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Happy Thanksgiving A Merry Christmas HAPPY NEW YEAR



In so much as our Club Newsletter is published every-other month, this final issue of the 2011 is wishing you all the **VERY BEST** with you and your families as we wrap-up another enjoyable and successful year. We know 2011 has been tough on the economy for lots of people everywhere. Hopefully, all of our varied train and railroad activities throughout this year have been a **positive** influence on our lives and daily routines.

On behalf of all of our ILSR Club officers, I want to thank all of our Club members who opened up their garden railroads for us all to enjoy this past summer. A BIG THANK YOU to **Lynn & Joanne Denison** (June open house), **Andy & Pattie Chester** (July open house), **David & Judy Palmeter** (August open house) and **Jeff Carter and family** (September open house). Thanks also to **Dave Watts** who hosted us all at his Watts Train Shop in October. Kudos also go out to **Jeff Carter** for chairing the "Indianapolis Home & Flower Show" display and the "Orchard in Bloom" display last spring. Kudos also to **Mel Turner** and the Modular group for their great displays at the Upland Strawberry Festival and the Indiana State Fair Grounds displays.

Last, but certainly not least, a BIG THANK YOU to all of the ILSR Club members who come on out and enthusiastically attend our Club events throughout the year. Without you, we would just have - well - **a bunch of lonely trains running around.**

- Bud

All Aboard "Jingle Rails"

The annual train tradition continues at the Eiteljorg Museum this Holiday Season with the addition of an elevated perimeter railroad route consisting of a series of trestles and seven overhead bridges including an interpretation of the Golden Gate Bridge. This route will nearly double the volume of last year's installation.

New for 2011: Lucas Oil Stadium (complete with play-by-play Colts audio), One America building, the Durango-Silverton Route, Hot air balloons from Albuquerque, NM plus more!

Nine week display - Nov. 5 thru Jan. 8 ('12)
You will not want to miss it. Tell all your friends!

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Hobo II Supper with Jeff

Open House September 17 was an Overwhelming Success



Jeff Carter

Jeff Carter pulled out “all the stops”. I counted 32 people in the back yard at one time, and I’m sure there were others scattered about in the house, the tower or down taking pictures. The Hobo supper (with apple and cherry pie dessert) all made for an evening to remember!



Burlington Northern rail yards are kept busy switching out freight off of the mainline (at right) and delivering it to the correct industry. A computer generated program prints out the “switch-list” for each operating session.



At 5:00 P.M., Jeff welcomes the arriving guests.



Lynn Denison is working the “tower” and is responsible for aligning all the switches on the board when called upon by the switch crews on the ground. David Palmetter and Ron Loudermilk was the train crew working the BN yards. Paul George and Bud Hunter was the train crew working the “Industrial Park”. Via 2-way radio, either crew could call the tower with a request to “throw switch 8” or “throw switch 3” and etc. Thus, a 5-man operating crew is desirable for optimum train operation.



5 industries in Jeff’s “Industrial Park” have rail connection service and must be switched.



With switch-list in hand, Paul George is uncoupling this Norfolk & Western box car at the Cooper Plastics Industry. (Notice the smoke pouring from the Knots Wood Mill stacks on the next track.)



David Palmetter (middle) is reading the switch-list while Ron Loudermilk (right) is operating the locomotive via the handheld remote.



The "next generation" of garden railroaders. It was a pleasant 73 degrees at this time of the day.



All enjoy a wonderful meal together.



Live music was provided by the "Gandy Dancer's". (from left to right) David Palmetter, James Driesbach, Lynn Denison, Bud Hunter and Geoff Schwartz



By 8:30, it was dark and guests were home-ward bound. Here we see a switch engine shoving a cut of cars back inside Jeff's basement via the "service track" for the night.

G - Scale

The Universal Pleasure

- by Harold Woods

(The following article is reproduced by permission from the September/October 2011 issue of the Houston Area "G" Gauger newsletter.)

Model Railroading is like a guide into the history of the great railways of the past. From their beginnings, (they were) the first means of mass travel that was faster than a horse. Experiment and expansion, these words are an example of G-Scale model railroading. There's a little nostalgia too.

Model Railroading shows how the railroad ruled the world, and the incomparable steam engine ruled the railways. Those days are gone, but the story lives on through the eyes of model railroading. Around the world, railways have been rediscovered by G-Scalers who are (building) new lines, new trains and sharing the romance, as they project an aura of power and drama that is attracting a whole new generation of railroad buffs.

Model Railroading has excited many people from those who dedicate themselves to restoring the history of trains on a smaller scale, and by studying and showing the workings of railway systems in all their complexity. We still have engineers, track layers, controllers and conductors, except, it is all in G-Scale.

ANNUAL FALL MEETING AT WATTS TRAIN SHOP

SATURDAY, OCTOBER 22, 2011



President Mike Smith welcomes us all to this, the final Club meeting of '11.



Treasurer Marion Hensley gives us the current financial report. The Club balance currently stands at \$6,911.17 with a membership of 78 railroaders.



Bud Hunter along with his grandson, Rence Force, shared a DVD video of their trip to the National Garden Railway Convention in Kansas City this past summer. An added bonus was the steam train excursion out of North Judson, IN.



Dave Watts is always a wonderful host for our Club and never fails to have a few surprises for us. His capable assistant, Ross Buttrum, created this WW I fighter plane that is powered by an LGB motor block for ceiling installations.



David Palmeter is already priming up the excitement for hosting next year's Four ClubTour which ILSR (we) are hosting. (picture at left) Mel Turner tells us about needing a 2nd trailer for the Modular Division, the GREAT Strawberry Festival, and the HUGE Train Show coming up the first weekend in Jan.

