

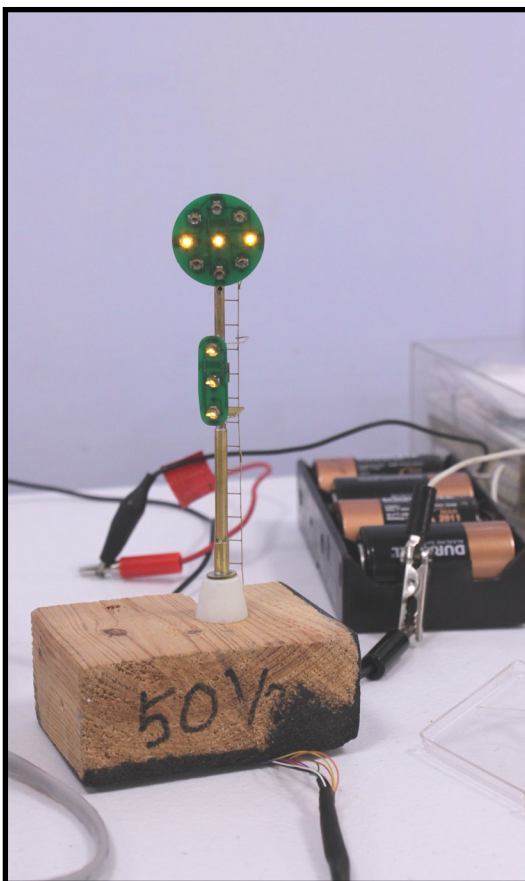
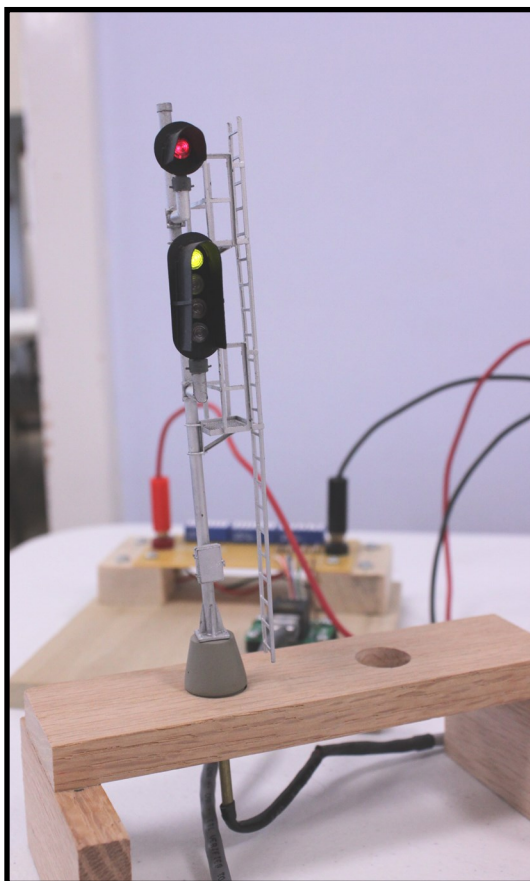


*The newsletter of the Central Indiana Division of the
Midwest Region, National Model Railroad Association*

Volume 49 – Number 3 July – September 2019



More Knowledge At The Late Spring Modelers Meet



Above are O scale signals by Eric Peterson which were shown at the Late Spring Modelers Meet. Eric uses printed circuit boards for the signal heads and very small LED's for lighting them. Other parts are cast in minute detail.

The CID's Late Spring Modelers Meet was attended by twenty six inquisitive model railroaders. Numerous projects were on display and explained to the group by the person who brought the project. Models included a six foot warehouse and software used to make it, a 3-D printed water tower and machines, Golden Spike memorabilia, making decals for a specific prototype, and freight car weathering. Also a clinic was given on making realistic looking roads which stimulated a lot of conversation.

For those who have never attended a Modelers Meet, we invite you to come to the Fall Meet.

