



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



Volume 55 – Issue 1 January—March 2025

Keith Clark Retires as Editor of the Rusty Spike



Keith is shown here with Dan Banks receiving a plaque at last years Danville train show in honor of his service to the CID.

In This Issue

Features

[5 Lebanon Train Show Flier](#)

[8 Celebrating Keith Clark](#)

Our intrepid editor has passed on the throttle

[10 A Tale of Two Hobbies](#)

Robert Perry's module recreating history

[12 The Danville Show](#)

An update on the show and it's goings on

[14 Novi or Bust](#)

Learn about the 2025 national convention in Novi, Michigan

The Usual

[3 Your CID Board Directory](#)

Contact information for your CID Board of Directors

[4 The Bank\\$ Statement](#)

This issues report from your CID Superintendent, Dan Banks

[6 Upcoming Events](#)

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

[7 John's Junction](#)

Column by CID Assistant Superintendent, John Coy.

[14 Back Pressure](#)

Thoughts for the new year from the editor

[15 Pike Ads](#)

AP Certificate Recipients

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



Master Builder-Prototype Models

Dr. Robert J. Perry

Congratulations Becoming An MMR®

Dr. Robert J. Perry, MMR® #782

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 [here](#). Events not sent on the request form cannot be included.

CID Board Members

Officers

- Superintendent -

Daniel Banks - Anderson, IN
Phone: (765) 810-3130
wabashbanks@att.net
Clinic Manager
Contest Manager
Social Media Manager
Co-webmaster

- Asst. Superintendent -

John Coy, MMR® - Avon, IN
Phone: (317) 294-4675
Indycop999@hotmail.com
Avon Library Asst. Manager
Mooreville Library Asst. Mgr.
Layout Tours Asst. Mgr.
Modelers Meets Co-Manager
AP Asst. Manager

- Paymaster -

Phillip Burnside, MMR® - Avon, IN
5660Spring hollow Ct.
Avon, IN 46123
Phone: (317) 442-6046
cid.paymaster@gmail.com

- Chief Clerk -

Precilla Roderick - Greenwood, IN
Phone: (317) 833-3556
emt53@sbcglobal.net
Historian

-Past Superintendent -

Dan Hinel, MMR® - Westfield, IN
Phone: (317) 763-1356
danhinel@sbcglobal.net
CID AP Chair
Advertising Committee Chair

Steve Johnson - Noblesville, IN
stevejohns@yahoo.com

Mark Perron - Indianapolis, IN
Phone: (616) 633-1922
markperron@hotmail.com

Pedro Spicer
spicerp777@gmail.com
Ft. Harrison Library Co- Manager
Advertising Committee Assistant

Dave Mashino - Kokomo, IN
Phone: (765) 860-1560
dave@mashinos.com
Rusty Spike Editor
Danville Train Show Manager

Thomas Cain, MMR® -
Indianapolis, IN
Phone: (317) 696-2818
atsf93@comcast.net
Co-webmaster

Trevor Jones - Bloomington, IN
Phone: (317) 625-7626
treavn@sbcglobal.net
Portable Layout Manager

David Nance - Lebanon, IN
Phone: 765-894-7041
David@nanceplumbing.com
Lebanon Show Manager

Eric Peterson - Carmel, IN
Phone: (317) 947-4829
ericgpet@gamil.com
Ambassador Program Manager
Track Talk Asst. Mgr.
Backshop Manager

Trainmasters

Randy Bowman - Bargersville, IN
csjcoy@gmail.com
Johnson County Show Asst. Mgr.
Advertising Committee Assistant

Connie Coy, MMR® - Avon, IN
csjcoy@gmail.com
Mooreville Library Asst. Mgr.
Modeler's Meet Asst. Mgr.

Bill Kennedy - Indianapolis, IN
Phone: (317) 431-4842
kennedywh@gmail.com
Ambassador Program Asst. Mgr.
Track Talk Asst. Mgr.
Ft. Harrison Library Co- Manager
Advertising Committee Assistant

Robert Perry, MMR® - Avon, IN
Phone: (954) 675-2179
rjpod@me.com
Layout Tours Manager
Mooreville Library Manager
Avon Library Manager
Modelers Meets Co-manager

Mark Faust - Westfield, IN
Phone: (814) 880-1101
mark.faust@mac.com
Track Talk Manager
Online Calendar Manager

Managers

Rich Seymour - Muncie, IN
Phone: (765) 759-6856
rseymour@bsu.edu
Co-webmaster

Jim Shellhaas - Zionsville, IN
Phone: (317) 750-4834
jshellha@butler.edu
Carmel Library Display Manager

Michael Roderick - Greenwood, IN
Phone (317) 833-3556
mdrghost@hotmail.com
Johnson County Show Manager
Membership Manager
Great Train Show Manager

Roger Scoggins - Westfield, IN
Phone: (317) 617-0297
rscoggins55@comcast.net
Layout Tours Asst. Mgr.



