

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 – Number 2 April – June 2021

Bloomington CID Members Get Magazine Article

Trainmaster Bios
On Page 7

Two Bloomington Indiana members of the CID had an article about them and their model railroading written in Bloom Magazine. The magazine is a local publication spotlighting things of interest around Bloomington. Trevor Jones with his N Scale Midland & Great Western Junction Railway and Keith Clark with his HO Grand Trunk Western got a nice article about their model railroading experience with pictures of each of there layouts. It was nice to see our hobby get some exposer to a big audience. The article is available on-line if you go to www.magbloom.com and look for the February/March 2021 issue. Congratulations Trevor and Keith. The picture below is part of Keith's railroad and goes with the article on page 9 in this issue of the Rusty Spike.



An Approach to Making Water
Experimenting with a river. Pg. 9

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Rusty Spike Closing Dates

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

Dates are tentative and subject to change.



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



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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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Did you know?

Super's RR

Hello CID Members,

I would like to start off wish hoping everyone's friends and family are doing well during this COVID-19 pandemic. 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. One different fact that the Track Talk virtual zoom meetings have indicated that we have a vast and diverse model railroading knowledge base and great potential for activities here in the CID. I encourage all of you to start planning to attend our May train show, Modeler's Meets, Layout tours, plus Track Talk CID events. So, come out of your COVID-19 Hibernation and continue to be involved.

It is election time here in the CID. The CID always looks forward to your input and a great way to do that is to run for one of the three Trainmaster Positions. These 2 year positions help guide the CID in planning and execution of activities for you our CID members. For further information please read the article found in this issue of the Rusty Spike.

Great news, we are planning a bigger and better Franklin Show (Johnson County Fair Grounds). This bigger and longer 2 day train show promises to fulfill your pent up desire to meet your fellow model railroading friends plus purchase "absolutely needed" items from our vendors. If you are like me, I have completed many projects in the past year and am in need to replenish and start new projects. Please see flier contained in this issue of the Rusty Spike, emails, and on the CID web page for further information. Also, your CID Board has approved **FREE** admission for all NMRA members, so please bring your NMRA ID card.

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.

In my last column, I talked about the virtual meeting concept. Many organizations including the CID have taken this route in order to continue communications

with our members. A weekend rarely goes by without a virtual meet up, demonstrations, clinic, layout tour, etc. I have attended many of these and have come to the conclusion that I have been able to expand my knowledge and have seen many layouts virtually that I normally would not have seen.

CID's virtual Track Talk continues to provide an excellent content and I urge you to attend these events.

So, keep working on your projects, look forward to better times and plan to attend a many 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. The group effort thanks to Eric Peterson, Dan Banks, and Tom Cain, Track Talk is continuing to stay on track but on a new route. The Track Talk program took a diverging route and entered the virtual meeting space via bi-monthly ZOOM meetings. The Tack Talk meetings are well attended meetings average of 30 attendees from all corners of the division plus we have been getting fellow MWR modelers from other divisions. These Track Talk meetings do not follow the original parameters of in person meeting the backup plan has been very successful. Hopefully, you have updated your email information and are getting email reminders. To date there have been over 40 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. Some of the most recent meetings have discussed the following, freight car truck types, roadway construction, constructing access module, favorite/least favorite tool, use of Arduinos' and 3D designs. 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.



Central Indiana Division
of the
National Model Railroad Association

Presents the

Franklin Train Show

Saturday-Sunday May 15th & 16th, 2021

Masks Required - Hand Sanitizer Stations, - Contact Tracing
****CID Annual Meeting****

