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November/December 2013

End Of Year ILSR Club Meeting We Need Your Vote!

End Of Year ILSR Club Meeting

**Saturday, November 16, '13; Stony Ridge Clubhouse
10061 Gemstone Drive, Noblesville, IN. 46060**

Normally, our Club's last meeting of the year takes place at Watts Train Store. As most of you know by now, the Watts property has been sold and they are in process of moving to the south end of First Street in downtown Zionsville. Therefore, David Palmeter has moved our Nov. meeting to his neighborhood Stony Ridge Clubhouse. Please use **MapQuest** directions to get to this location, as **Google Maps** will put you in somebody else's backyard.



As you can see from the map above, when you are driving into the subdivision on Stony Ridge Dr, you will turn left onto Gemstone Dr. and the Clubhouse is right there at that corner on your right. If Clubhouse parking lot is full, please park on the east side of Stony Ridge Drive.

Members are asked to bring snacks to share to this meeting and the Club will provide hot apple cider and water. Our outgoing president will give his report and our new 2014-15 president will be introduced. We want to have an open discussion on "state-of-the hobby".

Pictures will also be shown of the new Modular configuration and Rex & Bud's last Club open house, which was well attended. The meeting is open for any other items of business that people would like to bring up.

New Members - We have 3 new Club members that joined our ILSR Club. They are:

Brad & Valenda Loar (Bloomington, IN.)

Rob & Kathy Kunkle (Peru, IN.)

John & Mitsy Niemeyer (Noblesville, IN.)

Hopefully, we can meet these folks on Nov. 16th.

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We Need Your Vote! See Enclosed Ballot

It is time for all ILSR Club Members to vote on a new Club President and Vice President to serve for the 2014-2015 year term. Jacquie Banks is running as a presidential candidate and James Driesbach is running as an incumbent Vice President for a repeat term. Marion Hensley has agreed to continue as Treasurer and Jeff Carter has agreed to continue as Membership V.P. You are free to add a "write-in candidate" if you wish, but make sure that person is agreeable to accepting that office. We need everyone's vote on this. The yellow insert sheet inclosed is your ballot. Please fill out, stamp and drop in the nearest mailbox. All ballots must be received by Tues., Nov. 12. and results will be announced at the Nov. 16 Meeting.



President David Palmeter's Parting Words . . .

Well, I certainly have to say that this has been a trip to remember! My 2012-2013 tenure as your President actually started in Sept., 2011.

I had not only agreed to run for President, but I was fully aware that saying yes meant that my first big task would be to organize the 2012 Four Club Tour. I knew that waiting until Jan., 2012 to get started would not be smart. So Mike Smith, outgoing President, was more than happy to appoint me "Four Club Tour Chairman" so we could start the planning.

As most of you know, our schedule of four garden layouts new to the Tour, along with a first ever Tour Modular Display and an actual train ride, resulted in the ILSR Club (that's US, folks!) raising the bar on the Four Club Tour circuit. And we even included a fifth club from Valparaiso to add to the challenge. Because of the incredible hard work by a large number of our members, we got rave reviews from those who attended. Y'all done good!

Of course, your V.P. Program Chairman, James Driesbach, also had the awesome task of filling the other 23 months in with activities. He did a great job and had so much fun that he has agreed to run for V.P. for two more years. In addition to all that, James is the

organizer of our Modular Division.

And speaking of long term, Newsletter editor Bud Hunter, Treasurer Marion Hensley and Membership Chairman Jeff Carter were a tremendous help to a rookie like me. They have great experience serving in their respective positions and do an outstanding job. They have agreed to continue in their positions for two more years. That is good news for all of us, but particularly for our candidate for 2014-2015 President, Jacquie Banks. She has been very active in our Club and is ready to meet the challenges of bringing in new members, particularly younger ones, and keeping them interested in new activities.

Yes, it has been an exciting ride, made so much better because of your support and hard work. Thanks to all. - David

Great Train Expo



It takes several hours, just to set up before the crowds of people even arrive.



Saturday at 10:00 A.M. the action begins!

PIZZA TRAIN TO TIPTON, IN.



Anticipation mounts as ILSR Club Members await the “**Al I I I I Aboard**” so we can find our seats.

