

The Buzz Box

VOLUME 8 ISSUE 4

OFFICIAL NEWSLETTER FOR
GREAT LAKES RAILCARS

From the Front Car

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Great Lakes Railcars
P.O. Box 162
Leo, IN 46765

The New Year brings us to thoughts of new motorcar excursions in the coming year. In this issue are announcements for some trips planned by the Excursion Coordinators of Great Lake Rail Cars. The planning of trips require a lot of behind the scenes efforts by the Coordinators. We can show our support by signing up early to attend.

By now you should have received the latest issue of *The Setoff*. You will find enclosed an Operators Rules Examination. This test is required for the issuance of your new operator's Certification of Examination card. Please note that a current operator's Examination card will be required to renew your Insurance for the next season. As you remember the annual insurance period is from May 1 to April 30.

With the insurance renewal period starting May 1st, your prompt completion of the rules test will make the whole process of renewing the Insurance for the upcoming season. And, be on the lookout for the Insurance renewal when it comes out. Your prompt response to these two important items will allow you to participate in the hobby this summer.

Check out the NARCOA web site to see the latest announcements for Excursions.

Fred

Great Lakes Railcars, Inc.
Board of Directors Meeting
November 6, 2005

1. Site of Meeting. Hoosier Valley Railroad Museum, 507 Mulberry Street, North Judson, IN 46336-0075.
2. Officers & Directors Present. Fred Lonnes, President; Chuck White, Newsletter Editor; Lee Wilhite, Secretary Treasurer; Jon Schmidt, Stan Conyer, Mike Mitzel and Area 3 Director, Bruce Carpenter.
3. Officers & Directors Absent. Richard Hinds, Jim Lindholm, Jeremy Winkworth, and Gary Greenwood.
4. Members-At-Large & Others Present. Bob & Laurie Knight.
5. Call to Order. With a sufficient number of Officers & Directors present, a quorum was declared and thus the meeting called to order at 10:16 a.m. by Fred Lonnes, President.
6. Reading of Minutes from February 8, 2005 Board Meeting. In that a copy of the minutes were distributed to each Officer & Director present at the start of the meeting, a motion was made by Chuck White that reading of the minutes be dispensed with. The motion was seconded by Mike Mitzel. By unanimous vote the motion carried.
7. President's Report. Fred Lonnes yielded the floor to Bruce Carpenter. Bruce offered a brief description of the NARCOA BOD meeting in Chicago. This included new rules relating to: (1) reverse movement, (2) speed, (3) required use of cotter pins on brake rigging, (4) affiliates scheduling runs that conflict with one another, (5) the soon-to-be-revamped NARCOA website, (6) the soon-to-be-dropped link to the Speeder's List, (7) *The Setoff* going to a new publisher, (8) incidents primarily caused by operator inattention, (9) approved purchase of a large quantity of wheel gauges and two-part wheel profiles, (10) the unlikeliness that insurance will be in place by January, 2006; Tom Norman exploring options, (11) the NARCOA Board of Directors tabled adopting rules governing "Custom-Built & Highly Modified Factory-Built Motorcar Inspection Standards, instead preferring to adopt them as "guidelines" only. It was agreed the final decision as to whether such a motorcar could participate in a particular excursion would ultimately rest with its excursion coordinator. (12) Keith Matthews is developing a hi-rail inspection form for all hi-rails built since 2005. (13) Pat Coleman and Hank Brown developing regional training/mentoring program for excursion coordinators. (14) Hank Brown also developing new certification test that will be comprised of three different tests with twenty-five questions each. Membership is encouraged to send question suggestions to Bob Knight.
8. Treasurer's Report. A copy of Treasurer's Report presented by Lee Wilhite for the period covering 1/01/05 to 11/05/05 is attached and by this reference incorporated into these minutes. Opening balance was \$6,367.38 while closing balance was \$4,384.95. Mike Mitzel motioned the Treasurer's Report be accepted. The motion was seconded by Chuck White. A vote was taken and the motion carried.
9. Newsletter Editor's Report. A copy of the Newsletter Report presented by Chuck White is attached and by this reference incorporated into these minutes. There are 153 email subscribers while 43 receive the report by regular mail. Membership dues down because of increased email circulation. No changes being made to website. Instead, we will be switching to a new ISP. Lee Wilhite motioned the Newsletter Editor's Report be accepted. The motion was seconded by Chuck White. A vote was taken and the motion carried.
10. Old Business. Given the concern over the effective administration of the Jake Award and the distribution of its award pins - coupled with the disparity in levels of contributions made by the various affiliates, it was agreed that GLR's further participation in the program would be withheld until the purpose and benefits of such participation can be clearly defined. Fred Lonnes will draft a letter stating such to send to Bruce Carpenter for transmittal to the NARCOA Board of Directors. Chuck White motioned this proposal be accepted. The motion was seconded by Mike Mitzel. A vote was taken and the motion carried.
11. New Business: The following tentative excursion schedule was developed for 2006:
April 29: Indiana Railway Museum - French Lick, IN
April 30: Hoosier Southern Railroad - Tell City, IN.
May 6-7: Illinois Railway
May 20: Chicago South Shore

