



THE STEAM WHISTLE

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

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VOLUME 32, NUMBER 05

MAY, 2006

OPENING DAY

April started our real season. Somewhat cool sayeth some participants, though there was a birthday party whose participants remained throughout the day. The temperature probably reached 50-ish with a cooling breeze under cloudless skies. Bob Bayles cheated by wearing a hunting cap with fold-down ear flaps – which he used on occasion during the day. Your heartier editor only thought about using a pair of sound-suppression muffs.

Bob Schwoerer ran his CSX diesel all day with relief from Larry Law. Mike Schroeder and Steve Zuiderveen worked and worked to get Wendy running her laps. There was an abortive start, but after a bit more repair resulted in her running the rest of the day. Wendy has a very nice sound, but something has to be done about the weak ‘tweet-sput’ of the scale-size whistle. While those two engines were running there was a gang working on the electric set. Carl Tweedale finally brought her out for the final hour or so. At least she now runs in both directions.

There were not very many customers, but they continued to ride and many tried to ride behind the different locomotives. There were no comments about running on only one loop. Apparently the ride is the real interest.

CAR INSPECTIONS

Any car which will carry passengers during any Public Run Day or other time the Society provides rides to the public must be inspected by DLLR. In preparation for the April 19 inspection session, Mike Schroeder and Bob Schwoerer spent two days getting the cars ready. That was no mean feat because the setup for building track panels was in the way. The curvy track for running the loaded flat cars out of the building prevented lowering

the lift and the table with the jig took up space within HQ. Then, of course, there was work to be done on a couple of the cars. The DLLR representative later performed the inspections and passed all the cars.

BOILER INSPECTIONS

Boiler testing took place Friday and Saturday, April 21st and 22nd. For the first time the event occurred at the tracksite in Leakin Park -- a break from the tradition of meeting at the Hamilton's estate. We have always been grateful for the gracious hospitality shown by Bruce and Sparky, but future inspections will probably continue to be done at the Park.

Seventeen steam locomotives passed the inspection by Qamar Ahmad, the inspector from DLLR, who has actually become something of a tradition for this annual event. Rain dampened the proceedings Saturday, but comfort was preserved by use of the portable tent, which was erected and carried from one loco to another. Bill Kinzer, believing that a brief steam-up would be good for "Ol' 99," went around the track a couple times with a few passengers to dry out his engine.

As a related reminder: as we have done in recent years, each boiler is expected to undergo an accumulation test (to check safety valve capacity) at Leakin Park the first time that boiler is steamed up for the year. This test involves firing the boiler vigorously and demonstrating that the safeties do not allow the pressure to rise beyond their settings. This test must be witnessed by a member of the Board of Directors, and an accumulation test form must be filled out.



Inspector Ahmad Signs Off Another



Mikey Schroeder Horns In

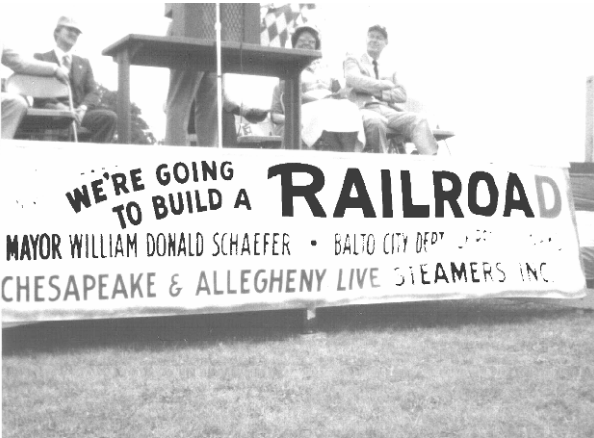
Photos by Bill "Doc" Kinzer

HERB FESTIVAL

Two public runs this month; first the regular Public Run Day and then the Saturday Herb Festival which will be on the 27th, starting at 10:00 and lasting until 4:00. Those hours for the Festival make for a long day of itself, but setup and shutdown will add more than an hour at each end. This is the type of event which brings us new customers and maybe new members. We need to put on a good show for the folks, and as much help as possible from the membership would be appreciated.

