



# 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/>

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

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**VOLUME 36, NUMBER 5**

**MAY 2010**

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

### OPENING DAY

Just about like last year. Weather reports during the week were not too good, but then Sunday was really nice. The crowd was good but largely dispersed in early afternoon – just as our locomotives gradually disappeared. A good day overall. We had both tracks fully hooked up even though the outside was only old sections of single track through the station. Fritz Dahlin started the day with his switcher delivering station supplies. His son Jake was conducting for the first run over the full outside loop. Mike Schroeder, Herb Schroeder and Jim Grieshaber brought the Adams around next pulling the green coaches. The three shared duties during the day. On the inside, Bill Kinzer and Ned Treat were operating the Chessie diesel. Matt Berkebile ran his little gasser for a while. Norm Warfield with Robert Slenbaker operated Norm’s Consolidation. After the first of the engines left, Carl Tweedale and Matt Berkebile ran the =WM= diesel. The new crossing gate was installed and working throughout the day. It added a note of additional realism.

### HERB FESTIVAL

The Herb Festival OFFICIALLY will be on Saturday, May **29**. Note that the date is a week later than listed in previous issues. The start time is an hour earlier than our normal public run and the crowds could be large if the weather is good. The festival ends at 3, but we need to be operating for those who want to ride as they leave. Plan on running until near 4. Please come out to help over the long day.

### BOILER INSPECTIONS

The DLLR inspector came to Leakin Park on Friday, April 16 and Saturday, April 17 to inspect all steam engines presented. He went to Hamilton’s to inspect 4 locos there. About 18 engines were given certificates.

**TCA COMING IN JUNE**

The corner to June is ever closer. The WEDNESDAY, June 23 visit by the national convention of the Train Collectors Association is still on the calendar. We really want to finish the track to and through the station, but we need to finish at least the switches in the yard. Please be planning to help out with the Wednesday and Saturday work sessions if you live in the Baltimore region. Whether you help beforehand or not, PLEASE think about helping on WEDNESDAY, June 23<sup>rd</sup>.

**OTHER UPCOMING**

- Annual Meeting with bi-annual election on July 4.
- Picnic on August 22 with S-gauge club. Details later.
- A night run may be scheduled. Perhaps it will be associated with the S-gauge picnic or in September.

**NOTABLE BIRTHDAY**

Buck Slayton celebrated his 97<sup>th</sup> birthday on March 8. He is the Society's senior member and was instrumental in all the early design and construction work at Leakin Park. Buck was responsible for the installation of the ¾" scale, too. We all wish him (belatedly) a "Happy Birthday".

**A CALS AUTHOR**

Steve Zuiderveen wrote an article for the March-April Live Steam magazine. The subject was the trip to Owosso, MI last summer for the SteamFestival 2009 celebration. The article includes photos with other Society members Bill Kinzer and Tony Kopecni, featuring the Chessie System locomotive "Sparky" and several CALS rider gondolas used at the event.

**NEW MEMBERS**

Welcome the following new members and note the information in your Directory:

AUSTIN, ZACHARY	STUDENT
2018 GIRARD AVE	
BALTIMORE, MD 21211	(H) (443) 872-7638
BELL, DAVID THOMAS	STUDENT
2337 SANDY WALK WAY	
ODENTON, MD 21113	(H) (410) 672-6283
BERKEBILE, MATT	FULL
3965 NORRISVILLE RD	
JARRETTSVILLE, MD 21084	(H) (410) 692-5205
E-mail: berks1983@yahoo.com	(C) (443) 504-2538