Editor/Publisher

Dave Mashino
3423 Woodhaven Trl. - Kokomo, IN 46902
Ph: (765) 860-1560 - cid.rustyspike@gmail.com

Webmasters

Thomas Cain
6383 Dover Road - Indianapolis, IN 46220-4551
Ph: (317) 696-2818 - atsf93@comcast.net

Rich Seymour
8504 W. Thorn Tree Rd - Muncie, IN 47304-8701
Ph: 765-759-6856 - rseymour@bsu.edu

Dan Banks
1506 West 4th Street - Anderson, IN
Ph: (765) 810-3130 - wabashbanks@att.net

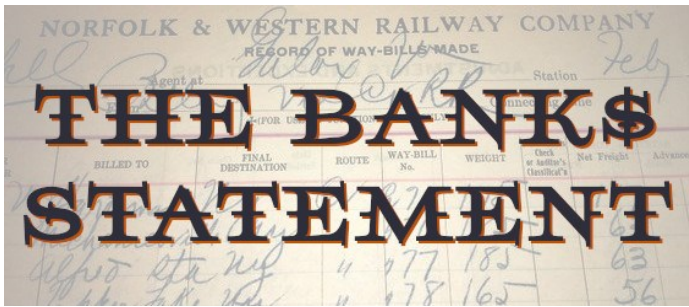
CID web site <http://cidnmra.org>

Rusty Spike Closing Dates

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

The **RUSTY SPIKE** is the official publication of the Central Indiana Division, Midwest Region, National Model Railroad Association, and is published quarterly. It is located on the CID website at www.cidnmra.org/ Articles for publication are welcome for the benefit of the readers and the hobby but cannot be paid for. Submit articles for publication to:

Email: cid.rustyspike@gmail.com



Happy New Year! The holidays have come and gone and now we settle into winter. While many are not fond of the cold and snow, I love them both. What I am not a fan of is the lack of sunlight. My happy battery cells are charged by sunlight. Gray dreary days drain them. The short daylight hours drain them. A good gray day with snow coming down, though, is as good as the brightest, sunniest ever! While winter has its negative aspects, it is a good reminder to enjoy the moment, because like the hours of sunlight, they are often fleeting. I hope you were all able to enjoy this past season with family and friends!

Winter is also good for a bit of downtime. The pace slows a bit and it is often a bit quieter. That's a good time for reflection and planning. Setting up the next couple of months of projects. Setting some deadlines to help keep progress, and getting to work on those plans when the weather is often not good for too much beyond. May this New Year find you prosperous with family, friends, and hobby!

I can get moody in January. When that happens I take time and reflect on where I have been over the last year, and where I am headed next. As the superintendent, it's good to look back over the past year of the CID and think about what all has taken place. We have had the normal shows this year, all of which were generally successful. Lebanon continues to be fun and serves our north side of the division well. We took some chances on Franklin and those didn't work out as well but it wasn't from lack of trying. Big visions for shows sometimes come with minor setbacks. Someone took the time to send me a message through the google forms and said it was too hot and too far south for them to travel to Franklin. Thank you to whoever took the time to let me know their thoughts. I appreciate it. We have the shows spread around a bit so that no one geographic area gets all the close shows. Franklin serves as a closer show for what is actually the largest geographical area of the division, those south of Indy. I know, if you are in the north of the division it is a drive to get there. It serves as a good funnel for those in the southern area as well as drawing in fellow NMRA members from Division 8. We have people attend from Evansville as well. That's nearly a three hour drive for them. We're still working on a venue and timing. On a positive note, while it was hot this year it wasn't awful and the non AC buildings had swamp coolers that made it quite bearable. Danville serves our western side as it is fairly central for the north and south of the division. It was another great show this year. Thank you to all of the managers and volunteers who make those shows work!

We had a great regional convention this year! If you didn't make it, you missed out. We interacted with local South Bend residents that would have never known about our hobby. It could well be that a couple of those folks have, by now, bought a starter set. It was a smaller convention, cheaper, great facilities, and great clinics. What made this one a cut above though was the ability to meet with some of the clinicians afterwards

who hung around in the celebration/demo room. It is a format that we plan to use again in the future and I am sure we won't be the only division/region doing so. I encourage you to take advantage of that kind of thing at conventions. It is some of the best, free, no skin in the game way to try a new technique or explore a new product without having to buy something you aren't sure about using.

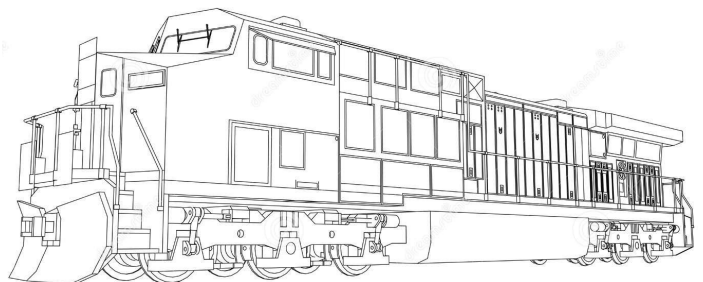
We had modeler's meets this year and those went well as always! We started with a very snowy meet in January of 2024 that was surprisingly well attended! I took the blame for the snow. My project I bought was modeling blizzard driven snow. It was more powerful modeling than I gave it credit for! Our first modelers meet of 2025 is January 4th. I hope to see as many of you that can make it!

Looking forward into this year, I am continuing on a push to blur where those division lines lay. A group of division 8 members is set to come up for the Jan 4th Modeler's meet. I'm sure we will have an invite to something they host as well and I hope a good many of you take them up on the offer. There are a lot of great NMRA members who live just outside the CID borders. We are blessed with multiple great NMRA communities within a two hour drive of Indy. Look for more to come on that.

One last thing happened in 2024 that I want to make note of. Keith Clark, long time editor of The Rusty Spike, retired. Normally I wouldn't use such a strong word for moving out of a volunteer job in the CID but Keith's run as editor is of a time frame that makes the word retirement the correct choice. We have included an article about Keith's work further down in the Spike. With an exit comes an entrance. One of the first things I tried to accomplish when becoming Superintendent was to have backup people who knew how to do things in case someone wasn't able to complete their task. Editing the Spike was one of those. Dave Mashino agreed to learn from Keith. It was a natural decision to ask Dave if he would be interested in becoming the new editor. With the wisdom of a wise man, Dave agreed, for now. I ask that you all welcome Dave as the new Rusty Spike editor. I would also encourage anyone interested in working on the Spike to contact Dave. It would be nice in the future if the workload weren't so much on a single person. If you want to write articles for Spike then PLEASE let Dave know!