REMINISCENCES

Some of you old timers in the Society may remember Frank Hein. His son came by at the April Run Day and dropped off several photographs of the groundbreaking ceremonies at Leakin Park. It has been a long trip since that day and the current membership has many fine people to thank for what we have now.



Big Sign



Heavy Work



(above right) Mayor Schaefer Directs

(above) The Mayor Admires His Hat – Look Hard



And THIS Is What We Got!?

Thankfully It Has Expanded a Bit

TRACK WORK

More panels have been constructed but now many sections have been put into the ground. At the end of April the new track extended from HQ out to the crossover near the mid-field crossing. Gee; that must be somewhere near 10 per cent of the loop. We're obviously needing more bodies with experience so that we can get two crews working. Thanks to the folks who have been showing up.

The equipment used to lay the new track panels has been working well and saving some backs. An additional help is an attachment to the bucket on the Massey-Ferguson tractor. A small extension has been bolted to the middle of the bucket so that the tractor can be used to scoop out the proper roadbed width for installing the track. The bucket, in spite of the attachment, is still very useful for carrying stone to the site of the newly laid panels.

The actual installation of the new-style panels has been going fairly well, but there is a common problem which needs to be addressed in the construction process. Please see the details under the following heading.

Don't forget, or maybe, please remember, that you can make a tax-deductible donation to the Track Fund. Send it to James Carpenter, Treasurer, 6918 Fern Lane, Annandale, Virginia 22003. He will provide you with the necessary documentation for your tax return.

TRACK BUILDING

A reminder about building the track panels: Follow the procedure. But the devil is in the details, and those details are not exactly written in the procedure. So, listen up – it's important. When installing the track there are a few irritating problems which take up valuable time. One is that the gauge is sometimes not precise. That imprecision may be just a 1/16th of an inch, but it is enough to require some unreasonably rough handling to get the joiner to match the opposing rail end. Also, the rail ends are sometimes not finished properly, making it difficult to get the joiners to slip on. Finally, in many instances the gap between rail ends is larger than it should be. That means the connection has to be taken apart – after having fought the previously-related battles - and one of the rails cut off and the end re-finished. The proper process in building the panels requires some minor adjustment.

First, get one rail installed before working on the second; the secret is to get the first rail installed properly.

Proper installation requires adherence to a precise sequence of steps:

- Slip the rail joiner onto one end and position that end of the rail in the middle of the end tie
- DO NOT screw down that end of the rail
- On two ties, screw down the screw-washer until the washer "just touches" the rail footer

- Then on the rest of the ties: insert one screw enough to hold, insert the second tightly, and finally tighten the first screw
- Don't forget to tighten the screws on the two ties which were done first
- Now, screw down the rail end with the joiner
- Then do the second rail in the same manner carefully using the offset device to measure

These precise steps are necessary for two reasons – see the preceding section! Screwing down the rail end first sometimes causes a slight mis-alignment because the eye is not good enough to judge the exact position. Once the entire rail is screwed down, the end will be much better aligned. Being very careful about installing the screws will keep the rail end properly centered in the end tie. The reason for leaving that end loose has already been given and putting the first screw tightly into the tie will certainly cause the rail to move enough to be a problem in the field.

And don't forget that proper finishing of the rail ends also helps with the installation.

HELPING OUT

On the next two pages is an updated version of the Run Day Duties list. There are many things to be done for each Public Run Day and the list is posted on the bulletin board so that *you* can determine if there is anything *you* can do to help. If you don't know what to do next, please check the list; if something has not yet been done, try to see that it gets done. If you don't know how to perform a task, ask someone. And remember, each task has to be undone at the end of the day.