**THE ENTRANCE CROSSING**



**(1)The Adams – Sparky Hamilton at Rear**



**(2)The WM with Matt Berkebile**



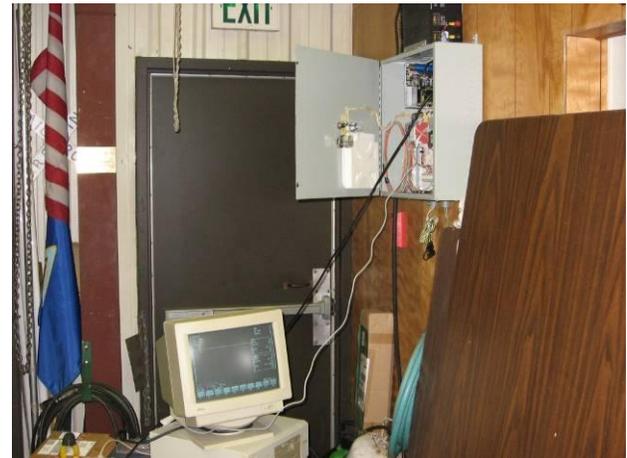
**(3)The Latest Root Extraction**



**(4)Leveled Section Plus New Drain Outlet**



**(5)Final Gate with Lights and Bell**



**(6) Software Development Lab for Signals**

Photos 1 - 2 by Glenn McComas; photo 3 - 6 by Craig Close

## 1" TRACK PROPOSAL

As noted last month, there is no operable 1" track. Comments to the Board have been lacking. Tony Kopecni has written a detailed proposal which is presented below; it is certainly subject to discussion:

The CALS one-inch ground track has been out of service for several years. At some point, CALS will need to decide whether or not to support a one-inch operation and, if so, in what form.

### **Retaining a one-inch operation.**

There are several reasons to justify maintaining one-inch at CALS. The live steam hobby is a small fraternity. As such it does not make good business sense for a small club like CALS to limit its attraction to only a single gauge. One-inch scale is said to be enjoying a resurgence in popularity. An operating track is needed to attract new members modeling in this scale.

The two nearest clubs are 7 ¼ inch gauge, precluding any inter-club activity. But 4 ¾ inch gauge is universal. CALS could encourage visits by members of the NJ and PA clubs modeling in this scale, who in turn would better welcome CALS members to their facilities.

### **Problems in the past.**

The CALS one-inch ground track has not enjoyed success in the past. The first iteration of the one-inch track was completed about 1987. It soon developed problems and maintenance got out of hand. The track became inoperable after less than seven years.

In the fall of 1994, Lou Kohler headed a project to rebuild the track, which continued to spring 1997. Despite trying to correct flaws of the original design, the track was again inoperable after only 6 years.

### **Rebuilding a third time a bad idea.**

Some track panels have been built for use in relaying the track. These use code 1000 rail in place of the previous code 825 and ties 13 inches long instead of 9 inches to improve performance. The larger rail is intended to resist damage from lawnmowers and vehicles but recent incidents have shown the larger rail is still subject to damage. Besides, lawnmower and vehicle damage is not the big issue with the track. The major problem is the tendency for the track to float out of the ground. There is no indication that putting more wood in the ground will preclude that problem.

Another rebuild would likely take longer than the 2 ½ years of the last. The 7 1/2 inch track rebuild is taking longer but members are motivated by some track always being in service during construction, which would not be true in this instance.

A big part of the poor performance of the one-inch track has to do with how much it was used. The 7 ½ inch gauge benefits from heavy locomotives pulling trains of riding public. This traffic tends to iron down the track and relieve tensions created by temperature and seasonal changes. In contrast the one-inch saw fewer trains with lighter locomotives and few cars or passengers, likely less than one percent of the tonnage of the wide gauge.

Couple the resulting higher maintenance with fewer interested members and the track soon becomes inoperable. And since the track doesn't carry the public, fixing defects has never been a club priority. Even a redesigned track panel is unlikely to be a magic pill to cure the durability problems.

### **A different approach.**

A new one-inch track project will succeed only if it does not present the same maintenance burden that doomed its two predecessors. It would need a completion date within a reasonable timeframe to prevent loss of motivation. One option that meets these criteria would be to follow a practice used by most clubs overseas as well as some domestic clubs. Move the one-inch operation from its own right-of-way to a 7 ½ inch gauge track

by the addition of a third rail, creating dual gauge. The extra rail should need little or no maintenance beyond that required by the host track. Construction would produce major economies of labor and material compared to a separate right-of-way as there would be no demolition, grading, ballasting or panel building.

