



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)

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

OCTOBER PUBLIC DAY

Again! How is it that each second Sunday has been a nice day? Absolutely lousy weather for days before and then delightfully pleasant weather for the main event. And while we may have had longest line of the year last month, in October we had surely the largest crowd. The line was long and it stayed that way right until the last train. Granted, there were fewer trains later to reduce the line of customers, but that has been the case in prior months, too. We were better getting trains operating this month with Chessie delivering the station supplies. We continued running the double loop operating mode of the past several months and had no operational problems. On the outside, full loop Chessie was pulling the coaches under the engineering of Bill Kinzer and Matt Berkebile. Brett Hall and Ned Treat shared conductor duty. Norm Warfield ran his electric Consolidation on the outside so that he did not have to go through the yard. Robert Slenbaker conducted and Bob Schwoerer relieved Norm. Mike Taber ran his Reading SD-40s with Bill Kinzer having moved to the conductor's seat. John Frederick pushed a couple of gons with his Shay on the inside loop going through the yard. He was relieved by Jim Grieshaber. Herb Schroeder had his Mogul steamer on the inside loop with Brett Hall doing the conducting. As the day passed the steamer and electrics ran out of power and moved out of operation. The Chessie and the Readings continued to the very end.

It was noticeable that a greater number of nationalities attended this past Run Day. Many Asian languages from both the north and south were evident. That language may have been Russian, and many of our Jewish friends rode with us, too. Also, there was a gentleman visiting from Australia (or perhaps he was last month).

Tip o' the hat to Brett Hall for some of the details of the day's activities.

FROM THE PRESIDENT

We all know what he's supposed to do because we have read the *Safety Rules*. Yet, questions remain: "What does he really do, and how does he do it?" Craig Close, who took this responsibility without coercion, is not likely to toot his own horn; so this is how his job looks to me: **The Stationmaster**.

On CALS public run days, while most are assembling trains, trying to get recalcitrant motors to start or boilers to boil, the Stationmaster quietly drives the tractor from its container and attaches the trailer. He sets up the flagpole and the crossbucks, then gathers seats, flags and horns for conductors, the donation box, and batteries. He puts them by the track for the first train to carry to the station. Then he drives the tractor, pulling the trailer with signs, stanchions, chairs and rope over to the (as yet) nameless station to spend several hours. The phone doesn't work, so he's out of touch. After setting the stanchions and roping the area off, he puts up several signs and hooks up the water hoses and the PA system. By that time a train arrives with the other station and conductor materials. The remote-control switches and their signals have to be proven to work. By the time all this gets done, passengers will have already begun to queue. Some who plan to stay the whole day will have brought enough gear to outfit an expedition, and set up shelters nearby.

It's eleven o'clock, and the first train is not yet in sight! Explanations fail—"This is a railroad—trains are often late." The Stationmaster is all alone and pleading for patience. The enlarging crowd is compliant, and before long a train arrives--usually pulled by a diesel. (Hey! This is a live steam club.) Our customers are delighted, and with gentle sorting by our representative, are assigned seats. A button is pushed to announce safety rules over the PA system, and the train is off.

But life isn't always that simple. A train or more needs a conductor, and the stationmaster sends the engineer off with the train to find one. A two-year-old screams bloody murder in fear, or because he is not sitting with the preferred parent, or for no other reason than he likes to hear himself yell. Visitors from far away speak different languages and need explanations. Someone wants a drink. "Where's the toilet?" "Is so-and-so here today?" "How do I get one of these things for my back yard?" "How do I join this club?" A small group of twelve or more wants to ride a particular train and has to be set aside awaiting its arrival. Dealing with endless details is his job, and Craig is up to it, having a lot of on-the-job experience.

He often doesn't have an assistant, which makes getting a break difficult. And it isn't over when the last passenger alights. The now empty train is loaded with the donation box, water cooler and all those other things and departs. The Stationmaster, now freed from working with people, coils the rope, takes up stanchions, carefully replacing steel caps on the invisible holes that held them, pulls down signs and piles all this in the trailer to be trundled back to Hamilton Station and put away. It isn't done yet. Craig usually stays to help bedraggled engineers load their charges for the homeward journey. He is usually the one who closes the gate at the day's end. Thanks, Mr. Stationmaster, from all of us.