The list is included in this issue for reason other than the updates. At the end of the April Run Day there were several tasks which were not “undone” after the operations of the day. For example:

- The flags were taken in but the crossbuck located 20 feet away was left in place
- The crossing signal was taken in but the block signal was left set up
- The signal system control box was not turned off
- the charger was not plugged into the lead unit of the electrics (it's part of the training you need)

One of the reasons the list has been updated is that the control box for the signals is new. However, the old list indicated that a power supply had to be turned on/off and there should have been a question regarding how that might be done since the original power supply no longer exists. Questions such as that need to be asked so that every necessary task does get performed.

New members need to get instruction. Old members need to get reminded **BY LOOKING AT THE LIST!** Thanks very much for your help, but every item on the Duty list must be addressed and the list serves as a checklist such as a pilot uses before take-off and landing. Please make use of it.



Run Day Duties

Getting out the cars:

1. open the door – there are pegs at the bottom of the door to lock it down
2. put the rail bridge in – it fits only one way; it is color-coded
3. prepare the electric to run – several steps; get yourself trained
4. run the electric out beyond branch switch
5. move the maintenance cars into the other track for storage – be sure they are safely blocked
6. take out the green passenger cars – they are on two levels and must be kept in proper sequence
7. the lift is to be operated only by a trained operator - get yourself trained – with an assistant
8. run those cars to the yard with the electric
9. get down the club gondolas keeping them stacked
10. run those cars to the yard with the electric and unstack them there
11. other cars may be required depending upon the locomotives which are brought to the run
12. be sure there are brake hoses and plugs as well as safety clips for the couplers

Preparing the crew items:

13. gather flags and horns
14. fill the horns with air at the hose at the north end of HQ
15. have the file cabinet opened to access the radios and the memo pads
16. get a few conductor's seats
17. place all these items by the front door to be taken to the station

Preparing the station items:

18. 2 full size batteries, one with the plug/clip cord
19. the speaker
20. the stand with the announcement module
21. the trash can
22. the water container with a frozen water bottle and water, plus cups
23. the donation stand
24. the phone, if we get the line fixed
25. place all these items by the front door to be taken to the station

Setting up the station:

26. drive the Kubota out of the container - get yourself trained
27. pull the trailer out of the container and connect to the tractor
28. check the fuel (it's diesel) and oil
29. drive to the station – out the gate and outside of the new fence
30. stop the tractor beyond the walkway
31. place the gate on the fence
32. erect the card table at the end of the walkway
33. place the small brown CALS sign on top the pole and secure the bolts
34. place the large sign on top of the pole and secure the through-bolts
35. place 2 or 3 chairs in station area – one is used to support the water jug
36. take off the caps from the post holes using the pipe wrench
37. place fence posts in the holes
38. run the cord from the small reel on the short stretch of fence – run cord through bottom first tie loose end at bottom with half-hitches; loop top line over post with half-hitches
39. run the cord from the large reel on the 3-sided stretch of fence – run cord through bottom first
40. place small “Trains” sign in farthest post hole of the short stretch by table
41. place “Trains Are Hot: sign against fence to left of gate
42. at each water cover, remove 2 bolts and loosen 1 to allow cover to rotate
43. screw removed bolts back into holes loosely
44. hook up 2 water hoses at each end of station
45. place donation box to right of gate
46. Remove covers from 2 switch controls in middle of station (T-wrench should be with announcement stand)
47. mount announcement stand under north switch control box
48. place battery on announcement stand tray and hook + and - cables
49. mount magnetic speaker on post outside/above announcement stand
50. hook up speaker cable to speaker cable
51. remove cover from switch power outlet at north end of station
52. hook cords to + and – on battery and plug cord into outlet

Setting up the area around HQ:

53. put the stop sign out at the driveway gate
54. set up the flashing signal at the driveway crossing
55. set up the block signal beyond the crossing
56. set up the signal system control box inside HQ
57. set up the crossbuck at the yard lead crossing
58. put up the flag pole

As an engineer, when you see the items being collected at HQ and you have cars, please help take the equipment to the station.

