

THE RUSTY SPIKE

CENTRAL INDIANA DIVISION - MWR - NMRA



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



Volume 51 – 3 July – September 2021

Yea. CID Train Shows Are Back!

See page 5 for a report on the Franklin Train Show



The Naptown & Whiteriver Model Railroad Club's portable layout at the Franklin Train Show included inter-changeable modules on the front of their modular display. A loading platform from an earlier era is shown. This section of the layout could be removed, and another type of industry placed along the siding. The seam between the larger layout and the removable sections is hidden behind a hedgerow behind the boxcar and shed.

(Photo by: Rich Seymour)

IN THIS ISSUE

Features

2 Can You Contribute?

Have you given thought to writing something for the Rusty Spike.

4 Track Talk Report

Track Talk sessions continue virtually on the Web.

5 Franklin Train Show

If you didn't get there here is a brief synopsis of the show.

7 See Your Layout On The Internet

Do you have photos of your layout, those are always great to share as it helps people see how to build a layout.

8 Danville Train Show Flier

9 Info about Danville Show

Show and vendor table information.

10 Tulip Trestle

A railfan road trip to an Indiana landmark.

12 Modeling Water

A few ideas if your stuck.

13 Book Review

Model Railroad Custom Designer by John Robert Coy.

The Usual

2 In This Issue

2 Rusty Spike Closing Dates

3 Your CID Board Directory

Contact information for your CID Board of Directors.

4 Super's RR

9 Upcoming Events

What to look forward to, both from your CID and other model railroad opportunities.

15 Pike Ads

Can You Contribute?

We are always looking for articles and other information that might benefit the members of the CID for the Rusty Spike. For example, if you have done something on your layout that others might find interesting and might try on their layout write an article about it and submit to the Rusty Spike Editor (See Pg. 3 for editor/publisher information). You might also write about your experience with products for scenery, structures, locomotives and cars, electrical and so on. Even an article on your own layout may be of interest to members. Skies the limit.

Due to size limitations of the newsletter the following is requested. Please keep your article to approximately 800 words or less. This is especially important if you have included pictures with the article. Longer articles may not be published and we don't want to have anyone who has spent time preparing something not have it appear.

Please give some serious thought to submitting something. Your article may be just the thing that CID members would appreciate reading about.

Keith Clark
Editor/Publisher Rusty Spike

Rusty Spike Closing Dates

Volume 51 Issue #4 - September 5, 2021
Volume 52 Issue #1 - December 5, 2021
Volume 52 Issue #2 - March 6, 2022
Volume 52 Issue #3 - June 5, 2022
Volume 52 Issue #4 - September 11, 2022

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://www.cidnmra.org/rusty-spike-back-issues> and click on Extra Board Request Sheet
Fill out the form and send to the address listed on the form. Upcoming deadlines for each Rusty Spike are listed in the Spike or may be obtained from Keith Clark (see pg. 3). Events not sent on the request form cannot be included.

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Modelers Decals and Paint

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MODEL RECTIFIER CORPORATION

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THE DAY BREAKS

RR-CirKits, Inc.



MOTRACK MODELS



MAGIC WATER
Water Activated Paint

MicroMark
THE SMALL TOOL SPECIALISTS

CatzPaw
Innovations, LLC

NMRA Members
get discounts
up to 45% from
over 30 companies
like these.

Did you know?

Super's RR

Hello CID Members,

As the veil of the COVID-19 pandemic is raised we see more opportunities to enjoy our wonderful hobby. As the country and more precise the CID becomes more prepared to venture out, I hope you will plan on attending more CID in person events. Recently, the CID had our very successful two day train show in Franklin at the Jackson County Fairgrounds. Everyone enjoyed the show, attendees, venders and of course your fellow CID members who being NMRA members got in free. Boy it was sure great getting to see everyone in person. Anytime time you can see old friends and make new ones plus play with trains is a great day. I encourage all of you to start planning to attend train shows, Modeler's Meets, Layout tours, plus Track Talk CID events. Also, make plans for CID's Danville Show November 20, 2021.

Speaking of CID events, in June the CID is taking Track Talk back on the road to see The Naptown and White River Model railroad club layout located in Indianapolis and also a G scale outdoor layout. What about the Track Talk Zoom meetings, you may ask. Well, we plan on continuing with at least one Track Talk Zoom meeting plus have an event possibly in your area on a monthly bases.

