



THE STEAM WHISTLE

A Monthly Bulletin of the
Chesapeake and Allegheny
Steam Preservation Society, Inc.

Facilities Located in Leakin Park, Baltimore MD
(Off Windsor Mill Road near Forest Park Avenue)

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<http://calslivesteam.org/>

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Charles W. Kinzer – Secretary	4.75”	Louis A. Koehler – At Large
James L. Carpenter – Treasurer	3.5”	Steven Zuiderveen – At Large

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ANNUAL MEETING

This year’s annual meeting will be held at noon on Sunday, July 3 **AT LEAKIN PARK**. A new gas grill has been purchased to keep the burgers and dogs hopping to your plate. As usual with Society get-togethers, meats and buns are provided and everyone is encouraged to bring a dish to share. Saturday will probably see some trains running, too, weather permitting. There is no election this year, so fun for all **AT THE PARK**.

BUSY MONTH

The month of May is usually very busy with extra activities at Cass as well as the extra run at the Herb Festival in Leakin Park. This year fit that mold with an extra dose of well worthwhile, hard work at the long-hours Saturday at mid-month. You can have a well-deserved smile on your face if you provided help in some of these activities. Descriptions of these activities are covered in the following sections.

CALS AT CASS 2005

Thanks to Mike Schroeder for the following report
with apologies for the editing

It was another great year at Cass for all who made the trip. This year was the 100th birthday of Shay #5, the oldest locomotive that continues to operate in the United States.

On Friday, April 29, the CALS crew (Jim Carpenter, Rick Nace, Ryan Nace, and Mike Schroeder) led by the boss, the planner, and the coordinator, Poul Pedersen, conducted registration at the Durbin RR Station. All registrants were given a name tag with a beautiful centennial badge attached celebrating #5 Shay’s birthday.

At Durbin Train Station, home of the Durbin Rocket, a 40 ton Climax geared locomotive built in 1910 for the Moore-Keppel Company, we loaded up and at approximately 9:00 a.m began a 6 mile trip down the old C&O line paralleling the Greenbrier River. A few hundred feet down the track we had our first run by as two newly acquired hopper cars were added to the consist to make-up the train of cabooses, open car, flat car, and hoppers.

The day was overcast and cool with a few sprits of rain, which did not slow us down one bit. We made numerous run bys as we headed for the end of the line, a washed out section of the tracks caused by the Greenbrier over running its banks in the 1980s. At the end of the line we had a delicious box lunch furnished by the Durbin Railroad. As we headed back, we made several more run bys and were behind schedule, but the Durbin Railroad did not mind. They wanted to make our day and they certainly did.

On to the handcar rides! After a few minutes on a handcar, you realize what a grade really is. From the newly rebuilt water tower at Cass, we headed down to the Cass Station with 'down' being the key word. From the Station, we pumped our way back up the track past the water tower and across Leatherbark Creek parallel to the Greenbrier River near the salvage yard of the Cass shops; then we went back to the water tower. Once was fun, twice was exercise, but three times was work.

A NOTE: The water tower, after many years of neglect and leaks, has been rebuilt. The metal stand was sandblasted and sealed with epoxy paint. The entire wood floor and tank was replaced with California redwood. Did you know that the water tank has corners? Well it has. Think of the wood floor and the way the grain of a plank of wood travels and in which direction wood swells when wet; now, find the corners.

At the Cass shop, Artie Barkley, the Shop Forman, gave a tour of the Cass shop and its history. Artie is the author of a book on Cass and Shay #5; the book is to be published shortly.

At the Mountain State Shop noted author George Dieke gave a tour on the progress of the Climax rebuild. In six years or so, you may be able to ride behind a triple-header of a Shay, Heisler, and Climax. A new metal cab has been formed and is in the process of being riveted together. The loco frame is in parts being rebuilt or replaced. Progress is substantial. Just a few years ago the Climax was a rusting hulk of junk headed for the scrap yard if it were not for Mountain State.

At 6:00 p.m., we sat down for a BBQ dinner with cherry and apple pie for dessert. Poul gave a brief of the next day's activities.

Saturday morning at 8:00 a.m., we put our belongings on the train and headed to the birthday party of Shay #5. The engine was ordered by the CASS West Virginia Pulp and Paper Company in 1905 and was used by the company until 1960 when the company went out of business. In 1963, the loco was pressed back into service pulling trainloads of rail fans 3 times a day to Whittaker. You could say Shay #5 is the oldest loco in the U.S. in almost continuous service.