Efforts Underway To Restore History

- Bruce Bowden



Keeping a Railroad maintained and running is just as much an effort on the part of real Railroads as it is for Garden Railroaders. This is especially true when you are teaming up with volunteers. Such is the case in Connersville, IN. Bruce Bowden informs me that the local Rotary Club is teaming up with the Whitewater Valley Railroad to restore one of the historic symbols of railroading in the US - the Caboose.

The Whitewater Valley Railroad (WVRR) has five wooden Baltimore & Ohio Railroad cabooses and one Erie Railroad caboose all sorely in need of repair. The exterior wood is rotted in many places as well as the paint is chipping off or is already gone. The interior is still OK, but the wood siding needs to come off. The steel frame and undercarriage must be sandblasted and painted. Then, new treated, tongue-in-groove wood needs to be reattached to the steel frame, primed, painted and lettered.

These B&O Cabooses are historic in that they were the first cabooses to incorporate the new wave of safety features used on railroads in the early 1900's. Most railroads ran thru the state of Ohio. In the interest of safety, the state of Ohio mandated that railroads running thru their state must incorporate several safety features, including (1) grab irons to hold onto when going up and down the steps; (2) knuckle couplers instead of link and pin to connect cars; and (3) better and improved brakes. Interestingly, all of B&O's wooden "I-5" cabooses were built right here in Indiana at the Washington, IN. B&O shops. The cabooses that the WVRR has now were probably built in the 1930's.

Reading a book authored by Robert HUBLEY (Cabooses Of The Baltimore & Ohio Railroad), it is stated that "If you want to see an I-5 caboose, you've got to go to the Whitewater Valley Railroad in Connersville, Ind."

Continued Operation

There are a few other railroad museums that still display wooden cabooses, but the WVRR in Connersville may be the only one in the U.S. still operating them.

One of five B&O wooden cabooses sitting in the WVRR yards in Connersville, IN.

The WVRR has one of these attached to each Connersville to Metamora train as well as the popular "Day Out With Thomas" trains. There also is an "All Caboose" train that operates. Cabooses are rented to families or groups that may want to be by themselves for the trip to Metamora and back.

The special wood used for siding a caboose will cost approximately \$3,800 per caboose which is the most expensive part of the restoration, Bruce says. The Connersville Rotary Club kicked off the project with a donation of \$6,000 for the restoration of one caboose. This will become known as the "Rotary Club Car". Stant Manufacturing has agreed to donate for another caboose and that will become known as the "Stant Car". Donors that give at this level are known as "Conductor" donors.

Donors of \$1,000 or more are "Crew" donors. (early in the summer of 2011, there were five who have committed to this level) That amount can be paid at \$250 per year for four years. "Workers" are for those who donate \$25 or more.

The Fayette County Foundation is partnering with the project and will maintain accurate records to make certain every dollar raised goes to the restoration of these cabooses. Bruce says "When we get them all done, we'll host a photo shoot for photographers". Bruce expects photographers from a lot of national magazines to attend. Bright red cabooses also will help beautify the WVRR property here in town. (cont. on next page)

(cont. from page 6)

Bruce goes on to say that anyone interested in donating to this caboose project, those seeking more information or those desiring to host a program before a group about the project can call him at his home in Connersville. (765) 827-0015

Editors Note: B&O "I-5" cabooses are quite distinctive with their "center cupola", sun-visors over the side windows, and contrasting green window trim and doors. On my last visit to the B&O RR Museum in downtown Baltimore, I photographed the "I-5" caboose pictured below. - Bud



Exterior of a B&O I-5 Caboose in Baltimore, MD



Interior of the same B&O Caboose

WELCOME NEW MEMBERS

We welcome the following new members into our ILSR Train Club. Please make yourselves at home with us at the next Club event so we can all get to know each other.

Wayne & Beverly Smith - Shelbyville, IN.

*Footnote Photos: For those of you saw the Kansas City Natl. RR Convention DVD with Bud & Rence at the Watts meeting, below are pictures of Rence's RR.



Rence (& Granddad) spent 2 full days building this 100 foot-of-track garden railroad in his backyard located in Adrian, Michigan this past summer.

ILSR Club Officers

President - Mike Smith

2542 West Raintree Dr.; New Castle, IN.
sinkerdoc@comcast.net 47362
 (765) 593-0184

V.P. President (Programs) - Don Davis

4298 Golden Grove Rd.; Greenwood, IN.
emtch2000@yahoo.com 46143
 (317) 530-5345

Newsletter Editor - Bud Hunter

1214 Morningside Dr.; Lebanon, IN.
nhunter52439@comcast.net 46052
 (765) 482-6608

Treasurer/Secretary - Marion Hensley

11675 Atlantic Rd.; Fortville, IN. 46040
mchmjh@emabrqmail.com
 (317) 485-4140

Membership - Jeff Carter

(317) 253-9310 jcchome@sbcglobal.net

Website - David Palmeter

(317) 770-4919 david@palmeter.com

2011 Club Event Calendar

Nov. 5 - Jan 8 Jingle Rails at the Eiteljorg Museum

Nov. 24 Happy Thanksgiving to you and
all of your family both near and far.

Dec. 17-18 Great Train Expo
Indiana State Fairgrounds

Jan. 1, 2012 *Happy New Year*

Jan 7 & 8 Huge Train Manufacturer's and Dealer's
Show at Indiana State Fairgrounds



Indiana Large Scale Railroaders
1214 Morningside Drive
Lebanon, IN. 46052