Johnson County Fairgrounds
250 Fairground St.
Franklin, IN

10 AM to 3 PM

CID Annual Meeting
May 16th at 1:00PM



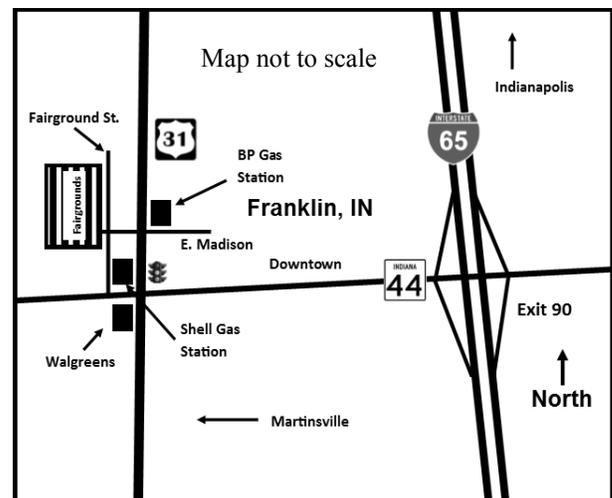
Admission: \$3.00 per Adult or \$5.00 per Family

****NMRA Members Free with current membership card (must show card at entrance)****

Show Features

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

- Popular Vote Contest -
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Dealer Tables \$16.00 each [8 foot] for both days

Setup from 7:00 AM to 10:00 AM Both Days

Table reservation form at: cidnmra.org

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

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

The next CID train show is at Danville, IN on November 20, 2021

Upcoming Events

– Division Schedule –

Franklin Meet – May 15 & 16, 2021 – Franklin, IN

Johnson County Fairgrounds, 250 Fairground St., Franklin, IN
Dealer Show & Meet – 10am to 3pm . CID Annual Meeting May 16 at 1:00PM
Admission: \$3:00 per Adult / \$5.00 per Family
NMRA Members Free with current membership card (must show card at entrance)
Operating layouts, vendors, door prizes, contests, food and free parking
Dealer Tables - \$16.00 for 8' table

For more information or tables: Mike Roderick at (317) 833-3556 or www.cidnmra.org



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



The Southern Railroad's Murphy Branch, Pt1

Ake: The Murphy Branch

By Michael Roderick

Jumping through a Rabbit hole. My journey for Modeling the Murphy Branch of the Southern Railroad. First off, I am not trying to reinvent the Murphy Branch that has been model by various other people. I am trying to show what I remember of the beautiful Murphy Branch of the Southern Railroad. I have lived in Bryson City, NC from the summer of 1983-1988 so I am familiar with the branch when it was operating under the Southern Railroad and the Norfolk Southern era until it was Bought by the State of North Carolina and then sold off to the Great Smoky Mountain Railroad Company. The more that I dig the more history that I find. This is pushing me to set my future layout in the late 1930's through mid-1945-time frame, while the Fontana Dam project was still going on. In retrospect I would like to show that the dam did not affect the section from Bryson City to Almond; but built a diverse base for that section that was removed and rerouted.

Why I have chosen to model this Section of the Railroad.

The Murphy Branch has had diverse history and industrial base.

From the beginning it has hauled pulpwood, timber, animals, aggregate, copper, uranium, tanned hides, paper products, passengers, and other materials. In the pictures you will see amount of timber hauled from various locations from Swain County, NC. The Southern Railroad had a lot of small logging railroads that feed the Branch with out going lumber and equipment to keep these railroads running. In return the Southern brought in a lot of equipment for these railroads running and the towns equipped with supplies for the

(Continued on page 10)

2021 Election for Trainmasters

Hello CID Members,

On behalf of the 2021 CID Election Committee please find below this year's candidates and corresponding bios for the Train Master open positions. Please review the candidates and make sure you vote. This year we are using the same electronic voting company, electionbuddy.com, as the NMRA used in their election. So, watch for the emails concerning the election and vote.

Thank You.

2021 CID Election Committee

Jeffrey A. Norkin

I am a candidate for a second term as a trainmaster on the CID Board and I have been an NMRA Member since 1971.

My interest in Model Trains / Railroading spans nearly 70 years. It all started with an American Flyer train set in the basement. It seemed to grow to quite the show – two '5x9' "train boards" plus, two levels, smoke and whistles, summer scenes and winter snow. Loaded cattle into box cars, powered turnouts, lots of electrical.... Those trains morphed into hi-fi equipment, superseded by college and grad school.

