both to have the opportunity to be present for the introductions. Sam and Will have the hope that one day the Central Indiana Division will have a strong presence in and around Evansville, Indiana; as do I and CID Superintendent Dan Banks. Fingers crossed for future success in Indiana's second largest city in population.

Long time NMRA Member Eric Peterson started the formal presentation today which touched on several subjects. The one that stuck out in my mind was how prototype railroads build track and then transport the ready-made track to whatever location where it is installed vs. building it in place.

There were many questions about this pre-built track. We, the Central Indiana Division, is fortunate to have a couple of prototype railroaders in our membership, including Eric, to answer our real railroad questions.

Many of today's attendees "brown-bagged it" for beans—lunch. Here is a great opportunity to learn about your fellow attendees. There are times when I can't make up my mind about which grouping of folks to hang-out with as there is an interesting con-

versation going on here, there, and everywhere!

After lunch, long-time Member Tom Cain presented the group with material from the national conformance / compliance committee, of which he is a member. One of the two main reasons for the creation of the NMRA was the need for standards to ensure model railroad equipment was interchangeable between various makers.

After Tom Cain concluded, a good friend of mine, Member Alan Dunbar, showed us some of his recent projects—a windmill and a yet-to-be constructed 1000 pieces plus castle! This castle kit is out-of-this world in quality and the assembly will be quite a challenge. My money is on Alan! He is thoroughly addicted to structures and has a huge collection of



a variety of things including a 3D structure of which he informed us was printed right here at the Carmel Clay Public Library!



European / German structures in his basement. I've been in this hobby about 54 years now and Alan's Marklin HO 3-rail AC is the first time I've seen this track live and in person! It is interesting and different.

Rick Ralston presented some of his work after Alan. Rick has a yellow submarine which was appreciated by attendees. Someone suggested that he need Beatles figures to go along with the submarine!

Will from Evansville was next. Will brought a huge ship with rail tracks on the deck and spoke of the history and operation of the ship. I had never seen a model of a ship with railroad tracks on deck. I really enjoyed seeing the rare, unusual and different model.

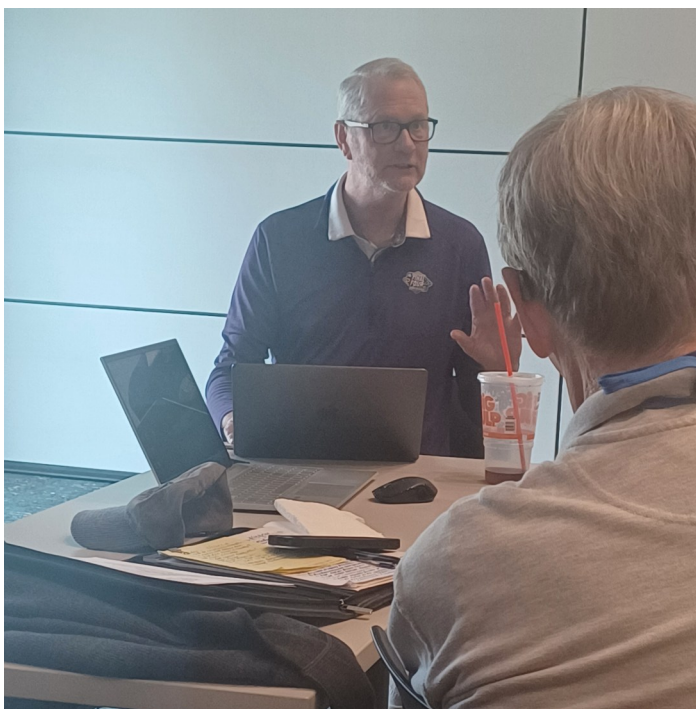
John Koehler brought one of his home-made steamers and these are always fabulous to see! These are all one-of-a-kind creations.

