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)
Tel. (410) 448-0730
http://calslivesteam.org/

Lawrence Law – President
Michael E. Schroeder - Vice President
Charles W. Kinzer – Secretary
James L. Carpenter – Treasurer
GAUGES
7.5”
4.75”
3.5”
Close E. Close - Editor
Robert A. Bayles - Stationmaster
Louis A. Koehler - At Large
Steven Zuiderveen – At Large

VOLUME 30, NUMBER 11
NOVEMBER, 2004

HOLIDAY PARTY

This is notice of our upcoming Holiday Party in December. The arrangements are generally the same as in past years, including the big difference established last year. The party will be held on Sunday, December 5th. That’s the first Sunday in December, not the 2nd! So mark your calendars now: Don’t just show up “automatically” on the 2nd Sunday or you’ll find you’ve missed the party! The party as usual is at St. Luke’s Parish Hall, off Windsor Mill Road (see the map at the end of this issue). Plan on bringing an appetizer, entrée, veggies, or dessert to share.

Although the party is moved up to the 5th, the first Sunday of December, the monthly BOD meeting will be held on its usual night, that is, Wednesday the 8th, i.e. the Wednesday after the party. Here’s hoping you got your practice run last year and will successfully join the party this year.

OCTOBER PUBLIC RUN DAY

The running season is just about over but a final public run in November is on the schedule. The weather has been fairly good for Novembers the past few years and particularly so for our run days this year.
Mike Russo & his NYC Hudson
Photo by Sparky

Life Member in the Making?
Henry Hill of Easton
Photo by Janet McComas

Leo, Tim & Herb Wait for Passengers
Photo by Janet McComas

John Frederick & his electric Shay
Photo by Sparky
Whatever may happen this upcoming run day, the October 10th weather certainly upheld the good luck enjoyed this year as it was just about perfect. There was a substantial turnout of the public and of members. There were several family groups (picnics, birthday parties, etc) but the number of trains being run kept the line from getting too long.

Mike and Herb Schroeder picked up Leo Chism and his Pacific, and Mike Russo brought his Hudson to make up the true-steamer contingent. Bob Schwoerer had his CSX diesel running and blowing (more on that), and John Frederick had his Shay fully juiced. The club electric filled in later in the afternoon with Jim Grieshaber and Carl Tweedale sharing driving duties. Lou Krapp and Tom Dollan operated the Pacific on the 4¾" track. Conductors included Tim Allen, Jim Carpenter, Bill Kinzer, Brett Hall, and Mary Eccles. The Station was worked by Craig Close, Brett Hall, and Glenn McComas. Also, Mike Russo had his boiler inspected before running.

Bob Schwoerer was taking a break from engineering when his relief had an “experience” with the CSX diesel. Everyone near the station learned just how LOUD that horn is as it suddenly, inexplicably went into full-blow mode. There were all sorts of connections broken and switches flipped in vain attempt to stop the noise. It took some sort of magic touch from the owner – after again breaking connections and flipping switches - to restore quiet.

**RUN DAY DUTIES**

In spite of a pretty good turnout of members, the actual running was almost late getting started, and in past months this year when the activities have been as much as 30 minutes late. In fact, the only reason for starting on time is that several set up actions were not completed. Run day does not just happen; there are many actions which must be taken to permit the show to go on. Following is a list of things which have to be done, subject to probable addition. Keep a copy so that you know what you might be able to do to help set up for a run day. If something on the list has not yet been done, jump in and do it yourself or ask how you can help to do it. Note that the list is in sections and the items in all the sections really have to be done at the same time. One to three members cannot possibly do it all. One person can hardly even do any section by himself.

So, the first cut at a run day duty list follows:
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
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
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 unstuck 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:
1. gather flags and horns
2. fill the horns with air at the hose at the north end of HQ
3. have the file cabinet opened to access the radios and the memo pads
4. get a few conductor’s seats
5. place all these items by the front door to be taken to the station

Preparing the station items:
1. 2 full size batteries, one with the plug/clip cord
2. the speaker
3. the stand with the announcement module
4. the trash can
5. the water container with a frozen water bottle, plus cups
6. the donation stand
7. the phone, if we get the line fixed
8. place all these items by the front door to be taken to the station