With the reflection on a great 2024 and looking ahead to a fantastic 2025 in the CID, I look forward to seeing you all this coming year! We wish you a Happy New Year filled with all the best and we look forward to some great fellowship this year!

Daniel Banks
Central Indiana Division
Superintendent





Central Indiana Division
of the
National Model Railroad Association
Presents the 2025



Lebanon Train Show

Sunday – January 26, 2025
10 AM to 3 PM

Admission
\$5.00 per adult
Under 16 free with parent



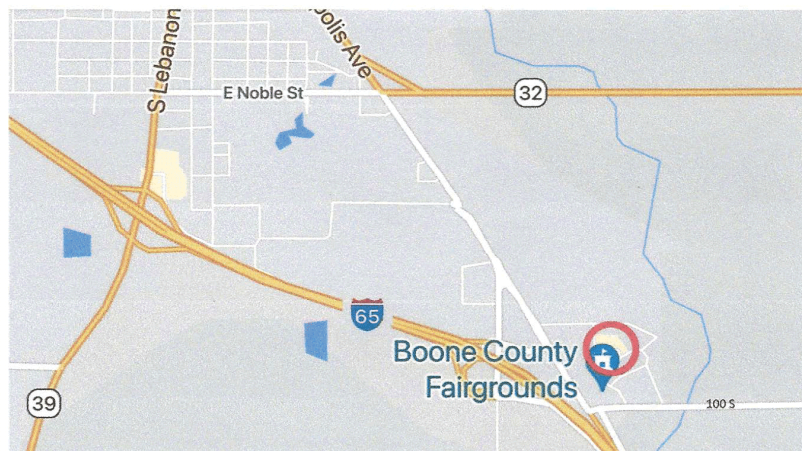
Boone County 4-H Fairgrounds
1300 E 100 S, Lebanon, IN 46052

The show location is in **both** the Witham Pavilion & Centennial Hall South of the Boone County 4-H Fairgrounds. The fairgrounds is located on the south side of Lebanon, IN and is easily accessible from all directions. This is our first show of the year and it is always very popular with families as well as train and model enthusiasts.

Show features

- Operating Layouts • Displays
- Vendor Tables • Model Judging
- Free Parking • Door Prizes
- Food

Map to Boone County 4-H fairgrounds
1300 E 100 S, Lebanon, IN 46052



Popular Vote Contest

Maintenance of Way

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

Contact: David Nance at (765) 482-4075 or
lebanontrainshow@gmail.com

See the CID NMRA website at <http://www.cidnmra.org>

Upcoming Events

– Division Schedule –



Lebanon Train Show - January 26, 2025, Lebanon, IN

Boone County 4-H Fairgrounds, 1300 E. 100 S., Lebanon, IN

Dealer Show & Meet – 10am to 3pm Admission: \$5.00 per Adult / Under 16 free w/parent

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: David Nance at (765) 894-7041 or lebanontrainshow@gmail.com

If you can help with the show please contact David

CID Modeler's Meet - Saturday, January 4, 2025 10 AM - 3 PM

Join us for the next in-person event; this educational program will be at St. Stephens Lutheran Church in Plainfield, Indiana.

Avon Train Display—Saturday, February 22, 10:00 am - 3:00 pm

Avon-Washington Township Public Library

498 N Avon Ave. - Avon, IN 46123

– Extra Board –

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



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR OWN LIVING ROOM.

Join the National Model Railroad Association and you can! The NMRA's Kalmbach Memorial Library has over 50 national convention clinics plus dozens of others by professional model railroad video companies. Each can be streamed directly from our Members Only website.

So you can see clinics on everything from decoders to design, tools to techniques, research to resin casting, and helixes to highways.

All from the comfort of your very own couch.

Visit www.nmra.org and sign up today. Then, get that popcorn ready!



**We make it
more fun!**

www.nmra.org

JOHN'S JUNCTION

by John Robert Coy, MMR #730

This is the 9th installment in a series of articles involving the Achievement Program (AP). (AP Master Builder-Cars)

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

This 1st area of the AP is considered by most to be the most intimidating. That is due to the requirement of scratch-building either a rail car or motive power. This article will discuss the rail car.

First the requirements:

You must build eight (8) operable scale models of railroad cars:

"Operable" means that they must be able to roll on the track, negotiate a curve, be pulled by something, etc. It doesn't mean that every door, valve, or other moving feature of the car must work as the prototype does. (However, any operating features that you can include in your car are likely to increase your score).

There must be at least four (4) different types of cars represented in the total of eight. One of these must be a passenger car.

Passenger cars" include anything that would normally be found in a regular scheduled passenger train including baggage cars, express reefers, business cars, or other passenger carrying cars like drover's cabooses. Remember, it is only four different types that are required: you could build a set of five identical passenger coaches, a box car, a tank car, and a gondola, and satisfy the requirement. Each of the eight models must be SUPER DETAILED with either commercial parts or scratch built parts.

In addition to being super detailed, at least four of the eight models must be scratch built. The term "scratch built" implies that the modeler has done all of the necessary layout and fabrication that produce the final dimensions, appearance, and operating qualities of the model.

The following parts are specifically excluded from the scratch built requirement:

- Wheels
- Couplers
- Light bulbs & electronics.
- Trucks.
- Brake fittings.
- Marker lights & drumheads.
- Paint, decals, etc.
- Basic shapes of wood, plastic, metal, etc.



("Basic shapes" are things that the builders of the prototype would have used as raw materials. For example, an "I" beam would be a basic shape; a commercial door or window casting would not.)