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GLR BOD Minutes Continued

- May 21: Hoosier Valley Railroad Museum - North Judson, IN
 May 27: Ohio Central.
 Labor Day: Wheeling & Lake Erie.
 June: Carlton Trail / Savage Alberta.
 June 3: Coopersville & Marne.
 June 10-11: Huron & Eastern.
 June 11: North Vernon Railroad Days.
 June 17-18: Hoosier Valley Railroad Museum
 June 24: Indiana Transportation Museum.
 June 25: Whitewater Valley Railroad.
 July 9-15: Algoma Central Railroad.
 July 29-30: Eastern Illinois Railroad.
 August 12: Big South Fork Railroad
 August 13: Caney Fork & Western Railroad - McMinnville, TN.
 August 19-20: Lake Superior & Ishpeming.
 September 9: Coopersville & Marne.
 September 28-29-30: NARCOA Annual Meeting & Marquette Railroad.
 December 9: Indiana Transportation Museum.
12. Unscheduled Business: None.
13. Election of 2006 Officers. Fred Lonnes motioned that all officer presiding at this meeting be re-elected for another one-year term. The motion was seconded by Mike Mitzel. A vote was taken and the motion carried.
14. Closing Comments: None.
15. Adjournment: With no further business to address, a motion was made by Stan Conyer to adjourn the meeting. The motion was seconded by Lee Wilhite. By unanimous vote the motion carried and the meeting was adjourned at 1:57 p.m., EST.

Respectfully submitted,
GREAT LAKES RAILCARS, INC.

By: _____
 Lee Wilhite, Secretary/Treasurer

EDITOR'S NOTE:

As of the date of the printing of this newsletter, the above excursion dates are all tentative unless noted elsewhere in this newsletter. Please watch the GLR web site, the NARCOA web site, this newsletter, and your email in box for announcements of confirmed excursions
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GLR ANNUAL SUNDAY DINNER

The date for our annual Sunday Dinner meeting is Sunday, February 12, 2006. The location has been moved due to a local church occupying all the available space in our usual location,. The new location is the MCL Cafeteria located at 3630 South East Street (Hwy 31), Indianapolis. The restaurant is at the north end of the Target Shopping Center about 1 1/4 miles north of I465. Our dinner is from 11:00 am to 1:00 pm. Please go through the regular serving line and join us in the banquet room just inside the front door. We hope to have the Hillbilly Band join us again for entertainment. For additional information, contact Stan Conyer (See Algoma Ad).