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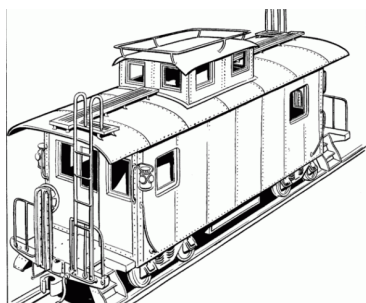
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There is lots more information to discover on our website. Go to the url below for CID information and all kinds of model railroad links.

www.cidnmra.org

Need Some Help?



Back Shop

The CID has lined up members with the experience to help solve your problem and are willing to help ALL modelers, whether or not you are a member of the NMRA. We believe that we can help and be of service to you. If you can get your problem or problems solved, you can better enjoy the hobby of model railroading.

Contact: cidnmra@comcast.net

Rusty Spike Closing Dates

Volume 49 Issue #4 - September 1, 2019

Volume 50 Issue #1 - December 8, 2019

Volume 50 Issue #2 - March 1, 2020

Volume 50 Issue #3 - June 7, 2020

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

Did you know?

Super's RR

Hello CID Model Railroaders,

This edition of the "Super's RR" will be like the previous issues, more raving and a lot less ranting. After all, what is not to like about model railroading. The following is what I am raving about in this edition.

First, I would like to welcome our new Train Masters to the CID Board: Daniel Banks, Bill Joyner, and John Poray. In addition to these individuals there are an additional 11 board members which constitutes the CID Board of Directors (CID BoD). I want to thank the previous 2018-2019 CID BoD and look forward to working with new 2019-2020 CID BoD. If you are wondering who is on the CID BoD, take a look at our web page or this issue of the Rusty Spike. Not only does the CID BoD represent a wide variety of skills and knowledge in various model railroading scales, but they are also widely geographically disperse in the CID. I find this very beneficial to aid in communication with our CID members. So if you have a question or comment, please contact a member of the board, we really want to hear from you.

So what has been happening in the division for the past several months? Hopefully you have referred to the CID website, received an email or noticed activities on our Facebook page. If not, here is what you missed: train shows by Naptown & White River club, Indy South Train Show by TCA group, our CID Indy Train show, CID Spring Layout tour in Avon area featuring some great layouts, plus a Santa Fe Mini-Meet in Indianapolis, and CID Modelers Meets in Zionsville and Plainfield where members like you have provided very informative discussions via clinics and show and tell. You may be asking yourself, "Wow I have been missing a lot but model railroaders in my area have also been busy!" So if your club, round robin group or a group of modelers want to notify the CID members you may want to think about the following. Did you know that we have a section on the CID website called "Extra Fare", under the "Schedule" Tab that offers a place

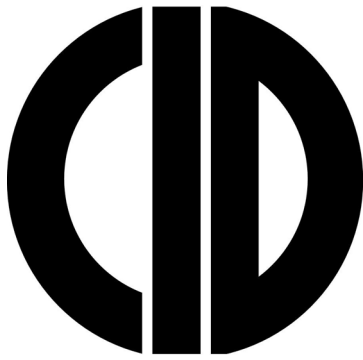
for you to list model railroading activities in the division. These events are not limited to CID/MWR/NMRA events. You may use the "Drop us a line" feature found under the "Contact" Tab of the CID website, <https://www.cidnmra.org>.

Ok, it is summer and most of us are trying to make the most of the warm weather. Yes there is the yard work, vacation plans, various sports events for our children and grandchildren plus sitting back in the shade having a cold one, taking in all of life's treasures can making the summer very busy. But, let us not forget that the basement layout room is cool, there are a lot of railfanning opportunities plus some events that the entire family can enjoy. In Atlanta, IN on June 22nd there is the "Midwest Rail Fest", Heartnut Festival in Johnson County on September 7th to see the Live Steamers plus the Columbus Area Train Club and how about the 2019 Steel Mill Modelers Annual meet in Indianapolis on August 15-18, 2019, plus let us not forget the 2019 NMRA National Convention in Salt Lake City. OK, I have done a poor job listing all the model railroading events, so why don't you list them on our web page?