Something that you should remember if the idea of 'scratch building' intimidates you: There is very little difference between scratch building and building most craftsman kits. The big difference is that in a kit, the manufacturer has assembled the materials that you will need for you. Only the construction needs to be done from scratch.

If you take someone else's plans and instructions (even those from a kit) and go to the hobby shop and buy the materials yourself and assemble them, that qualifies as scratch building. If you do develop your own plans, make sure that you tell the judges that, as it will earn you extra points.

A TIP: The majority of cars you build will have the same frame and brake components. For example, first you elect to build a wooden forty-foot flatcar.

Please understand that if your next car is a wooden forty-foot car, be it a boxcar, gondola, stock car or boxcar, the flatcar is the "base" for those same cars. In other words, you could build four (4) flatcars at the same time to start, then use three of them to convert into other types of cars.

I personally would recommend using wood to scratch-build wooden cars. "Nothing looks more like wood than wood." No offense to our 3D printer modelers.

There are many excellent articles on line describing, including diagrams, of various brake systems. I knew absolutely nothing about railroad car brake system prior to beginning my projects. It was educational and enlightening.

Please don't be afraid to try. You have five MMRs in the CID who either scratch-built engines or cars and two of them both! You have people to ask.

PS: THE LOAD ON THE CAR COUNTS! Long ago, the load did NOT count, that changed at the Tri-Regional in Indianapolis at the AP Judging Clinic where our class was informed the LOAD COUNTS!

I will share with you on my scratch-builds that the single most important thing that occurred to me is that I will never buy another plastic model that is supposed to be a wooden car. As I wrote above: "Nothing looks more like wood than wood."

Scratch-building a flatcar is simple. It is building a box with framing is all you are doing. Oh, and Walther's Goo is your friend. I have discovered it holds "butt joints" better than any other adhesive I've used. The Goo also gives you a minute or two to get everything perfectly square.

It is a very satisfying feeling once you complete a car as it is unique and made exclusively by you!

Lastly, I would encourage everyone, even those who are not going to earn this certificate, to learn this skill from others who have done it. That way you can have any car you want and just not the ones a manufacturer produces; which may vary slightly from YOUR prototype.



Celebrating the service of Keith Clark to the CID

Daniel Banks



Photo courtesy of Martin Boling

Keith Clark has served as editor of the Rusty Spike for close to 20 years. Could be a bit more or a bit less. He's been doing the job so long that no one, not even Keith, is exactly sure. That is a very long time to volunteer at something. The Spike has changed a lot over the years. It was a monthly publication and done entirely through print and mail delivery. The Spike has gone to quarterly publication and is now entirely online. Keith has been at the throttle of all of those changes.

I walked into the October modeler's meet and Keith approached me with an envelope in hand. Keith and I had several conversations about the Spike, so I instantly knew what he was about to hand me. With a wide grin he gave me an envelope with his resignation and a flash drive of the back issues of the Spike. It was a starter kit for the next editor to be able to quickly get up and running. Keith told me that when it came time to write the fall issue, he dreaded it. It wasn't fun anymore. That is ABSOLUTELY the time to step back from a volunteer role. Sure, there are always days when it isn't fun but anytime something causes dread, that is the opposite of what we want so I happily accepted his resignation and thanked him.

We gave Keith a nice plaque at Danville to thank him for his years of service. It will look nice on his wall, I have no doubt. It should be proudly displayed. While that is nice, it felt a bit anticlimactic. All those years of service for a ten-minute presentation and heartfelt thanks and it was over. That felt a bit underwhelming to me. In mentioning that at the Danville show, several suggested an article in the Spike. I thought it was a great idea, especially because with Keith passing the torch, it will get printed by the new editor. Keith would never have wanted to include this article about himself. That's not really Keith's style.

I have only known Keith for a relatively short time. I see his name on a lot of things, though, as I look back through CID archives. I know he was himself Superintendent at one time. I thought that I can't really write an article to give much praise when I don't have nearly enough knowledge to do so. I decided

to ask some of the division members who I knew would have the info. Those who had served alongside in leadership. Tom Cain, Steve Studly, and Bill Schoonmaker quickly came to mind. It helped that I also frequently see Steve, Bill, and Keith together as a trio at events. Rich Seymor was happy to provide some information as well. Too often we only find out things that people did which we were unaware of, because that person is no longer here. We fail to celebrate people while they are here and can hear the kind words. This winter we will do better and celebrate Keith.

I'll wrap this up with my personal experiences with Keith, but first, let's hear what this group of friends had to say about Keith.

If you want to know something that happened in the CID, Rich Seymor is the guy to ask. Another person deserving of his own article like this, Rich served the CID as the Chief Clerk for many years. He said this about Keith:

"Keith took over from Roger Hensley, who had been stellar in his efforts with the "Spike". Most people don't favor following a legend, but Keith stepped right in there and maintained the highest of standards.

Keith rolled-out the fully digital version of the "Spike"; not easy in that the formatting and the posting of such large files was (and still is) a challenge for many that have older and slower computers.

He maintained the "Spike" while being very, very involved in the CID . . . Superintendent of the Division, communication director for MILEPOST 50, took care of the convention car and door prizes with "Highball To Indy", etc.

The most important point, Keith published a quality publication each period . . . often without getting a lot of contributions from others in the CID (including promised features that never came through)."

Steve Studley began fleshing out a bit more of Keith's past with the division:

"I've known Keith since the late-1970's when we met at the early meetings of the Hoosier Lines Model Railroad Club (HLMRRC). We've spent the years model railroading, rail-fanning, attending conventions - National and Regional - and Divisional meets, and sharing family time together. One of the projects the HLMRRC undertook was a portable, 2' X 4' modular layout featuring handlaid code 70 trackwork. Keith's modules were always very nicely scenicked. This layout traveled to local (Bloomington) CID meets and was displayed at a couple Bloomington businesses many years ago.

