

THE RUSTY SPIKE

CENTRAL INDIANA DIVISION - MWR - NMRA



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



Volume 54 – Issue 2 April - June 2024



This module display was just one of the model railroads on display at the Lebanon train show.

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Rusty Spike Closing Dates

Volume 54 Issue #3 - June 2, 2024
Volume 54 Issue #4 - September 2, 2024
Volume 55 Issue #1 - December 1, 2024
Volume 55 Issue #2 - March 9, 2025

Dates are tentative and subject to change.

AP Certificate Recipients

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

Golden Spike Award

Dr. Robert Perry
Pedro Spicer

Master Builder-Motive Power

Phillip Burnside

Master Builder-Cars

Phillip Burnside

Congratulations Becoming an MMR®

Tom Cain®
Dr. Robert Perry®



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 or not you are a member of the NMRA or not. 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

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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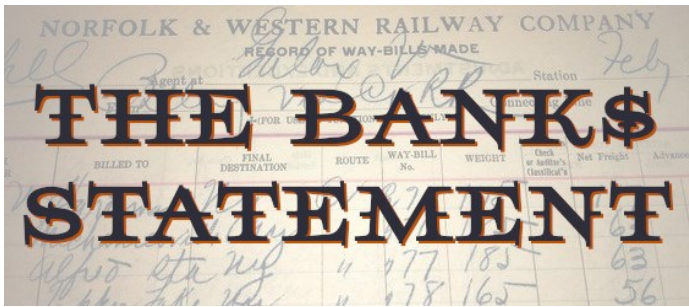
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The **RUSTY SPIKE** is the official publication of the Central Indiana Division, Midwest Region, National Model Railroad Association, and is published quarterly. It is located on the CID website at www.cidnmra.org/ Articles for publication are welcome for the benefit of the readers and the hobby but cannot be paid for. Articles should be approximately 800 words and no more than 4 photos. Submit articles for publication to the Editor; address changes or mailing problems to the Circulation Manager; and advertising or advertising inquiries to the Publisher.



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



The March Modeler's Meet has just wrapped up as I write this. It's my wife's birthday this weekend so I wisely choose to pass on this meet. I have looked over facebook posts from attendees and it looks like it was a great time with a presentation on O scale over the decades. A very nice look at how it has changed from tinsplate to scale modeling. As we look ahead we are quickly approaching the Midwest Region Convention 'Around the Bend'. If you haven't checked out the site to see what is happening with this convention I encourage to stop and do so at <https://www.mwr-nmra.org/aroundthebend.html>

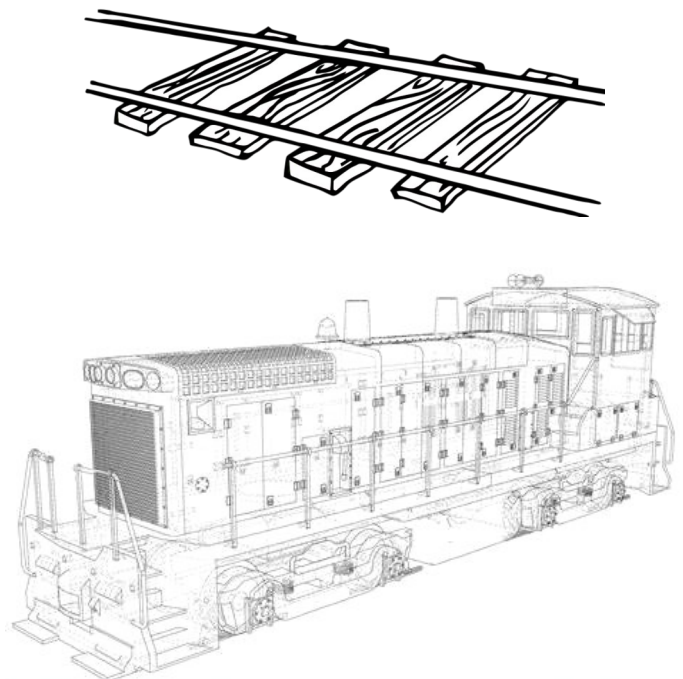
Myself, and some of the board from the CID have been assisting the Michiana division to host this event. There is some great clinic content lined up, some great onsite tours, and of course one of the most important aspects, plenty of time for fellowship with new friends and those you haven't seen for a while. We have worked hard to provide an excellent venue but for a very reasonable price tag. We've taken the best aspects of recent conventions and tried to put them together to create a great event for a great price. We've also added a volunteer price. Sign up for just 2 hours of time and we will reimburse \$12 of your ticket price once you have completed your volunteer commitment.

We have some tours for the convention as well. A tour of the NS yard is sure to be a great time. We also have a tour setup with the South Shore shops. I recently ran into Alex, the former president of the Purdue Model Railroad Club. She graduated in 2023 and I hadn't seen her in several months. She was excited to tell me how she took a job offer and moved to the Michigan City area to take a job at the South Shore railroad. It will be great to see her at work for the railroad after seeing her for the past few years as a Purdue representative at our CID train shows!