CONFIRMED EXCURSIONS

SATURDAY & SUNDAY - April 22-23, 2006

Illinois Railway, Ottawa, IL & Ladd, IL

Great Lakes Rail Cars is pleased to announce a motorcar excursion in the lines of Illinois Railway. On Saturday, April 22 we will be traveling on the Ottawa Line from Ottawa to Oswego. The trip will follow along the Fox River for a 70 mile round trip. On Sunday, April 23 we will travel the Zearing Line starting from Ladd and traveling to LaSalle, on the Illinois River and to the BNSF connection at Zearing. Cost for these trips will be \$85 for the Ottawa Line and \$65 for the Zearing Line. Sign up for both days at \$140 and save \$10. These are NARCOA insured trips and all NARCOA Rules apply. (NOTE: 2005 Insurance will be in effect for these trips). To sign up contact Fred Lonnes, P. O. Box 92, Western Springs, IL 60558-0092 or email FredLonnes@Flash.Net

Monday July 10 -Thursday July 13, 2006

Algoma Central Railway

GLR is excited to again sponsor a four day excursion over the Algoma Central Railway July 10-13 2006. Participants will travel 590 miles round trip in four days between Sault Ste. Marie and Hearst, Ontario, Canada. The trip will be thru some of the best rail scenery east of the Mississippi and may not be repeated next year. If you haven't done the entire line yet, do it while you can. Inspections will be Sunday July 9 with departure Monday July 10 from Sault Ste. Marie. Our group will spend two nights in Wa Wa and one in Hearst, Ontario. Fee is \$400 and includes the railroad fee, gas, and transportation. Fee may have to be adjusted depending on exchange rate and the cost of gas. Meals and hotels are arranged but cost extra. NARCOA safety rules and insurance are required. Additional safety equipment include seat belts, and (safety vest or shirt, hard hat and safety glasses are required by the Canadian National Railroad). Send a check made out to Great Lakes Railcars for \$400 along with your car information, including car number, your address, and e-mail address to; Stan Conyer, 9333 W. St. Rd. 46, Columbus IN. 47201. E-mail stanconyer@hotmail.com

GLR T-Shirt Offer

Great Lakes Railcars is proud to offer OSHA Orange T-shirts with reflective stripes on the front, X on the back, and our motor car logo embroidered on the front. These shirts are being offered at our cost in a effort to increase our visibility and enhance safety at our excursions. The shirts are Jerzee brand which will hold up and continue to look good after repeated washings. The shirts are sizes S-3XL \$20 each plus \$3.85 for Priority Mail.

Also we are offering denim long sleeve shirts with the motor car logo on the right chest, no reflective stripes. The shirts are 7oz 100% cotton and available in sizes XS-8XL. The price for the shirts is XS-XL \$25.00, 2X \$27, add \$2.50 for tall, plus \$3.85 for Priority Mail.

Please have your order to me by June 1 so we can order the shirts and get them back to you in time to use them this ridding season. To order please call Stan Conyer, 812-342-0565, or e-mail at stanconyer@hotmail.com.

NOTE FROM THE CHIEF MECHANIC

Zero Issues Remaining

If you see a zero on the front of your envelope, this will be the last issue you will receive via regular US Mail, what I've been calling "Snail Mail." If you're not receiving this newsletter via email and would like to continue to receive it (and save \$10), please send your email address to: cwhite13@comcast.net.

I would encourage everyone who can, to subscribe to this newsletter electronically.

Thanks.
Chuck White, Editor & Publisher

EDITOR'S NOTE: The following is an article written by my model railroading buddy/companion: Bob Young, for this publication, and for the newsletter published by the NMRA's Northeast Hoosier Division. This isn't about motorcars, but rather about an impromptu visit we made after our ride on Sunday.

November 13 trip to Monticello Railway Museum, Monticello, Illinois as part of a weekend speeder trip with NARCOA (North American Railcar Operators Association) and local group Great Lakes Railcars.



Lined up at Monticello for breakfast

After the run south to Monticello for breakfast and the run north to White Heath, Chuck and I thought we would spend a half an hour or so visiting the museum grounds before heading east and home.

We climbed through a coach vestibule and entered the locomotive facility. We were met by museum member Paul Nelson. Paul was kind enough to show us all around and into places we would not have gone on our own.

In this first building there were two EMDs, an NW2 and an F7A, and at the far end were two ALCOs, an FA and an RS3. Being an ALCO fan, I found the sights

and sound quite delightful. It was a very large building. The two ALCOs were running and sounded wonderful with their hunting way of idle and of course smoke was pouring from both of them and luckily going out the open doors at the far end.

