



Pop-Valve

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Editor – J.R.Herman



Stops Along The Way

1. From The Chairman
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The Pop Valve

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The Indiana Live Steamers

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Keeping it going.



Chairman's Letter March

Spring arrives next week. I know everyone is looking forward to getting outside and enjoying the spring weather. Spring is also time for the "winter clean up". Club property will need a little clean-up work. If the weather cooperates, I would like to clean up, straighten up and "open up" the track for the 2011 season after the March meeting.

I am sure there will be a need for some repairs too. Culverts need to be cleared of debris, the track "level" checked, ditches cleared out and switches oiled. Some areas will need to be mowed while others need to cut down last year's weeds. The building needs a spring cleaning also. All the equipment should be moved out and the floor swept. The refrigerator has not been cleared out from last year. Bugs and cobwebs are abundant.

The new plastic ties will be at the warehouse. The sections of track which will be getting the new ties and track will be determined Saturday afternoon, weather permitting. Before panels can be started, the rail bender needs to be made operational for **our aluminum rail**. The curves will be rolled in to rail first and then the panels build. The tables will need to be rebuilt for the new system and for the curved panels that we will be using. I would like the new panels in place by our first monthly run this year.

This is a list of projects that must be finished early this year: panel replacement, light in Nebo yard, concrete pad for ticket area and replacement of storage area panels. There are a number of sections who have not installed the aluminum cap on the section name poles from last year. Please see that your section has it's aluminum cap in place

At that point, we can move forward with Track Section III. The faster those projects are completed, the sooner work on the expansion can get under way.

See you at the meeting, which is at the park office. Food will be at the meeting!! (Provided by Georgia Bauer)

 David N Kirch

General information-

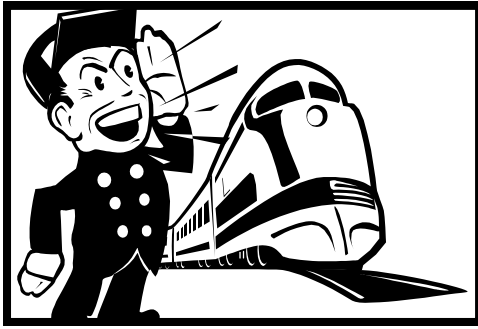
Brad is facing a slow recovery and rehab before he will be able to return to normal . Keep him in your thoughts and prayers.

John Huizenga Has the following items for sale.

1) I have two ramps out of my trailer that were used to support the tank car. One is 11 ft long and is made from 1.5 X 0.187 angle iron with 1 X 0.125 cross pieces. It has hooks on one end to fit over 3/4 pipe and the other end has welded tabs to receive two 1/2 diameter cross bars. The other ramp is a companion to the first and has welded tabs on one end to receive a 1/2 diameter cross bar and fits on the end of the other rack. The other end of this rack has a pair of rollers. This short rack is 87.5 inches long and made from the same material as the other. Included is the stand that supported the free end of the 11 ft rack above my steam engine. The long rack is gusseted and should handle 500# when supported on the ends. The shorter rack would only be good for 200# when supported on the ends.