Keith joined the NMRA in January 1979 and has been a member since then. As a member of the CID, Keith has held various positions on the CID Board, including: Trainmaster, Assistant Superintendent, and Superintendent. While CID Superintendent he also served as Division Director on the MWR Board of Directors. Other duties held include manager of the Danville Meet, and, of course, editor of the Spike. He built an HO, 4' X 8' transportable layout which he showed at many of the CID meets. This layout was never "completed" because he realized that when the viewers could see the construction of the layout they would be able to figure how to build one of their own. It was a great learning opportunity for the meet attendees.

Keith also presented many clinics at the CID meets - includ-

Continued on page 9

ing the Modelers Meets. These were often on the subject of scenery, where Keith's art teacher background was especially helpful. He was also very interested in modeling open loads for his freight cars. He built many such loaded cars. Keith arranged for Bob Frankrone (a well-known "open loads" modeler) to travel from the Louisville, KY-area to be the featured speaker at a CID Modelers Meet in Indy. Keith's clinics included subjects such as: Modeling Roads, Modeling Water, and a clinic he gave many years ago on the subject of taking photos while railfanning because the buildings and railroads

Tom Cain added more information on Keith's scenery prowess, and more importantly, his willingness to share that knowledge. Fine stories indeed but Tom had a story to tell I had never hear anything about, and I am very glad he shared it:

"Not everyone knows that Keith is also a talented artist and he occasionally provided some of his artwork in the Spike. His illustrations of locomotives and other railroad themed scenes are a real treat to see. I know that he also filled in with his own railroad stories and articles when article submissions were slim. He also sought out articles that helped us to learn how to be better modelers. It is always enlightening to learn of our achievements, but it is also more inspiring to learn how others are solving problems that we all face in building our layouts. We have so many talented modelers and we are at our best when we learn the tricks and tips of fellow modelers. One of the best examples of this is Trevor Jones who takes plastic junk and transforms them into railyard buildings and structures. Keith was also one of the best in providing his wisdom on critical decisions in CID Board meetings.

Another piece of information is that Keith designed and was the principal worker on a layout that the CID built for Barry who had an intellectual disability and was a client of Noble Centers where I worked. The layout was built with some funding by a grant. It was built in 2009 at a two-day train show held at the Indiana State Fairgrounds. Attached are some photos from that project."



Keith Working on Barry's layout

Bill Schoonmaker, perhaps Keith's twin and most certainly partner in crime, added:

"Keith has an unparalleled knack for creating stunning layout scenery. It's often hard to differentiate between his works and the real world. His scenes are filled with intricate details that many people overlook, like weeds around gas meters, debris in streams, or roof gutters crowded with growing seedlings. Furthermore, Keith's trackwork designs are incredibly impressive, giving any layout a truly authentic appearance, something that any modeler would admire. What's even more commendable is his willingness to share his techniques and skills with others, helping to elevate the entire hobby."

Those are some glowing words. Keith has made a big impact, one easy to lose sight of because of how long it has been in the making. It's good to have such great ambassadors in the hobby!

I'll wrap this up with a bit of a different take, my experience with Keith and it is one I much appreciate. I started off by joining the NMRA and two months later getting elected to the board. I took a few months to stay quiet, not an easy task I assure you, and get to know the board members. Figure out who the managers were, see if I could gain some insight into their thinking and personality and try to make a better entrance into being involved. Once I began picking up tasks, I grabbed the Clinic Manager position. I didn't realize it at that time but that would bring me into close quarters with Keith. Had I been able to read the things written here about Keith I would have known that was going to happen. About a year into arranging clinicians who put their heart into a presentation for train shows but only have 4 people show up to listen, I decided to end clinics at our shows. I felt it was a disservice to the clinicians' efforts. Keith was not my biggest fan for that decision. Reading as you have here, you can now appreciate that he feels strongly about teaching and sharing knowledge. In a Rusty Spike where I announced that we would no longer be doing clinics, Keith wrote an editor's post about why we should keep doing them and encouraged people to attend. The attendance didn't improve in the few remaining clinics but Keith was far from being wrong in his stance. It was a couple of months later after a short modeler's meet in Kokomo, that many of us had lunch together and chatted. Keith shared his thoughts on why clinics were so important. While Keith and I didn't agree initially on the path, we did agree on the standard we were both trying to preserve. We came to an understanding of each other that day and what each hoped to accomplish. That time of talking helped better shape the way we have tried to do things since. We have worked in demos and short clinics. The Franklin show has had demos for multiple years. Danville has had short clinics. 15 minutes type demos that have been well received. None of them have the same billing as a full-fledged clinic but they have captured more people who wandered by. They served the overall goal and purpose. The other thing I learned through lunch that day was that Keith was a great sounding board if you wanted honest advice and a direct answer of not being a fan of your idea. That is invaluable. It's easy to find people to inflate your idea, less easy to find people who will tell you that your idea isn't a very good one and explain why, while not tearing you down as an individual. I have greatly appreciated the advice, mentoring, and insight Keith has provided. The CID is a great division, filled with so many great members. Thank you Keith for all your work in this region, division, and hobby! We celebrate your service! 🚂

A big thanks to Keith from the CID

Thanks Keith!



Bob Perry's Marieville Diaorama qualifies him for Master Builder - Scale Models (Ed) - Photo by Robert Perry

A Tale of Two Hobbies

by Dr. Robert J. Perry

For many years I have been both a model railroader as well as an amateur genealogist. My family came from Quebec, Canada specifically the Marieville area just east of Montreal. I knew my family had a farm there as I had photographs of it from the early 1900's. My current Model railroad is somewhat modeled after that area but in the modern days of Canadian National (even though CN abandoned trackwork in that area many years ago.)

