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November/December 2009

# Club Elections - Please Send In The Enclosed Ballot

## Club Meeting at Watts Train Shop

## Club Christmas/Holiday Party

### November 7 (Sat.) ILSR Club Meeting at Watts Train Shop 2 - 4 P.M.

It seems like an annual tradition that our November Club Meeting is always at Watts. And for good reason. The weather is too cold to meet outside and Dave Watts is so cordial and enjoys working closely with our Club in every way possible to help make our members feel totally welcome in his store.

Dave's showroom is totally full and ready for the Holiday shopping season. You will be surprised at all of the LGB American trains on display (all for sale). Dave will tell us about bidding on the next auction coming up. Dave will also talk concerning the latest news with LGB and product line, as well as the Bachmann product line.

As a business man of many years, Dave always shares in-depth insight as to where the large scale hobby is now and where he sees it heading.

Along with Dave, Bud Hunter will co-chair the presentation by sharing his thoughts on videoing one's Garden Railroad. There are good reasons why Garden Railroaders would like to video.

*Garden Railways Magazine* is scheduled to have an article on this subject in their Nov./Dec. issue and Bud will share some technics he has used and will show a video example of his railroad that was

just done this past Summer.

### ILSR Club Election - Ballot Enclosed

Hard to believe that two years have rolled around this fast, but yes, we need to elect **new Club Officers** to move our Club forward for the 2010/2011 term. The enclosed ballot form is self explanatory. We want every Club Member to vote, so please read this over, check the appropriate boxes, and then **fold, stamp and mail your completed ballot to Andy Chester by December 1st.**

### Club Christmas/Holiday Party - Home of Bud and Nancy Hunter Saturday, December 5th 2:00 to 5:00 P.M.

*(continued on back page)*

## In This Issue

Nov. Meeting at Watts; Dec. Christmas Party	page 1
Ned Newhart repaints his NW-2 Switcher	page 2
"Hobo Daze" Open House with Jeff Carter	page 3
Jeff Carter Open House cont.	page 4
Jeff Carter Open House cont.	page 5
Monsters Of The Rails - by Rex Bowman	page 6
Monsters Of The Rails cont.	page 7
2009 Club Event Calendar	page 8

# “Nickel Plate Road” Modeling - by Ned Newhart



**Before** - Some of you may remember when our ILSR Club had a Open House at the home of Elwood Neff a couple of years ago. Elwood was selling off his Diesel collection, so I bought one of Elwood's NW-2 Switch Engines. (Union Pacific)

**After** - Two years later and after many hours of stripping, adding details, painting and re-lettering, this NW-2 Switcher now has a “new life”.

Anyone who is interested in trains seems to have a favorite road. Mine is New York, Chicago and St. Louis **The Nickel Plate**. If you look around for G scale NKP you will find very little available commercially. The only thing to do is make your own. I started out with a used USA Union Pacific NW-2 for my first try at rehabbing an engine.

Lets talk about those stripes! Applying stripes is not easy and NKP used lots of stripes. In fact, the stripes were the most difficult task in the whole process of turning UP into NPR. One end of the engine was striped twice.

First, it had to be taken apart and all lettering stripped off of the body and frame. The interior and exterior paint was applied. After some trial and error with decals and various shades of yellow paint, I decided to use G-Scale Graphic's vinyl transfers and a very close matching paint by Polly Scale. This paint was used for the hand rails, grab irons and frame stripe. All lettering,

The covers for the three visible screws on the truck frames was an easy job. The “all-weather” cab window and the oversized sun visors for the cab were not a hard job. The Kadee couplers of course were made to order.

The next thing for the NW-2 will be sound. This will get added soon. The stripes were just so much fun that I would do it all again if I could find a used USA GP-7 or 9 for sale. In the meantime, I have a UP bay window caboose that will be rehabbed into a NKP paint scheme by Christmas.



👉 As of yet, I do not have any G scale track to run this locomotive on, but Bud Hunter lives approximately 15 miles away and was willing to let me test my “new” NKP on his layout to make sure lights and motors all worked correctly. (They all did!)

*Thanks to Darrell Jackson for pulling the Club Trailer & all others who helped at the last modular show. - Mel T.*



# "Hobo Daze" Open House at Jeff Carters Home



Jeff Carter welcomed a huge turnout of **51 signed in guests** (I think there were actually a few more than that, who failed to sign in). The weather was absolutely picture perfect (no wind or rain) and we had a good mix of new members as well as seasoned, long-time members all enjoying a social get-together, mixed in with running trains, **plus a complementary hobo dinner** for everyone. This proves the old theory that if there is food involved, the people will come! Jeff proceeded to tell us about his **Westfield Railroad** and is holding an example of his "refinery smoke stack" and explaining the vibration method of generating smoke.