2) A dash 9 locomotive, new, non running at this point. The chassis has been pulled around our railroad many times, the last time on April 17th, 2010. Included is the engine, a Chinese copy of a Honda overhead valve slant single cylinder 13 hp with fuel tank and electric start, a new Eaton model 11 hydrostatic transmission, a belly fuel tank, a belly oil tank, an above deck oil tank, a snow plow by Precision Steel Car, and a Toyota alternator. The locomotive is close to runnable, lacking the controls for the hydrostat and the throttle. The hoses (total of 5 required) are needed but the oil filter is already mounted. This locomotive is chain driven off the right angle gearbox to a jack shaft in the center of the locomotive. Included on that shaft is a dog clutch so the locomotive can be free wheeled and a brake disk for a parking brake. That shaft drives to both trucks with #50 chain to the center axle of each truck. All other axles are driven with #40 chain. The chassis is fully painted with the intended color scheme to match the Santa Fe war bonnet colors. Included is an engineers car built to the Huizenga style as in the club diesel, Brad Lane's, and Erv Tullock's car. The engineers car is fully painted as well. The locomotive was widened to 19 inches to accommodate the slant single cylinder engine. As such it will be wider than scale while the length has been retained at scale. The hoods and cab would not have to be taller than scale to accommodate the hardware. I have \$2966.21 in parts tied up in the locomotive and \$1587 in labor. Make me an offer. It weighs about 700lb at this point. The pictures were taken just before the chassis was painted but the belly tanks, top oil tank, and trucks were painted already in the photos. The unit is currently hanging in my back shed and is available for viewing any time here at my place.





**Important dates—
Meeting At Johnson County Park
Mar. 19, 2011 1:00 pm**

ILS Minutes of February 19, 2011

BOARD MEETING

The meeting was called to order by President Dave Kirch at 1:05 pm.
A voting quorum was determined to be present.

The secretary's report as printed in the Pop Valve was approved with a motion by Terry Gilmore, a second by Dan Goins, and a vote by the members.

The treasurer gave his report and the president requested it be filed for audit.

DIRECTOR REPORTS

Buildings-Terry has asked Elaine Kirch and Georgia Bauer to work on refreshments for meetings. The refreshments were great at this meeting! Terry also mentioned that all tracks are rented and Tom Wade is on the list when one opens.

John Herman has some ideas on improving our reach to the public.

Bob McGregor had no report at this time.

Jim Eaton gave a report on track and asked folks to comment on the new ties.

Dan Racke-He was absent but Peggy gave a report from him to the effect that train requirements will be put together and he will have the document by the March meeting.

Dan Goins- He had no earth shattering news to report.

OLD BUSINESS There was no old business at this time.

NEW BUSINESS

Dave had information from the park that our utility bill will go up. Water will be included in the bill. The good news is that we will be hooked to the sewer sometime in the future. That will save several hundred dollars a year by not having to pump the tank.

The budget was presented again and after some discussion, Dan Goins made a motion to accept it. A second by John Herman kept the process moving and the members voted to accept the budget.

Dan Goins presented an opportunity we could have in Madison, In. during the steamboat days coming up in October. After much discussion it was decided we would not participate.

Dave Kirch then brought up the subject of the new track construction and presented track that could be made with the new plastic ties being sold out of Ohio. Much discussion ensued followed by a motion from Dan Goins with a second by Tom Wade to purchase 16 boxes of 42 ties for about \$675. The club voted yes when asked to vote.

The meeting end time was fast approaching so with a motion by Terry Gilmore, a second by Tom Wade, and a vote of the members the meeting was extended past the end time.

Discussion followed about phase three track plan and the plans to drop flags in the southeast corner after the meeting. Ideas are welcome on track plans for that corner.

Terry Gilmore made a motion to adjourn; a second was given by Clarence Cochran, and the meeting came to an end with all in agreement.

MEMBERS PRESENT

Dave Kirch, Terry Gilmore, Bob McGregor, John Huizenga, Ervin Tullock, Jim Eaton, Dan Goins, John Herman, Jerry Hoffman, Georgia Bauer, Dick Bray, Clarence Cochran, Dave Jones, Elaine Kirch, Peggy Racke, George Raley, Jim Schulz, Tom Wade.

C/O ILS Temp Pop Valve Editor
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<i>6 GTE</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>
<i>13</i>	<i>14</i>	<i>15</i>	<i>16</i>	<i>17</i>	<i>18</i>	<i>19 Meeting at JCP 1:00 pm at office</i>
<i>20</i>	<i>21</i>	<i>22</i>	<i>23</i>	<i>24</i>	<i>25</i>	<i>26</i>
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April 2011

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