This convention will be a bit different in that it will be open to non-NMRA members. We'll be bringing in Steel Modelers SIG members and anyone else interested in model railroads. We decided that it would

be beneficial to open up the convention to non-members, of course at a higher entrance price, and show non-members how much fun it is to be in the NMRA. We decided to run 3 different tracks for clinics. Some solid beginner level clinics, an advanced track, and then a mixed track of things that didn't fit in the beginner or advanced. We'll also have a day of steel modeling clinics. Plenty of prototype clinics of regional railroads as well. The local history caused us to decide to do a convention car.

I'm proud to have worked with Alex Schneider of the DuPage Division to produce a Wabash N.J. I & I automobile car. We partnered with Accurail to make this car as prototype correct as we could with their base car model and prototype reporting marks. The accurail kit is a single door and the Wabash car is a door and a half car so we worked with a vendor to produce the half door set which will be included in the kit with instructions on how to add the door. It will require a bit of modeling but is an easy install. We'll included the car, the doors, and some historical background of the car. The best part? The car number is of course 2024 but the one of the prototype series numbers was 2024 so no fudging the car number in order to make it match this years date. We have 55 of these HO cars that will be sold at the convention. There is a lot of great things happening at this year's regional convention. Get your registration in before the price increases, be sure to volunteer to save even more, and come have a great time at Around the Bend!





Central Indiana Division
of the
National Model Railroad Association
presents the 2024



FRANKLIN TRAIN SHOW

Saturday, Aug. 3rd, 10am to 4pm

Sunday, Aug. 4th, 10am to 3pm

**Four buildings filled with vendors
and portable layouts**

**One building for demonstrations
both days**



Admission: \$7.00 per Adult

(Kids under 16 free with parents)

(\$5.00 with proof of current NMRA membership with card)

JOHNSON COUNTY FAIRGROUNDS

250 Fairground St., Franklin, IN • Check in at Farm Bureau Building

Show Features:

- Operating Layouts
- Dealer Tables
- Manufacturers
- Free Parking
- Displays
- Demo's
- Door Prizes
- Food

★ Popular Vote Contest ★

Bring what you are working on



***Check out our website at
<http://www.cidnmra.org>***

For information contact Michael Roderick at (317) 833-3556 or FranklinTrainShow@gmail.com

NOTE: The next CID train show is at Danville, IN on November 23, 2024

Upcoming Events

– Division Schedule –



Franklin Train Show - August 3 & 4, 2024 - Franklin, IN

Johnson County Fairgrounds, 250 Fairground St., Franklin, IN

Dealer Show & Meet – 10am to 4pm Saturday, 10am to 3pm Sunday

Admission: \$7:00 per Adult / Children under 16 free with Adult

\$5 for membership in NMRA with card

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

Dealer Tables - \$22.00 for 8' table both days

For more information or tables: Mike Roderick at (317) 833-3556 or franklin-trainshow@hotmail.com

– Extra Board –



2024 NYCSHS Convention - April 26 - 28, 2024 Indianapolis, IN

Indianapolis Airport Crowne Plaza

We want to tell you a little about the NYCSHS 2024 Convention in April 2024. Also take a look at these new and exciting models and books we have for you. Check out the N-Scale diesels, HO-scale Dreyfus Hudsons, a unique flat car, and Bowser HO-scale Baldwin NYC VO-660 and CASO 70-ton 1- panel hopper. We are producing two Big Four caboose kits from American Model Builders and they are in production now. Now is the time to place your order for these kits. They will be selling fast as we got a very large number of expressions of interest in the two cabooses.

Don't miss out on these NYCSHS exclusive kits. John Taibi's newest book is at the printers and available to order now. Another great book from John.

For more information: <https://mailchi.mp/b28e50c377a9/now-is-the-time-to-add-to-your-models-in-n-ho-scale-6070262?e=73f5fff9e5>

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 \(lmrc.org\)](#)

Franklin Train Show:

Well, it is the month of March, and we are well into having tables sold for the Franklin Train Show for this August. Yes, am talking about the Franklin Train Show that is coming in less than five months. I have some great news to share with everyone. As of this writing of this article for the Rusty Spike the combine tables sold, and pending is 200 on March 10, 2024. We are working to fill **53,000 square feet of space**. I keep sending reminder emails to vendors that we have tables for sale, but they are moving now. We are now going to be running a ¼ page add in the NMRA magazine besides the Club Car posting and the normal ads that we run with our other digital and print magazines. We are working with Festival Country Indiana to help us get better marketing exposure at the state level as well. This is all to benefit the division the more people that know about the Franklin Train Show the bigger it will become. Speaking bigger, while Precilla and were not at the Lebanon Train Show this past January, we were at the Amherst Train Show talking to some the biggest and mid-level manufactures about the Franklin Train Show. We came back we plenty of positive feedback new vendors to come to the show now and in the future. The attendance will be the key to bringing more of the bigger manufactures in the long run. All this I knew from the start.