Setting up the station:
1. drive the Kubota out of the container - get yourself trained
2. pull the trailer out of the container and connect to the tractor
3. check the fuel (it’s diesel) and oil
4. drive to the station – out the gate and outside of the new fence
5. stop the tractor beyond the walkway
6. place the gate on the fence
7. erect the card table at the end of the walkway
8. place the small brown CALS sign on top the pole and secure the bolts
9. place the large sign on top of the pole and secure the through-bolts
10. place 2 or 3 chairs in station area – one is used to support the water jug
11. take off the caps from the post holes using the pipe wrench
12. place fence posts in the holes
13. run the cord from the small reel on the short stretch of fence – run cord through bottom first
14. run the cord from the large reel on the 3-sided stretch of fence – run cord through bottom first
15. place 2 small signs where they can be seen
Setting up the area around HQ:

1. put the stop sign out at the gate
2. set up the flashing signal at the main crossing
3. set up the block signal
4. set up the block signal control head at the corner of HQ
5. set up the crossbuck at the yard lead crossing
6. 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.

THE KIRCHNER DIESEL

On an opposite tack to the duties which have to be performed each run day: the -WM- diesel is NOT to be taken out unless specified by a board member. That locomotive is on loan to the Society through the graciousness of Larry Kirchner and is not to be run unless there is a need for it.

SPEED TIMING

New markings have been made around the track so that speed can be determined. It was thought that the current markers are too far apart and require too long a count to be accurate, plus they were suddenly upon you and you weren’t ready to start the count. The new marks are 88 feet apart all around the loop. The time in seconds between the marks represents the following speeds:

<table>
<thead>
<tr>
<th>Seconds</th>
<th>Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>4.9</td>
</tr>
<tr>
<td>11</td>
<td>5.5</td>
</tr>
<tr>
<td>10</td>
<td>6.0</td>
</tr>
<tr>
<td>9</td>
<td>6.7</td>
</tr>
<tr>
<td>8</td>
<td>7.5</td>
</tr>
<tr>
<td>7</td>
<td>8.5</td>
</tr>
<tr>
<td>6</td>
<td>9.9</td>
</tr>
</tbody>
</table>

- a little fast
- definitely fast
- considerably fast
- WAY too fast
MIDWAY PLUG

That’s the keyhole plug not an advertisement for the building. There have been instances over this season – and others before – when the plug for the door at Midway was not in the door at closing time. Generally it was found somewhere in the building after a bit of a search, but it has been lost at least once. Then someone has to make another one – it ain’t no standard hardware item. However, there is no need for any problem, at all. While it is necessary to remove the plug in order to unlock the door; once the door is opened, the plug can be immediately screwed back into the knob because the door will be left open until it is time to close it at the end of the session. At that time the lock can be set without a key and the door can simply be shut. Unlike HQ, there is no sliding bolt.

How nice it would be if the lock at HQ were so simple. How many times has that door had to be re-opened after the cover was already on so that the bolt could be closed?

LITTLE HELP DESIRED

Bill Koch, a member of the club for many years, has a Little Engines 0-4-0 under construction and would like someone to finish it for him. He is not looking for free machining and assembling; Bill is willing to pay for work done. If interested call him at 703-569-4316.

NEW MEMBERS

We have three new student members joining the Society this month; make an addition to your directory:

<table>
<thead>
<tr>
<th>SIMMONS, JAKE/ELISE/BEN</th>
<th>STUDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>633 KENT OAKS WAY</td>
<td></td>
</tr>
<tr>
<td>GAITHERSBURG, MD 20878</td>
<td>(H) 301-990-7934</td>
</tr>
</tbody>
</table>