And, everyone, remember that all these steps have to be reversed after the run stops! No one should have much time to stand around on run day. Please join in and help.

WORK RECORD

<u>DATE</u>	<u>WORKERS</u>	<u>WORK ACCOMPLISHED</u>
04/01/06	Kinzer, Cetel, Close, Law, Zuiderveen	Build panels; Receive tie stock
04/03	M Schroeder, Schwoerer	Work on car brakes
04/04	M Schroeder, Schwoerer	Work on car brakes; Modify tractor bucket
04/05	Ryan Nace, Krapp, Brown, Watson, Kinzer, Law	Build track panels
04/12	Kinzer, Sharpe, Bob & Bill Schwoerer, M Schroeder, H Schroeder, Krapp, Carpenter	Lay track panels
04/15	O'Dea, Watson, Payne, Close, Short, Grieshaber, Norrn & Norm Warfield	Build track panels; Lay track panels
04/19	Ryan Nace, Watson, M Schroeder, Allen, Law, Carpenter, Krapp, Sharpe, Schwoerer	Build track panels; Lay track panels Car Inspection
04/22	Law, Bob & Bill Schwoerer, Treat, Short, Close	Build track panels
04/29	Schultz, Bob & Bill Schwoerer, Close, Law, Short, Treat	Lay track panels

11 members worked during 1 session
4 members worked during 2 sessions
5 members worked during 3 sessions
2 members worked during 4 sessions
1 member worked during 5 sessions
1 member worked during 6 sessions

It's good to see that some new members worked during the month.
But it was only 4 individuals who worked the highest number of times.

It is difficult to make time for these sessions, but it is going to be difficult to get the track panels built and installed with this turn out. Please help if you possibly can.

2006 CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>PLACE</u>
<u>FEBRUARY</u>			
Sat-Sun 4-5	9:00 AM start	Train Show	Timonium
Wed 8	7:30 PM	BOD & Member Meeting	HQ
Sun 12	1:00- 5:00	Valentines Luncheon	Snyder's
<u>MARCH</u>			
Wed 8	7:30 PM	BOD & Member Meeting	HQ
Sun 12	11:00- ??	Safety Meeting	HQ
<u>APRIL</u>			
Wed 5	7:30 PM	BOD & Member Meeting	HQ
Sun 9	11:00- 3:30	Opening Public Run Day	Tracksite
Fri-Sat 21-22	9:00 -3:00	Boiler Inspection	Tracksite
Sun 23	11:00-3:30	Member Run Day	Tracksite
<u>MAY</u>			
Fri-Sun 5-7	All weekend	CALS at CASS 2006	Cass, WV
Wed 10	7:30 PM	BOD & Member Meeting	HQ
Sun 14	11:00- 3:30	Public Run Day	Tracksite
Sat 27	9:00 AM start	Herb Festival	Tracksite
Sun 28	11:00-3:30	Member Run Day	Tracksite
<u>JUNE</u>			
Wed 7	7:30 PM	BOD & Member Meeting	HQ
Sun 11	11:00- 3:30	Public Run Day	Tracksite
Sun 25	11:00-3:30	Member Run Day	Tracksite
<u>JULY</u>			
Sun 2	12:00 NOON	Annual Meeting	HQ
Wed 5	7:30 PM	BOD & Member Meeting	HQ
Sun 9	11:00- 3:30	Public Run Day	Tracksite
Sun 23	11:00-3:30	Member Run Day	Tracksite
<u>LONG WORK SESSIONS</u>			
Wed (every)	9:00 AM	as long as bodies can hold up	Build panels
Sat (every)	9:00 AM	as long as bodies can hold up	Build panels

14300
05/02/06 CEC