Speaking of new thing to come this year. We will be finally getting the Pathfinder District of the Heartland Council of the Boy Scouts America. To help us run the Franklin Train Show this was in part with the work of Randy Bowman and myself of getting in touch with the right District Leadership to make this happen. There's more to come about this so please stay tune on this. As always, we will be having our local Veterans organizations helping out as well. I will be looking some help in July with a project with the Johnson County Fair. I will give more information details soon. Please look email blast from the CID talking abouts this.

Michael Rodrick
Franklin Train Show Manager

JOHN'S JUNCTION

by John Robert Coy, MMR #730

This is the sixth installment in a series of articles involving the Achievement Program (AP). (AP Model Railroad Engineer--Electrical)

We, your CID board, are following a NMRA directive: "Whenever possible, Division events should include a short reminder about the AP..."

SHOCKING! Right? Another AP article from me—actually the CID Board. I was delighted when I was informed by Superintendent Dan Banks that there has been a surge in the CID AP activity since this series of articles has been/and is being published.

I don't using the word "shocking" loosely here as it's very much related to the topic of earning a certificate for: Model Railroad Engineer—Electrical. Good news immediately! For those of you who dislike being judged subjectively, this category is evaluated strictly by objective means! Opinions and points eliminated!

A HUGE number of you have your own home layout; with a big percentage have their home layout up and operating for years. Without question, there should be more Members of the CID with this certificate than there are that do not have one. This is NOT the case. Why? Here are the basic requirements below:

PART A. Construct and demonstrate on own or club layout, the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction, and containing at least:

"For conventional DC wiring (non-command-control), five electrical blocks that can be controlled independently. For command control wiring (DCC, TMCC, and others), sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting.

1. One mainline passing siding.
2. One reversing loop, wye, turntable, or transfer table.
3. One yard with a minimum of three tracks and a switching lead independent of the main line.

("Independent" means that you are able to operate the locomotive switching the yard and the lead on a

separate powerpack without interfering with main-line operations.)

4. Facilities for the storing of at least two unused motive power units

Don 't make this harder than it is - these are just sections of track (usually spurs) that you can cut power to independent of the main.

5. One power supply with protective devices (short indicator or circuit breaker) to ensure safe operation.

PART B: Wire and demonstrate the electrical operation of at least three of the following items:

1. Turnout
2. Crossing
3. Crossover
4. Double Crossover
5. Slip Switch - (*single or double*)
6. Gauge Separation Turnout
7. Double Junction Turnout
8. Three Way Turnout
9. Gauntlet Turnout
10. Spring Switch
11. Operating Switch in Overhead Wire

PART C:

Wire and demonstrate the electrical operation of at least three of the following items:

1. Electrical turnout position indication on a control panel or at trackside for a minimum of four turnouts. (Remember that many commercial switch machines have electrical terminals to allow you to do this easily.)
2. Track occupancy indication on a control panel or at trackside for a minimum of five blocks.
3. Cab control, making provision for connection of at least two power supplies to a minimum of five blocks as the trains progress. (This means that your layout has at least five blocks, each of which can be controlled by one of two power supplies. The five blocks DO NOT have to be in a row along the same stretch of track.)
4. Engine terminal, including an electrically powered turntable or transfer table, a minimum of three stall tracks, and at least two blocked storage sections for parking locomotives outside the stall area. (This means you need to have a total of five tracks (three inside an engine house or roundhouse, and two outside), that you can cut power independently to store motive power).

5. Two turnout junctions with electrical interlocking and protecting trackside signals. (This is simply a turnout with electrical protection to prevent a train from going through a turnout that is set against it. Again, the electrical terminals on a switch machine, combined with a couple of insulated rail joiners, make this a fairly easy project.)

6. High Frequency Lighting (This is an old term for Constant Lighting.)

7. Electronic throttle with inertia and braking provisions. (This requirement could be combined with requirement A-6, above.)

8. Grade crossing with electrically actuated warning indication. (You don't have to design or build the circuitry for this yourself. There are a number of commercial components available that you can just wire up to meet this requirements. Or you can use commercial plans that appear in magazines from time to time. Or you can do it from scratch.)

9. Two-way block signaling with automatic train detection for at least five blocks. (See remarks under #8).

10. Operating overhead wire, using either pantographs, trolley poles, or both for current collection. (Any traction fans out there?)

11. Installation of an advanced electronic and/or computer control for the model railroad.

12. Design, installation, and operation of animated mechanical and/or electrical displays.

This doesn't have to be a huge animated display - think about small eye-catching displays like animated industries or signs. Put a carousel in the local park or chase lights on the marquee at the Bijou . . .

13. Design, installation, and operation of mechanical and/or electrical layout lighting displays.

(This means lights which illuminate the layout, as opposed to lighted things on the layout. For example, lighting which simulates the change from day to dusk to night)

14. Installation of a command control receiver. Modifications or additions to the device's wiring are required. Installing a plug-equipped decoder into a manufactured prewired socket is not sufficient.