Paul took us first into the cab of the NW2. I took photos of us at the throttle. Paul then started the engine while we were in the cab. The engine took a great shutter and started, quite easily I thought. It locked onto the idle speed and virtually no smoke was coming from the stack, amazing for a forty-something engine.

We were told the NW2 was completely refurbished by museum members. It looked wonderful as you can see from my photo.



Turning at White Heath

We then were treated to the cab of the RS3 and then the FA. While in the FA, Paul asked if we would like to visit the engine compartment, while it was running mind you.



Paul and Chuck in cab of NW2

Of course we accepted. It was not as noisy as I had anticipated twelve cylinders would be, although I did have to shout to be heard. It was a neat experience. I was surprised to find the commode sitting at the far end of the FA in the engine compartment. I would think that this would not be a friendly spot at speed. No reading room this!

We then climbed from the FA and were shown to the next engine building. In

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this vast building were two locomotives. Both were in various stages of being rebuilt. One was steam and one was an E9.

The E9 had its skin off of one side so that one could see both prime movers and generators and all the other inner workings. One of the members owns this E9 and works lovingly on it. The rear prime mover was found not to be electrically hooked to the traction motor and the frame



NW2

had some rust. It looks like he should have many hours of work to do. I commented that he must have a very understanding wife. He said he is not married.

The other work in progress was a steam locomotive. What



Paul in the bowels of the FA

was on the floor was a frame with a brand new boiler sitting atop it. The boiler had been fabricated to specification for the museum. It was a wonderful site to see. Henry said that the plan was to have the engine running by 2007.



E9 and owner

We then stood outside the engine facility and talked about the many coaches that the museum has refurbished for various owners and future projects that were lined up on the sidings.

Paul said that for \$100 one could drive a locomotive during the summer running months.

I just may take him up on that. I have already started saving and would love to drive an ALCO.

Our visit had taken two hours instead of one half hour but it was well worth the time. I had a ball.



Brand New Boiler

EDITOR'S NOTE: The following is an email sent to me by Stan Conyer after I cancelled riding with him on the ITM trip back in December. The pictures are courtesy of Roger Hoffman.

Sorry you missed the run at Noblesville. We did something a little different. Les checked out the line north of Noblesville Friday afternoon and doubted we could make the run due to snow plowed on the track at the crossings and some drifting. We decided to run south to Fishers behind the Polar Bear Express train.



At the station in Fishers

We cancelled Santa as there were no towns in between and our publicity was in the towns to the north. The train passed our set on at 10:00am. We were sitting on the passing siding and had shoveled out the track north to the switch. We backed out on the main and had to wait for the train to return to the south end of the passing siding at Noblesville. We followed the train to Fishers and took the siding at the station. We ate a nice (warm) lunch at the Nickel Plate Grill, next to the station. After lunch we

backed out on the main between one of the runs of the train and ran south to the next crossing to turn the cars. Turning the cars took us longer than the time the train needed to run to Noblesville so we held the main across the street from the station. Les managed to get us a free train ride so we all rode the next train, Bruce paid for a cab ride in the F unit.

We returned to Fishers, after a sell out train load of passengers detrained, the train backed clear of the passing track. We switched the motor cars into the passing track, the train moved back to the station, we took the main back to Noblesville. At Noblesville three of the seven motor cars and two of the three hyrails, Bruce went home, decided to try to get to the Y. North of the museum we encountered the snow and drifts. The RR hyrail proved to be worthless in the snow. The truck had little traction and the hyrail gear was so low he was pushing to much snow. We switched my truck to the front and I could bust through the snow much better, on straight track. When we got to the Y and I got into the curve I promptly went into the snow. With some re-railing ramps I made from Bruce Carpenters design I was able to get my truck back across the tracks of the switch and I backed to the crossing between the rails.



Winter ride on the ITM

We came back to the Museum and followed the train, which had come all the way back for the last trip, through town back to the set on. It was a long, cold, day but I never heard anyone complain.