Our "King" of S scale, Charles was next and he had

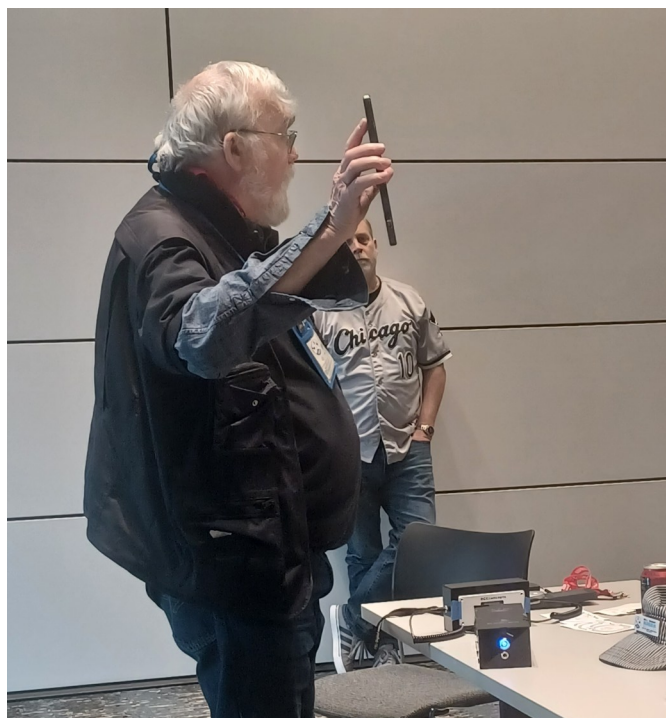


I jumped in next showing the attendees my Micro-nook switching puzzle. Member and friend Chris Toncheff had demonstrated this layout earlier to a fellow Member. This is an O scale layout and is roughly 42 inches long and 24 inches wide. The puzzle is completed when the red, white, blue cars are put in that order on the longest yard track.

Very new Member Parker Blackwell showed all of us, on the large screen, plans for his home layout. He informed us he was buying the lumber for his benchwork today. He is excited about the hobby!



Bill Kennedy gave us a brief discussion on his wireless control system that has an internal battery which can power a layout for hours at a time! The new technology never ceases to amaze me. Legendary Model Railroader John Allen could never have dreamed our model railroading world has evolved as much as it has.



Lastly, Dan Banks was showing how figures may be created and then printed via the big screen. This is a subject that I would like to see again as a main featured clinic.

Eric Peterson closed by giving directions and information about going to his home to see his magnificent 2-rail O scale layout. Eric has had this layout for years, in several previous locations, but is now in a Carmel basement.

Eric's layout is MAGNIFICENT! He is one merit award away from being a Master Model Railroader! Presently, the Central Indiana Division has had 11 MMRs in its history—since July 1963. I am pulling for Eric to become #12!

Thank you to Eric for securing this awesome location for our Spring Modeler's Meet. Learning and becoming more educated about the hobby is great and you always learn things you never knew before attending these meets. However, just being with all these fabulous people and becoming friends with them is the greatest thing of all! The trains are wonderful, but the people you meet is what truly matters.

I am proud to know and be associated with all of you. It is my privilege and pleasure. The Fall Modeler's Meet will be on the first Saturday of October at the Irvington Presbyterian Church, 55 Johnson Ave, Indianapolis.



The Danville Train Show will be here before we know it! (NOV. 21)
We are looking for members to take part in the model railroader
“ENCOUNTER”

Last year was the first year for this no sales area of the show dedicated to sharing our hobby with attendees of the show. We are looking for those willing to demonstrate modeling skills to promote interest in our great hobby with attendees. If you have interest in helping out in this endeavor, please contact:

