



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 east of Forest Park Avenue)

Tel. (410) 448-0730

<http://calslivesteam.org/>

Charles W. Kinzer – President	GAUGES	Craig E. Close – Editor/ Stationmaster
Michael E. Schroeder – Vice President	7.5”	(contact Editor at bigsteam@comcast.net)
Steven Zuiderveen – Secretary	4.75”	Robert Schwoerer – Maintenance of Way
James L. Carpenter – Treasurer	3.5”	Glenn Sharpe – Switch Department

VOLUME 34, NUMBER 12

DECEMBER 2008

Deadline for submittals to *The Steam Whistle* is the last Sunday of the month.

NOVEMBER RUN DAY

The good weather did not exactly continue into our final 2008 run in November. The temperature was seasonable, in the 50s, with a fairly clear sky; the problem, if you consider it so, was the constant, chilling breeze. Leaves had fallen, too. It was necessary to run the electric around the track with the generator powering the leaf blower in order to clear the track of piles of leaves. The breeze was strong enough that it pretty much canceled the force of the blower when pointed into the wind. The leaves were tough enough as they sometimes just rolled into a pile which was too heavy for the blower to push aside without several swipes.

A few minutes before 11 there were, not surprisingly, only a few people in line. As the first train, Harry Horney's FA pair with Mike Taber operating, was loading the customers kept coming until we had half a load. By the time the train returned there was a long line. Except for a lunch time lull, the line remained strong until after 2 o'clock. We were still running two six-car trains until 3. Overall, there was a good crowd. Besides the FAs which had Bob Schwoerer in relief, Matt Berkebile operated the WM diesel most of the day with Herb Schroeder relieving, Ned Treat sat upon Wendy's tender until Jim Grieshaber and Steve Zuiderveen fought for that seat, and John Frederick pushed a couple of cars with his sound-effect Shay. Norm Warfield continued his presence-for-atmosphere with his still-silent Consolidation (He's working on sound). Conductors were Tim Allen, Mike Schroeder, Brett Hall, Bill Kinzer, Jim Grieshaber, Steve Zuiderveen, and Herb Schroeder. A sad note was the absence of the faithful CSX diesel. Unfortunately for CALS, the absence will be permanent as it has been sold to a new owner far away. [Thanks to Brett Hall for some of the details for this paragraph.]

A NOTE FROM THE PRESIDENT

Work days at the track:

On Wednesdays and Saturdays throughout the year a small, dedicated crew shows up at the Leakin Park track to do whatever needs to be done “to keep the trains on track”. The tasks vary with the season and are mostly unromantic (mowing the grass, spraying weeds, chipping and painting), but then there is the other work. Before track can be replaced, old track has to be carefully taken out of the ground, the rails separated from the ties so they can be reused, and the ties piled for later removal to the Parks Department dumpster. Behind the scenes, Larry Kirchner receives tons of recycled, brown plastic 2” x 4” x 12’ sticks which he cuts to lengths to be fed to his computer programmed (CNC) flatbed mill for drilling and milling. The resulting product are 5 and 6 tie length sticks which have been milled for the tie plates and drilled for the 2 screws per plate. Additionally, the sticks are notched at the 13” tie lengths so that they can be more easily cut with the chop saw at Hamilton Station. Pairs of rail – usually re-used – are matched for nominal lengths of 10’ or 10’ minus the 5” length of one less tie. The rails have to be cut to precise length depending upon their use for a straight or curved track section. The rails have to be worked to acceptable straightness or curved in an antique, hand-cranked roller. Imperfections in the rail footer have to be removed manually with file and hammer. Finally, the rail ends have to be filed to provide a taper and to clean off rust so that they can be easily inserted into the joiners when the sections are laid in the right-of-way. Another activity has been performed by Tim Allen and others who spend hours putting washers onto the stainless steel screws which are used to hold the rails to the ties – at 92 screws per 10’ panel. With all the parts now available, the track panels can be assembled in the jig which was constructed by Bob Schwoerer. This jig can accommodate straight or curved panels and allows some small adjustment in length. Twenty-four ties are inserted into forms in the jig; a strip of plastic tape is stapled to the ties under one of the rails to provide stability, especially for curved sections; the tie plates are laid into the milled groves; the rails are laid into the track plates with a 5” offset/stagger in length between them; the 92 screws are drilled into the pilot holes; and a washerless screw is drilled through the end of one rail on each end to provide final placement stability. All of this process results in a section of track with a precise 7 5/8” gauge which has been found to be more satisfactory than the normal 7 1-2”. Each panel weighs about 80 pounds and many of them have to be carried to a container where they are often stacked 12-high.