I always wondered how my family would have immigrated to the United States in the late 1800's and early 1900's. I had assumed that there must have been adequate roads to travel but this seemed strange to me how they could transport all their possessions to the various areas that they ended up. Recently a friend of mine, John Coy, came across a train schedule that he gave me from the 1950's from Canadian National. This schedule showed that the train that passed through Marieville had all the destinations that my family went to such as Plattsburgh, NY, Enosburg Falls, VT, Springfield, MA and New Bedford, MA. This explained how they could have moved to the various locales so easily in those days.

This sparked an interest for me to try to find out where the train station was. I looked on Google Maps® to no avail. I saw what looked like abandoned tracks going through the town but no station. I went to the website for the town of Marieville and found a photo of the old station. It did not give any location, however. The decision was made to try to send an email to the "Contact Us" on their website. I had very little hopes of a response, however, as the demographics of the town showed that only 2.7% of the population reads or speaks English and my French is very poor.

The next day, however, I received an email from someone in their historical society. She was able to give me the location of where the station had been as well as the fact that it was pur-

chased in the 1960's and was moved down the street and is now used as a private residence. Apparently the tracks were originally owned by Grand Trunk Railway and then had multiple later owners such as the Central Vermont Railroad, Montreal, Portland and Boston Railway, Montreal and Southern Counties Railway and ultimately the Canadian National Railway. In the 1920's it was converted from steam and later diesel line to a combined diesel/interurban line and was electrified. Tracks were eventually abandoned in the 1960's.

She was able to give me several other photos of the station as well as the surrounding homes, freight station, Hôtel de la Gare (Hotel of the Train), etc. These photos ranged in years from 1880 to 1960. This sparked an interest in me to recreate a model of the train station in HO scale for my layout. (Granted, I model the modern era but it's my layout and if I want an anachronism of an old station that is no longer there, I feel that is my prerogative). I then started to design the station for my 3D printer.

My contact in Marieville then wrote back to me asking what my connection was to Marieville. I then told her the names of my relatives and their dates of birth and death in the village which had a population at the time of 2000 people. She then wrote back giving me all the birthdates, death dates, gravestone photos, mortgage documents, etc of all my relatives there. She also sent me a photo of my great-grandparents' house from 1900 as well as another photo of how it looks today. She said that she had been in that house many times as a child. The woman who owned it at that time used to sell candies and ice cream to the kids from a little addition to the house that my family had added to the house to sell the produce from their farm. The house was just a few blocks from where the train station was.

I then mentioned that I was really interested in where their farm was located. She researched this and found that they actually owned two farms of 90 acres each that were right next to each other. To add to the coincidence of her having been in my family's home, she reported that her uncle now owns one of the farms and that her cousin owns the other. After I did further

research, I found that she and I are, in fact, distinct cousins. She is trying to locate some old photos of the farms for me from when they lived there.

In the process of looking over all the photos of the train station and seeing the surrounding buildings, I decided to not only model the train station, but instead to model the area around the station. This was then done after extensive research to create a diorama for the benefit of the Marieville Historical Society as well as to attempt to obtain a merit award for the NMRA AP Program for the Prototype Model Certificate. I already had 6 of the 7 needed certificates for my Master Model Railroader certificate and will have my certificate for being an Official in the Midwest Region next April.

I then designed and 3D printed the Marieville Train Station as well as the freight house, passenger platform, luggage shed, Hôtel de la Gare, two very interesting Victorian homes, a "Western Style" home, a small additional home as well as two stables, a shed and a smokehouse. All of the details that were added other than people and horses were also 3D designed and printed by me. Each of these buildings were recreated from the photos I obtained of the train station with these buildings in the background. In several cases, the photos showed the locations of porches, windows and doors that were moved over the years as the photos encompass the range for years from 1890 to 1960. It was surprising to me that people in such a small town would have the financial ability to do so many renovations over the years but apparently, they did. This creates, however, a difficulty in recreating an exact copy of the scene from any particular year. As such, the diorama has some influences from different years and will really be how it looked at various points from 1896 to 1918.

Since I do not have old photos of all the buildings from every angle, some artistic license was necessary. I went on Google Maps® and Google Earth® again and roamed the streets and side streets around these buildings to see how they look today. I can only assume that the majority of the doors and windows on the backside of these buildings are in a comparable location to how they appear today. In this way, I avoided a pure guess and went with an intelligent assumption. For the backdrop of the diorama, I took current street-view photos and edited out any of the modern features. These edited photos were then applied to the backdrop. Unfortunately, I had to break a cardinal rule of model railroading and had to have one of the streets go straight into the backdrop. (This area of Canada is very flat...no mountains, hills, or interesting topography so I had to use the street views for a backdrop and blend them into the existing scenery as best I could. Also, it doesn't help that the photos from the 1890's to 1920's didn't show much for trees either.

An interesting conundrum regarding the AP program Prototype Models is that they require color photos for the model but either color or B&W for the prototype. Obviously, this eliminates the ability to recreate anything with true color matching from the years preceding color film other than one rare, Autochrome photo that I found. The maroon building color of the station, freight house and hotel remained during the subsequent years until the station was purchased for use as a duplex and the freight house was torn down. The hotel remains but has been used for several other purposes over the years.

Another difficulty with the project comes from the difficulty in obtaining HO scale horses that are actually HO scale. The majority of the ones sold are very oversized. When you order them the ads merely state "HO Scale horses" but most are much larger than they should be. Since I do not have a resin printer to 3D print my own I ended up ordering a lot of horses from various manufacturers to find ones that were really the right size.

(FDM 3D printers like mine don't do figures or animals very well.)