Dave Mashino - danvilletrainshow@gmail.com
765-860-1560



The Union Pacific Blue Stripe Division

Photos and Story - Patrick Timpe

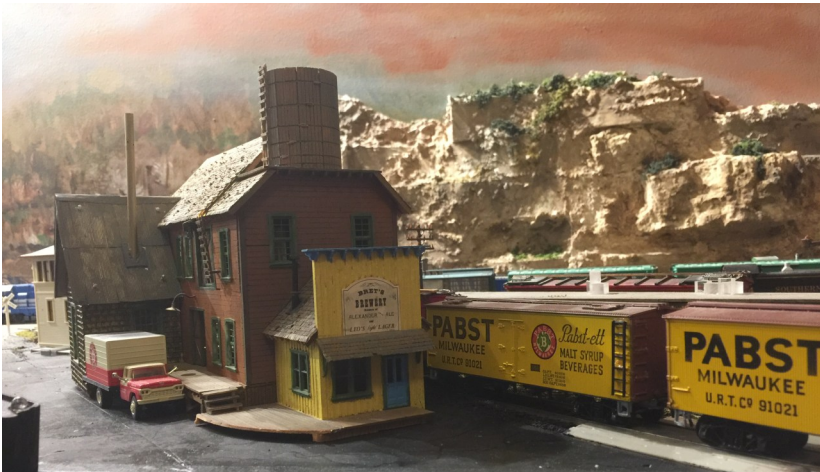
My first experience with HO-scale began in 1973 while still in Architecture-school at Ball State. Adept at constructing architectural models, I bought my first boxed kit of bass wood sticks, a Northeastern Scale Lumber Great Northern caboose. That was the hook for me to jump in to model railroading. The caboose rides on the rails of my layout in perfect order today.

My layout, 8' by 11' represents a fictional small railroad town in southern Utah. It is located on the Blue Stripe subdivision of the Union Pacific Railroad and the busy local UP transfer/staging yard. The railroad is the primary employer of the residents of the town, Calhoun Junction. Other key businesses in town are the concrete batch plant and the crane rental company. A small "downtown" area of shops, the still active depot (more about that later), barber shop, the Catholic church (with a wedding just com-

pleted), the bowling alley, the Shell gas station and the local Produce Association's transfer dock and warehouse round out the commerce of Calhoun Junction. Brett's Brewery is located outside the central business district close to the UP staging yard. Silver Spur mine is no longer active. Calhoun Junction Oil Drilling is very active and the nearby rig employs many residents for the 24-7 business. The elementary school is just a ½ mile outside of town as is the local Walmart and McDonalds (not on the layout).

Geographically, the town is nestled among southern Utah's plateau mountain terrain. I created the topography using different thicknesses of extruded polystyrene rigid insulation stacked in random layering. I then coated all the build-up with generous applications of "Sculptamold" and also affixing Sculptamold-filled Woodland Scenics' rock molds in ran-

dom locations. Rock painting is thinned reddish and brown latex paint washes. Plantings consist of mixtures of coniferous and deciduous dense mountain



trees. The conifers, Douglas firs, I made from green mesh floor scrubbing pads. Water at the river in town I used Woodland Scenics' "Realistic Water", colored with WS's "Water Tint" and with "White Water" highlighting applied. Water trickles from mountain rocks at the Great Trestle and forms the source of the Tuckaho Valley creek.

The "Great Trestle", as it is called by all town residents, on the mainline is located a couple miles outside of town. It has been structurally evaluated and determined by UP worthy of upgrades rather than constructing an entire new bridge across the ravine, thereby maintaining rail traffic.

As a construction crane aficionado, I decided I had to incorporate several HO scale crane models into



the layout. Two await rental through the crane rental company, known as Timpe Crane Rental, now owned and operated by the Timpe children, Jobe, Sean and Rose! Two other cranes, one a HO scale tower crane, the other a 700 ton lift capacity crawler, have been rented from Timpe Crane Rental by the General Contractor hired by UP, to perform heavy lifts for the structural upgrades to the Great Trestle.

The Calhoun Junction depot, a "Fine Scale Miniatures" craftsman high detail kit, I completed in 1974-75. It features basswood, metal castings, and plastic parts. Awarded a NMRA certificate from CID, ca. 1975. I then stored it away for 20 years to raise the family and eventually move to a home with a basement, circa 2004. By then, I had



amassed a good collection of rolling stock and was ready to construct my first layout. Fast forward to 2008 and house downsizing, my wife and I moved to a town home and the layout was partially dismantled and relocated in a bedroom in the new house. Finished the layout with construction of the "Great Trestle", the keynote feature built in 2016. For our last move to Greenwood, we dismantled again much of the 8' wide by 11 long layout. Substantial portions were carefully moved in 2018 to our present condo home. This layout I substantially completed in late 2020.