I returned to the hobby building HO craftsman kits while in the service. Kids entered the scene and we had basement HO layouts in Valley Forge, PA and Hinsdale, IL, in the 1980s. Both son and daughter played with the trains on a multi-level 5x9ish platform. Used snap switches and home built power supplies, lots of blocks.. I think the archives still have the brass track and electrical stuff.

Forward to the 2000s and Indianapolis area. Somehow, I was introduced to DCC and running trains not track and I became interested again. Building and electrical have always been the most attracting parts of the hobby to me, but I couldn't get into the blocks part of running trains before DCC. Built the first edition of the Indiana Flattop & Nostalgia RR (IF&N) and realized that I could fill more space with track and switches but couldn't tell a story or make a scene with so much congestion. I was also introduced to MRR Operations by a past CID Superintendent and came away from those experiences with my current interests and plan for the IF&N ver3. IF&N now sports 100 car spots, nearly 70 turnouts most tortoise powered, and over 100 railcars. Operations should be open when Covid concerns are minimized.

Model Railroading and the NMRA have been very important to me. They are a source of friends and relationships, information and troubleshooting. I have served on previous CID boards, planning layout tours - and I am Interested in serving again as an elected trainmaster. I want to work with the board to expand the event offerings of the CID and to encourage greater participation in CID events. Events including MRR Operations, railfanning, proto visits can get members interacting and building relationships. Events can introduce us to new layouts and "closet" model railroaders and railroads. My experiences with local photography groups has opened doors to places and vistas that I wouldn't have access to on my own. We can open doors to railroad (model or 1:1) experiences that add value and reasons to NMRA membership.

I look forward to serving you as a trainmaster.

John Poray

Hi, my name is John Poray. I live in Hendricks County near Plainfield. I have been a member of the NMRA and CID since 2008 and am in my second year on the CID Board, serving as an appointed Trainmaster. I seek your support to continue in that role, running for a two-year term.

Our great hobby of Model Railroading has been a passion of mine since I was 12 years old, when I built my first small HO layout on the family ping pong table. As I grew older, other layouts came and went with varying degrees of completion. My wife and I moved to our present home in 2001, where I began building my current layout. I am modeling in HO scale the New York Central System in northern New York State in 1955.

In 2020, I served as manager of the Danville CID NMRA Train Show, which was eventually canceled due to the pandemic. I will manage the 2021 Danville Show and planning is already underway. In 2019, I assisted with the Danville Show and oversaw judging of the 100x100 scale square feet modeling contest. Also, in 2019 I was one of three board members on the annual financial audit committee.

I have attended several regional and national NMRA events, including the National Convention held in Indianapolis that the Division hosted in 2016. My model railroad was among those included in the self-guided layout tours. I enjoy model railroad operations and have operated on several great layouts in Central Indiana. The hobby has provided me with much enjoyment and serving on the Board is a way for me to give back and help promote and advance the hobby.

In my professional life, I served for 44 years in the management of non-profit, membership-based organizations, retiring on December 31, 2020. The last 28 years of my career I was executive director of a national professional association of television and radio engineers. My career provided me with the opportunity to work with volunteers and manage events and budgets; experiences that serve me well as a member of the CID Board of Directors.

Michael David Roderick

Thanks to all the CID members that allowed me to be a train master for past 2.6 years. I have enjoyed it very much and looking forward to serving on the board again if reelected. It is my pleasure and privilege to serve with everyone on the CID board.

I am fifty-two (52) year 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 and enjoy operation session's and once my layout gets done, I will have some at my house.

I decided to devote my time to CID as a trainmaster. I am also a Director at Large for the Midwest Region and one of the 9 Directors for Indy Jct. 2022. I enjoy organizing train shows and currently I am the Train Master for the Franklin Spring Train Show in May 2021.

I am currently working toward my NMRA-MMR and have 2 of the 7 certificates needed to become an MMR in the NMRA.