The wide gauge track features rail on tie plates set in slots routed into the ties. As a third rail will carry lighter loads it could be placed directly on the ties. And since the extra rail is not needed for panel rigidity it could be attached at every second tie, possibly less. Installation of the third rail could stop at any point without affecting usability of the track.

There is one compromise in the interest of simplicity. Rail laid directly on the ties will be about 1/16 inch higher than the other two rails. The resulting crosslevel error should be acceptable. And it could be used as a 1/16 inch super-elevation on curves.

Dual gauge switches usually require three frogs and three points, but running a third rail straight through an existing turnout requires adding only one frog, something that could be done in the field. A split between gauges to move the 1" onto a siding uses two frogs and no moving points.

#### **A dual gauge installation.**

While dual-gauging could be adopted in a number of arrangements, the most obvious use would be to move the one-inch operation from its own right-of-way to the nearest wide gauge track, the inside track of the northern division and a track through the yard. One-inch trains would run westbound through the yard, around the north leg of the west wye, joining the main track at a spring switch. The right-hand rail would become the common rail. The one-inch would use a gauge splitter to divert around the passenger station onto the old right-of-way for 240 feet, rejoining the north leg of the east wye to enter the yard. A number of turnouts would have to have a frog added. With some re-grading, the troublesome connecting track the transfer table with its two crossings could be replaced with a simpler crossover over to the dual gauge yard track. The entire project could be completed in one season and most of the old right-of-way would remain available for possible future use. Additional sidings could be installed to provide for the larger trains to pass the smaller gauge ones.

#### **Operating a dual gauge facility.**

Operating a dual-gauge facility would necessarily entail some compromises, but members are entitled to equal consideration irrespective of the scale in which they model. There may also be some advantages to such an operation.

Interference from one-inch trains with wide gauge trains, even on public run days should be minimal. Most one-inch trains can run at the club speed limit of 6 MPH. Also, the dual gauge running amounts to only about 20% of the wide gauge loop. One-inch trains would avoid the passenger station completely. Likewise, the one-inch trains would only share that track for less than 40% of their loop.

Yard tracks seem to be little used. Using the dual-gauge yard track as a de facto main track on run days should not pose much of a problem.

#### **Advantages.**

Dual-gauge operation would add some operating interest to an otherwise uninteresting layout. Also members who come out on work days would share an interest in a common right-of-way regardless of their gauge.

In conclusion, it would be beneficial for CALS to retain a one-inch operation and consider dual-gauge track as one way to achieve this with a prospect of a better outcome than previous attempts.

### **ELECTRONIC RECEIPT OF THE WHISTLE**

You can sign up to receive your copy of *The Steam Whistle* electronically by sending an e-mail with your name and e-mail address to the Editor at the address in the masthead. Color photos and saves mailing expense.

**ACTIVITY NOTES**

The weather was decent throughout the month and some track work finally was performed. We were on the hook for getting the outside loop connected before Run Day and accomplished that by leaving old track in the ground from the south station switch to the north end. More switches were installed in the yard so that access would be available during Public Run. When starting to install another switch, the crew found that there are 8” switches controlling the two storage tracks. It was decided to continue using those broad switches and one may be rebuilt in place. The east switch was already taken apart, so Glenn Sharpe will have to build another.

Work was done on the yard lead from Hamilton Station. First a root was removed from under the track. During that effort a drain was found, and it was opened up and a drain box installed. Several attempts were made to fix the problems on each side of the driveway to preclude the many derailments that were occurring. It seems that finally that effort has been successful after fixing both narrow and wide gauges as well as leveling the track. That will possibly be one of the first yard sections to be replaced.

Norm Warfield and John Frederick set up the new crossing gate which has lights and bell. Norm and Robert Slenbaker set up a wagon to transport the new crossing gate and appurtenances.

Tony Kopecni with help from Bill Derr and Jeff Tomecek worked on the 1” elevated track.

A contractor came by to gather info to give a paving estimate. Grass mowing has begun for the year.