My motive power is all DCC. MTH diesel locos are predominant. Why MTH? From a DCC standpoint, I liked them because out of the box each one is speed-matched. One can still modify CV's but as far as lashing up goes, no speed-matching adjustments were

necessary. I have 11, all diesels. Some Athearn BlueBox diesels I had purchased before going all out in DCC, I converted to DCC. Reality on the sub-division are busy. Freight traffic on the sub-division has caused UP to seek out additional loco support through its working relationship with the Indiana Railroad. Thus, several MTH Indiana Railroad GP 38's assist in the yard among other switching and lash-ups with UP locos (sounds strange I know, but its fictional and I love the Indiana Railroad. Its close by in Greenwood and I frequent some railfanning spots).

Rolling stock is a varied mix of wood kits and plas-

tic ready-to-run all modified with Kadee couplers and metal wheeled trucks.

Operation-wise, I have a Digitrax DCS 240 Command Station, 8 amp capable and Digitrax Super Empire Builder DB 150 Booster. Throttles: Digitrax DT 500, DT 402 and a Utility throttle; UR 90; UR 92 and UP 5

Continual refinements, cleaning and now-and-then troubleshooting always in process.

Having fun on the UP Blue Stripe Subdivision in Calhoun Junction, Utah.



Ops on Larry Boswell's UP Layout

By Dave Mashino



You may recognize some of the faces here. Larry is the gent in the dark blue shirt seated at the table.

April 25th was a nice Saturday afternoon for a trip down to Terre Haute. Roger Scroggins and I had signed up for an operating session on Larry Boswell's Union Pacific RR Green River to Provo, Ut layout on that day.

We arrived at the large two-story building toward the back of the wooded property and climbed the wooden stairway to the second story, not knowing what to expect. Inside we found a large room filled with a lot of model railroad and a warm greeting from our host.

The upper story of the 52 x 72' building is basically all model railroad. Larry has an unfinished mushroom section with much of the upper level covered

in track, but not connected to the main layout. His very ambitious plan is to add another mushroom section with a helix connecting it to the main layout. I hope to be invited back sometime to see the completed layout.

I did not ask, but I can't help but wonder what lies beneath in the lower part of this building. Larry is an electrician by trade and you can see it in the neatly organized wiring beneath the layout.

As the operators began to assemble we noticed a lot of familiar faces. There was a gentleman from the Chicago area and CID members from all over Indiana.

Larry handed out the assignments and since I'm a relative beginner at operations, I teamed up with John Poray to switch the steel mill as conductor. The steel mill alone covers a 6 x 35' area and this job kept us busy most of the afternoon.

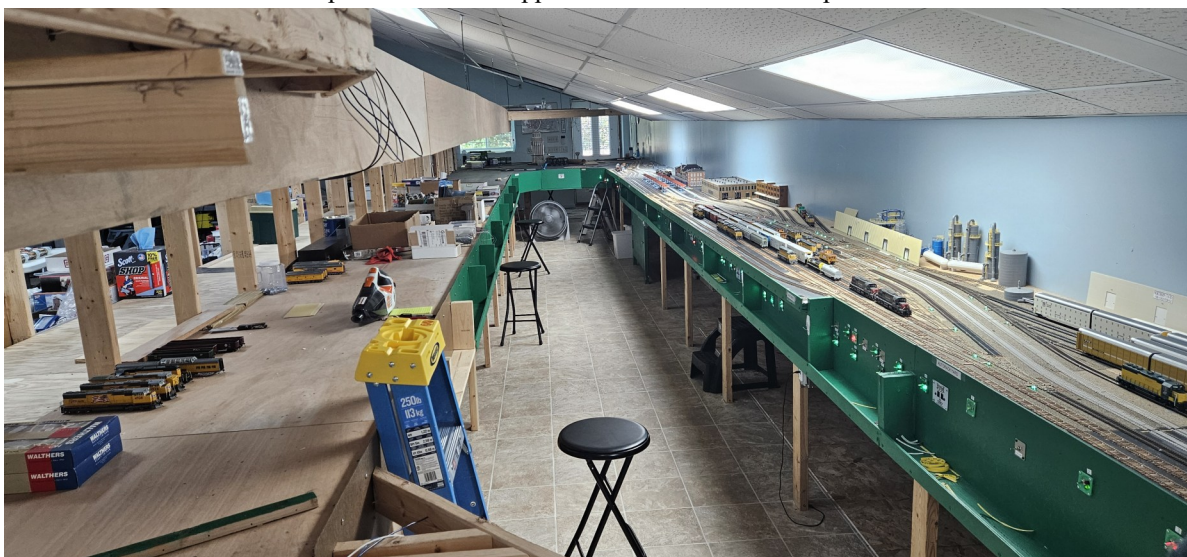
All in all we had a great experience operating on Larry's layout, I definitely hope to come back and see the project as it progresses.