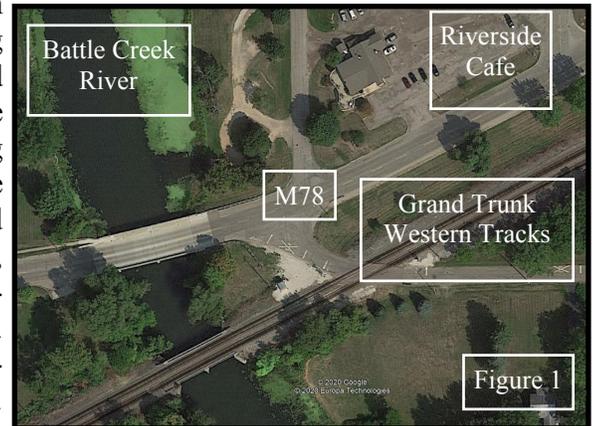
I would appreciate your vote for me to be a Trainmaster once again.



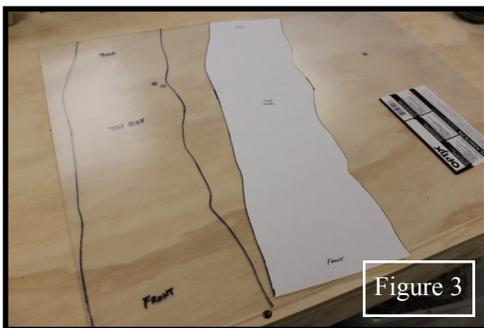
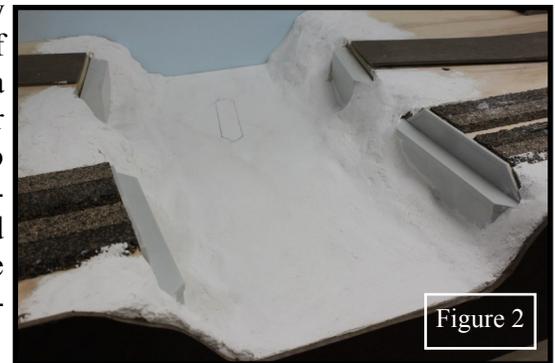
AN APPROACH TO MAKING WATER

By Keith Clark

Bellevue Michigan is a town which the Grand Trunk Western passes through. The Riverside Café (See figure 1) is located along the tracks just northeast of town and two of my nieces worked there in their teen years. I just had to include it and as its name indicates it is next to a river. I have read articles about making rivers and lakes on layouts and many times I see where people have trouble. They are using resins, varnish, other products, and even going so far as to use real water. Sometimes there is leaking, cracking, creeping up edges, never really drying completely leading to finger prints, scratching, and other unsatisfactory results. While my approach for my river has probably been used by someone else, I had an idea as to how I might approach the problem. So here is what I did and I am very happy with the results.

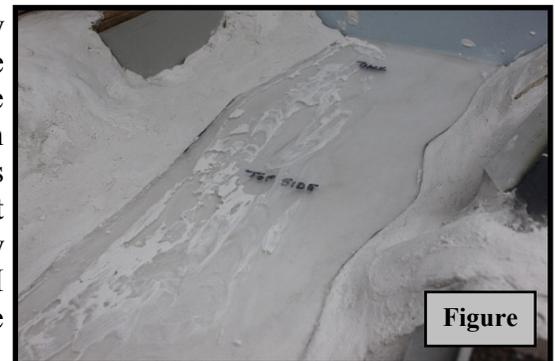


The river has a double track main line and a two lane highway that runs over it. So the first thing I needed to do was cut the top of my benchwork a little wider than the actual river. Then I built a lower level that spanned the bottom of my benchwork for the river bed. This was basically a piece of plywood fastened with screws to the bottom of the cross joists. With the foundation complete I installed Walther's double track bridge abutments and made the road abutments from a piece of 1"x4". Once they were located in the proper place I used paper sack as my support for the Hydrocal plaster surface and proceeded to form the river banks (figure 2).