15. Installation of a command control throttle buss line around a layout capable of handling at least two throttles at three or more separate locations.

Commercially assembled complete units are not acceptable in the items below:

16. Construction and installation of a sound system.

This does not have to be an on-board sound system, it could be an under-the-layout system.

17. Construction and installation of a signaling system.

18. Development and installation of a CTC system.

19. Installation and operation of an on-board video system.

20. Computer generated block detection information.

21. Hardwired or stored control program (i.e. computer) for operation of the railroad.

22. Development and demonstration of a computer-to-railroad interface.

23. Other

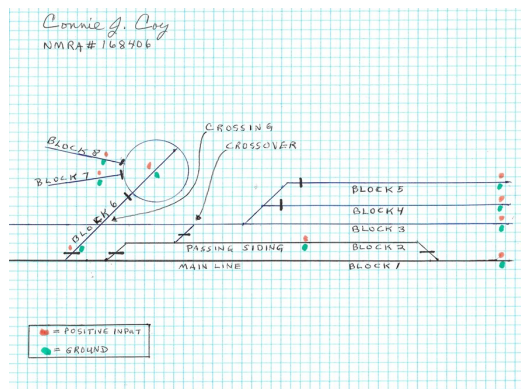
Part D. Prepare a schematic drawing of the propulsion circuitry of the model railroad in (A) showing the gaps, blocks, feeders, speed and direction control, electrical switches, and power supplies.

Part E. Prepare schematic drawings identifying the wiring and components of the six items under (B) and (C).

Part F. Submit a Statement of Qualification.

Please check on the official site for further details. Do not read more into these requirements or be intimidated into getting this certificate.

One of Members successfully earned most of this certificate by constructing an eight-foot-long by two-foot-wide HO scale switching layout. This simple layout contained the majority of the required elements.



NOTE: You do not have to build a HUGE layout to get this certificate. I encourage you to read more detail on the official AP site; and while you are there print off the Statement of Qualifications form and begin filling it out. This certificate requires the most basic wiring. There is a good chance that you may have already met these requirements.

CID 2024 Election Candidate Bios

For Superintendent

Dan Banks

I am seeking re-election for CID Superintendent.

I have greatly enjoyed the last two years supporting the CID at the local level as well as keeping the CID in the regional and National NMRA sights. During the past two years I have led the CID by empowering people to begin projects from modular layouts to library partnerships. My approach has been to facilitate people in their projects. Hopefully you have noticed the increased opportunities for you to be involved in fun in the CID. The job of the superintendent is to keep the division on the rails through leadership as well as promote the division. We piloted the interchange project, we are currently hard at work on supporting the regional convention and setting up processes to make future conventions easier to host using the processes developed at Indy Junction.

Thank you for your consideration.
Daniel Banks

For Assistant Superintendent

Michael David Roderick

I am running for the Assistant Superintendent of the CID.

I am fifty-five (55) years old and have enjoyed trains most of my life. My father & grandfather's collected N-scale and HO trains when I was a child and I have some of their trains today. I currently model in HO scale trains. I enjoy working on my layout at home. I enjoy operation sessions and once my layout is finished, I will have some at my house.

I am still a member of the North Shore Model Railroad club in Boston and was chairman of operations for them. I am the former President of the Naptown Whiteriver Railroad club in Indianapolis and ran operations and train shows for them.

I decided to devote my time to CID as a Trainmaster. I enjoy organizing train shows and currently I am the Train Show Chairman for the Franklin Train Show which is held in August of each year. This train show has grown each year with vendors and attendees.

I am currently working toward my NMRA-MMR and have completed 2 of the 7 requirements and I almost have 3 more completed for the MMR. I can sign off on several merit badges as well as the model railroader merit badge for Boy Scouts of America for CID.

I am currently one of the Directors at Large of the Midwest Region. I am also The Great Train Show manager and the membership manager for CID. I will do whatever I can to help in this position as Assistant Superintendent of the CID to the Superintendent and the CID board.

Thank you for your consideration for me for the Assistant Superintendent position.

Eric Smith

I've been active within the CID as a trainmaster, social media manager, and operating session manager. I organize regional operations events for CIRROPS in coordination with neighboring regional groups in Ohio and Michigan. I took over the Train Show List email list and turned it into a website in 2023.

I've also been the editor of Operations SIG *The Dispatcher's Office* publication since October 2017. I rebuilt the website to provide publication/subscription management for over 1300 members. I host operations Zoom sessions that have had thousands of live/YouTube participants since 2020. I have spoken on several podcasts and have presented for NMRAX on operations-related topics. I built OperatingSessions.com to match operators with layouts and the site is now being used at NMRA conventions.

I'd like to see more communication and member interactions, which hopefully will lead to more active participation in a variety of events.