## Four-Track Industrial-Complex

Industry is very evident on Jeff's RR as seen in this photo. The large smoke-stack in the back-ground is part of the Refinery Complex that keeps the railroad busy!





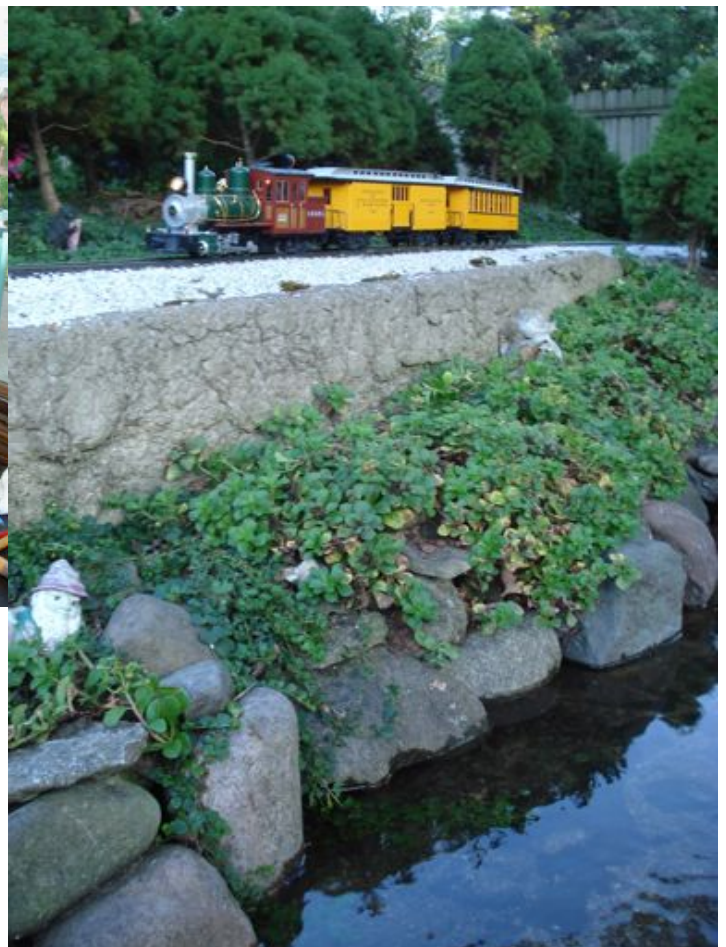
**Harold Funkhouser & Mike Smith** help themselves to Hobo Vegetable Soup with cornbread muffin, while **Scott Cooper** is busy re-stocking the serving table.



**Train Watching** Tables were set up along the driveway so that Club Members could enjoy their dinner, pie & beverage plus watch trains **all at the same time!** Both of Jeff's daughter's and their families did a **SUPER JOB** of cooking & serving the meal. Thanks to **Wendy & Scott Cooper (plus Grant & Andrea)** and to **Tammy & Kyle Leatherberry (plus Sara)** for all your help.



**Tower Operator - David Palmeter** takes his turn at keeping a vigilant eye on all the train movements. Since this is the only garden railroad in the area to actually have a "working tower", lots of visitors wanted a "tour of the Tower" (*RR view is fantastic!*) **Passenger Train** (*picture at right*) This "local" (baggage and coach car) is quite content chugging along the clear stream of the Westfield Railroad.







**Look At This!** In “real life”, we are lucky sometimes to see one train at a time, but thanks to our “model trains”, we can see multiple trains all running at the same time.



**Geoff & Carolyn Schwartz** probably had the best seat (swing) on the property as this swing sat smack dab in the middle of the railroad. Geoff & Carolyn weren’t giving it up either, as they also enjoyed eating their evening meal on the swing as well!



*Photo by Andy Chester*



*Photo by Andy Chester*

(upper left) This **Burlington Freight** looks all business as it parallels the “yard throat track” and clears the signal bridge.

(upper right) **Lynn Denison, Dick Watson, Dave Beck** and **Harold Funkhouser** all are admiring the same train as it clears the signal bridge.

☞ (picture at left) **8:00 P.M. and Time To Call It A Day** - LED’s light up the platforms of the refinery operations as day becomes night and our Club Members started to head for their cars and bid one another “good night”.