This report will be continued with a description of the track laying process. So far, there have been descriptions of several on-going activities. There is work to be done, and much of the activity must be performed carefully or thoroughly, thus consuming much time and manpower. Your help would be appreciated.



614 and Crew Prepare To Run



Crew Leader Mike Schroeder Brings 614 to a Stop at the Station



This Is Not the Real 614 – Just Looks Like It



**These Are the Real Old Timers of CALS
Delores and Buck Slayton with Sparky Hamilton
Lou Koehler Is Coming through the Doorway**

All Pictures Are from October

Photos from Glenn McComas



The Double-Headed Electric Steamers
Norm Warfield's 2-8-0 & John Frederick's Shay



John Often Pushes His Passengers
So that They Can Clear the Park of Bugs
Photos by Brett Hall and Glenn McComas



Ned Treat Works Wendy Past Hamilton Station



Farewell to Faithful CSX

All Pictures are from October

Photos by Brett Hall

ACTIVITY NOTES

The Saturday crew had only one track-laying session because the weather was acting much more like a normal December. The track is just a little closer to Windsor Mill Road. There was a lot of old track on a rack in HS. The intent was to re-use it with the plastic ties. Unfortunately, not all of it was usable; so a Saturday was consumed by sorting through the stock to cull the rail which was not usable. That stock was cut into manageable pieces and taken to the recycler on the following Wednesday. Usable stock was worked on to make it usable. There was a lot of reorganizing of HS , too, because the weather did not cooperate for laying track. Eventually, a Wednesday activity was pulling track out of the ground so that it could later be cut apart and carried to stacks behind the containers. There are now many sections there awaiting disassembly. Lots of work. Do not be afraid to come out to help. Work continued on brake replacement on the electrics; not quite done yet. There was one last grass cutting before the run day. Mike Schroeder played like a plumber to replace a water valve, and a real plumber, member Charlie Barkman, came out to lead in the replacement of the various underground piping for the lift using copper.

MEMBER DIRECTORY

If you have any changes to make in the 2008-09 Directory, contact Craig Close:

(410) 461-5797 bigsteam@comcast.net

Note that Jim Carpenter's phone in the Board of Directors list should be 703-402-7813.

NEW MEMBERS

Welcome our newest members:

GOSNELL, RALPH 207 CHURCH RD REISTERSTOWN, MD 21136	ASSOCIATE (H) 410-833-2897
JONES, MILES 2612 TALBOT RD BALTIMORE, MD 21216	STUDENT (H) 410-466-4207
MCCRAY, GEORGE 2217 N PULASKI ST BALTIMORE, MD 21217	ASSOCIATE BETTY (H) 410-669-4648
TREAT, BRIAN 204 VICTORY CT IRVING, TX 75063	AFFILIATE (H) 970-432-9293

MEMORIAM

Quentin Breen, creator and owner of "Train Mountain" in Chiloquin, Oregon, passed away late last month after a sudden illness. For those of you not familiar with 'Train Mountain', it is the world's largest "miniature hobby railroad" with almost 26 total miles of 7.5" gauge track, over 13 miles of mainline, on 2000 acres near Crater Lake National Park. More than all that track on all that land, there is also an extensive collection of 1:1 scale equipment including numerous cabooses. The website is <http://www.trainmountain.org>. The railroad is a trust and should continue in operation.