Bill Kennedy took this fish-eye photo to capture the over-all size of the layout.



This photo shows the upper level of the mushroom platform.



Construction is complete on the benchwork of the solidly built mushroom structure.

Indiana Flattop & Nostalgia MRR

By Jeff Norkin



The Indiana Flattop & Nostalgia Model Railroad is built to capture my experiences in Toy Trains and Model Railroading. It started about 1948 with a train around a Christmas tree – sound familiar. I grew to quite the MRR by about 1956-57 to 2 4’x8’ + loaded with Plasticville and other scenery. It was sold and replaced with Hi-Fi gear in 1958-59.



Jeff’s American Flyer layout circa 1956

Fast forward to today’s nearly complete, Indiana Flattop & Nostalgia, IF&N MRR. The IF&N resides in a 12’ x23’ section of my finished lower level.

Background

The fictional setting reflects the agricultural surroundings of my 30+ years in Indiana and many of the industries that I have worked with and in through my business career. I lived along the Burlington commuter line in Chicago for nearly 12 years, so

much of the rolling stock and motive power reflect those years.

The IF&N exhibits my evolving from trains and scenery, diorama like and/or playfully loading cattle into cattle cars, to the purposeful work of trains moving products and materials to serve an economy. It progressed from running trains in circles to moving freight from resource sources to plants and markets.

I have always had a strong interest in electrical / electronics, woodworking / mechanical and in designing my own layouts. This layout is of my own design. Over the last fifteen years I have developed an interest in MRR operations, and the IF&N is designed and built to facilitate operations, albeit limited to the space available.

It is fundamentally a switching railroad. Trains move to and from Jasonville Junction. There are 120 customer car locations (car spots). Over 4 cycles of eight trains, each customer’s loading location is provided a pickup and delivery. Traffic moves by a system of car order cards controlling the location’s car type. If I am the customer and I need a 40’ box car, I care not the car’s number. If I am the railroad, I’m focused on spotting a delivery to the car’s location. (If I’m delivering more than one of a car type in my train, we “assume” it is the correct car – the system’s sophistication doesn’t assure that the goods and the empties are accounted for.)

All trains originate and terminate in Jasonville Junc-



Jasonville Yard

tion. There are Grain and a Petroleum Interchanges remote from Jasonville. Trains leave and return to Jasonville with the Engine pulling its train – we are in modern era and there are no cabooses. Run-arounds are required for all train runs. Trains are between 4 and 6 cars. There are both leading and trailing point moves for each run. A spotted car is allowed to be moved to facilitate serving a location in front or behind the spotted car. Some moves are tricky, many straight forward. Operators who enjoy puzzles usually enjoy the challenges of some locations served.

Businesses and Industries

Realistic perspectives of towns and areas have given way to a priority to provide operations opportunities. Work for the train crews has trumped spacing and size of some of the modeled features. Each Train “virtually” travels a significant distance from Jasonville.

The Grain Interchange is located in the Southeast corner of the room and consists of a historical Grain Elevators, storage silos and product elevators. A fertilizer distributor and feed store support the farmer’s along with an Oil product distributor.

The Aggregate storage and Cement facilities located to the north of the West Grain Center, supply crushed stone, sand, and cement to the area.