PHOTOS OF BRETT ON RUN DAY



Brett Hall Hostles Steamer into Station
To Board Passengers
Photo only Hints at the Depth of the Crowd



Brett Rides with Herb Schroeder in Yard
Before the Run Begins

Photos provided by Brett Hall (Who'da Think?)

NEW(?) MAGAZINES

CALS has added the publisher of two web magazines to the mailing list of *The Steam Whistle* because they contacted us requesting that we provide them with activity updates. These publications are not printed; they are provided to subscribers as PDF downloads. The e-zine titles are *Grand Scales Quarterly* and the *7+RAILROADER*. You can obtain subscription information at the following web addresses:

The Grand Scales Quarterly <http://www.grandscales.com>

7+ RAILROADER <http://www.7plusrailroader.com>

DUES ARE DUE

If you have not yet paid your annual dues in full, you still must pay before year end or you will be dropped from membership. Send the check to Treasurer Jim Carpenter: 9617 Hillridge Dr, Kensington, MD 20895.

DIRECTORY

A new edition of the member directory will be produced soon. More information is being collected in this age of personal electronics. If you would like to have your cell phone and/or e-mail listed in the Directory, please supply the information to Craig Close: bigsteam@comcast.net or 15 Benway Ct, Baltimore, MD 21228.

ELECTRONIC RECEIPT OF THE WHISTLE

If you are interested in receiving your copy of *The Steam Whistle* electronically rather than by postal delivery, e-mail your name and e-mail address to the Editor at the address in the masthead. Your e-mail address will be published in the Directory unless you specify otherwise. The Board encourages you to sign up for e-mail delivery. The e-version not only will have full color photos and but also will save copying and postage expense.

CALS HISTORY

Dave Dalton, living outside Richmond, VA, happened upon a CALS outing description and photo in the November 1972 Live Steam Magazine. He scanned it and submitted it as a point of historical interest to Society members. Elam Sprenkle was the pattern maker who made the cylinder patterns for Bruce Hamilton's P7s. Dave says that according to Bruce, he gave the third set of castings to Elam and Dave now has them.

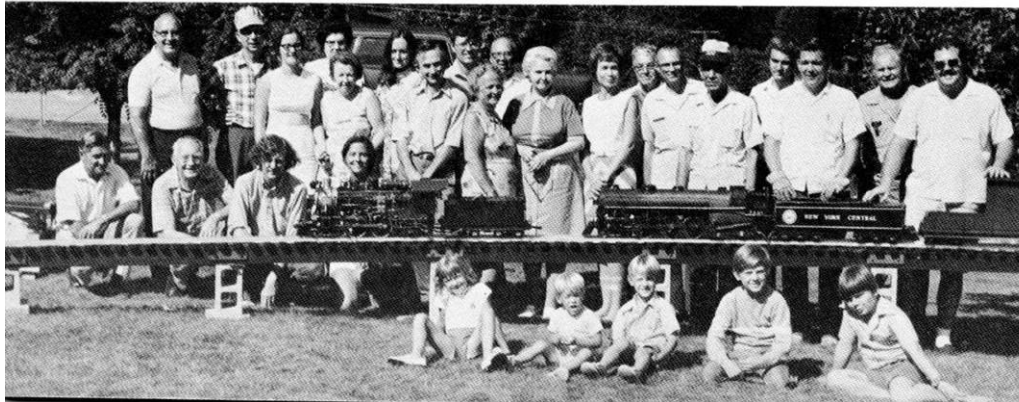
Can members identify additional people in this photo? Please submit responses to the editor, and we will see if there can be a follow-up article.