I have been your Trainmaster or Superintendent for the past several years and I would like to make the obvious observation; the CID members provide great comradery, knowledge, skills and great layouts. However, these great attributes are not easily being shared amongst the division. So after obtaining feedback from multiple CID members and nonmembers, I, along with Eric Peterson, will be testing the waters on a new venture, "Track Talk" here in Indiana. Now Eric and I are great at many things (and very bad at others, by the way) but we have had help by attending a great working model, "Train Talk" provided by the Central Indiana Chapter of the Train Collectors Association (TCA). They get together on the first Thursday of the month at various locations in the area having an informal gathering of model railroaders. To enhance comradery they have lunch at a local restaurant, attendees are encouraged to participate in a show-and-tell plus they may have a presentation or even a layout visit. Did I mention that they have on the average 25-35 attendees who have interest and model a wide variety of scales.

The proposal for the CID membership is to start

(Continued on page 14)



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

Presents the

Danville Train Show

Saturday - November 16, 2019

Admission
\$3.00 per person
\$5.00 per family



Hendricks County Fair Grounds

ON OLD US 36 – 4.9 MILES WEST OF AVON – NORTH SIDE OF OLD US 36 AND
COUNTY ROAD 200 E (across from post office)

10 AM to 3 PM

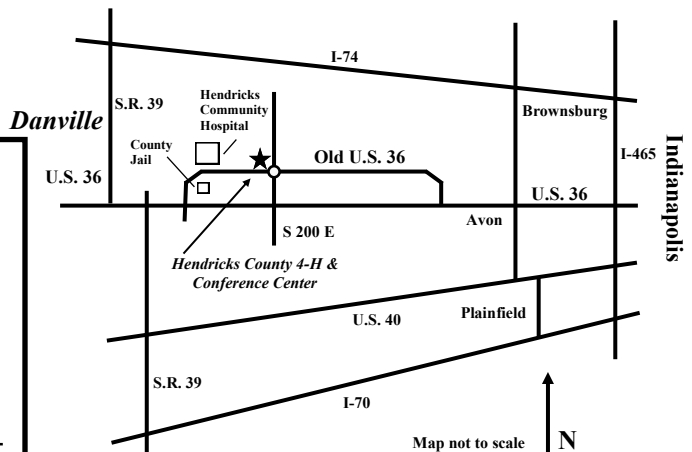
Show Features

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

- Popular Vote Contest
 - Favorite 100x100 Scale Feet Repurposed Railcar Display
- 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 from 7:00 AM to 10:00 AM
Vendor table request forms at <http://www.cidnmra.org>
For information contact Keith Clark at (812) 876-6799.

Check out our website at <http://www.cidnmra.org>
The next train show will be at Noblesville on January 26, 2020

Upcoming Events

– Division Schedule –



Fall Modelers Meet - October 12, 2019 - Plainfield, IN

Irvington Presbyterian Church, 55 Johnson Ave, Indianapolis, IN
Hours will be our regular 10A to 3P. The presentation for the meet will be on –
Structure Lighting - by Tom Fitzsimmons
Bring something with you that you'd like to share with others.

For more information: Tom Cain at (317) 696-2818

Carmel Library Train Show – November 2, 2019 – Carmel, IN

Operating Layouts & Circus Displays (No vendors)
10am to 3pm—Admission is FREE

For more information: Jim Shellhaas at (317) 750-4834

Danville Train Meet – November 16, 2019 – Danville, IN

Hendricks County Fair Grounds, Danville, Indiana
Dealer Show & Meet – 10am to 3pm - Admission \$3.00 per Person/\$5.00 per Family
Operating layouts, vendors, door prizes, contests, food and free parking
Dealer Tables - \$16.00 for 8' table (Table request forms available at cidnmra.org)
For more information: Keith Clark at (812) 876-6799 or gtwfan@bluemarble.net