On the south side, Distributors Row collects the community’s local distributors – produce, hardware, mixed freight, and the old passenger terminal. The terminal now serves as a depot for the periodical sightseeing runs of the NYC Hudson locomotive and passenger cars. The Petroleum Interchange is also located on the South Side.

On the North side, several nostalgic businesses from

my past – a plastics plant (Wilmington Plastics), rail/truck transfer, paperboard box (folding Carton) plant, party goods distributor and Mobil Oil distribution point. Woody’s lumber yard honor my mentor of many years. Treibel Electric honors my grandfather and Whitehill Cold Storage my Ex’s father.

On the East side there are more distributors and manufacturers, including Goose Island Brewing, founded by a CCA colleague and Handi-Kup – a polystyrene foam Cup manufacturer that I ran in Marin County, CA.



A Yard maintenance facility with scrap yare a farm implement distributor on the “E” peninsula.

Layout design and evolution

Originally designed as an around the room plan, two relocations to this house allowed modification to the current around four sides and center operation. Fortunately, the design contemplated possible relocation and was built and wired in sections.

Layout operation is Digitrax DCC, separated into three power divisions. All turnouts (70+) are powered by Tortoise switch machines and dwarf signals, providing operators with easy visual turnout positioning. Tortoise and dwarf are powered by reper-

posed computer power supplies. Turnout toggle switch controls are fascia mounted proximate to the area of operation.

Operations are handled by a car card system. There are 120 car spots on the railroad. It takes 4 cycles to completely service all the car spots and facilities.



Operations Overview

Optimal operations contemplate 3 Engineers and a Yardmaster. All trains originate from Jasonville Junction. There is a preferred order of trains. With a Yardmaster for Jasonville, trains run and return to the yard limit before entering the yard. While the Local is running, the Yardmaster will build the next cycle run for that local. Without a Yardmaster, trains pause at yard limit and create the next cycle train that they have run. That includes positioning those cars on the designated yard track for that local. When the local returns to the yard, grain and petroleum cars moved to the grain or petroleum collector tracks. Remaining picked up cars are placed in the Jasonville assembly areas. Locomotives are placed at the head of the train on the local's assigned track. While cycles are defined, more than eight trains can run in an operating session. Typically, 3 hour sessions run 5-6 trains depending on operator experience.



SIZE MATTERS! PORTABLE OR MOVABLE?

By John Coy

Very recently, there have been a huge number of questions with respect to what materials to use to construct model railroad bench-work. One question routinely brought up is the thickness of the plywood and dimensions of the frame boards. The majority of suggestions and recommendations make my back and knees begin to hurt just thinking about it!

My story with bench-work began in my bedroom in the early 1970s. Most people were using ½ inch plywood and/or homosote. Either is heavy. I decided (bad decision) to use ¼ plywood; placed on top of TV trays for layout number 1. It was lighter in weight, easier to manage, but a terrible decision.

Fast forward about twenty years later, I became a Member of the Yellowstone Valley Railway (Modular) club in Billings, Montana. This was a HUGE modular setup! The corner sections were killers! These were all so heavy! It took at least two strong men to carry these corner sections. It was not fun.

I think whoever(s) planned the construction of the corner sections was a sadist or planned to land a helicopter on them. It has been over thirty years since I carried a corner section and the thought of doing that until this very day puts me in pain immediately.

In 2018, for a number of reasons, I joined the NMRA. (I digress here. I should have joined in the early 1970s.) For too many years, I have missed going out into the public and operating a model train layout. It is fun to meet others and many of these people that you meet are not or have not been exposed to the hobby.

My first idea and thought was how I would construct a portable layout to display at the many Central Indiana Division train shows / displays.

I take no credit for this brilliant idea. FOAM had already become popular. And with good reason, it is much, much easier and lighter to manage than a plywood sheet.

My very first portable layout was a duplication of John Allen's famous Timesaver, EXCEPT mine was constructed in O gauge (3-rail) with Gargraves track and Ross Custom Switches.

