

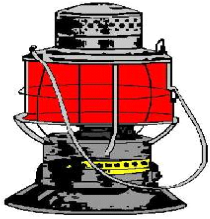


# Pop-Valve

Vol. 52 No. 4

April 2009

Temp.Editor – J.R.Herman



### *Stops Along The Way*

1. From your Board Chairman
2. From The President Member Input
3. Under construction Rule of the Month,
4. Ghost light National train day E-Mail address's

## *The Pop-Valve*

*Is the official monthly Publication of*  
The Indiana Live Steamers, Inc.  
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### From your Chairman

April is here and track is looking good, in ten days we will be having our first public run. I am still looking for a Captain to head up the public run days. He would be in charge of coordinating the activities on run days, to see that all our requirements are being met. They would schedule crews for the train, ticket taker, loading personal, etc. Give it some thought and see if you can help.

Work at the track is moving forward, plans are being made to finish Section I & II. As I said last month I would like all this year's work to be completed early in the year, so we can move on to some fun activities. Remember everybody has a track section and needs to call their track section foreman and plan the clean up of their section and make repairs for the year in the next 45 days.

We also need to stop using the club's T CARS as work cars. These cars were built to haul people. They are getting torn up, paint destroyed, and the use of these cars should remain for their design purposes. Try to use the older cars for the rougher jobs.

I notice in Live steam that Carillon Park has Rail Meet & Rail Festival for June 27 to 28 2009, It would be nice if we have a few representatives from the ILS there. They also ran a 1/8 page adv. in Live Steam this is something we need to considered for our August meet. This could give us some insight to running an effective meet.

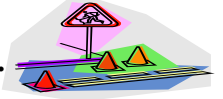
**The April 18 Meeting will be held in our building at the track  
Come join us the meeting will begin at 10:00am, the heat and water will be turned on.  
This is Your Club, Take Part in It.**



**From your president.**

**Another Season is Upon us.**

**I hope that you have prepared to enjoy the summer of operating trains and keeping up the maintenance on the track. There is always work to be done on a railroad. We plan to have the materials on hand in the building for those that come to work, as well as a list of the jobs that need to be accomplished, posted on the bulletin board. There will be sit down jobs, and walking jobs and heavy lifting jobs—something for all. There is black paint, brushes and sanding materials for the railings on the trestles. There is also deck stain to be used on them. We will be moving dirt to widen some of the right of ways for safety purposes. Installing ties for the same purpose and the standard ballasting, leveling, and grading .**



**We will be cleaning up the area around and inside of the building getting rid of the unused materials, the trash and repairing the enclosure fences. We will need to keep the mowing done around the track out about 3' each side, so the mowers from the park don't endanger the rails and switches. We also need each Section gang to check their section and make sure it is ready to operate on before the April run day.**

**We will also have jobs on run days that are necessary for operation. Working the tickets and waivers, controlling the platform, Engineers and conductors for the trains. We will also need people to make sure the any track problems are taken care of as the occur on run days.**

**Your Pres. John Herman**

## **Member Input**

## **State of the Track**

By Dan Racke

Upon examination of our track, it has been noticed that the rail is being cut and shaved into an unacceptable profile in almost every curved section. This is a problem that is layout wide.



This picture was taken of the rail in the woods s-curve between switch 044 and switch 045. As you can see the rail has been seriously damaged. About an 1/8" of the top of the rail has been lost and the side of the rail is carved at an angle that will actually assist a derailment as the wheel rides up the side of the track.

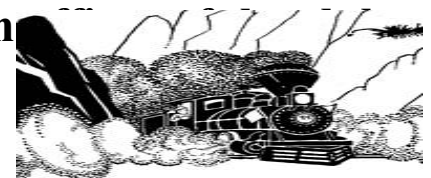
Additionally, with the cut off the top of the rail, the gauge is widened and it allows wheels to fall into the center. Already the new track which was put down in order to fix damage from the flood is being cut into and is showing damage. Cont.p3.