Our Train Club enjoyed the last day of summer riding a train together to Tipton for “all-the-Pizza-we-could-eat” and return to Noblesville just after dark. “Thanks” to **Lance Brock** and **James Driesbach** for setting this all up for the Club. The following Club Members took advantage of this FUN Club event on September 21, 2013.

Paul & Kay Bossert; Jeff Carter; David & Grace Berrey; Wayne & Beverly Smith; Brad Loar (& wife); James Driesbach; David Palmeter; Kyle Rupert; Lance & Vickie Brock; Dave & Lucy Beck; Dave & Barbara Lynn; Doug, Jennifer, Christopher & Daniel Lynn; Sally, Spencer, Savanna & Sierra Spurlock(& guest); and Bud & Nancy Hunter with grandchildren Olivia & Amelia Schoeff. We pretty well had a coach to ourselves.



The Conductor is punching train tickets for Lance and Vickie Brock.



David & Grace Berrey chat with Jeff Carter on the northbound trip to Tipton.



Dave & Lucy Beck are enjoying the window view.



Bud & Nancy Hunter treated their grandchildren Olivia & Amelia to their 1st train-ride.



Train arrival at the Pizza Restaurant.

(Below) Our ILSR Club enjoyed our Pizza, salad and ice cold sodas in this private dining room. Afterward, we re-boarded our waiting train outside.



NED - THIS NKP PHOTO IS FOR YOU

IT'S TIME TO ADD A SWITCH TRACK



FIG. 1 – NO TRAINS



FIG. 2 – TWO TRAINS

It has been both said and written that in order to stay excited about our model railroads, we need to keep growing or improving what we have. The day we stop “growing”, is the day we start going into decline. The most active part of our Club year may be past, but it just might be a good time to think about how much fun we had with our trains this past summer. Next year, what could we perhaps do better? You might consider something big - like making a major new addition to your existing railroad. You might even consider ripping it all out and starting over again from scratch. You might consider something small, such as **adding a simple switch track at some point in your present RR.**

Lets think for a moment about what possibilities an extra switch track could add to the enjoyment of running trains on your layout. First thing, you will notice a busier, active looking railroad with opportunities to stop a train and switch out a car or two onto a siding. Most sidings are in or near a town, so a siding helps define why your little community even exists. Two sidings in the same town are even better. Sometimes, a siding is built out in the middle of nowhere. These are called “passing sidings” and used by the railroad for trains to meet or pass by each other.

Your author of this article just finished (*Sept. 18, '13 is the date of this writing*) a **5 hour** operating session on his **Rio Grande RR**. “How did he stay focused and interested in running trains for **5 hours**?” you may ask. “Switch tracks” and a “Passing siding” are part of the answer.

I started my operating session at 3:30 P.M. with a (1)“Reefer Train” and a (2)“Logging Train”. After a half hour or so of running, I had dropped off the entire cut of Reefer cars on the siding at CHAMA, NM. Next out of the train shed was the 4-car (3)Passenger Train. This train picked up passengers at various locations and finally finished its run at CHAMA, NM and, after disembarking its passengers, backed into a siding behind the station in order to clear the Mainline for a Mixed Freight train. At 4:30, this (4) Mixed Freight departed the shed was busy running the line and dropping off a loaded gondola load of coal and 3 cattle cars at WILLOW CREEK, CO. At 5:30 P.M., this Mixed Freight pulled off at TOLTEC SIDING and it was time for a “supper break”.

After supper and the 6:30 evening TV news, it was time to resume train operations and finally get all trains put safely away for the day. At 7:00 P.M., the passenger train pulled out onto the mainline and serviced all train stations on the route. Next, the Mixed Freight started picking up all freight cars in WILLOW CREEK. Around 8:00 P.M., the Mixed Freight was done for the day and was backing its consist into the train shed. As darkness was beginning to settle in, the garden lights were switched on, as well as station and switch-stand lanterns. A steam locomotive was called out of the train shed to travel up to CHAMA and pick up all the Reefer Cars that were spotted earlier in the day.



With a solid consist of all “Billboard” style of freight, the Reefer Train is the most colorful train on the Railroad. Because Reefer Trains normally are carrying perishables, they are permitted to run at speeds comparable to Passenger Trains.

At 8:20 P.M., the Reefer Train was done with its scheduled run and was backing into track #2 inside the train shed building. Only the Logging Train remained out on the logging branch line. On my railroad the Logging Train must stop, throw 2 switches, and then back the train out onto the *Rio Grande RR*’s mainline. It then can proceed around the railroad until connecting with the connector track into the train shed.

