

# Whistles in the Woods

*Published by Adirondack Live Steamers*

OPERATING 6500 FEET OF TRACK IN THE FOOTHILLS OF THE ADIRONDACKS

7 1/4" GAUGE 1 1/2" SCALE

OPERATING GAUGE 1 TRACKAGE FOR STEAM AND ELECTRIC

SAFETY FIRST

JULY 2007

## 2007 SPRING MEET REPORT

Don Buesing

Last month it was written: "I'm wondering how our Spring Meet will turn out. Will it be 'business as usual' or will we have light attendance?"

Well now we know, and the answer depends on where you looked. If one were to examine the passenger waiting line at the station the conclusion would easily be we had a very quiet Meet. On the other hand, if one examined the traffic on the rails, the people in the typical chat mode all over the property, the activity in the steaming bays, the activity in the unloading area, and in the kitchen, it is easy to conclude that we had a very busy and enjoyable Meet. And I believe we did! But it was not without angst.

Literally on the eve of the meet, Wednesday, we finally received the official twenty page policy document from our new insurance carrier. The policy took effect April 1<sup>st</sup> and for the past two months we have operated under the guidance of our agent who indicated we could certainly have guests and visitors on ALS property as long as they DID NOT ride the trains. The actual wording found in the policy on Wednesday was quite different. In it was a line reading:

"Insurance will not be in effect while trains are operated, being maintained, or being operated while guests are on the property." Not quite the same, is it?

So the hot topic at the Thursday night Membership Meeting was how to deal with arriving "guests," our neighbors, our families, and especially our visiting live steam friends. There was, and could only possibly be, one answer. And that was that only...ONLY... members would be allowed on the club's land.

We decided to bend the rules ever so slightly in that non-members could at least venture as far as the registration shack to become members if they chose. With great embarrassment and apologies, and then humble joy, we saw guest after guest and visitor after visitor become members of ALS. But we were not 100% successful. Two friends from a visiting club and a former member to whom we continue to have much gratitude and admiration decided to remain as non members. We searched and searched for ways to "make it right" but our hands were and continue to be, tied. (Continued on p. 6) See Spring Meet

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**Next Meeting: Saturday, July 14, 2007, 1:00 PM  
Club House**

**Deadline for August Whistles in the Woods:  
Saturday, July 21**

**Other Important Dates: See Last Page**

# President's Corner

Richard Dean, President

The ALS 2007 Spring Meet has now “Run the Rails.” The weather just couldn’t have been better for running and riding trains, especially the steamers. Everyone had a great time and I know it was nice for me to see fellow hobbyists after many months. There were even new steamers that had never had a fire in the boiler present on the steaming bays. It’s still a growing hobby, and new faces and trains are always a joy to see at ALS.

The Meet would never have happened if it were not for all the helpers. We need to pat ourselves on the back for everyone who contributed to the work details over the weekend. Thanks for making it great!

Coming up is the Family Day on July the 8<sup>th</sup>. I hope to see many members there on Sunday. This is a time for us to play and converse with the members we would not normally see. So, bring something to share and let’s run trains!

DeSantis Divide is impressive when entering from the rails. The new siding switches and track are a great improvement over the old main line under the dump body. Hopefully in a few more weeks, the decking on the bridge and new hand rails will be in place for vehicle traffic. This new approach to Wilton Station and the overpass above the rails has been a long time coming. Thank you to all who have helped accomplish this addition to ALS.

Skippy has built a new bridge just down the grade from Adirondack Crossing. This is for the new main line that will be realigned to allow the extension for the Adirondack Branch. The Adirondack Branch is to be installed on the outside of the main line. This is the next big track realignment and hopefully over the next several weeks this can be accomplished. It will be nice to back down the track from the service bays to the car barn without being on the main line.

Once again, I’ll see you at the track.

**Richard Dean**, the Prez

**Whistles in the Woods**  
NEWSLETTER OF THE  
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## FAMILY DAY I SUNDAY, JULY 8

Ken Nelson

It won't be long. Sunday, July 8 brings us to the first of two annual ALS Family Days. For those who may not be familiar with our Family Day, it is a great opportunity to have fun with other members, without the pressure of guests.