For Chief Clerk

Precilla Ann Roderick

I am running for the Chief Clerk of the CID. I have enjoyed being the Chief Clerk for the Central Indiana Division of NMRA and I would like to continue being the Chief Clerk.

I am sixty-five (65) years old and have enjoyed trains since I have been with my husband for over 8 years now. I enjoyed all the train shows we go to, and I support my husband in all the train events that we do together. We have a layout that we are working on at home so we can have operation session at our house and enjoy running trains ourselves.

I am a member American Legion Ladies Auxiliary Post 1919 in Greenwood. I work as the HR Recruitment Coordinator for Indianapolis EMS and do take minutes for different meetings. I have been with Indianapolis EMS for 18 years and I am an EMT also. If I am elected as Chief Clerk, I will do whatever I can to help in this position.

For Treasurer

Phillip Burnside

My friends call me the mad scientist because if I see something I like, I design and build a model of it. I have been an avid model railroad since my father, and I started building models together some 45 years ago. As of 2024 I have achieved eight certificates towards my Master Model Railroader (MMR). My father and I were active members in the Baltimore Society of Model Engineers throughout the 1980's. I have lived in Avon, IN for the last twenty years. I model the present-day steel industry located in Pittsburgh PA. To build many of the unique scenes I have been using my mechanical engineering knowledge to design and build most of his steel mill on my layout using 3D printing. In addition, I also serve on the Board of Directors for the Steel Mill Models Special Interest Group of the NMRA. I have received several awards for my 3D printed models including the Dean Freytag award for the most unique industrial building at the 2016 NMRA national convention. This was an animated model of the 1920's blowing engine house for the Edgar Thompson Steel Mill. I also retired from the US Navy August 1st, 2020 after 30 years of service that

included a tour on the ground in Iraq. This is why I built spent nuclear fuel train that I have layout to when it runs messes up everyone's day as nothing can be moving when it comes through per FRA rules.

For Trainmaster

John Robert Coy

Salutations! I, John Robert Coy, am seeking the office of Trainmaster. Thanks to all of you, I have been a Member on the MWR Board or CID Board since November of 2018. I was appointed to the Central Indiana Division Board in Nov. 2018; 3 months after joining.

It has been my honor, pleasure and privilege to represent all of you. As you are all aware, I am heavily involved and committed to serving the NMRA. I love the hobby which I've enjoyed for 50+ years!

I earned my MMR in February of 2023. It took a little over four years to accomplish that feat. Thank you to all those who supported me; and continue to do so.

I hope to continue representing you on the CID Board.

Please vote for me for Trainmaster.

Thank you.

Respectfully,

John Robert Coy

Mark Foust

Greetings. My name is Mark Foust and I am running for Trainmaster. I have been a member of the Central Indiana Division for eight years, the last two serving on the board as a Trainmaster.

After moving to Indiana, I joined the NMRA in 2016 when the national convention came to Indianapolis. After a few years of being a largely dormant member, I attended my first modelers meet in late 2019. Since then I have become increasingly involved in the division's activities. I now serve on the board, volunteer to work train shows and displays, and at-

tend modelers meets. I also just recently started to run the Track Talks with Bill Kennedy.

As someone who wasted several years as a magazine-reading-only member, I would like to find ways to draw out more of our membership to participate. I believe once people join in one of our Zoom meetings or attend an in-person activity, many will become regular participants as I have.

Additionally, my professional background is in software engineering and artificial intelligence. I believe we have a lot of technology that can be useful for the model railroading community today. It is my own desire to keep the intimidation factor and cost of these technologies down so that more members are willing to try new techniques and ideas.

I enjoy the many friendships and welcome the many ideas and inspirations that this group offers. I would be honored to serve the division as a Trainmaster for another term and I will bring enthusiasm and creativity if elected to the position.

Thanks for your consideration.

Mark Perron

Hello. My name is Mark Perron and I live in Indianapolis, Indiana with my wife and three children. My life-long interest in transportation led me to an incredible career as a professional civil engineer where I now work as a Principal Project Manager on large transportation infrastructure projects.

My passion for trains started at a young age when I became fortunate enough to have a whole room in my parent's basement dedicated to a train layout. Those early years developed a love for trains and modeling. That layout provided many hours of enjoyment before it was dismantled after college graduation. The fascination with trains has continued to grow and I've been known to include trains in family vacations. The past several years provided opportunities to further my modeling career as I'm building a switching layout, designing a larger basement layout, and join operating sessions on a variety of layouts.

I joined the NMRA in 2020 and served as Trainmaster for the past few years. It has been a pleasure to help with NMRA-CID events, participate in Track Talks and board meetings, assist with local train

shows, and promote layout tours and various model railroad events. There are so many talented model railroaders who bring unique skills to the hobby, and I look forward to continuing serving as Trainmaster to continue advancing this amazing hobby.

Richard S. Ralston

I have been a member of NMRA Central Indiana Division since April 2019.