My next step was to make a template of the area that was to be the water. Using a piece of paper I lined out where the edge of the water was going to be, labeled which side was the top, the front and back of the layout on the template. Then I cut the edges with a pair of scissors (figure 3). It was now time for the big experiment. I purchased a piece of .080" acrylic sheet from Lowe's. It wasn't that expensive and I am sure you could find the same thing at Home Depot or Menards. So now you know what I am using for my approach to simulate the water of my river.

I left the plastic protective cover on the acrylic and traced my river pattern on the surface. Using a band saw I carefully cut the edges out using a fine tooth blade. I then placed the acrylic in the river bed for a test fit. It was great but I had to do something with the edges where the river bank met the water. Using Plaster of Paris I filled in the empty space to the top of the acrylic and blended it into the existing river bank (Figure 4). Once completely dry I gently lifted the acrylic out of the river bed. It came out much easier than I expected and I had minimal chipping to repair. There may have been just enough shrinkage of the plaster to allow a clean removal.



Satisfied that my acrylic sheet idea was working great to this point it was time to start on the river bank scenery. Using pretty standard techniques I started adding all of the ground cover, trees, bushes, and logs that accumulate on a river bank and fastened all of it down with diluted white glue. It was then time to paint the



river bottom with artist acrylic paints (Figure 5). This was all done with the acrylic removed for obvious reasons. With the section scened and painted it was time for the ultimate test of my water attempt.

It was time to peel the plastic covering off of the acrylic sheet that had been protecting it from the beginning. It was obvious how it laid back down on river bed and I proceeded to install it. Much to my disappointment it didn't fit. There were a few places on either side of the banks that would not allow the acrylic sheet to set down depending on which side I put in first. I took a small chisel and carefully scraped away small amounts of plaster on the vertical edge where it was hanging up and did another test fit. Yes it just snapped in but I now had to touch up the paint that I had scraped away. Not a big problem however and when all was dry I again inserted the acrylic. Presto I had what I thought was pretty convincing river water (figure 6) No mess, runs, leaks, and was a hard surface. You could see reflections and a shiny surface that really looked like water.



I hope you have enjoyed learning about my new approach to water so if you have an area on your layout that calls for some water you might give it a try. The finished scene is on this issue's cover so you can see how it all turned out. Things are never complete and I will probably add weeds and other growth working its way into the water here and there. Maybe even canoers drifting along. I had fun experimenting which is an interesting part of the great hobby of model railroading.

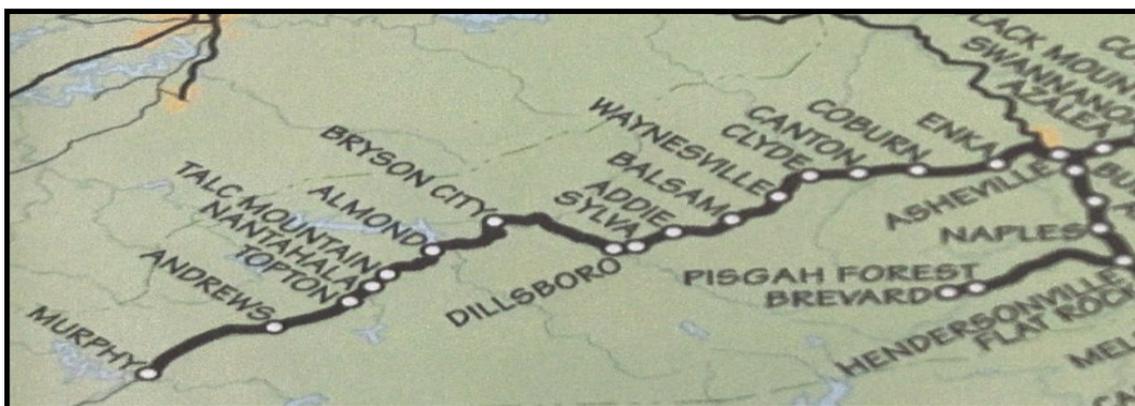
(Continued from page 6) Southern Railroad Murphy Branch
growing lumber industry of Western North Carolina.