At 8:30 P.M., the power to the railroad was cut, the waterfalls pump to the pond was cutoff and the metal die-cast cars and trucks were returned to the shelf. The shed doors were padlocked shut and the 5 hour operating session had come to a close.

Please take note that my garden railroad is not a LARGE Railroad. (I don’t consider it a small railroad, of course, but with 325 total feet of track, it is definitely not a large railroad.)* The point being made here, is that it LOOKS, FEELS, and OPERATES much like a larger railroad by virtue of having a total of 9 switches out on the line plus an additional 4 switches inside the train shed. (yard tracks) I know some railroaders who say they don’t need switches because they just want to see the trains “run”, so I certainly understand there are two sides of the coin to consider. Once in a while, I hear someone complain that switches lead to derailment problems, but I personally haven’t seen that as the “problem”.

****Small - Medium - Large***

When attending National Garden RR Conventions I tend to group 25’ - 200’ feet of track into “Small Layouts”; 201’ - 450’ is “Med”; 451’+ is “Large”.

(Its Time To Add A Switch Track - cont.)

Conclusions:

The opinions your editor is suggesting here are strictly his own. Honestly, I know they work for me, but that is no guarantee that these are doable for everyone. These conclusions are a result of 21 years of experience in G-Scale railroading and 30 years of HO model railroading experience before that. I will leave it up to the readers to judge for themselves. These are my thoughts for now. What are yours?

- (1) More switch tracks on the railroad creates more action and opportunities to get involved with our operations of each train. It is what the “real” railroads do. I figure if it’s good enough for them, then it’s good enough for the model railroader as well.
- (2) The more variety of trains and operation on the railroad, the more interesting railroad you have to enjoy. Arrange to run some trains “clockwise” and some “counter-clockwise” (East-Bound and West-Bound)
- (3) Start an operating session an hour or so before dark. This way, we will find amazing light changes as the shadows become longer and longer, and our trains dash from shadows into full sunlight and back to shadows.
- (4) As darkness gradually closes in on our trains, I try to have train stations lit up with both interior lights and outside lights over the doors and perhaps platforms. (Remember, in the real world, a lot of passengers get off or on trains in the dark of night. The Key Operative Word here is “**variety of operation**”.)
- (5) While lighted stations and buildings always brings “oo’s and ah’s”, the open rural areas tend to look dark unless lit with something like low voltage garden lights. (In my opinion, Solar Lights do not put out enough reflected light and tend not to be reliable under shade trees or when we have cloudy days.)
- (6) If we are limited to only one train to operate, we have to be creative in coming up with **variety** in our operations. I know of one young garden railroader who owns one diesel locomotive and approximately nine freight cars. If everything is to be done with only one locomotive, I suggest **NOT** starting off with everything you’ve got, but rather start with the diesel, three coal hopper cars and a caboose. It will resemble a “branch line unit coal train”, but should be fun to watch for, say 10 to 15 minutes. Then, on the siding switch track, place a tank and flat car. Stop, uncouple, and pick up the extra cars, and it will resemble a “branch line mixed freight”. This too should be fun to watch for say, 10 more minutes.

Then, place the remainder of the rolling stock on the switch track and pick these loads up as well. For **variety’s sake**, this person has had 30 minutes to enjoy 3 different trains. (He is now entitled to a ice cold Pepsi break and can come back later to operate and break down his “freight train”.)

- (7) Passenger trains look best if lighted and approximately 40% occupied with scale people.

I know, the price of seated, painted figures has literally tripled since I acquired my passenger cars. For some reason, lots of G-Scale modelers skip putting passengers aboard. Perhaps they think that that particular detail will not be noticed. I hate to break the bad news to you, but it will be noticed. The real railroads don’t run empty trains. Those trains are usually “discontinued”.

Happy Railroading!

- Bud

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2013 Club Event Calendar

November 16 Final ILSR Club Meeting of 2013
Stony Ridge Clubhouse (Noblesville, IN.)

November 28 *Happy Thanksgiving*

November 23 thru January 19

JINGLE RAILS

Eiteljorg Museum (daily)

December 25 **MERRY CHRISTMAS**



Indiana Large Scale Railroaders
1214 Morningside Drive
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