The CID conducted it's first online election process. We hope you took advantage of the easy of voting. I am happy to report that all three Train Master candidates, Mike Roderick, John Poray and Jeff Norkin were elected to a two year term. Also, I have appointed three Train Master board members, Ray Pearson, Mark Perron and Dan Banks. Your CID board of directors are eager to start planning more CID events. If you have any suggestions, please let us know.

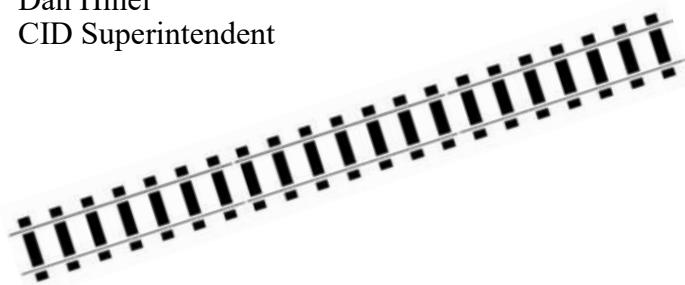
You may or may not know that next year the CID is hosting a three regional convention, Indy Junction 2022 (Midwest Region, Mid Central Region and the North Central Region) on May 18-18, 2022. Plus, the Railroad Prototype Models, (RPM) out of Chicago will be joining us. In addition to the clinics, layout tours, portable model displays, op sessions there will be a two train show. If you have never attendant a national convention, this is an event you do not want to miss. You may find out more details at

www.Indy Junction 2022.org

Speaking of the Rusty Spike, how are you liking the electronic version? We have received some great positive feedback. Please remember the Rusty Spike needs articles for a great contact. I know many of you have great ideas and can write a short description plus provide a photo or two. For additional information please contact your Rusty Spike editor, Keith Clark.

So, keep working on your projects, look forward to better times and plan to attend all of the CID events in the year to come.

Dan Hinel
CID Superintendent



CID Track Talk

Report by Dan Hinel

The Track Talk program continues to be a very successful with CID members and guests. In June the CID is taking Track Talk back on the road to see The Naptown and White River Model railroad club layout located in Indianapolis and also a G scale outdoor layout. What about the Track Talk Zoom meetings, you may ask. Well, we plan on continuing with at least one Track Talk Zoom meeting plus have an event possibly in your area on a monthly bases. We would love to come to your area to see what model railroading activities that you have been doing during the past year.

To date there have been over 50 virtual track talk meetings covering a wide variety of great topics from layout tours, product reviews, clinics, book reviews, various discussions, answering Back Shop questions, and most importantly being able to connect with fellow CID members. If you have not attended, I am sorry that you have been missing some great programs filled with interesting and helpful information. You can contribute to the Track Talk content, attend and join into the discussions. Currently the Track Talk Zoom meeting are being held every other Monday. However, I would check the CID website for further events.

Franklin Train Show Report

Division Members:

I am writing to let everyone in the Central Indiana Division of the NMRA about our recent Train Show in Franklin, IN. First, I would like to say thank you for coming out and enjoying a great Train Show in Franklin, IN at the Johnson County Fairgrounds. The weather was perfect for a Train Show.

A Little Background on how this came about:

This idea of a 2-day event was asked of me by your Superintendent Dan Hinel and I said that I am Shure we could do it. My next phone call was to Marty Overby at the Johnson County Fairgrounds and he said the buildings where open for use on both days, and then I told Dan its done and ran with it. I also had to work with the Johnson County Health Department on this event.

This was a first for the division to host a 2-day event. We had a total of 245 Vendor Tables and 92 vendors at the show. The list of vendors included 2 building manufacturers RS Laser Kits from Lockwood, MO and Motrak Models USA from Martinsville, VA. We a had 15 portable layouts on site with some very new ones and some very familiar ones. These where spread out all 4 buildings. There was also a 1/7 scale model of a Southern Caboose from the Indiana Live Steamers from the Johnson County Park at Camp Atterbury. We had the Perdue Railroad Club and Naptown & White River Model Railroad Club on site talking about their organizations. The Haley Tower Historical Society, Heston Steam Museum from LaPorte, IN, and The Monon Historical Society at the show, and then 69 vendors offering everything from railroad collectables, electronics, and all scales of trains.