I used Cadastral Maps of the area to get the appropriate layouts of each of the buildings and their sizes as well. These maps do an excellent job of showing the borders of properties, locations of fire hydrants, sizes of roads and the relative position of the buildings but the exact positioning is not present. The primary building that is occupied is more carefully located than the out-buildings such as sheds, stables, or separate garages. Likewise, the train tracks are shown to be very slightly different on different maps. The tracks entered the village from the southwest as a single track. Just beyond the hotel there was a turnout that then brought two slightly curved tracks to the station. Just beyond the station there was another turnout that created a spur to the freight station. Some of the maps seem to show a left-hand turnout, others a right hand and others a curved turnout. They also had the points closer to the station in some photos and maps than others. Again, artistic license requires an informed decision as to how best to model this. Tracks then continued on to Montreal.

The area modeled is approximately 2.64 acres which equated to a 2 x 4' diorama. Photos from the period modeled have been re-photographed from the same angles as the original photos to show the relative accuracy of the model. A temporary foreground flat with electrostatically applied grass weeds was used to avoid having the wooden framework of the diorama from showing in the photos.



Bob did a lot of research to re-create the station (Ed)
Photo by Robert Perry

One major issue I had with the diorama is that although the buildings along the track were old and would likely need significant weathering, the adjacent homes were new at the time-period that I was representing. Since the residents of the town that still own these homes would not like to see their houses weathered, I had to go very light in the weathering of the homes for their benefit.

I have kept the Marieville Historical Society updated with the progress of this project and have sent them many comparative photos. I have received very positive responses thus far including comments from residents of the town that have traveled on that street and had known that a train station used to be there but never knew exactly what it looked like.

Another difficulty in creating this diorama related to the fact that I could not take any of my own photographs of the buildings as they were from over 100 years ago. I have been asked by several people to create an instructional or educational arti-

The 17th Annual Danville Train Show

Dave Mashino
Photos by Richard Seymour



The November 23rd Danville show at the Hendricks County Fairgrounds is in the books and I can take a quick breather, at least until after the holidays. The show did very well once again this year, despite the Milwaukee Trainfest show being held on the same weekend. We lost a few vendors to that show this year, but we made up for it by adding some new ones. We had 86 different vendors with all the usual fare including 14 vendors in the 2 rail O and S scale room alone.

The facility was bursting at the seams this year with 212 tables sold and another 12 given free to layouts and non-profits. We had 3 more large club layouts this year than last year for a total of 8: CINtrak N-Trak, CINtrak T-Trak, MidWest Live Steamers, Middlefork & Cedar Ridge, Pacific & Eastern, Morgan County Model Railroad Assn, and Jim Canter's Proto 48 Layout. Additionally, we had many smaller tabletop layouts for 16 layouts in total. I would personally like to thank all the layout volunteers for giving their time to the show. I believe the layouts really make the show for many of our attendees, especially the younger ones.



cle on how the diorama was researched and built. When an article is written, typically the author uses their own photos or obtains copyright permissions. (Whoever clicks the shutter of the camera automatically owns the copyrights.) Since most of the photos used were over 100 years old, the copyright owner is likely no longer with us and the copyrights may now have lapsed. This creates some legal difficulties when using old photos that were not taken by the author. I am currently in discussions with the editor and publisher of the NMRA Magazine on how to obtain a "Fair use" exclusion from the copyrights for an "Educational article". Upon further clarification, I will be producing an educational article about the research and building of a prototype model as this AP Merit Award is seldom attempted as many consider it to be the toughest of the certificates to obtain.

An initial attempt at getting the merit award failed. However, after extremely helpful input provided by fellow modelers, Eric Peterson, Dan Banks, Dan Hinel as well as John and Connie Coy I was subsequently able to improve the diorama and was successful in obtaining the merit award and thus also received my Master Model Railroader #782.

This diorama is now being used for educational purposes and has been displayed at various libraries and shows. A poster-board with comparative photos and a historical description also accompany the display.

So, for the thought of trying to find a train station, I ended up building a historical model representation of an area that no one alive today has seen in person as well as getting a wealth of genealogical information about my family (and now meeting a distant cousin who is now a good friend as well!). Hopefully my French will improve! 🚂

Improve your modeling with a few sheets of paper.

That's exactly what happens when you participate in the National Model Railroad Association's Achievement Program. One Merit Award here, another there, and pretty soon you're on your way to becoming a Master Model Railroader. All the while learning and having a ton of fun.

The Achievement Program is modelers helping modelers become better modelers and get the most out of their hobby. And it's yet another benefit of NMRA membership.



We make it even more fun.
www.nmra.org
423-892-2846

Visit www.nmra.org. Then improve your skills. And your hobby.



Speaking of attendees, we had slightly over 900 this year with 194 under 16, a few more kids than last year. We also had 243 vendors and volunteers this year. Our paid attendee number was down slightly from last year. I am not sure what the reason was for this, but IU's undefeated football team was playing Ohio State the afternoon of the show and I suspect some prospective attendees stayed home to watch. Shame on them!

One of the show's big events is the 100' x 100' diorama contest which consists of creating a 100' square scene in the scale of the contestant's choice. The theme of the diorama is different every year, this year's being "passengers". The number of competitors was down this year, but the quality of the entries was up in a battle of the N scale titans. Pedro Spicer took top honors with his excellent trolley scene in N scale. Dan Banks took a close second with his N scale old west station. Hopefully next year we'll see a few more entries. How about some O scale or S scale scenes, maybe even G scale. How big is 100' in G scale, anyway? We may need a larger table!



Favorite Voting # 2
Dan Banks took home second place with his old west station.