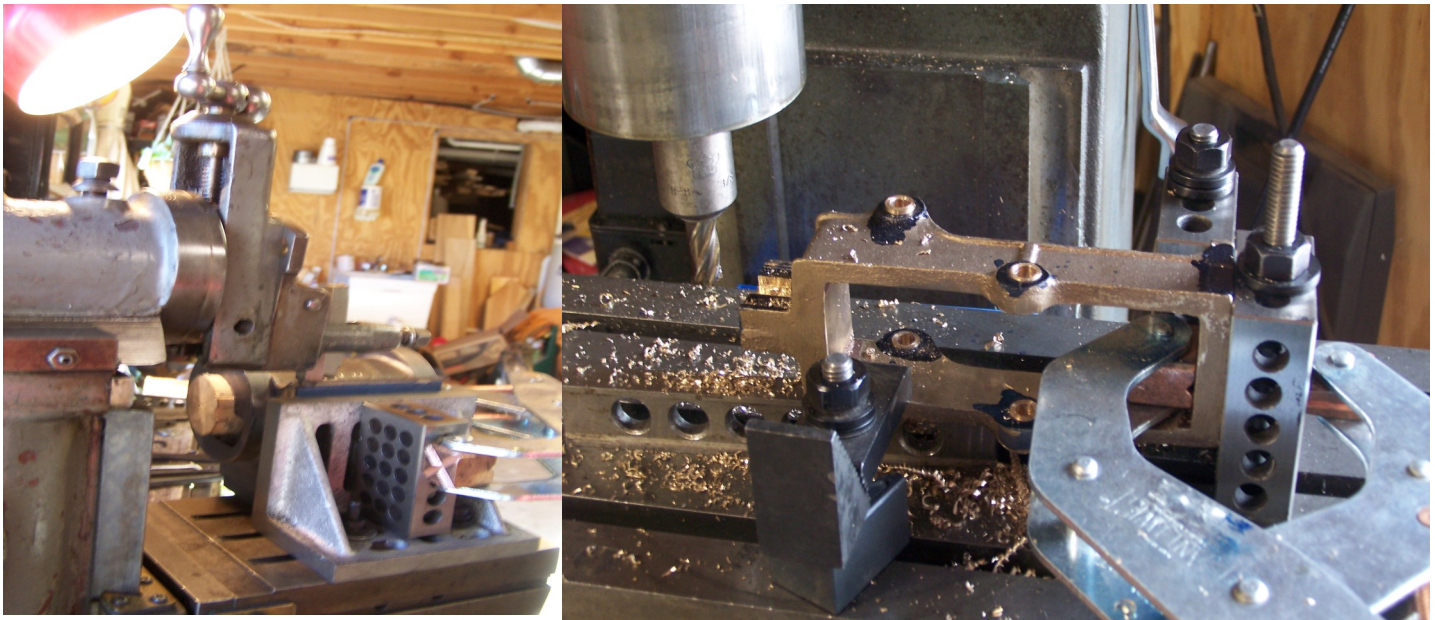
The Pop-Valve editor request ideas for articles. I'm looking for members that would like to spotlight their projects. Projects in progress and finished. Please feel free to **e-mail** or call the **temporary Pop-Valve editor** with your ideas.

**E-mail –Herjansh@hotmail.com**

**To operate on our track,  
an engineer must be determined to be  
qualified by a member of the safety**

**YARD  
LIMIT**





Above - Pictures of Dave Kirch's — Working on parts for his 4-6-0 Steamer.

Right-Dirt dump platform under construction to use on gray riding car base. 3 18" square boxes hinged to dump with extension bar. Reversible so can be dumped to either side .



**Members Input** (cont. from page 2)

If the damage continues at the current rate, the layout may be unusable by the end of the year. (Continued on page 3)

As some of the club members may know, there have been discussions of buying steel track for use on the outside rail of curves. An interim solution is to turn the cut rails around so that the wheels ride on the undamaged side, or to replace the entire rail with another piece. The advantage to simply turning the rail is for the most part both sides have holes drilled for tie bars and the piece is the correct length. Either way it is a very time consuming process. 110' of track has already been turned in the woods s-curve, however, it has taken around 8 hours and we still have around 60' to go.

Since a lot of members are unaware of what is happening, I thought it might be a good idea to let every one know of the problem so a solution may be found.

Buying the steel rail is really a band-aid to the problem. This will not fix the problem only make the track last a lot longer between changes. The real solution is to determine the cause of the problem.

During the next run day in April, track will be monitored in several locations. By doing this we hope to be able to discover how the track is being damaged and what steps we can take to eliminate future problems.



**Rule of The Month**  
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Safety chains are required between all cars with couplers and are recommended even with drawbars.

They should be attached so that they do not drag on track to prevent catching on track, switches, turnouts, and other track features.

Many clubs across the country require them between all cars no matter how they are connected.

## THE MACO GHOST LIGHT

(aka The Baldwin Light)  
(Maco Station, North Carolina)

On a rainy night in 1867, conductor Joe Baldwin lost his head -- literally.

Joe worked for the Wilmington, Manchester and Augusta Railroad, now the Atlantic Coast Line. His train was heading home to Wilmington in a driving rain. It was almost at its destination. At the time Baldwin was in the last coach of the train doing paperwork. He looked at his watch. It was time for him to walk through the passenger cars to announce that the train was nearing its destination.

When opened the front door of the coach he found to his surprise that the rest of the train was far ahead of the coach -- nearly out of sight. The last car had somehow uncoupled. He knew that close behind him was another train -- an express -- bearing down at high speed.

Joe ran to the rear door of the detached coach and swung his lantern wildly, trying to catch the attention of the engineer piloting the train behind, but it was no use. The express careened into the coach, demolishing it and decapitating Joe.

To this day, Joe's ghost lantern still burns over that stretch of railroad. Old railroaders swear that it is the ghost of Joe Baldwin looking for its head (which, by the way, was never found).

The ghost light causes a real problem because other engineers have often mistaken it for a real signal. As a result, the railroad ordered its signalmen at Maco to use two lanterns, one red and one green. That way there would be no mistake as to which lantern was the ghost light and which lantern was real.



National Train Day  
May 9th 2009

On May 10, 1869, in Promontory Summit, Utah, the "golden spike" was driven into the final tie that joined 1,776 miles of the Central Pacific and Union Pacific railways, ceremonially creating the nation's first transcontinental railroad. . Now, 140 years after the "golden spike" connected east and west, there's never been a better time to take the train. that are sure to be a treat for all ages. **So mark Saturday, May 9th on your calendar for a coast-to-coast celebration of the way trains connect people and places**

C/O ILS Temp Pop Valve Editor  
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# April 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18 Meeting will be at 10:00 am in Our Building.
19	20	21	22	23	24	25
26	27	28	29	30		