The food was provided by Beech Grove Women of the Moose Lodge 1589 for both days. This was one of their biggest fundraisers to date for them, and Yes, they are coming back next year. We had 4 Clinics on Saturday and 2 on Sunday and with our Annual General Business Meeting being held on the 16 of May. There were a lot of people from Board Members too Division Members and a couple of vendors that helped me bring this all together Saturday morning.

We owe a huge Thank you to the Johnson County Fair Board and Grounds Keeper for helping me put this show on. They also had other events going on at the same time as our Train Show. I am working on securing the dates for the Train Show for next year. More information to come on that soon. We also had to work a huge assistance from the Johnson County Health Department in making sure that we were going to be able to pull off this event. I was constantly checking in with them as the date got closer to the event.

The Future of the Franklin Train Show:

Next year we will have a 5th building to work with so we are going to be fine tuning the floor plans and making the adjustments where we need to. There is now a group of individuals that are going to be working on getting things we found out that needed to be fixed corrected. I will be beginning by having a posting in the Rusty Spike labeled the Franklin Train Show that will give updates as to what is going on with the show so, please stay tuned to the Rusty Spike.

I would like to thank all of the many volunteers that helped with the Franklin Train Show in May. Without every one of you I could not had a successful show like we did. It was a great two days and looking forward to it in 2022.

Thank you.

Michael Roderick
Franklin Spring Train Show
Chairman
Trainmaster
Central Indiana Division
National Model Railroad Association
a 501c3 organization



Friends finally can meet at CID train shows again. Matt Albrand (left) and Al Askerberg enjoy each others company.

Franklin Show Photos

Here is a look at a few photos from the Franklin Show. (Clockwise from far right) Dan Banks presented a clinic on some water techniques prior to the 100'x100' Contest at Danville Show in November. Please make plans to enter your display there. Sellers, buyers and operating layouts in one of the four buildings housing the show at the Johnson County Fairgrounds. If you named a scale you could find it at the show like this nice Southern caboose. Sorry, no 1:1 scale though.



See your layout on the Internet!

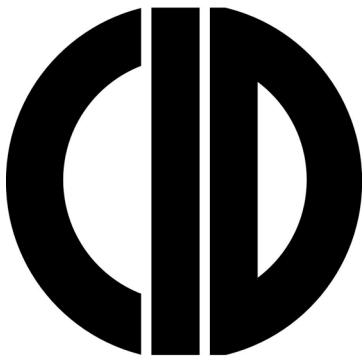
Currently the CID website has images of 21 Central Indiana Division Layouts. You can see them at: <https://www.cidnmra.org/central-indiana-layouts> We know that there are more than 21 layouts in the CID as we have names for more, but no pictures. We had over 50 layouts on tours at the time of our 2016 NMRA Convention. We would love to share some pictures of your layout on the CID website and if you will just send them to Tom Cain at: atsf93@comcast.net he will put them on our website. If you have photos showing the construction of your layout, those are always great to share as it helps people see how to build a layout. Please include some information about your layout as well. Images that are in the range of 500K to 1MG are best, but Tom can reduce file size if necessary.

Another fun thing to do is identify your layout in the NMRA Model RR Directory at: <https://www.nmra.org/members/layout-directory>

We currently see 9 layouts from the CID in that directory. This is a NMRA members only feature/opportunity but it provides information about layouts all around the world and maybe you might like to visit someone's layout when you are traveling or wouldn't it be a surprise to get an email from someone coming to your hometown who wants to see your layout!



Photo of Matt Hewitt's Shadowtown Ridge Northern Layout. (Photo by Rich Seymour)



Central Indiana Division

of the
National Model Railroad Association

Presents the

Danville Train Show

Saturday - November 20, 2021

Admission
\$3.00 per person
\$5.00 per family



Hendricks County Fair Grounds

ON OLD US 36 (E. MAIN ST.) – 12 MILES WEST OF I-465, CORNER OF
E. MAIN ST. & COUNTY ROAD 200 E, DANVILLE, IN (across from post office)

10 AM to 3 PM

Show Features

- Operating Layouts
- Displays
- Dealer Tables
- Model Judging
- Clinics
- Door Prizes
- Food
- Free Parking

