



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

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APRIL 2009

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

SAFETY MEETING

The annual Safety Meeting was held on Sunday, March 8. Forty members attended for the annual start of our season. The purpose of the meeting was to read through the Safety Rules so that all participants in our operations are fully aware of the required procedures. Everyone who expects to run a train or conduct or help at the station was to attend. If you missed the meeting you have to schedule a special session with a board member. Most years this meeting is just a reminder session because there are few if any changes to the Rules. This year was different. Some of the more important new rules affect Engineers and Conductors especially:

The Conductor’s horn is to be used only for stopping the train or calling for help.

The Conductor will have the horn “at hand” rather than holding the flag while moving.

The Engineer will stop his train upon hearing a horn – ANY horn – and proceed when safe.

The Engineer is responsible for ensuring that clips are in all the car couplers.

The Conductor is not to signal “Proceed” from the Station until the safety announcement has been made.

OPENING DAY

April is the start of our operating year. Public Run Day will be Sunday, the 12th. Yes, that is Easter this year, but we run on the second Sunday regardless of any other activity. We also run on Mothers Day in May. Please try to come out to help. There are lots of jobs to be done before, during, and after the running. A duty list is posted on the bulletin board for pre-run actions. They have to be reversed afterwards, too. During the run there is a need for conductors, relief engineers, and station help. Really, if you are able to help. you should not be standing around watching. Be sure you have been through the Safety Rules at the Safety Meeting or with a Director.

TIMONIUM

It is Bob Schwoerer's intention to put on a show at Timonium the first weekend in April. With luck, you will read this announcement before the weekend is over ... See the calendar of events at the end for times.

INSPECTIONS

Boiler inspections will be provided at Leakin Park on Friday and Saturday, the 17th and 18th of April. The State Department of Labor, Licensing and Regulation (DLLR) will write certificates as in past years. You need to have a boiler certificate to operate your steamer at Leakin Park. Maryland certificates are accepted in some other states. The normal suggestion is for retired folks to come out on Friday and those who have to work or travel can have time on Saturday.

A representative from DLLR came to the Park on Wednesday, the 25th, to inspect all the passenger cars we will be using during the year. All cars in the Hamilton Station racks passed inspection even though one of the gons had to be repaired, even after the pre-inspection. The inspector also rode a train around the loop to check out the condition of the track – at least that was his story.

CALS AT CASS

Final reminder in the Whistle: You may have received the information bulletin for this year's excursion trips at Cass, WV on the weekend of May 1 through 3. There are all-day trips behind the Cass Shays on Saturday and Sunday with lots of run-bys for the photographers. Special events are available on Friday, too. There are a limited number of participants on these events held by CALS so that there is no crowding and everyone can get a spot to take pictures. Contact Poul Pederson at CalsAtCass@yahoo.com.

HERB FESTIVAL

Looking forward a month we should see the Herb Festival coming on the Saturday of Memorial Day weekend – that should be May 23. This event has been a staple of our operating year for many years except for a short interruption in the recent past. We have not yet received the official request to run; so the date is still tentative.

NIGHT RUN

The annual night Run and pot luck picnic is tentatively scheduled for the evening of Saturday, September 26, at 5 PM. The burgers, dogs, and buns are provided. After the food goes down, the running will continue pretty much until most attendees decide it is late enough. The date is the day before member run day. Be sure you are prepared with lights if you will be running your locomotive or pulling your car(s).

A NOTE FROM THE PRESIDENT

In the December issue there was a description of the activities required to construct track panels. This issue will continue with a description of the steps needed to install them in the loop:

To begin the process, the electrics are used to pull the two work cars to the work site. The cars carry the electric generator, the air compressor, and many of the work tools. New panels are carried out of a storage container and placed on a flatcar which is rolled to the installation area. The shovels and rakes are generally carried atop the stack of track panels. The process of installing the new track is labor intensive. First, the roadbed must be prepared. Center-to-center, it is separated 60 inches from the other track, and it is approximately two shovel-widths wide when using a flat shovel to dig it to the required depth. That would be at least 15 inches wide to accommodate the 13 inch ties. The old ballast and dirt which has infiltrated into it has to be removed. Clean ballast on top is raked to the side to be re-used, but the rest has to be dug out and carried away with the front-end loader or a trailer attached to a lawn tractor. The original track was laid essentially on the surface, but over the span of more than twenty years there has been an intrusion of dirt such that now the track is below the surface. It was decided to maintain the existing height of the tracks. If the first replaced loop had been laid on the surface, there would have been an awkward height difference between the two loops. That decision necessitates considerable digging – sometimes as much as several inches deep. The depth required is not constant and must be determined by the gradient of the section.