DUES - AGAIN

A blue dot on your address label indicates you have not paid your dues for fiscal year 6/30/04 to 7/1/05. You have until December 15 to make payment or you will be dropped from the club roster. For more information, call Jim Carpenter, 703-941-3898.
## 2004 Calendar of Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>September</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed 8</td>
<td>7:30 PM</td>
<td>BOD &amp; Member Meeting</td>
<td>HQ</td>
</tr>
<tr>
<td>Sun 12</td>
<td>11:00-3:30</td>
<td>Public Run Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td>Sat 18</td>
<td>8:00-4:00</td>
<td>Work Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td>Sat 18</td>
<td>6:00 PM</td>
<td>Night Run</td>
<td>Tracksite</td>
</tr>
<tr>
<td>Sun 26</td>
<td>11:00-3:30</td>
<td>Member Run Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td><strong>October</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed 6</td>
<td>7:30 PM</td>
<td>BOD &amp; Member Meeting</td>
<td>HQ</td>
</tr>
<tr>
<td>Sun 10</td>
<td>11:00-3:30</td>
<td>Public Run Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td>Sat 16</td>
<td>8:00-4:00</td>
<td>Work Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td>Sun 24</td>
<td>11:00-3:30</td>
<td>Member Run Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td><strong>November</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wed 10</td>
<td>7:30 PM</td>
<td>BOD &amp; Member Meeting</td>
<td>HQ</td>
</tr>
<tr>
<td>Sun 14</td>
<td>11:00-3:30</td>
<td>Public Run Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td>Sat 20</td>
<td>8:00-4:00</td>
<td>Work Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td>Sun 28</td>
<td>11:00-3:30</td>
<td>Member Run Day</td>
<td>Tracksite</td>
</tr>
<tr>
<td><strong>December</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sun 5</td>
<td>1:00-4:00 PM</td>
<td>Holiday Party</td>
<td>St. Luke’s Hall</td>
</tr>
<tr>
<td>Wed 8</td>
<td>7:30 PM</td>
<td>BOD &amp; Member Meeting</td>
<td>HQ</td>
</tr>
</tbody>
</table>

## Work Record

<table>
<thead>
<tr>
<th>Date</th>
<th>Workers</th>
<th>Work Accomplished</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/28/04</td>
<td>Short, Bayles, Payne, Kinzer, Close</td>
<td>Track panels, Hedges</td>
</tr>
<tr>
<td>9/1</td>
<td>Krapp, M Schroeder, H Schroeder, Allen</td>
<td>no report</td>
</tr>
<tr>
<td>9/4</td>
<td>Rick &amp; Ryan Nace, Koehler, Kinzer, Close</td>
<td>Grass, Engraving, Trees</td>
</tr>
<tr>
<td>9/11</td>
<td>Close, Kinzer, Zuiderveen, Pullen, Sharpe, Koehler</td>
<td>Trees, Switch, Grass</td>
</tr>
<tr>
<td>9/22</td>
<td>Carpenter</td>
<td>Weeds</td>
</tr>
<tr>
<td>9/25</td>
<td>Sharpe, Close, Law, Carpenter, O’Dea, Looney, Payne</td>
<td>Switch, Party preparation</td>
</tr>
<tr>
<td>10/2</td>
<td>Pullen, Close</td>
<td>Ties, Bolts at station</td>
</tr>
<tr>
<td>10/6</td>
<td>Allen, Krapp, Carpenter, Law, M Schroeder, Chism,</td>
<td>Grass, 94’ of fence</td>
</tr>
</tbody>
</table>
Diehl, Schwoerer
10/13 Law, Carpenter, M Schroeder, H Schroeder, Allen, Ryan Nace, Krapp

Grass, Fence

Simms, Kinzer, Grieshaber, Law
10/16 Ryan Nace, M Schroeder

Survey for container #3

Screwdriver bit, Tractor, Outside

light, Battery charge

Remove hedges

Rick Nace, Close, Law
10/23

Fence, Received rail

H Schroeder, Allen, Krapp, Carpenter, Law, Chism, M Schroeder, Diehl, Bayles
10/27

Delivered light pole, switch points

Law, Close
10/30

40400

11/02/04 CEC
HOLIDAY PARTY DIRECTIONS

Directions to St. Luke’s Parish Hall: take the Baltimore Beltway to the Security Boulevard exit (since Windsor Mill does not intersect with the Beltway). If you are coming from the north (outer loop of the Beltway), take exit 17 to the stop light on Security Blvd. Turn east (left) on Security and proceed to the 3rd stop light (Gwynn Oak Ave.) Turn north (left) on Gwynn Oak to the 2nd traffic light and turn right on Windsor Mill Road. There is a block of stores with Ripple Florist ending the block. Turn left at the mailbox and proceed to the back of the parking lot (the lot is shared with the Baptist church). The white building wall that you see is the wall of the Parish Hall. Park and walk up the path on the left side of the Parish Hall (between it and the church) to the entrance. If you are coming from the south (inner loop of the Beltway), take exit 17 and stay in the right lane, which will take you onto Security Blvd, then follow the directions as above.