Since becoming a member I have worked on almost every train show CID has held, beginning with the first Franklin Show. Mostly I have corralled volunteers for the shows as well as helped with setup and teardown.

For the past 2 years Dan Banks has appointed me as a Trainmaster. I have got to meet and know many CID members while working on the shows and at Modeler's Meets.

Right now I am mostly a collector and modeler, with a bit of luck I'll start building a layout later this year.

I collect and model MONON, Nickel Plate and almost all shortlines that run or ran in Indiana. I mostly model in HO.

I have some interesting ideas to improve the advertising of our shows and potentially membership as well. I'd like to be elected to the board so that I can properly bring these ideas to the board and implement those that are approved.

Roger Scroggins

My name is Roger Scroggins and I am asking for your vote for Trainmaster. My fascination with trains began as a little kid watching the GM&O mail car snatching the mail at speed in Brighton, Illinois. I was hooked. I've been involved in our hobby since 1967 when my brother and I received our first figure 8 trainset for Christmas. After moving to Indiana in 1986, plans began immediately to build my dream layout in the basement of our new house. I designed and built a freelanced 16 x 24 HO layout that worked pretty well. During that time my wife Beth and I raised two girls and lived to tell about it. We moved to Westfield almost 6 years ago and that provided an opportunity for a new layout in a bigger

space. A few hundred hours later I'm the proud operator of the Indiana Division of the Union Pacific Railroad in a 17 x 40 layout room in my basement. I have met a lot of new train friends since joining the NMRA about three years ago and have become active in volunteering at our shows, hosting operating sessions and participating in CIRROPS. Looking forward, I want to become more active in planning layout tours and heading the effort to begin awarding grants to model railroad clubs in our service area.

Thank you for your consideration.

Pedro Spicer

I'm a retired fermentation operator from Eli Lilly. Since Jr High school in Philadelphia, I've enjoyed prototype and model trains. I have an 8 X 18 room built in my garage that houses a freelance N scale layout using CSX and Indiana Rail Road as motive power.

End of Bios

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Railfanning these past two months

By Michael Roderick

Well, both Precilla and I left for on Thursday before Labor Day weekend heading to New Orleans, LA via Memphis, TN by going west on from Indianapolis into Illinois. When coming into Effingham, IL on I-70 we caught the following auto racks before we got gas to head south on I-57 to I-55.



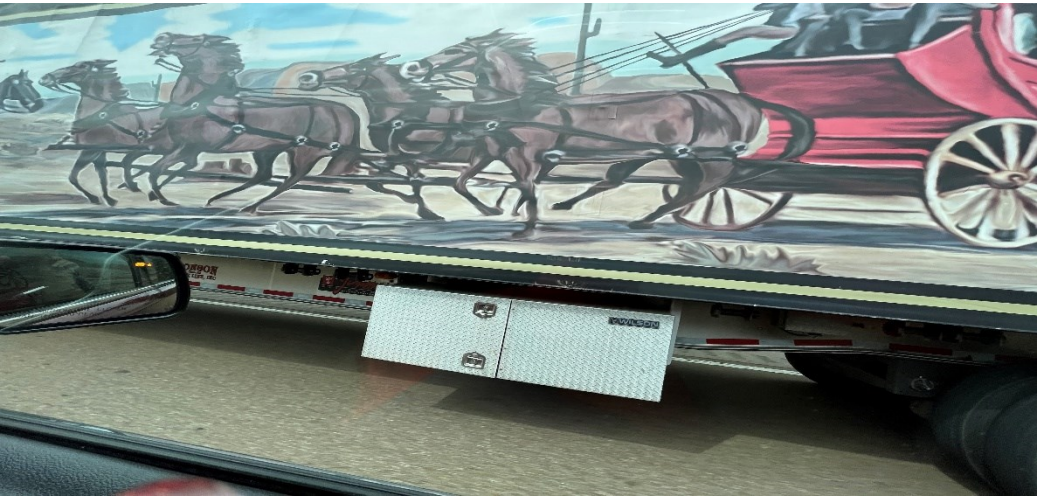
Coming into Effingham, IL on I-70

Once we left Effingham, IL was that we really didn't see any train traffic on the move going south towards Memphis even when we crossed the Mississippi River into Missouri and then into Arkansas before coming into Tennessee and then got into Memphis. That Friday morning when we left the Hampton Inn Hotel on Beale Street, we got a very big surprise seeing the Memphis Red Line Trolley running. I knew of the trollies in New Orleans, San Francisco, Boston, and Savannah, but to see them in Memphis that was a treat.



Redline Memphis, TN

After leaving Memphis, TN we still didn't encounter anymore train traffic. We did catch a funny looking trailer leaving Memphis that caught both our eyes. If you remember this trailer, you know the movie then!!!lol.





Heading out of Memphis, TN to New Orleans on I-55

As we came into New Orleans from the western side of Lake Pontchartrain, we still had to cross a portion of the lake and approach the New Orleans International Airport. Precilla did catch the following train bridge pier across the western edge of Lake Pontchartrain before getting into New Orleans, LA. This one of the many train tracks that UP/SP/BN have going into New Orleans from the west.