Noblesville Meet – January 26, 2020 – Noblesville, IN

Hamilton County 4H Expo Center, 2003 Pleasant Street
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 - \$12.00 for 6' table

For more information or tables: Jim Shellhaas at (317) 750-4834

– Extra Board –



NMRA National Convention – July 7-13 – Salt Lake City, Utah / <http://www.nmra2019slc.org/>

Naptown & White River Model RR Club – September 14, 2019 – Indianapolis, IN

Train Show–Manual H.S. Gym, 2405 S. Madison Ave., Indianapolis, IN
Admission \$5.00/Children under 12 free with adult
Free admission to all Scouts in uniform w/paid adult
Saturday, 10 am to 3 pm – Vendors, Layouts, Clinics, Food, and More!
Club Layout will be open free of charge
See www.naptownrr.org for map and directions

For more information: Steve Handley at (317) 786-8627 or naptownmrr@gmail.com



Operations Corner – Introduction to Traffic Control

Eric Smith, CID Trainmaster

If you've got a model railroad layout of any size, are you running your trains or are you operating them? This may sound like a stupid question, but there's a difference between just running trains and operating them. In the real world, each time a locomotive moves on the railroad, it's for a reason. The locomotive may be dropping cars at an industry, picking up cars that need to be delivered elsewhere, or it may be on the front of a train hauling passengers across the country. When your model trains move, are they moving with a purpose?

When we talk about operations, we are talking about simulating real world railroad traffic on a miniature scale. There are two primary aspects to operations that we simulate:

- How do trains move across from one point to another on the railroad?
- How do we simulate moving goods and passengers between locations on (or off) the railroad?

When I visit railroads during open houses, I love seeing trains running through the various scenes on the layout, as do most visitors. However, I find that running trains in a circle tends to get boring over time. By adding an operations model to your railroad, you can increase your enjoyment of your layout, no matter how big it is.

These articles are designed to introduce operations in an easy-to-follow, step-by-step fashion. Operations can get highly complex but you can start out simply and work up to the level that you're comfortable with. In this article, we'll start by talking about traffic control on a layout.

Traffic Control

In the real world, trains don't move without permission. How the engineer and conductor get this permission varies, and all of the methods can be used on a model railroad layout during an operating session. If you're running a single train by yourself on your layout, this section may not be for you. The minute another operator is involved, you need to have some sort of traffic control system.

Line of Sight

If you're switching on a small layout where you and another operator are the only people on the layout, you simply need to coordinate with the other operator so that you don't run into each other. You can add some realism to this. If you're operating in the days before radio, you couldn't just talk to each other. Even on a 4' layout, that's 348 feet in the real world, which is about the length of a football field. In this case, you can use hand signals to communicate with the other operator. I have been at operating sessions where hand signals were required between the engineer and conductor while switching cars, etc.

These hand signals are taken from the Consolidated Code of Operating Rules, 1967 Edition, hosted by the GN-NP Archive at www.gn-npjointarchive.org. This common set of rules was adopted by all the major railroads at the time and the signals are still the same today, even though we have radios now.

HAND, FLAG AND LANTERN SIGNALS

8.

Note.—The hand, or a flag, moved the same as the lanterns as illustrated in the following diagrams, give the same indication.

Manner of Using

Indication

(a) Swung horizontally at right angle to the track.



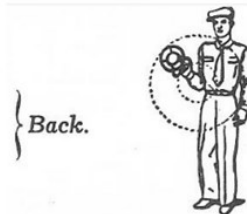
(b) Moved slowly with arm extended horizontally.



(c) Raised and lowered vertically.



(d) Swung in a circle at right angle to the track.



(f) Swung horizontally above the head.



(g) Held at arm's length above the head.



Verbal Orders

In this system, a train crew asks permission from the dispatcher to take their train through a particular section of track. Without that permission, your train can't move on the mainline. Trains within yards can do whatever they need without asking the dispatcher permission, as long as they stay within the boundaries of the yard, known as the yard limits. There may also be trains doing switching within towns/cities/districts on the layout where they are off the mainline, those trains are also not affected.