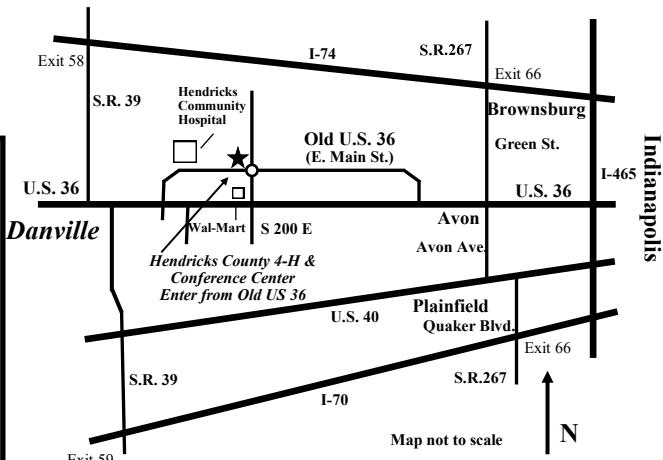
- Popular Vote Contest •
- Favorite 100x100 Scale Feet
- “Modeling Water”

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

All in attendance are asked to be sure and stop by the contest table and vote for your favorite 100'x100' scale display.

*Map to Hendricks County
4-H & Convention Center*

1900 E. Main St., Danville, Indiana 46122-0007



Dealer Tables \$16.00 each [8 foot] Setup Fri. 3-6 pm; Sat. 7—10:00 am

Vendor table rental form at <http://www.cidnmra.org>

For information contact John Poray, (317) 627-1660 or johnporay@gmail.com

See the CID NMRA website for more information:
<http://www.cidnmra.org>

Upcoming Events

– Division Schedule –

Danville Meet - November 20, 2021 – Danville, IN

Hendricks County Fairgrounds, 1900 E. Main St., Danville, IN

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

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

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

For more information or tables: John Poray at (317) 834-6607 or johnporay@gmail.com



Indy Junction 2022 - May 18–22, 2022 - Indianapolis, Indiana

[Indianapolis East Marriot](#) - 7202 East 21st Street, Indianapolis, Indiana 46219

Sponsored by the Midwest, North Central, and Mid Central Regions of the NMRA.
This combined convention will be four days of clinics, layout tours, operating sessions,
and more!

For more information: www.IndyJunction2022 or
www.facebook.com/indyjunction2022. Or forward this email to members
of your organization and ask them to sign up to receive updates.

– Extra Board –

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

Mark the Date - CID Danville Train Show – Nov. 20

The next Train Show presented by the Central Indiana Division of the National Model Railroad Association will be held at the Hendricks County Fairgrounds, 1900 E. Main Street, in Danville, IN on Saturday, November 20. Show hours are 10:00 am to 3:00 pm EST.

The Danville Train Show makes use of the 4-H and Conference Center facility at the fairgrounds, using two large spaces under one roof that total more than 24,000 square feet. Vendors from Indiana and surrounding states will have model railroad equipment available for purchase in all the popular scales, modeling supplies as well as railroad historical items and memorabilia.

The Danville Train Show is a great event to take the entire family. A variety of operating, modular railroad layouts, displays and dioramas will be on hand that will inspire the modeler and fascinate those of any age. Modelers are invited to take part in the annual CID 100 x 100 Scale Square Feet Popular Vote Contest. This year, the theme is “Modeling Water.” Build a rail scene that includes modeled water and bring it to the show to enter. Your entry must not exceed 100 scale square feet in the scale you model (sorry, no 1:1 scale entries!). The Danville Train Show also includes Modeler’s Clinics, door prizes and a food concession. Parking is free. Admission to the show is \$3 per person or \$5 for a family.

Vendor tables (8' x 30") are available for \$16 each. Vendors may set up on Friday, November 19 from 3 to 6 pm and Saturday the 20th from 7 am to 10 am. To reserve tables, use the vendor table reservation form at <http://www.cidnmra.org>. For more information, contact CID Danville Train Show manager, John Poray, at johnporay@gmail.com

TULIP TRESTLE TRIP

By Bob Perry

“Road Trip!” was the rallying cry of a small group of our fellow National Model Railroad, Midwest Region, Central Indiana Division Members as they decided to embark on a tour of one of the most famous railroad bridges in the State of Indiana—The Tulip Trestle. This landmark bridge truly is something to behold in person! There is no photo or video that can possibly give you the impression this massive structure does in person!

In a word: “Awesome!”