Once the roadbed is prepared, a new track panel is lifted off the stack on the flatcar and carried to the end of the last installed section where it is attached by slipping the rail joiners together. Very clean ends on the rails make this attachment fairly easy, but corrosion left on the rails greatly impedes the ‘sliding’. If the rails were cut to the proper length and they were held in proper relationship to maintain the dictated 5 inch offset of the ends, the position of the new panel can be adjusted to set the desired gap of about ¼ inch. If the gaps on the two rails are not equal, the panels have to be separated and the end of one rail cut off. That exercise is undesirable because it takes time and effort as well as quite possibly making the other end problematic, too. As a change from the original process, the ‘strongback’ reinforcement frame is not clamped to the track panels until after they have been joined with the proper gap. One C-clamp holds the strongback to the previously installed panel and the remaining clamps are applied to the new panel. With the strongback, which was constructed of rather heavy square tubing by Bob Schwoerer, attached, the new panel is adjusted in position so that it is five feet from the other track and is set at the proper gradient. This adjustment sometimes requires that someone holds the track panel up in the air when the roadbed has been dug excessively deep. The gradient is determined by use of a laser beam, a set-up also designed by Bob Schwoerer, or simply by using a level off the other track. With the new section held in place, ballast is put into the roadbed in the center of the track to about half the desired depth.

The old ballast which was set aside to be re-used is usually shoveled in first. Then clean ballast carried by the front-end loader is shoveled in. The compressor is fired up and the pneumatic tampers are attached with long hoses to keep the compressor noise far away from the workers. The tampers are large scrapers/scalers which have ends modified by Mike Schroeder to tamp effectively in our situation. Tamping is done for a while and additional ballast is added along the sides and in the middle to obtain the final amount. Throughout this tamping process, it is important that the track panel be kept at the desired level and no higher. It is relatively easy to raise the level, but lowering requires that most of the installation process be repeated after the panel has been removed from the ground.

Bob Schwoerer and Mike Taber have developed an attachment for the back end of the Massey-Ferguson tractor. This device will be a ditching bucket with an adjustable side dump. Use of this attachment will make initial preparation of the roadbed much easier. The ground will be at least broken up, and the dump will hopefully direct much of the detritus into the trailer behind a lawn tractor.

It is possible to have too many workers trying to move around each other in a limited space, but six makes for a good-sized crew, and additional helpers can direct their efforts to other jobs such as building track and cutting grass. Come out to help if you can, especially on Saturdays for track installation.

MEMBER DIRECTORY

If you have any changes to make in the 2008-09 Directory, contact Craig Close (see masthead).

NEW & RETURNED MEMBERS

Welcome the following new member and OLD FRIEND. Note the information in your 2008-2009 Directory:

BOOHER, STU 12510 BRACKEN HILL LANE POTOMAC, MD 20854	FULL SPOUSE: KITT (H) (301) 424-2889 (W) (240) 755-3632
SHORT, RAYMOND 709 NOTTINGHAM RD APT 2-A BALTIMORE, MD 21229	ASSOCIATE (H) (443) 994-5761

WANTED

The Society is looking for a used, but not abused, 10 HP snow blower. We do work during the winter and occasionally need to clear the driveway, parking area, and a path to the door. Contact Mike Schroeder.

ACTIVITY NOTES

Throughout the past month there has been activity to prepare for the DLLR car inspections. That activity required lowering all cars in batches and rolling them outside where a hand vacuum pump is attached to the brake line to verify that the brakes are working. Of course, it is not sufficient just to get the cars outside. They have to be turned upside down so that the actual operation of the brakes can be seen, as well as the wobble factor of the trucks. Also the truck axles and bolsters have to be greased. A couple of cars required some sort of repair. The general problem is deterioration of the vacuum cylinder which must be replaced. sometimes the brake shoes have to be adjusted for better contact. Another occasional problem is an hole in a brake line; then the rubber or copper line had to be replaced. The cars did pass the formal inspection by DLLR.

Mike Schroeder performed a number of maintenance jobs, as usual. The brakes on the electric locomotives have finally been fully repaired. Mike also worked on the Kirchner diesel and Wendy's drivers as well as helping with the repair of one of the toilets. Glenn Sharpe has been storing a load of locust, which he uses for switch construction, for several months. He needs room, so most of it was brought to the Park for storage. There was a flurry of activity to get the Safety Rules modified for the upcoming operating season. The changes were approved at the Board meeting before the Safety Meeting.