Verbal orders are also known as “Mother may I” operations, since you have to ask the dispatcher (you might not want to call them Mother, though) for permission to move. These are also the simplest to implement. You only need a few things:

- A dispatcher who is accessible by voice, radio, or lineside telephone. Family radios are inexpensive and your guest operators probably have them already. If you use these, I’d recommend asking people to wear earpieces to cut down on the noise in the train room.
- A diagram of the track plan and a way to mark where the trains are. This can be done on paper, a whiteboard, or some sort of magnet.

An engineer or conductor calls the dispatcher and asks for permission to move their train. The conversation might go something like this:

Engineer: UP 3546 (the lead engine number normally) to Dispatch.

Dispatch: Dispatcher, go ahead.

Engineer: UP 3546 requesting permission from <location> to <another location>.

Dispatch: (Dispatcher checks the board to ensure that the train can safely proceed) UP 3546 cleared from <location> to <another location>.

Engineer: UP 3546 cleared from <location> to <another location>. (Repeats the instruction for clarification)

Dispatch: Read back correct, dispatcher clear.

In the real world, there are a lot more rules on how the orders have to be recorded, numbered, etc. but we’re trying to keep this simple.

Timetable and Train Order

In the days before signals, there was no way to contact a train that was underway except by sending orders to the stations along the way. There were no lineside signals that indicated whether a track was clear or occupied ahead of you. As a result, train crews had to rely on their timetables and train orders (abbreviated TT&TO) issued by the dispatcher through the stations along the way.

A timetable listed the trains that were scheduled to operate on a section of track. Each train was listed with its station stops, the arrival and departure time, and what priority the train got in relation to other trains. Passenger trains and other high priority trains got the highest priority, and every other train had to get out of the way. Other freight trains might be considered second or third class and be handled in that priority order.

For changes while the train was moving, the dispatcher would relay orders to station agents by telegraph or telephone. The station agent would record the orders on slips of paper and in a book, and then turn on a signal light indicating to the oncoming train that it needed to stop for orders. In some TT&TO layouts, the conductor is required to sign a book at the station. In cases where an oncoming train has to wait until another train has gone by, the oncoming train looks at the book to see if the other train has already passed.

TT&TO systems almost always use an accelerated clock, known as a fast clock, to simulate railroad time and allow trains (especially passenger trains) to run on a schedule. Since it won’t really take hours to get from point

A to point B on a railroad, the fast clock speeds up time so that trains can still run on a schedule that might run at 3 or 4 times normal speed.

Modern timetables still exist, but they focus more on the routes that trains take, the rules and restrictions for sections of track, and so on. This is a link (at time of writing) to a Union Pacific timetable for around the Denver, Colorado area:

http://denversrailroads.com/Denver/Timetables/UP_Denver_TT4_11-16-09.pdf

Fast clocks are often used on modern railroads when passenger trains are worked into the operating scheme. The question is whether freight trains have to get out of the way or not. Amtrak, for instance, operates in lower priority to freight on the freight railroad tracks they use. You might choose to adopt the old school priority and make passenger trains still the highest priority traffic. Having to work around a passenger train that has to stay on schedule can add a degree of difficulty to your operations, if you choose.

Signals

Signals are similar to traffic lights that you're used to when driving or riding on highways, with a few minor variations. Railroads like Union Pacific and BNSF have a single dispatch center for the entire country, where a dispatcher is responsible for a section of the railroad. The dispatcher is watching where trains are going and where they need to go and lining tracks accordingly. The engineer follows the signals along the track and they'll know whether they can go, slow down, stop, or switch tracks. No radio communication is required for the most part unless the train needs to do something special, like occupy the main while doing switching. There are many variations on what signals look like within the US and outside the US, but the meaning of the signals is reasonably easy to find.