History of the Murphy Branch.

The Murphy Branch of the Southern Railroad came to be through various mergers of a few small railroads in the 1880-1920's.

Western North Carolina Railroad Company (3) constructed 49.6 of railroad line between Azalea, North Carolina and Painted Rock, North Carolina, in 1882 and 122.6 miles of railroad line between Asheville, North Carolina and Murphy, North Carolina, in 1882-1890.[8] The construction work was performed by the American Construction Company, a corporation controlled by the Richmond and West Point Terminal Railway and Warehouse Company.[12] Nineteen African-American prisoners on their way to work on the Cowee Tunnel drowned in the Tuckasee River weighted down by their shackles.[11][6]

Route of the Murphy Branch. 1890-1960 (List connections at each town listed below)



(Continued on page 11)

Western North Carolina Railroad (1855-1894)

The Western North Carolina Railroad was chartered February 15th, 1855. Road opened to Old Fort in 1869; to Swannanoa in 1879; to Asheville Junction in 1880; to Paint Rock, State Line, and a connection with the East Tennessee, Virginia & Georgia Railway January 28th, 1882. The Ducktown Branch was opened to Nantahala River October 1st, 1884, and to Jarrett's in 1887. Road extended to Tomotla during 1890. Road completed to Murphy in 1891.

The State's interest in this road was sold to W. J. Best & Associates, under Act of the General Assembly, at special session, year 1880, the State receiving in payment therefor \$600,000, being the amount of disbursements on account of said road, and purchasers to assume a mortgage debt of \$850,000, together with all floating indebtedness of the road, and also entering in contract to complete the road to Paint Rock and Murphy by a certain stipulated time.

The road was subsequently transferred by W. J. Best, assigns and associates, to T. M. Logan, W. P. Clyde and A. S. Buford, representing the Richmond and West Point Terminal Company.

The road was subsequently leased to the Richmond & Danville Railroad Company for a term of 99 years. The purpose of this incorporation was to affect a communication between the North Carolina road and the Mississippi Valley. This object has now been accomplished.

In 1852, the [North Carolina & Western Railroad](#) was chartered to run from Salisbury, NC to some unspecified point on the NC/TN border. By 1854, some money had been raised but nothing else had been done. So, in 1855, the NC State Legislature declared the charter null and void and proceeded to re-focus its original intent by chartering the Western North Carolina Railroad as its replacement.

The Western North Carolina Railroad was fraught with many setbacks, including financial scandals by top management. Originally envisioned to go to Ducktown, TN and to Paint Rock, TN, the line barely made it to the latter - and only because of the subsequent owners.

The mountains of western North Carolina proved to be much more difficult for the technology of the time than had ever been imagined at the onset of the project in 1855. Progress was steady for the first three years of construction in the piedmont, and then things quickly went south. Or north, depending on your point of view. Westward of Morganton were the mountains - with few decent passes - and the company began to have second thoughts as to the originally planned route. Then, the U.S. Civil War arrived, and everything stalled.

In 1866, a new survey was completed and those in charge grudgingly accepted that the originally planned route was better than any they could offer as an alternative, so construction was recommenced. It was concluded that the only viable route was to build many "loops" and to keep the grade to a minimum by using many switchbacks.

In 1869 and 1870, the largest two stockholders were accused of misconduct and a formal investigation was prompted by the NC State Legislature - these two stockholders immediately fled the state. The investigation deemed that \$4 million of state bonds had been endorsed and could not be accounted for. This financial disaster caused construction on the line to be stopped immediately.

Seven years later, the NC Legislature approved reorganization of the railroad, and in 1878 the state provided 500 convicts to keep construction costs down. Additionally, it was decided to complete the line using two crews focused on two separate sections. Crew #1 was to extend the line from Salisbury to Asheville - attacking it from both directions simultaneously, whereas Crew #2 was to extend the line from Asheville northward to Paint Rock and westward to Ducktown.