Quentin made his fortune by helping to setup the cell phone industry in the '80s and '90s, but his lasting legacy will be his playground for live steam enthusiasts. Prior to working in telecommunications, Quentin practiced law for fifteen years in San Francisco, focusing on international business.

DUES 'R DUE

If you have not yet paid your full dues for this year, please do so during December. If dues are not paid, you may be removed from the mailing list for the Whistle. Thanks.

WORK RECORD

<u>DATE</u>	<u>WORKERS</u>	<u>WORK ACCOMPLISHED</u>
10/29	Carpenter, M Schroeder, Allen, Close, Law, Krapp, Cox	Cut grass; Work on lift
11/01	Warfield, Close	Build track
11/05	Bob Schwoerer, O'Dea, Close, Kinzer, Law, Carpenter, M Schroeder, Barkman, Cox	Measure lift piping; Build track; Store track; Clean HS
11/08	Schwoerer, Close, Kinzer, Law	Lay track (6)
11/12	M Schroeder, Barkman, Allen, Close, Law, Krapp, Cox. O'Dea	Build track; Install copper piping for lift
11/15	B&B Schwoerer, Close, Kinzer	Sort salvageable rail; Prep rail
11/19	Carpenter, M Schroeder, Close, Law, Cox out of ground; Replace fluorescent tubes; Repair plumbing to outside faucet	Put washers on screws; Pull track
11/22	Bob Schwoerer, Close, Kinzer	Organize HS; Take old rail to recycle
11/26	M Schroeder, Close Coupler; Drop off stuff	Maintenance; Plumbing; Electric's
11/29	B&B Schwoerer, Close, Kinzer, Jones	Take up track

ELECTRONIC RECEIPT OF THE WHISTLE

If you are interested in receiving your copy of *The Steam Whistle* electronically rather than by postal delivery, send your name and e-mail address to the Editor (bigsteam@comcast.net). Indicate if you do not want the address published in the Directory. The e-version will have full color photos and will save trees and postage.

2008 CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>PLACE</u>
<u>SEPTEMBER</u>			
Wed 10	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 14	11:00 – 3:30	Public Run	Track site
Sat 27 (rained out)	5:00 – 10 PM	Night Run and Picnic	Hamilton St
Sun 28	11:00 – 3:30	Member Run	Track site
<u>OCTOBER</u>			
Wed 8	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 12	11:00 – 3:30	Public Run	Track site
Sat 18	5:00 – 10 PM	Night Run and Picnic	Hamilton St
Sat 25	10:00 – 3:00	Open House at John Simms' track	Drayden, MD
Sun 26	11:00 – 3:30	Member Run and Kids Day	Track site
<u>NOVEMBER</u>			
Wed 5	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 9	11:00 – 3:30	Public Run	Track site
Sun 23	11:00 – 3:30	Member Run	Track site
<u>DECEMBER</u>			
Wed 10	7:30 PM	BOD & Member Meeting	Hamilton St

2009 CALENDAR OF EVENTS

<u>JANUARY</u>			
Wed 7	7:30 PM	BOD & Member Meeting	Hamilton St
<u>FEBRUARY</u>			
Wed 4	7:30 PM	BOD & Member Meeting	Hamilton St
<u>MARCH</u>			
Wed 4	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 8	11:00 – Noon	Annual Safety meeting	Hamilton St
<u>APRIL</u>			
Wed 8	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 12	11:00 – 3:30	FIRST Public Run of 2009	Track site
Sun 26	11:00 – 3:30	Member Run	Track site

TRACK WORK SESSIONS THROUGHOUT THE YEAR

Wed	9:00 AM	Cut grass; Build track; Maintenance	Track site
Sat	9:00 AM	Install track	Outside loop

CHESAPEAKE & ALLEGHENY
STEAM PRESERVATION SOCIETY
c/o CHARLES W. KINZER
3059 MIMON ROAD
ANNAPOLIS MD 21403

FIRST CLASS