A truly significant activity in March was the purchase of plastic stock for ties and the development of a jig to cut the grooves for tie plates. Glenn Sharpe pulled his trailer and Bob Schwoerer borrowed his brother's roll-back truck to drive to Pennsylvania to pick up more than four pallets of 12 foot stock. Larry Law and Steve Zuiderveen accompanied the drivers. They drove back to the Park where Craig Close, George Payne and Ray Short helped unload the sticks and stack them inside Hamilton Station. Having the tie material is not enough, though. Bob Schwoerer designed and constructed a table jig with two routers mounted vertically underneath. This jig allows 10 ties to be 'milled' at once. The milled slots are where the tie plates are laid when building the track panels. Mike Schroeder constructed a jig for drilling the pilot holes in the ties. That device does only one tie at a time; so the ties are being drilled more free-hand using a tie plate as the guide. So far we have built almost a dozen sections of track with the new stock. There are MANY ties still to be cut, milled, and drilled ...

With the above discussion about ties this month, we have to give recognition to the generosity of material, time, and effort provided in the past by Larry Kirchner. His business requires his attention now, but he was responsible for all the ties up to this time. Many "Thanks" to Larry.

Following are photos (A - D) by Steve Zuiderveen of some described activities. He used the club camera.





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D

- A: Bob Schwoerer and Larry Law setting up the original “milling” jig which has since been modified. Some of the new plastic tie stock is stacked on the left.
- B: Bob pulling a group of 10 ties ‘through the mill’.
- C: Bill Schwoerer drilling pilot holes in a tie. He is using the jig (green) built by Mike Schroeder.
- D: ‘Doc’ Kinzer finishing construction of a section of straight track.

WORK RECORD

DATE	WORKERS	WORK ACCOMPLISHED
02/25	Derr, Close, Carpenter, M Schroeder, Allen, Kinzer, Law	Check brakes on gondolas
02/28	Close, Law, B&B Schwoerer, Sharpe, Payne, Short, Zuiderveen	Pick up-deliver/receive tie material; Cut test ties; Remove screws from used (free) tie material
03/04	M Schroeder, Close, Zuiderveen	Cut ties; Repair gondola brakes;
03/07	M Schroeder, Close	Deliver supplies & Safety Rules;
	Finish brakes on electrics; Maintain Kirchner diesel; Repair toilet	
03/11	Derr, Close, Carpenter, M Schroeder, Allen, Kinzer, H Schroeder, Sank	Cut ties; Check coach brakes;
	wet/dry vacuum	Receive supplies; Assemble new
03/14	B&B Schwoerer, Close, Kinzer, Law, Zuiderveen, D Barron Jr, M Barron	Rout ties; Pre-drill ties; Build track
03/18	Close, Carpenter, Kinzer, Derr, M Schroeder, Allen, O’Dea, H Schroeder, Ryan Nace, Koehler	Build track; Maintain cars; Clear brush
03/21	B&B Schwoerer, F Dahlin, Close	Build track; Rout & drill ties
03/25	Derr, Close, Carpenter, M Schroeder, Allen, Kinzer, O’Dea, Koehler	Build track; DLLR car inspection; Begin maintenance on Wendy
03/28	B&B Schwoerer, Close, Kinzer	Mill & drill ties; Build track
03/29	Sharpe, Taber, B&B Schwoerer, Close, Kinzer, Zuiderveen	Build track; Receive & store locust

2009 CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>PLACE</u>
<u>MARCH</u>			
Wed 4	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 8	11:00 – Noon	Annual Safety Meeting	Hamilton St
Wed 25	9:00 – 2:00	Passenger Car Inspection	Hamilton St
Wed 25	7:30 PM	BOD & Member Meeting	Hamilton St
<u>APRIL</u>			
Sat 4	9:00 – 4:00	Timonium Great Scale Train Show	Fairgrounds
Sun 5	10:00 – 4:00	Timonium Great Scale Train Show	Fairgrounds
Wed 8	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 12	11:00 – 3:30	FIRST Public Run of 2009	Track site
Fri 17	09:00 – 2:00	Boiler Inspection (retirees)	Track site
Sat 18	09:00 – 2:00	Boiler Inspection	Track site
Sun 26	11:00 – 3:30	Member Run	Track site
<u>MAY</u>			
Fri 1 – Sun 3	Fri at 9:30	CALS at Cass	Cass, WV
Wed 6	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 10	11:00 – 3:30	Public Run	Track site
Sat 23	10:00 – 4:00	Herb Festival	Track site
Sun 24	11:00 – 3:30	Member Run	Track site
<u>JUNE</u>			
Wed 10	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 14	11:00 – 3:30	Public Run	Track site
Sun 28	11:00 – 3:30	Member Run Day	Track site
<u>JULY</u>			
Sun 5	12:00 Noon	Annual Meeting	Hamilton St
Wed 8	7:30 PM	BOD & Member Meeting	Hamilton St
Sun 12	11:00 – 3:30	Public Run	Track site
Sun 26	11:00 – 3:30	Member Run	Track site
<u>AUGUST</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

TRACK WORK SESSIONS THROUGHOUT THE YEAR

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

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03/29/09 CEC

CHESAPEAKE & ALLEGHENY
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FIRST CLASS