At the birthday party Barbara Parkinson prepared a special birthday cake, a slab of spruce wood with an engraved drawing of the #5 number plate burnt in. Barbara gave the slab to Artie to feed to the fire of # 5 while we sang happy birthday. After the party, #5 ran through the banner celebrating its 100th birthday. Then #5 lined up for a 3-train race with Shay # 2 and Heisler #6. There was a smoky dash to the new water tower, and #5 was definitely the big winner that day.

At the water tank, we loaded up a double header consisting of Heisler #6 and Shay #2 and headed for Spruce where we saw and filmed the consist as a log loader was added to the train. The train was broken up into two trains and a log loader put with the consist of #6 with two cars of logs and a caboose. The two trains had several races at Spruce as we peered from a hill 75 feet above the action. After the races was lunch.

When lunch was over, we headed for Big Cut and the Beaver pond. Big Cut was in bad shape with rock and rubble covering the tracks. We backed the log train into the cut and made photo run bys at the Beaver pond. Then we loaded up and headed back down the hill. On the way down, we could not resist stopping at the "S" curve for some great shots while watching the engines negotiate snaking curves at a 9% grade. The engines exuded lots of power and smoke. Then it was on to the station.

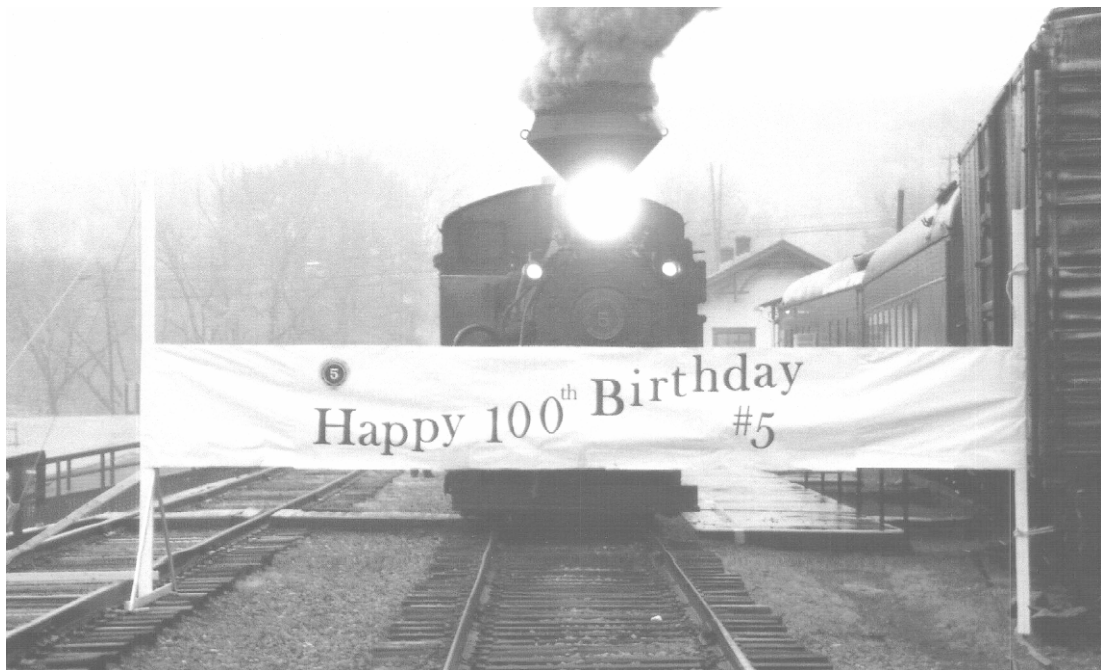
At 4:30, the Cass Show Case provided an insight into the history at Cass with a model HO railroad layout of Cass. Bruce Elliott gave a live oratory of Cass and Spruce followed by a video and slide show of Cass. Afterward was a sit down dinner and birthday cupcakes at the Cass Community Center. The goodies were provided by Poul's wife Mona and her mother Boo Law.

On Sunday at 8:00 a.m., we boarded the train with Shay #2 at the lead and headed for Bald Knob with stops at Back Mountain Road, Oat Creek, Whittaker, and the Wye for photo run bys. We arrived at Bald Knob, the second highest mountain in West Virginia (4800 plus feet) a little after noon and had lunch. The day was a little overcast - one could see only 25 miles instead of the usual 50 to 100. After lunch we headed back down the hill stopping at the "S" curve for more good shots.

Great thanks to Poul Pedersen for another great year at Cass. And to Jim Carpenter and Rick and Ryan Nace for all the help and input. Ryan came up with the idea of having a train race at Spruce on Saturday. It was a coordinated effort and a lot of fun for all.