CHESAPEAKE & ALLEGHENY LIVE STEAMERS "MINIMEET"

The regular August meeting of the Chesapeake & Allegheny Live Steamers was held at the track of member Elam Sprenkle in Waynesboro, Penn., on Sunday, August 20th with an attendance of 31 including five children. A combination of perfect weather, good fellowship and the hospitality of the Sprenkle's made the day a special treat for all. Beside the fun of steaming the locomotives, the CALS survey on 1½" scale track gauge was tallied and 7½" gauge was chosen 11 to 2. No concrete prospects for a CALS tracksite were reported by President Dick Johnson (gloved hands on Hudson tender) but the search continues. Secretary/Treasurer Bill Bell (with engineer's hat left rear) reported the membership consists of 15 members and 4 associ-

ate members and indicated that the growing treasury fund is itching to be spent for trackage. Procurement of ties for separate 1" and 1½" scale tracks was discussed and a work project initiated to start stockpiling in anticipation of a tracksite.

Shown standing behind the cab of his 3/4" scale Atlantic is Elam Sprenkle. Al Gede (CALs "MOST SENIOR" member at 79) is standing behind his Hudson on Sprenkle's 60-foot diameter raised track. Other CALS officers present were Vice-President Ed Finn (far left, standing) and Trackmaster Dick Patton (between and behind Al Gede and Dick Johnson. Conductor Bert Brooks was not present as he had a conflict with his Flying Circus Aerodrome activities.



GOT COAL?

There is a message on the Blue Ridge Live Steamers Yahoo Group stating that Hatcher Coal of Roanoke is no longer dealing in bags of coal. BLRS are experimenting with new coal supplies from Bluefield, WV (or maybe the VA side of town). That metropolis is another one and a half hours from Roanoke; so if you have any lead on getting bagged coal, please provide the information to the editor for publication.

UPCOMING EVENTS

There will be screenings of the film *Mechanic to Millionaire: The Peter Cooper Story*, the story of a self-made millionaire who created the "Tom Thumb," America's first steam locomotive. The Maryland premier will take place on Saturday, November 14th and Sunday, November 15th at the Baltimore & Ohio Railroad Museum. The show time is 1:30 pm for both days, with a 30 min Q&A session with Ms. Janet Gardner, film director, and Mr. James Dilts after the 60 minute film. Your attendance would be appreciated. More information is available at www.petercooperstory.com.

A coalition of model railroaders have set up an annual tour and website of open houses of model railroads throughout Maryland, Delaware, N.J., and southeast Penna. See their internet site at the following address: <http://www.gardenrothouse.com/modelindex.html>. Some of the dates have already passed and others are open TODAY (assuming you receive your Whistle on Friday or Saturday, November 5 or 6).

Greenberg Shows at Timonium on December 5 – 6 in the Cow Palace during the hours of 10 to 4 both days.

PROGRESS BY THE 1”

Tony Kopecni has been working for several months on rehabilitating the dual-gauge elevated track which runs from the auxiliary steaming bays out to the elevated loop. He has had occasional help from Bill Derr, Toyam Cox, and possibly others. Now that the track is in good shape, with its own plastic ties, we can only hope that the vertical supports hold up.



Tony Kopecni Tries Out the ¾” Track of the Elevated Line out of the Auxiliary Steaming Bays

Photo by Brett Hall

And speaking of 1”:

HAPPY BIRTHDAY

Lou Krapp celebrated number ninety-four on October 13.

ACTIVITY NOTES

There was lots of progress this month on all fronts. Several sessions were devoted to preparation of ties, rails, and even the screws. That activity was necessary to permit track assembly so that we could lay it almost immediately. The hard work of cutting, routing, and drilling pilot holes for ties does not produce a long-lasting supply of ties with 24 being used for each track section. Even the ‘simple’ job of putting washers on screws takes a long, mind-numbingly boring time, and then at 92 per section they are gone in a frenzy of construction. The last of the rail needed for curves has been prepped and the track should be constructed by the time this issue of the Whistle is put to bed. The weather has been fairly good for laying track, so track has been installed almost around the big curve below the station. It is almost possible now to see the straight from the end of track.

Tony Kopecni has completed his effort rebuilding the small track out of the transfer area.