Due to my perceptions involving the weight of O scale equipment, I elected to use two-inch thick foam. I also used 1 by 4s for the framing. This layout has appeared in the NMRA Magazine, including a



picture with me holding it. It weighed a whopping 16 pounds!

I was very pleased with my creation as one person could easily carry this layout, BUT it was OVER-KILL!!! I didn't need anything close to 2-inch thick foam.

There is a HUGE difference between a layout being portable and movable. Portable means it is ridiculously easy to move by yourself and one could even take a walk around the block with a layout in hand. Movable means it is a pain in the Gluteus Maximus (bootie) and you dread the thought of moving it, but it is possible, with assistance, inconvenience and pain.

Yes, my Timesaver is great! Easy to move, BUT the price of foam has SOARED due to its popularity!!! And, I learned over time that the 2-inch thickness of my foam was completely OVERKILL. ½ inch thick foam is way more than sufficient.

Fast forward to 2025/26 and my latest two portable layouts builds. One of those is in G gauge. Yes! A stand-alone, single piece, complete G gauge layout featuring Thomas and Friends! The layout is eight

feet long and 4.5 feet wide.

That thing must weigh a million pounds!, right? I admit that I cut-down my framing material to 1 by 2s. Yes, really! G gauge on 1 by 2s. The topping is half-inch foam. The framing is on 16" centers. It works! It has been moved and run many times.

I admit to straining my middle and index fingers (Two fingers only) as I lifted this G gauge portable layout to place it wherever I want it to go. This assembly weighs approximately 21 pounds. I will admit that due to its overall size, it is convenient to have one person on each end, but one person can easily lift and walk with this layout in hand.

In addition, instead of using glue for the G track, I used 1/8 inch diameter toggle bolts. Obviously, the use of these toggle bolts somewhat increased the weight of the layout, but it provided the means to easily remove the track and turnouts, or make whatever changes, easily.

NOTE: This lightweight bench-work construction method does NOT have to be restricted to portable layouts. A home layout could be constructed in the same manner. Think about it! When the day comes you move you could be moving lightweight sections of your home layout to your new residence.

An 8 by 4 one-half inch thick sheet of plywood weighs about 35 pounds. An 8 by 4 one-half inch thick sheet of foam weighs about 5 pounds. You won't need help moving foam.

YOU can save a lot of money by stopping constructing unnecessarily heavy layouts that people could dance on top of and also killing yourself in trying to carry these heavy materials.

With G gauge track, O gauge track, and S gauge track (old style track), You may use 1/8 inch toggle

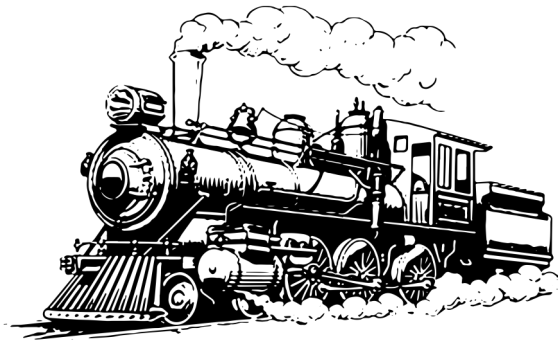


bolts to secure the track-work in place vs glue on foam. I personally prefer this option as it makes changing track-work easier.

With S scale ties, HO gauge and smaller, 1/8 toggle bolts are too large and one would have to use the white glue method of securing roadbed and track-work, but the lighter weight construction method described here would be a very good option.

The average person moves every three to five years. It is likely you may move several times in your life. Consider how easy and convenient it would be to take your layout with you, because it would be framed using 1/2 thick foam on top of 1 by 2 frame boards. It works for G! It can work for the smaller scales as well.

Food for thought!



Back Pressure

From the Editor

With the recent re-branding of the NMRA's logo, I thought it might also be the time to update the old front page header of the newsletter as well. I tried to keep the original feel but simplify the design a bit.

I needed to include the new NMRA logo according to the new standard. I also sought to reduce the text while conveying the same information.

I really like the spike graphic that was used previously, so I extracted it and cleaned up the text. All these changes also reduce the vertical space and allows for more front page content. I hope our members will like the change (or at least not hate it).