On Tuesday, March 12th, 2021, this informal National Model Railroad Association Field Trip began in Avon, Indiana, with modelers: Connie and John Coy as well as Bob Perry. The three stopped enroute in Mooresville, Indiana, and picked-up modeler Chris Toncheff. The four railfans belong to an informal operating group known as “The Glacier Line Crew” which is a large O-Scale model railroad which is located in Connie and John Coy's home.

The four railfans then headed off to the trestle, and the trip to it was interesting as well. From Indianapolis, one just needs to go south to Bloomington on Interstate 69 and then exit onto Highway 45 which heads south and west, near the south edge of Bloomington.

We then turned at East Chapel Road outside Stanford continuing west until it meets Highway 43. Turn south (left) and follow it into Solsberry. In Solsberry, you head west on Tulip Road which goes directly toward, yes you guessed it, the Tulip Trestle.

Note: There is a gasoline station at the only store / cafe in Solsberry. The Trestle is 6 miles west of Solsberry. This massive bridge is located in a very desolate spot. It literally is out in the middle of nowhere. It truly feels as if you are in another time and place, because when you exit Highway 45, you are in the “sticks.” The scenery is beautiful and you can easily see the rail tracks in a multitude of locations heading to the trestle.

Upon our arrival, we parked at the “observation” area—which is a small parking area, complete with portable restroom facility as well as a deck with a picnic table. There are several historical items of interest which give information about the trestle and area. From the observation area it is a short walk to the trestle itself. Although the point of train entry and exit of the trestle are restricted railroad property, you can walk under the trestle and get up close and personal.

Construction on the bridge began on May 22, 1905, shortly after the conclusion of a groundbreaking ceremony, which was hosted by a gentleman by the name of Joe Moss. Construction concluded in December of 1906. At that moment, the trestle was the longest railroad trestle in the entire United States and ranked as third longest on the planet!

The Indianapolis Southern Railway, was responsible for the construction and operation of the “Tulip Trestle” also known as: “The Viaduct,” “The Greene County Viaduct,” and formally as: “Bridge X75-6.” The bridge



is quite the engineering marvel especially for its time!

The Tulip Trestle peaks at 157 feet in height from the valley below! It is 2,307 feet in length and is made of steel. The enormous steel skeleton weighs 2700 tons. It spans a large valley from one hill to the next; including crossing over the top of a Greene County road and Richland Creek.

Much of the bridge has been tagged by graffiti artists over the years. Although this may take away from some of its beauty, this actually has helped preserve its unprotected steel structure from the elements. Its most famous marking is in the middle of the trestle beneath the tracks in the form of a question: "Michelle will you marry me?". As the Green County website reports, no one knows if she said yes or if the man survived!

This bridge is still one of the longest railroad bridges on the planet and continues to be in use to this very day!

The workers that constructed this bridge were mostly of Italian descent. The Foreman was a man by the name of Archibald Stuart Baldwin. The workers were employed by the Strobel Construction Company.

The reported cost of this structure was \$246,500. That is a staggering amount for 1906. The "conversion" into today's money would be in the neighborhood of 20 million dollars!

For many years, many trains, including passenger trains crossed the valley on the Tulip Trestle. In 1948, passenger service was discontinued in the area of this bridge. Too bad, because the view from top in a passing training would be spectacular.



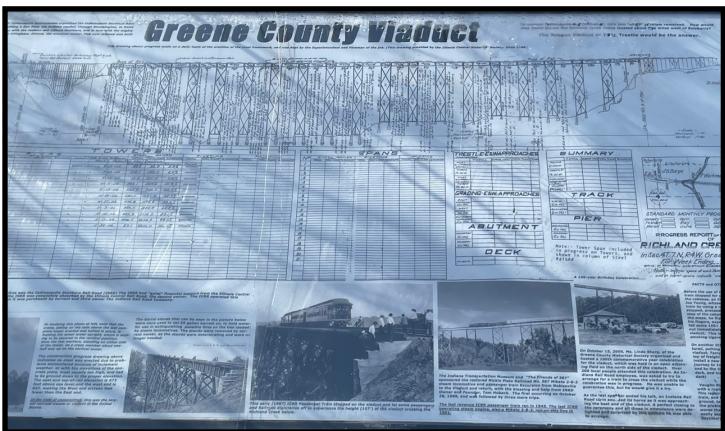
In fact, way back when, dignitaries, on one of the first runs, actually had the opportunity to step out onto the trestle as the train stopped to allow them to view the surroundings from the top of the Tulip! You wouldn't want to misstep or lose your balance because 157 feet down is quite a significant drop!