Crossing the western edge of Lake Pontchartrain



Heading out of Memphis, TN to New Orleans on I-55

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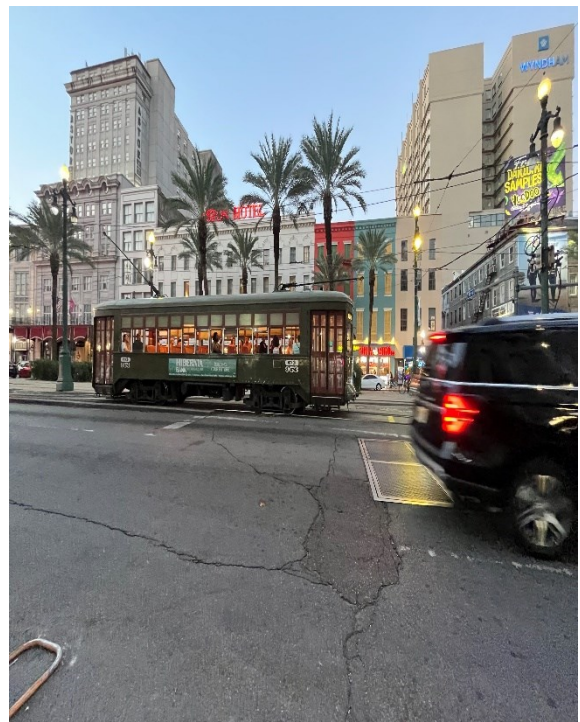
Well, it's Friday evening in New Orleans. I haven't seen any trains coming into the city from the west, but I have a little secret that I haven't told Precilla about New Orleans. Now I have known of the Trolleys of New Orleans for 44 years. We ran across the Red, Green and Yellow Lines all in one area of the French Quarter of New Orleans. We decided to ride the Green line, and this is the first time that I have been able to ride on one of the them. My parents had brought me and my brothers to New Orleans years ago for Mardi Gras in the late 70's. when we lived in Gulfport, MS. We were in New Orleans to see Garth Brooks on Labor Day Weekend. So, here's what we discover together.



Front door pickup at the Hilton on Charles St. via Green Line every 15 minutes



This gives you a idea how close we are to the trolley that is about 4' from the white line to the trolley on Charles Street.



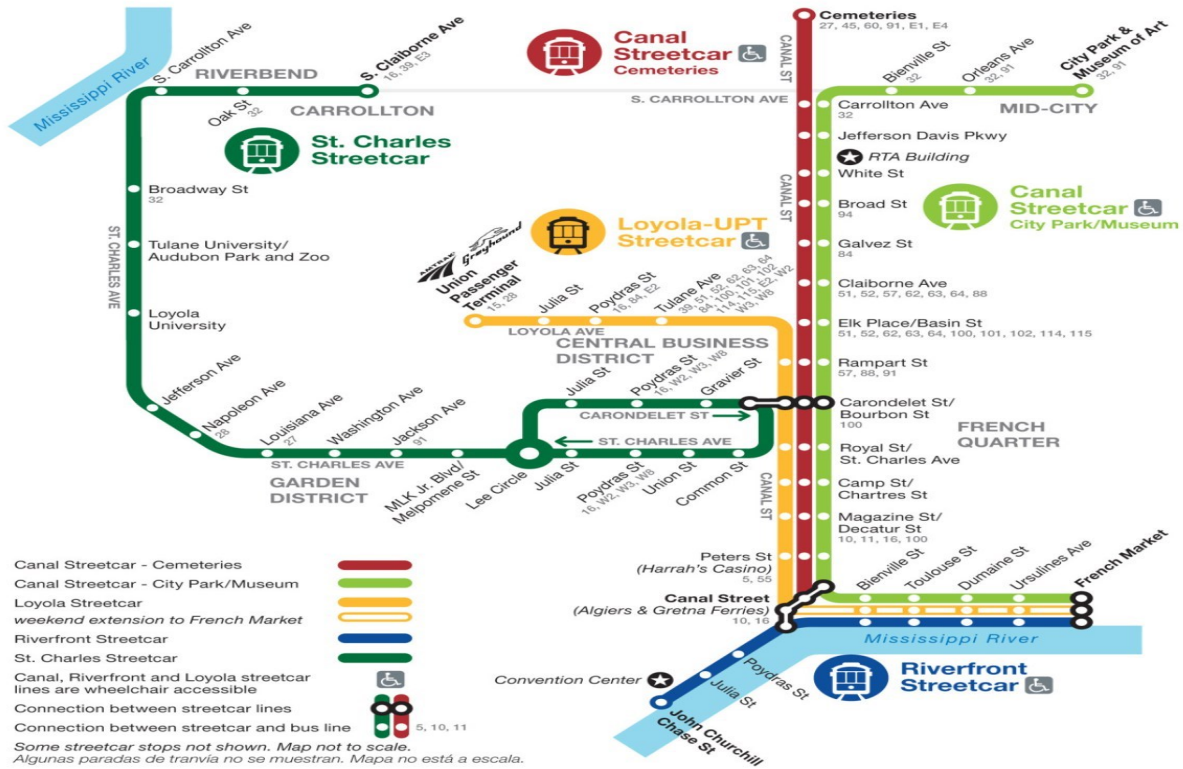
This was taken Friday night after arriving at our hotel this Green Line Canal Street.