(Continued from page 11) Southern Railroad Murphy Branch

The inclines caused many headaches, with miles of additional track required to be switch backed just to cover one mile of linear distance. The Swannanoa Tunnel was Crew #1's biggest challenge, and they tackled it from both ends of its eventual 1,832 feet, completing it on March 11, 1879. The celebrations that ensued did not last long.

On April 27, 1880, the state sold the railroad at public auction to William J. Best and associates with the stipulation that the planned lines be completed - to Paint Rock by July 1, 1881, and to Ducktown by January 1, 1885.

The line to Paint Rock follows the French Broad River and is often called the Knoxville Route. The line winds northwestward through Marshall and Hot Springs and into Tennessee via Newport. This path is one of the easiest known to railroad construction - along a meandering river - and eliminates the need for tunnel construction or steep grades with many switchbacks.

In December of 1881, this line was finished, and Crew #2 was freed up to connect Asheville with Ducktown, TN. By February of 1882, the line reached the small town of Pigeon River, later renamed to Canton. Advance crews were grading the roadbed towards Murphy and construction crews reached the Cowee Tunnel (near present-day Dillsboro) by April of 1883. The tunnel was completed by June, and the construction crews marched on to Charleston (later renamed to Bryson City) in North Carolina.

By December of 1885, construction reached the community of Jarret on the Nantahala River. In April of 1886, construction and railroad management came under the direction of the Richmond & Danville Railroad, and the line was then referred to as the Western North Carolina Division of the Richmond & Danville Railroad. Shortly thereafter, the East Tennessee, Virginia & Georgia Railroad was formed, and the line adopted this new name begrudgingly.

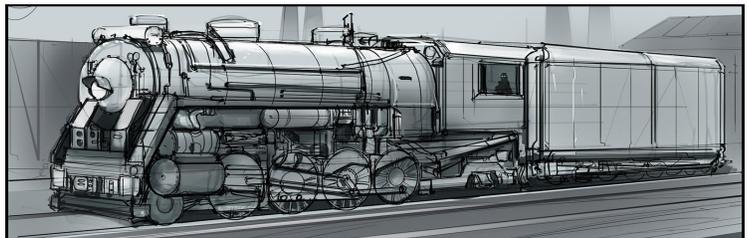
In June of 1886, the new management decided to convert all track from the 5-foot broad gauge to the standard gauge of 4'-8-1/2", again delaying completion of the Murphy line, as well as thoroughly disrupting service along the entire line for the next five years. In April of 1891, the line was within two miles of Murphy and intended to connect to the Marietta & North Georgia Railroad within two weeks, but a virtual monsoon hit the area. Flooding delayed the connection for three months while washed out sections of track near Tomotla, as well as older sections near Asheville, were repaired.

A total of 125 miles of track, winding around river bends, through many tunnels, over grades of over 4%, and scaling mountains 3,500 feet in elevation had taken nine years to construct. When the completion party was over the new management decided that Murphy was far enough - to heck with Ducktown.

William Best became an agent of the Richmond & Danville Railroad and a portion of that company merged with the Western North Carolina Railroad to become the East Tennessee, Virginia & Georgia Railroad. Soon misfortune struck again. As with the rise and fall of all railroads at that point in time, the new company entered bankruptcy on June 15, 1892.

When both the East Tennessee, Virginia & Georgia Railroad and the Richmond & Danville Railroad entered receivership in 1892, the two lines caught the eyes of three men who later became the designated receivers - Fred W. Huidekoper, Samuel Spencer, and Reuben Foster. These three men almost instantly envisioned the soon-to-be-created Southern Railway - a mere two years later it was thusly formed.

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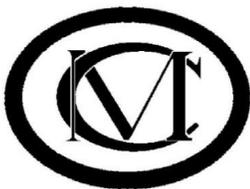
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