There is a story of how smoking saved a brakeman's life. There was an issue in the middle of the night on the Tulip as the brakes had locked up on a car. The brakeman had been asleep in the caboose, which was now stopped on top of the Tulip.

In the brakeman's sleepy state, and in total darkness, he was about to step down onto what he thought was ground but first attempted to light his cigarette. He dropped the cigarette and watched in disbelief as it fell, and fell, and fell! I guess that's one time that smoking was good as he realized he shouldn't step off the ladder.

From all the information, there are reports that four trains use the Tulip Trestle daily—within 24 hours. Bob Perry, Chris Toncheff, Connie and John Coy saw something very rare indeed and that was a Maintenance of Way truck—with two members, driving across the Tulip at the moment the four of them arrived. Their truck looked like a toy crossing a model railroad from where we were standing at the observation parking area.

This would be a spectacular feature to model on a layout. Ironically, as the four NMRA Members ate lunch in Solsberry at the Yoho General Store, the cashier explained that a gentleman who lived nearby has a layout in



his garage that features the Tulip Trestle. The cashier showed us photos of his layout on the walls of the cafe. Bob Perry's son has been to see the layout and says it's awesome and had taken several photos while he was there. Ironically his son's wife also has a tie-in to the trestle as her grandfather, Vaughn Rich, was a brakeman for the Illinois Central and had an episode on the bridge where he had to walk across the railcar tops to search for a damaged brakeline 157 feet up from the ground. The incident was discussed on the information plaque at the trestle.

The trip turned out to be very informative, interesting and fun! We will be returning to the Tulip Trestle one day to see if we can actually observe a train rolling across.

Rail fans and really just about anyone interested in railroading or Indiana history should make a trip into the valley some time to observe this massive dinosaur of a trestle; which is truly an architectural achievement and wonder; hidden in the beautiful Indiana countryside.

Modeling Water - Getting your display ready for Danville

Do you have your idea for the Danville 100'x100' scale feet display "Modeling Water" yet. Here are a few photos of water effects on model railroads that might give you a place to start. Remember you have a little more than 4 months to get your display completed.

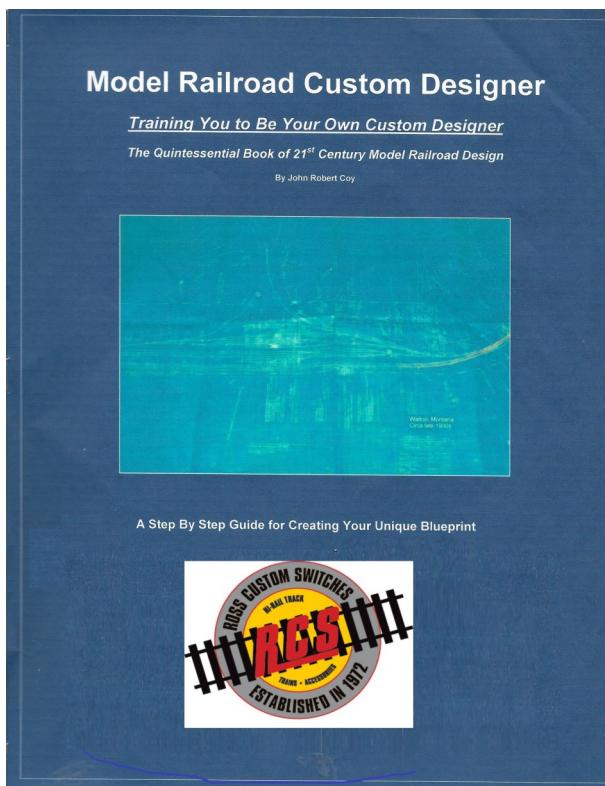


There is lots more information to discover on our website. Go to the url below for CID information and all kinds of model railroad links.

www.cidnmra.org

BOOK REVIEW

Model Railroad Custom Designer



I, John Robert Coy, was asked very recently by a fellow National Model Railroad Association Member Phil Burnside to give a: “five minute introduction to your track design book.” Others have also requested “a book review.” I wrote this article to share this information with all of you as well.

If you see my book, Model Railroad Custom Designer, after reading this article, you will have a far greater understanding that indeed it is entirely different from the vast majority of books on the market.

My book guides the reader through the process of how to create a design for a model railroad. “Design” is the key word there. Please understand this is NOT another of the many track arranging books--which have flooded the market for years on end.