Not Looking Like a Race Winner: (from left) #5 Shay, #4 Shay, #6 Heisler



Birthday Banner

Photos by Mike Schroeder

CENTENNIAL BADGE OFFER

To commemorate the centennial of #5 Poul Pederson designed a special badge. The inner circle is designed after the #5 number plate and around that is a second circle with “Centennial 2005”. If you are interested in purchasing a badge at a cost of \$4, see Jim Carpenter.

RUN DAY

April 10 was a beautiful day for operating a railroad. Bob Schwoerer had his CSX diesel running and Herb Schroeder brought Leo Chism and Leo’s Pacific to the Park. With just those two locomotives being brought for the show, the CALS electric was operated for much of the session. While the total number of visitors was not very large, they happily got back in line for additional rides. The day’s customers included a Cub Scout group, several of whom found the Kubota tractor to be very interesting.

WORK DAY

The 14th was one busy, long Saturday work session with quite a number of members putting their backs to the digging and filling. The primary activity was to lay conduit for the new signal system and the new light to be mounted at the transfer table. Larry Law brought a rented trencher and several folks had an opportunity to wish they had not had the opportunity to handle it. Another tool was the saw for cutting out a strip of asphalt next to the concrete driveway crossing. Luckily a large soul like Ray Short was available. Then the discovery was made that pulling up the asphalt had gone much too easily. It was just a top layer with something much less easy underneath. When it was thought that a second saw cut might help, Ray was super reluctant to restart that work. His reluctance caused no harm because he had actually already cut as much as the saw could; so it fell to the pick ax and chisel to break up the oiled aggregate below. Additional hard work was digging the post holes for the PVC pipes mounted vertically at each signal terminal to house the electrical connectors. Then there was backfilling. Then there was the trench for the light and the “tunnel” under the lead down to the lift. All in all, it was very good that there was a large number of volunteers to spread the work around.

HERB FESTIVAL

Saturday, May 28, was the date for the Herb festival after a year hiatus. The line to enter the festival area was long initially, but there did not seem to be as many vehicles as has been seen in past years. There generally were three or four trains running and most of them left the station with some empty seats. A storm blew in around 1:30, but it was evident beforehand and most of the equipment was shut down and put away by the time it began to rain. John O’Dea got wet, however.

Besides John's Mogul, 614 was running under the hands of Skip Rollins and Mike Schroeder, who had worked the preceding Sunday to bring the big beauty to the Park to get it adjusted for the Festival run. Bob Schwoerer, of course, had his CSX diesel running with Mike Looney at the controls. The Kirchner diesel and the club electric were also running part of the time.

BOILER INSPECTION FOLLOWUP

Boiler inspection was held on April 15 and 16 at the Hamilton's. Ten locomotives were inspected on Friday and four on Saturday. There have also been at least two others which have been inspected after the Saturday gathering. Now, there is a final action all owners must perform. In addition to having your certificate available personally, it is necessary to provide a copy to Mike Schroeder whose address is in the Directory. Please send a copy as soon as you can.

Another item of interest regarding boilers is a clarification of the acceptance of different types of boiler construction. Basically, if it passes the inspection, it is an acceptable boiler. The material is not a material concern; neither is the construction method; i.e., staybolts vs girders.

EXTERNAL ACTIVITIES

A potentially important event for finding young members of CALS will occur on June 21. Bob Schwoerer [previously reported erroneously as Herb Schroeder] and John Frederick will be together attending the Cub Scout Fair at the Harford Fair Equestrian Center. They will have some equipment, including John's Shay and will be explaining how locomotives work and how the Society attempts to preserve the heritage of steam. Try to stop by and help if you can. Call John or Bob for details.

IN REMEMBRANCE

Edmund E. Diehl, long time member of CALS, passed away in May. Ed was an early Full Member of the Society and is remembered for the many times he ran his Pacific at Leakin park.

It was also reported that Al Dowe passed away in April. Al was a charter member of the Society but has not been active recently.

We wish the families well.

FOUNDRY RECOMMENDATION

Andy Jacobs indicated last month that he has knowledge of a good foundry in New Hampshire. Details are now provided in Andy's words:

"It has come to my attention that many of our members are searching for a facility to cast various parts for our projects. A friend of mine, Jeff Albright, owns and operates a small foundry in New Hampshire at the following address:

Hemlock Foundry
Jeffery Albright, Owner
1580 Acworth Road
P.O. Box 1495
Chestertown, NH 03603-1495
Phone: (603) 826-3692
Fax: (603) 826-4330

"I know Jeff to be very knowledgeable in the field of metal casting and machinery repair. The quality of work that I have seen come out of Jeff's shop is beyond exquisite; I have yet to find any castings Jeff has made with air or sand pockets embedded. The customer may have to supply the pattern to be cast. The materials that can be cast are: copper, brass, bronze, aluminum, iron, and steel. These can be delivered to any level of finish.