The Red and Green Line share the same street but run on 2 different tracks so they don't interfere with each other on Canal Street.



This was taken while running on the Green Line Saturday morning when we boarded. As you can see there a blend of old and modern technology here as well as the Covid policy of protecting the motorman operator.



As you can see New Orleans has several Trolley lines and they all come together on canal street.

New Orleans, LA

After the concert on Sunday morning when we were leaving, we caught some trains in East New Orleans at the UP yard there on I-10.



E. New Orleans, LA UP Yard seen off on I-10

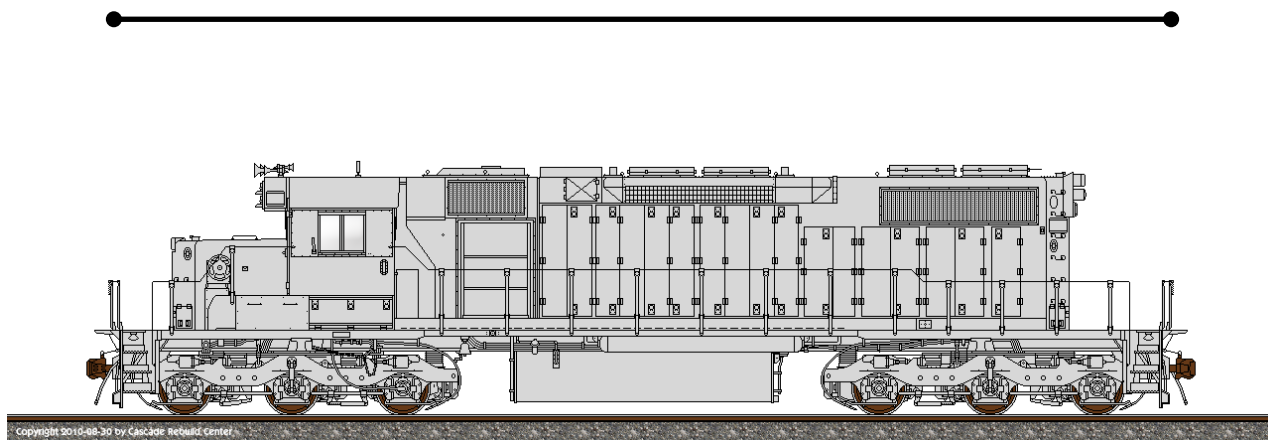
We continued east on I-10 to Slidell, LA when we turn northeast on I-59 and really didn't see any train tracks until we came through Hattiesburg, MS and even then, it was really not much but over and under passes. That all changed when we got off I-59 and pulled into the Shell Gas Station in Meridian, MS for a pit stop and well you know Precilla cannot resist a photo opportunity that present itself !!!Lol.



Tank cars and Firetruck at Meridian, MS

Well now we are into the middle of September on our trip to the Flora Train Show in Flora, IN. Precilla and I caught the Westbound only serving Triple Crown Service Train pulled by a NS SD70Ace unfortunately I was able to have her to get a picture because I was trying to pay attention to directions to Flora, IN and Paul Forman. And that was on September 23. Then the following weekend we spent time at Peru Train Show and what did we do but caught some more trains and even got stop by a train pulling to the yard at Peru, IN

Mike Roderick



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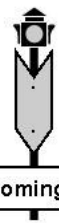


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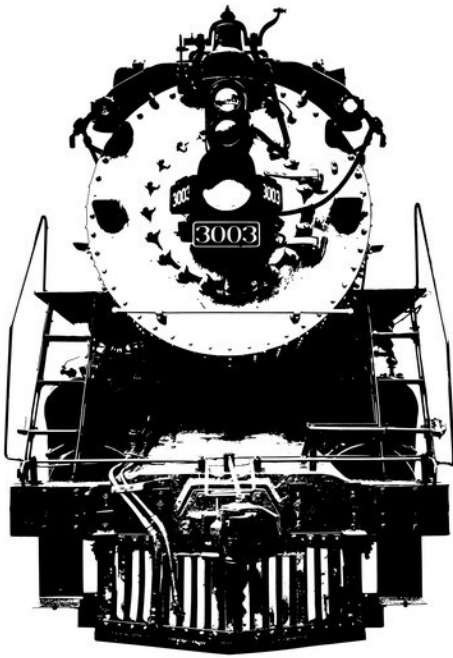
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