My book outlines and explains the entire, comprehensive, complete design process for model railroads

Rusty Spike Vol 51 No. 3
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Central Indiana Division,
Midwest Region, N.M.R.A.

and does NOT just show track arrangements without explanation of the design.

I specifically created the Model Railroad Custom Designer book because there is and always has been a significant lack of information about how to design a model railroad layout.

People frequently, routinely and commonly ask for assistance in designing a model railroad. Then they are immediately bombarded with track arrangements.

How can you start arranging track when you don't know what the design of the layout will be?

That is akin to saying: Draw a wiring diagram for a brand new widget that has yet to be constructed.

How can you start drawing a wiring diagram when you don't know what the design of the widget will be?

The extraordinarily abbreviated and condensed version of what the book shares is the: Who, Where, Why, What and When questions of Design.

Who—name--of railroad. Where is it located? Why is it/was it constructed? What does it do to survive? When did/does it exist?

The formal Design Process is outlined by the acronym TRAINS.

Theme
Research
Analyze
Idea
Nascence
Survey

Design is not a process that happens overnight. If one wishes to have a reasonable depiction of the model of a railroad, one has to invest time into the overall, entire, complete design process in order to plan out the railroad from the first board to the last piece of scenery.

That my friends will require a great deal of time, thought, dedication, commitment and preparation.

The three essential elements required for a successful model of a railroad are: Plausibility, Purpose and Participation. Participation is by far greatest of these three elements.

Participation means that others are actively engaged in the actual operation of the layout and are NOT

merely and simply uninvolving bystanders.

It is a absolute fact that people actively engaged in an activity are significantly more likely to continue in that activity if they are actually involved versus being a spectator.

I will share a shocking little secret with all of you! Do you know what the most important part of the layout designing process is? No, it is NOT the track arrangement. No, it isn't the trains or even all of the other model railroad components.

It is YOU and the other PEOPLE! Without you, and them, would there be a layout? Uh...No!

Somewhere in the neighborhood of fifty years of personal experience have demonstrated that when people have an active role in the operation of a layout, the chances for them returning and continuing in the fun greatly increases. If they are left on the sidelines, you almost certainly will hear the cordial: "That's nice" and off they go. Goodbye!

A model railroad design includes multiple components. One of these is the arrangement of the track. However, for years on end, too many model railroaders do track arranging backwards!

Do NOT lay the track first and then try to figure out what you are going to do. At the initial onset, one needs to design the overall comprehensive plan from A to Z.

The overall design plan will dictate where your tracks need to be in order to carry out your plan of operation.

Indeed, it is much easier to figure out where to place your main, sidings, and spurs when you know precisely beforehand where your line is going and where the industries will be located. When your design is complete you will should absolutely know exactly what you need and where you need it.

It is much easier to create a comprehensive design plan in the beginning versus using the often-tried and failed lay down some track and pray-for-the-best method. This method almost always results in creating a dust catcher plywood pacific.

Following the Design Process in the book will save you: time, grief and a whole lot of money and hassle when you know what you are doing before you do it. I wish that someone would have written this about

50 years ago as it would have spared me a lot of wasted time and effort.

In closing, I want to share with all of you that I've been asked more times than I can remember of how I know as much as I do about model railroad design.

The answer is this:

I have read everything I could find from pioneer modelers of yesteryear and prominent model railroaders of today. I have spoken with countless people over these many years soaking up all their combined wisdom and knowledge. Finally, all of the dumb, idiotic stuff that no one should ever do or even attempt to do in model railroading has been done by me!

Indeed, I am a graduate (and still learning) of the model railroad school of hard knocks. By writing this book, my hope, aim and goal was and is to help as many of you as I possibly can to avoid the multitude of mistakes I've made.

I am getting closer every day to achieving my goal of becoming a "Master Model Railroader" according to the National Model Railroad Association. Some folks believe that Master Model Railroaders have superior skills which can't possibly be matched. I say that Master Model Railroaders have, in all likelihood, made more blunders than anyone in the history of the hobby!

You cannot succeed without failing first. Experience is something that can only be gained by trying. My Model Railroad Custom Designer book will help guide you through the design process and help you to avoid past mistakes.



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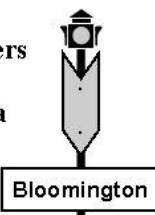


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