The show featured a separate area for the 2 rail O and S scale vendors and modelers. This was the third year for this and it seems to be growing in popularity. This room was filled with 32 vendor tables and 2 layouts. This is the third year for this group, and I expect it will not be the last. Several of the O and S scale folks gathered on Friday night for supper and conversation.



The 2 rail O and S scale room was at capacity.

There was a long line at the dining car all day thanks to the great food provided by the Beech Grove Moose Club Auxiliary. Door prizes included two books featuring New York City subway photos titled "Making all Stops" and vouchers for \$25 to be used with our vendors.

Lastly, I'd like to thank all the CID volunteers who have pitched in to make this show and all our shows a success, without you folks, there would be no show! Next year's Danville show is set for the 22nd of November and will once again be held at the Hendricks County Fairgrounds. I hope to see YOU there!



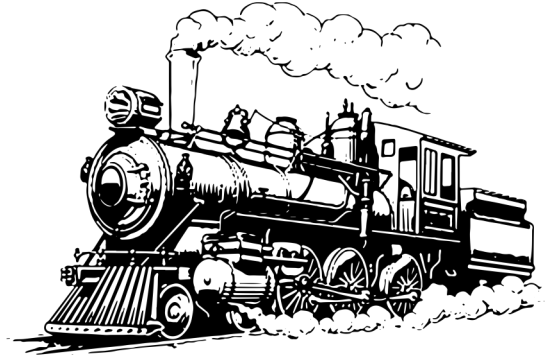
Pedro Spicer Takes first in the 100' x 100' competition. His N scale trolley diorama is shown below



Favorite Voting # 3



Check out the Station VI [Facebook Page](#) to get all the latest convention news!



Back Pressure

From the Editor

2025 NOVI, MICHIGAN OR BUST!

By John Coy, MMR 730

The NMRA's 90th NATIONAL Milestone Convention Station No. VI will be held in Novi, Michigan July 14-19, 2025. This will be an extra special convention due to the fact of it being our 90th.

Novi is 286 miles away from Indianapolis. In other words, it is easily within driving distance of Indianapolis.


The convention will take place at a suburban hotel, Sheraton Hotel 21111 Haggerty Road, Novi, MI, where the parking is FREE and the area is surrounded with places to eat. There are reported to be 60 layout tours and the last I heard was about 200 clinics. There are also a huge amount of non-rail attractions in the area.

I recommend you check out all the information on-line, because it's far too much to repeat in this newsletter.

Our NMRA National President was the FIRST person to sign-up for Novi, immediately at the conclusion of last year's convention. If Gordy can make it from an Island in the northern U.K., we certainly can make it from the CID.

At this moment, I'm aware of at least three people who will be giving clinics from the CID. I'm certain they'd like to see some friendly and familiar faces in the crowd.

This is going to be a great time for all and in the history of the NMRA. In fact, one of our CID Members, is currently in the process of compiling the MOST COMPLETE history ever assembled for the NMRA.

If you are thinking about going, stop thinking about it and register. This hotel may fill-up completely and you would have to make a daily commute to attend. [REGISTER NOW!!!](#) 

As I am writing this, Christmas is fast approaching. I'd like to take this opportunity to wish everyone a merry Christmas and a prosperous new year. I am thankful for all the gifts life has given me over the years, most of all my family and friends. I am also thankful for the friends I have made in the CID and the NMRA.

I hope that in the next year everyone reading this will take advantage of the opportunities that membership in the NMRA affords. Get out there and go to a modeler's meet, volunteer to help out at a train show, sign up for the National convention. There are many opportunities to be a part of the fun and meet new friends, you just have to put yourself out there.

On another note... since taking over as editor of the Spike, I realize what a monumental job Keith has been doing to produce this newsletter for so many years. I hope everyone will personally thank him when they have the chance. To keep the Rusty Spike rolling, I will need help from the rest of the CID.

Please consider writing an article in the future. Take a few pictures of your favorite project and help others by sharing your knowledge or write about a visit to a layout that impressed you. Give a little time to your fellow modelers and be a *part* of the CID. Most of all, have fun doing it!

Dave





Roger Hensley's
East Central
Indiana
HO Scale Railroad

NMRA Pike Registry

602 E. 31st St. - Anderson, IN 46016
Ph. (765) 649-2367



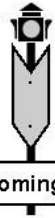
MONON
"Jack's Hoosier Line"

Jack Simpson - Indianapolis, Indiana
jackshoosierline@aol.com



Hoosier Lines
Model Railroad Club

Serving model railroaders
in
South-Central Indiana



Bloomington

IMPERIAL VALLEY RAILROAD



America's Food Basket

Frank J. Hermanek, MMR, Pres.

715 Three Mile Ridge Lawrenceburg, Indiana 47025
812-537-5156



Dave Mashino
Superintendent
dave@mashinos.com

WILDCAT VALLEY
RAILWAY COMPANY

Website: www.wildcatvalleyrr.com

The Glacier Line
"Route of the Empire Builder"



John & Connie Coy - Avon, Indiana
modelrailroadcustomdesigner@hotmail.com

MIDWEST CENTRAL RAILROAD
A bridge route linking the east with the west



Steve Studley, owner
Bloomington, Indiana
Phone (812) 876-9726
studley@indiana.edu

Route of the Midwest Meteor



Keith A. Clark
Superintendent

Bloomington, Indiana
Phone (812) 876-6799
gtwfan@bluemarble.net

In the 1970's

The Flint, South Bend and Kalamazoo Subdivisions



Dan Hinel MMR
Westfield, Indiana
danhinel@sbcglobal.net
www.railxpressrailroad.com

YOU PRESCRIPTION
FOR OPERATIONS



The Rebel Route

Serving Meridian, Mississippi
with connections to the Meridian & Bigbee RR

Owner: Robert Sharp
Bloomington, Indiana