## Monsters Of The Rails

- by Rex Bowman

Saturday, October 3, 2009 was a day that might not be repeated in history anytime soon. The "Cadillac Fall Color" Steam Limited departed Alma, Michigan behind the twin Berkshire locomotives Pere Marquette 1225 and Nickel Plate Road 765.

At every road and in every town we passed through, there would be several cars lined up and people standing along the tracks, many with cameras on tripods taking pictures of our train. We went by a soccer game, and it even stopped as we went by. Men playing golf stopped to watch, as well as hunters and folks on four-wheelers; everyone from Alma to Cadillac and back seemed interested in seeing this train.



**Pere Marquette No. 1225** is on the point in this double-headed excursion train getting ready to depart Cadillac Michigan with Rex and Nancy Bowman aboard.

There were two engines, tenders, and 19 passenger cars total. People had come from several different states to ride this train. The couple sitting right behind us had flown into Detroit late Friday evening from Billings, Montana to ride this train. They were flying back to Billings on Sunday.

According to the WELCOME ABOARD Newsletter, "the cost of operating both of these large steamers is substantial - the average cost of a single day of operation for either locomotive is nearly \$10,000 a day. At full power, each locomotive consumes 4.8 tons of coal and 7,750 gallons of water per hour, or approximately 12 miles per ton of coal and 150 gallons of water per mile. (the main tender capacity is 22 tons of coal and 22,000

gallons of water)."

Volunteers from the Steam Railroading Institute and the Ft. Wayne Historical Society manned the excursion train. Car #6 was a combination souvenir and refreshment car. Some of the volunteers were children, but all were wearing the "standard railroad uniform" of white shirts, ties, black trousers and black vests. The volunteers working **our** car passed out paper towels to help with the clean-up of soot. Don't think this probably helped one young lady in our car who was wearing a white, full-length coat. (We decided it must have been her first trip behind a steam locomotive.)

We were told that there were approximately

*continued on next page*



**Full Speed Ahead** One can just imagine the smoke, the smell, the sounds, plus the adrenaline rush - taking pictures out the window of our coach!

We were in the first coach billed as "open windows" which meant it was a regular passenger car, but you could put up the windows. Since this car was filled with train enthusiasts, the windows **were up!** We noticed that if it were couples, the wife was sitting on the aisle, and the husband was by the open window. A lot of the men wore goggles and had their heads out the windows. By the end of the day some of these men looked like raccoons.



### My best Run-by Photo taken on this trip!

one thousand people involved in this weekend steam trip. They told us the last time there was a double header steam train like this was in 1949 and didn't anticipate it happening again, so guess Nancy and I were part of a history making event. *(They did say these two locomotives had taken a short "side-by-side" run in 1991).*

#### **Now, about the Run-by photo above!**

During the return leg of the excursion, a photo run-by was staged. At this point, the train stopped and allowed passengers who wanted to take photographs or videos, to get off. The train then backed up approximately a half mile up the tracks. Then, after a long chorus of whistle signals, commenced a full throttle charge down the tracks right in front of us photographers. What a sight to behold these "Monsters of the Rails" approaching and then pounding past me - and YES, **I really DID feel the earth shake!**

Everywhere we went, people were smiling and waving and just enjoying the day and the significance it brought to this part of Michigan.

### **INDIANA LARGE SCALE RAILROADERS CLUB OFFICERS**

#### **President - Andy Chester**

Address

Phone Email

#### **VP Pres. (Programs) - Ron Loudermilk**

Address

Phone Email

#### **Newsletter Editor - Bud Hunter**

Address

Phone Email

#### **Treasurer/Secretary - Marion Hensley**

Address

Phone Email

#### **Membership - Jeff Carter**

Address

Phone Email

## 2009 Club Calendar

November 7 (Sat.) ILSR Club Meeting at  
Watts Train Shop 2 - 4 P.M.

December 5 (Sat.) ILSR Christmas/Holiday Party  
Bud & Nancy Hunter 2 - 5 P.M.



*(cont. from page 1)*

Bud and Nancy have graciously volunteered to host this year's Christmas/Holiday Party. This is the one Club social event where we just come to visit, tell stories, laugh and have fun! And if anyone eats or drinks too much punch - well - that is just something we can all deal with the day after.

No RSVP is necessary. Just come anytime between 2 and 5 o'clock and enjoy!

**Address is Address.** Directions removed.