"In terms of knowledge of machinery Jeff has worked and rebuilt both steam and diesel locomotives while working for various railroad enterprises. I learned quite a lot about adjusting and shimming locomotive side rods bearings from Jeff, along with other important railroad aspects. I hope if some of our members are interested in constructing a locomotive or steam-related machine that they will not be intimidated by castings but rather take the opportunity to learn."

FOR SALE

9" South Bend Lathe, Model A Quick Change \$1200

GOOD CONDITION

16" between centers	27/32 spindle hole
Collet 1/2"	Taper attachment
Handwheel collets	Face plate
3- and 4-jaw chucks	Steady rest and follow rest
Double tool cross-slide	

Contact Ray Fisher at 703-354-8592.

2005 CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>PLACE</u>
<u>APRIL</u>			
Wed 6	9:00 AM	DLLR Safety Inspection for cars	HQ
	7:30 PM	BOD & Member Meeting	HQ
Sat 9	9:00 AM	Badge pictures	HQ
Sun 10	11:00-3:30	Public Run Day	Tracksite
Fri 15-16	9:00 AM	Boiler Inspection	Hamilton's
Sat 16-17	10 AM	Great Scale Train Show	Timonium
Sun 24	11:00-3:30	Member Run Day	Tracksite
Fri 29-5/1	All weekend	CASS w/ CALS 2005	Cass, WV
<u>MAY</u>			
Wed 4	7:30 PM	BOD & Member Meeting	HQ
Thu 5		Repair Facility Re-opening	Museum
Sun 8	11:00-3:30	Public Run Day	Tracksite
Sat 14	9:00-4:00	Long work session	Tracksite
Sun 22	11:00-3:30	Member Run Day	Tracksite
Sat 28	10:00-4:00	Herb Festival	Tracksite
<u>JUNE</u>			
Wed 8	7:30 PM	BOD & Member Meeting	HQ
Sun 12	11:00-3:30	Public Run Day	Tracksite
Sat 18	9:00-4:00	Long work session	Tracksite
Tue 21		Cub Scout Expo	Harford
Sun 26	11:00-3:30	Member Run Day	Tracksite
<u>JULY</u>			
Sun 3	12:00 NOON	Annual Meeting	HQ
Wed 6	7:30 PM	BOD & Member Meeting	HQ
Sun 10	11:00-3:30	Public Run Day	Tracksite
Sat 16	9:00-4:00	Long work session	Tracksite
Sun 24	11:00-3:30	Member Run Day	Tracksite
<u>AUGUST</u>			
Wed 10	7:30 PM	BOD & Member Meeting	HQ
Sun 14	11:00-3:30	Public Run Day	Tracksite
Sat 20	9:00-4:00	Long work session	Tracksite
Sun 28	11:00-3:30	Member Run Day	Tracksite

WORK RECORD

DATE

WORKERS

WORK ACCOMPLISHED

As this issue goes to press it is more and more evident that your editor has lost the work record covering most of the month of May. It is a true shame because the long work day on the 14th resulted in significant progress due to the excellent turnout of volunteers. Without the record, however, there will be no listing of names because surely some would be omitted. Great thanks go to those who worked and sincere apologies come from your editor.

PROJECT LIST

1. Implement use of the third container - fully in use
2. Install new 1 ½" – 1" crossover - completed on 4/9
3. Complete the fence around the track - continuing beyond station
4. Upgrade the current signaling system - completed trenching for and laying of conduit
5. Find drainage piping and fix - work done at HQ
6. Install the third track (siding) at the Headquarters building – triple switch installed at HQ
7. Install new switches for the siding
8. Add siding signals to the signaling system
9. Upgrade the drainage systems -- by bits and pieces as found
10. Install light pole at east side of steaming bays -- conduit laid
11. Continue upgrade of track (replacing ties in-place)
12. Fix post holes for customer-control ropes at station - actually in concrete; need to rethread
13. Install car racks in container #2 - brackets being made and rack components painted

Work sessions are scheduled for Wednesday and Saturday mornings – say 9 o'clock or so. There is always something to do – see above. Long session on Saturday between run days. Thanks to those who have been giving their time.

33900/39200

06/01/05 CEC [and late, too]