Model railroads with signals are fascinating to operate on, but putting functioning signals on the layout requires a lot of electronic hardware. If you want to build a completely automated system, the hardware has to know when trains are sitting on particular tracks, which direction the turnouts are thrown, and you need some sort of software to control the whole thing.

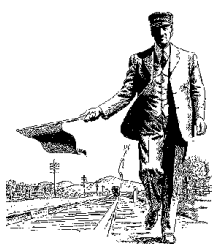
In the April 2017 issue of Model Railroader, Bruce Carpenter talks about his paper signal system. The dispatcher walks around during the operating session and puts up paper pictures of signals that the operators need to follow. Here's a link to this article where you can download the templates:

<http://mrr.trains.com/how-to/track-planning-operation/2017/02/paper-signal-templates-for-your-model-railroad>

I eventually want to use signals on my layout, so I'll cover those in a future article.

Conclusion

I hope this article gives you some ideas on how you can start to implement operations on your own layout. If you've got a layout that you would like help implementing operations on, please reach out to me at eric@northcomp.com. There's an entire group of people in central Indiana who love doing operations and would love to help get your layout operating, too!



The “Digital Detective”

Richard Seymour, Muncie, IN

Digital cameras have long been popular with railfans and model railroaders alike. They are compact, fairly user-friendly, and can produce amazing images. Perhaps the best feature is the ability to take an endless number of photographs, allowing you to discard pictures which aren’t wanted or are marginal at best.

But the advent of digital cameras was, at first, somewhat terrifying for model railroaders. Previously, everyone looked through the viewfinder of a SLR camera to capture a scene. Everything was in front of the camera lenses, and only in front. But when guests first started showing up in layout rooms with smaller digital cameras, things changed. Tiny cameras were being held inside tunnels and behind scenic barriers. Visitors reached far over the fascia, capturing overhead perspectives as well as ground-level images. Perhaps worse, photographs of shoddy wiring and spider webs were captured deep under the layout platform.

Suddenly, every inch of a layout was showing up in digital imagery. Those compact cameras caught the good, and the bad!

This article is about using digital cameras to improve a layout. Fear not, as suggestions highlight the positive use of “digital detectives”.

Improving Your Layout Presentation

So, how might you rate the scenery on your layout? Look decent, even outstanding? Many modelers have thought the same thing, until a guest showed up to take a few pictures of the pike. Some examples are found in Figures 1A and 1B. Under normal lighting, this industrial setting looks quite typical, nestled in the Appalachian countryside. The HO scale scene in Figure 1A looks attractive.

The “Digital Detective” Feature – Images



Figure 1A

This old-time industrial complex is nestled in the Appalachian highlands, as displayed on an HO scale layout.



Figure 1B

When taking a flash photograph of the scene, areas without ground cover are seen on the right-side of the image. Worse yet, bare plaster is seen on the left. Perhaps most embarrassing, the ages-old complex is completely barren, as you look into the factory.

But “digital detectives” have auto-settings, like a flash unit used for darker scenes in low-lit rooms. Note in Figure 1B how the use of a flash highlighted areas in the ground cover that were missed, as well as exposed plaster. In fact, the flash helped us discover that the decades-old industrial foundry is totally empty. Whoops.

Expanding on the examples in Figure 1, how do your structures look on your pike? Oftentimes a building isn’t even sitting flat on the ground (grade). A bit more gravel or dirt would help in those scenes. Or sometimes the clear windows allow too much light into buildings; the camera might catch interiors that are merely plastic pieces and parts. Digital images of towns and individual structures might help you identify areas that need additional detailing.



Figure 2

This signature scene, as viewed from a lower angle, shows the track and roadside structure clearly. Unfortunately, office furniture and wall hangings in the background distract from the scene.

Figure 2 highlights another common issue on many layouts. Modelers often create signature scenes of communities, tunnels, bridges, or similar details on their home layouts. It is a focal point of their entire train display. Unfortunately, there isn't a “good” viewing perspective, to capture a 3-by-4 ratio image. What might happen is guests take photographs of those signature areas, but foreground trees or a painted fascia detract from images of the scene.