Newly-retired Mike Schroeder did a lot of work. He installed a new sign on the entrance gate and fixed the balky starter on the Massey-Ferguson tractor. Mike also performed fairly major work on Wendy with help from Jim Carpenter and collected items for ‘CALs at Cass’. Mike and Jim also sprayed for weeds.

The City worked on the snow piled in the parking lot so that the lot would be available for Run Day.

**WORK RECORD**

<b>DATE</b>	<b>WORKERS</b>	<b>WORK ACCOMPLISHED</b>
03/31	Bob & Bill Schwoerer, Carpenter, Kinzer, Close, Austin, Slenbaker, Warfield, H Schroeder, Tomecek, O’Dea	Prep Whistle; Prep rail; Build track; Install track; Maint yard switches
04/02	M Schroeder	Probably something important
04/03	Bob & Bill Schwoerer, Close, Slenbaker, Warfield, Frederick, Grieshaber Sharpe, Taber	Scrap rail; Install crossing signal and gate; Install track (closed loop) Build switch
04/07	Bob & Bill Schwoerer, Close, Slenbaker, Kopecni, Carpenter, M Schroeder, H Schroeder, Derr, Kinzer	Removed root; Found drain – installed box; Checked station switch motors; Install sign on entrance gate; Prep diesels; Work 1”
04/08	M Schroeder	Fix M-F tractor starter
04/09	Sharpe, Taber, Bob Schwoerer	Haul switches to Park
04/10	Bob & Bill Schwoerer, Close, Kinzer, Warfield, Payne, Short	Install switch; Maint yard switches
04/14	Bob Schwoerer, M Schroeder, Close, Carpenter, Kinzer, Slenbaker, Derr, Tomecek, O’Dea	Spray weeds; Work yard lead; Install switch; Build track
04/17	Warfield, Slenbaker, Close	Set up wagon for x’ing signal; Work yard lead
04/21	Bob Schwoerer, Kopecni, Close, Slenbaker, Derr, M Schroeder, Kinzer	Maint Wendy; Found 8” yard switches; Work 1”
04/22	M Schroeder	Maint Wendy; Prep for Cass
04/24	Bob & Bill Schwoerer, Close	Paving estimate; Cut grass

**2010 CALENDAR OF EVENTS**

<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>EVENT</u></b>	<b><u>PLACE</u></b>
<b><u>MARCH</u></b>			
Wed 10	7:30 PM	BOD & Member Meeting	Hamilton Sta
Sun 14	11:00	Mandatory Annual Safety Meeting	Hamilton Sta
Wed 24	9:00	Car inspection by MD DLLR	Hamilton Sta
<b><u>APRIL</u></b>			
Wed 7	7:30 PM	BOD & Member Meeting	Hamilton Sta
Sun 11	11:00 – 3:30	Opening Public Run	Track site
Fri-Sat 16-17	09:00 – 2:00	Boiler Inspection by MD DLLR	Track site
Sun 25	11:00 – 3:30	Member Run	Track site
<b><u>MAY</u></b>			
Fri-Sat 1-2 plus 4/30	09:00 – 2:00	CASS	Cass, WV
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
Sat 29 (NOTE!)	10:00 – 4:00	Herb Festival	Track site
<b><u>JUNE</u></b>			
Wed 9	7:30 PM	BOD & Member Meeting	Hamilton Sta
Sun 13	11:00 – 3:30	Public Run	Hamilton Sta
Sun 20	11:00 – 3:30	Member Run	Track site
Wed 23 (NOTE!)	9:00 – 4:00	TCA National Convention Run	Track site
<b><u>JULY</u></b>			
Sun 4 (NOTE!)	Noon	Annual Meeting w/ Election & BOD	Hamilton Sta
Wed 7 (probably NOT)	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
<b><u>AUGUST</u></b>			
Wed 4	7:30 PM	BOD & Member Meeting	Hamilton Sta
Sun 8	11:00 – 3:30	Public Run	Hamilton Sta
Sun 22 (NOTE!)	11:00 – 3:30	Member Run & S-gauger Picnic	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

CHESAPEAKE & ALLEGHENY  
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**FIRST CLASS**