There were a lot of events to cover in this issue and I hope we did them justice. We received several photos and short stories for the "Around the Division" section and I hope our members will keep sending

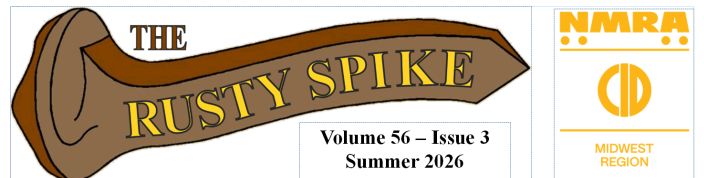


The newsletter of the Central Indiana Division of the Midwest Region, National Model Railroad Association.

Volume 56 - Issue 3 Summer 2026

NMRA

Old header .vs. new



The Central Indiana Division Newsletter

them in! It is really exciting to hear from all of you.

It looks like the convention in Chattanooga will be well attended this year. That is a good sign for the NMRA. Unfortunately, I thought it best to cancel my reservation since I will be undergoing knee replacement surgery this summer. I hope to have a lot of convention pictures and stories from members for the next Rusty Spike. Summer is usually a slow time for model railroading and we will need some extra content.

Speaking of conventions, keep a look-out for information on a possible Midwest Region convention in 2027. There may be some even bigger news for a national convention for Indy in 2029! Wow, that would be great!

There is also a summer member picnic coming up in August with the Live Steamers near Camp Atterbury. We did this last year and everyone who attended had a great time. This in-person event will include rides on the Live Steamer's trains, a cook-out, and the membership meeting with a chance to talk with your CID board.

For some reason, the date is not yet set for this outing but we should get an email with updated information as we get closer to the date (and we are getting pretty close).

I hope you will continue to help me keep up the work of making **OUR** newsletter a success. Send your articles, photos, tips, and stories to:

cid.rustyspike@gmail.com





MONON
"Jack's Hoosier Line"

Jack Simpson - Indianapolis, Indiana
jackshoosierline@aol.com

PIKE ADS



CID members can advertise their model railroads in the Rusty Spike at no cost. We will make room for all the ads possible and will include a link to a web site or the NMRA Pike Registry if requested. If you would like us to include your railroad, send a high res business card size file with information on links (if any) to:

Cid.rustyspike@gmail.com



Dave Mashino
Superintendent
dave@mashinos.com

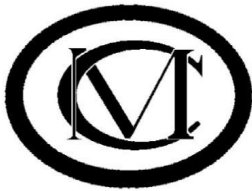
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Area Model Railroad Clubs

Posted here as a service to our members.

The Central Indiana Yardmasters' club is located in Kokomo, Indiana, but has members from all over central Indiana. Our layout is approximately 45x25' and has both DC and DCC lines. We have a large yard and various online industries. We have openings for additional members. Check out our Facebook page.... [Central Indiana Yardmasters](#).



The Midwestern Model Railroad Club of Kokomo IN is a round-robin club. Members take turns hosting a monthly meeting from 2-4pm on the third Sunday of each month which includes a business meeting, refreshments, a tour of the members' pike or other activity, and general model railroad discussion. Contact Dan Macaluso at (765) 438-9385 or email: dan.macaluso@aol.com for further information.



MEETS TUESDAYS
MOORESVILLE, INDIANA

The Morgan County Model Railroad Association meets every Tuesday at 6 PM at Mayfield Insurance located at 50 South Madison St, Mooresville. We have two layouts. One permanent and the other is a large modular layout we take to trains shows. Dues are \$50 a year and we welcome all modelers regardless of any experience. Every one starts sometime. We spend time just talking trains as well as running trains. Contact Dan Goins at (765) 516-2242

Naptown & White River Model Railroad Club

1115 McDougall Street, Indianapolis, IN 46203

Visitors always Welcome Monday nights 7 - 9 PM

Memberships available



For information contact:
(317) 643-0779
naptownmrr@gmail.com



Web address: www.naptownrr.org

Contact the editor at cid.rustyspike@gmail.com with your club information to have it placed here.