With all the activity listed above, there was a whole lot of carrying done. Newly constructed track sections had to be carried to the container and tie stock had to be transferred to Hamilton Station. That plastic is heavy! Again this month it was necessary to perform some repair work. Rotten vandals tried to lift the south station switch out of the ground. Thankfully the ties held and they accomplished a lift of only an inch or two. But their apparent frustration led them to pull up some old sections and twist them at the joiners. Larry Law led a crew to install hold-downs at each open end of track in the vicinity of the station. No other problem has been seen since.

Lou Krapp is continuing to build sections of 1” track at his home, and Larry Law has transported both rail and wood ties to Lou. **Happy 94th**, Lou!

There was little grass cutting, but the grounds were presentable for Run Day. Mike Schroeder worked on an non-identified locomotive, honchoed a small crew to finish painting the wood fence, and headed off for fishing.

WORK RECORD

<u>DATE</u>	<u>WORKERS</u>	<u>WORK ACCOMPLISHED</u>
09/27	R Schwoerer, Kinzer, M Schroeder	Build track; Work on locomotive
09/30	B&B Schwoerer, Close, Krapp, M Schroeder, Allen, Carpenter, Derr, O’Dea, H Schroeder	Mail Whistle; Prep rail; Build track; Cut/Mill/Drill ties; Paint fence; Work 1”
10/03	B&B Schwoerer, Kopecni, Close, Koehler, Law, Warfield, Slenbaker	Lay track; Work 1”
10/07	Kopecni, Carpenter, Derr, Close, H Schroeder, Koehler, O’Dea, M Schroeder, Allen, Slenbaker, Law	Move tie stock; Buy new saw; Cut ties; Build track; Cut grass; Fix vandalism
10/10	B&B Schwoerer, Close, Kinzer, Warfield, Slenbaker, Koehler, Kopecni	Cut/Mill/Drill ties; Work 1”
10/14	Close, Kinzer, Kopecni, Derr, Slenbaker, Carpenter, Law	Prep rail; Prep screws; Build track; Load track mat’l for Krapp; Work 1”
10/17	B&B Schwoerer, Kopecni, Close	Move track out; Move rail in; Prep rail; Prep screws; Build track; Work 1”
10/21	B&B Schwoerer, Taber, Derr, Close, H Schroeder, O’Dea, Ryan Nace	Lay track (12); Build track
10/24	Close, R Schwoerer, Koehler, Kinzer	Cut/Mill/Drill ties; Build track; Prep last of curved rail

2009 CALENDAR OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>	<u>PLACE</u>
<u>JUNE</u>			
Wed 10	7:30 PM	BOD & Member Meeting	Hamilton Sta
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	Picnic & Annual Meeting	Hamilton Sta
Wed 8	7:30 PM	BOD & Member Meeting	Hamilton Sta
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 Sta
Sun 9	11:00 – 3:30	Public Run	Track site
Sun 23	11:00 – 3:30	Member Run	Track site
<u>SEPTEMBER</u>			
Wed 9	7:30 PM	BOD & Member Meeting	Hamilton Sta
Sun 13	11:00 – 3:30	Public Run	Track site
Sat 26	12:00 Noon	Picnic & Night Run	Hamilton Sta
Sun 27	11:00 – 3:30	Member Run	Track site
<u>OCTOBER</u>			
Wed 7	7:30 PM	BOD & Member Meeting	Hamilton Sta
Sun 11	11:00 – 3:30	Public Run	Track site
Sun 25	11:00 – 3:30	Member Run	Track site
<u>NOVEMBER</u>			
Wed 4	7:30 PM	BOD & Member Meeting	Hamilton Sta
Sun 8	11:00 – 3:30	Public Run	Track site
Sun 22	11:00 – 3:30	Member Run	Track site
<u>DECEMBER</u>			
Sat-Sun 05-06	10:00 – 4:00	Greenberg Train Show	Timonium
Wed 9	7:30 PM	BOD & Member Meeting	Hamilton Sta
<u>TRACK WORK SESSIONS THROUGHOUT THE YEAR</u>			
Wed	9:00 AM	Cut grass; Build track; Maintenance	Track site
Sat	9:00 AM	Lay track	Outside loop

CHESAPEAKE & ALLEGHENY
STEAM PRESERVATION SOCIETY
c/o CRAIG CLOSE
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FIRST CLASS