To illustrate this issue, refer to Figure 2. This location is one of my favorite scenes, with a mainline next to an abandoned house in a remote section of Kentucky. High-level views of this scene “work”, but when taking photographers aim for a ground-level angle, they also capture the office furniture in the rear of the scene. Taller trees in the background will certainly help minimize the issue.

Suggestions For Modelers

Actually, it is quite simple! Invite a teenage neighbor, fellow modeler, or even a relative over to your home. Give them a digital camera, with the flash set “on” to highlight all areas of your pike. Ask your guest to take 20-30 images of your layout.

Not being familiar with your modeling goals, the guest will likely focus on details beyond your own priorities. And they will no doubt capture flaws in scenery, track work, and related issues. Don't be surprised if their images show:

- * Sections of track without ballast
- * Scenic regions of your layout, with bare plaster or paint still showing
- * Vehicles on roadways, with no driver in the front seat
- * Spider webs on trees, buildings, or rolling stock
- * Years worth of dust on the roof of structures
- * Scenery elements are “in the way”, ruining images of signature scenes

Digital cameras are wonderful for quick, easy photography. But the suggestion here is to use them as “digital detectives”, reviewing the visual aspects of your layout. Before you host that next group in your layout room, try to enhance the problematic areas on your pike. Challenge a friend to photograph your layout from their unique viewpoint, and explore their images with care.

Spring Layout Tour



Here are some of the examples of layouts on the spring tour. (Far left) Engine refueling facility on John Pancini's HO layout. (Left) Sugar Beet loading (Sugar Beets are Coriander seeds) on John Phillip's HO Great Northern Railroad.

Super's RR (Continued from page 4)

monthly "Track Talk" gatherings using this format with some changes: Use locations scattered around the CID to offer an informal event in different areas within the Division. Consider some meetings during week days and some using Saturdays. Maybe the second week of each month we do not have a Modelers Meet. We feel monthly activities can build an attractive pattern. Keep it simple. We need a restaurant willing to serve a group using individual tickets for the meal. If they have a meeting room that would offer more options for a clinic and train talk. A nearby layout to visit is an important attraction. It could also be a prototype train watching location. Hopefully one local person can set this up following the simple pattern.

If you are part of an existing informal interest group, modeler group focused on a particular interest, have a layout you would welcome a visiting group or other attraction please contact me if you are interested in hosting or helping. We are especially interested in additional locations across the division with limited existing activity.

If you have any comments or concerns about the CID, send me an email at danhinel@sbcglobal.net.

So keep it on the rails.

Dan Hinel

Upcoming CID Board Meetings

Date: August 4, 2019

Location TBA

Time: 12:00PM

Note: This is a closed meeting for board members and spouses only.

Date: October 6, 2019

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

Time: 1:30PM

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

2019 SPECIAL FAVORITES CONTEST

At the 2018 Danville meet, there was a special, popular-vote, Favorites Contest. The subject of the contest was the construction of a 100 scale foot X 100 scale foot display in the model scale (NO 1:1 scale) of your choice. The CID board was happy to have ten displays on hand and also pleased at the interest shown by the show attendees. We'd like to thank all the modelers who participated and remind others that we will be having a similar, but slightly different, contest for 2019.

The theme will be the display of a **Repurposed Railroad Car**. If you were to search the internet for "repurposed railroad car" you would find many photos of cars that were no longer serving their original purpose, but were put to another use after their railroad life had ended. As an example, we often see cabooses being used as offices, hotels, or lake cabins. Flat cars have often been used as bridges over ditches or small creeks. It was once popular to see passenger cars used as diners or extra seating at restaurants. Check out Internet sites; there are lots of uses shown. Your challenge . . . choose one that intrigues you and design a display to illustrate the new purpose for your railcar. Go to www.cidnmra.org for more information and guidelines.



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