It is important to remember that our Family Days are just for our members and their families. Please do not invite friends from church, neighbors, or people with which you work. This is a time for our families to meet each other and enjoy the trains and good food. For members whose spouses haven't been to ALS for awhile, this is a great opportunity to show them what you have been doing on all those Saturdays. **ALL RIDERS MUST BE MEMBERS.**

The club provides hot dogs, hamburgers, cheeseburgers, condiments, plates, plastic ware, and napkins. Families should plan to bring a covered dish such as a salad, dessert, chips & dip, etc. for the sharing table, plus one or more beverages for each family member. If you choose, you may purchase beverages from the club. Ice cream may also be for sale.

Things begin to happen in mid morning. Food is put on the grill around noon, and is available throughout the day. The sharing table is added to as people arrive, and always offers a wide variety from which to choose. Families may stay as long as they wish, with trains running, good fellowship, great food, and no concern about entertaining "guests" since it is just US.

Plan now to attend the first Family Day on July 8, and/or the second on Sunday, August 12. Let's enjoy our hobby as a group. \*\*\*

# June Minutes

*In the absence of Recording Secretary Llyn Rice, the minutes of the June Meeting were recorded by Jim Ogden.*

*Because this was not a regular Membership Meeting, business was limited to information and organization regarding the Spring Meet, and the acceptance of new members.*

The Meeting was called to order by President Richard Dean at 7:08 PM. He immediately reported that the new insurance policy had been delivered and reviewed it for the membership. One of the main issues regards safety of non members. He reported that:

Non members, who have an accident with a train in any way, are not covered. Therefore he recommended that non members must be limited to being inside the fence, including the Club House, and within the immediate area of Gauge 1. Non members must not get near a train or be inside the service bays at any time.

A motion was made to completely exclude “guests” from the Spring Meet, and allow members only. It was defeated.

A motion was made to allow only members and perspective members access to the Registration Shack who are sponsored and have intention to join. All other guests are banned for the month of June 2007. There were 14 in favor, 4 opposed. The motion passed.

A letter from the Pioneer Valley Live Steamers was read by President Dean, inviting members of other live steam groups to attend their 55<sup>th</sup> Anniversary on September 14, 15, and 16. Those who plan to attend must pre-register with Pioneer Valley.

Membership Secretary Jeane Lutz read the names of those people who had applied for membership in ALS as of June 7. All were accepted except for one applicant. (*Jeane's column will include the names of all new members in the August issue of Whistles.*)

A discussion was held regarding the applicant and his family who were not accepted. It was felt that this applicant, due to the lack of a sponsor, and past history with our club, should not be accepted at this time. 19 people agreed.

Everyone was asked by Vice President and Spring Meet Chairman Don Buesing to please sign the Spring Meet Work Sheet which was distributed among the members.

The meeting was adjourned.

**Jim Ogden**, Acting Recording Secretary

# Notes From Jeane

## Membership Secretary's Report Jeane Lutz

What a wonderful Spring Meet. The weather fully cooperated and so did the camaraderie. I was busier than a one armed paperhanger with the insurance dilemma that we are in the middle of, having to process through so many new members. Almost all the people were wonderful and cooperative and very understanding of the situation. Of course news like that travels fast in our world and most people were prepared for some sort of delay. But most of the delays were minimal and we had many trains on the track in no time.

Many people ordered name tags and they should be in in a week or two. If you did not order one and would like to, please contact me immediately (732-541-6614) and I can add your name to the list. They are \$8.00 each and it needs to be paid in advance. Having the pin will later help you to gain entrance into the club on a Meet day. There was an incidence with someone lending their pin to someone else. You know who you are and you will be watched carefully so this does not happen again. We have a list of all paid members and even though you may have a pin does not mean that you are a member in good standing. We cannot take away your pin when you do not pay your dues as you paid for the pin. BUT the list will be cross referenced very closely so this does not happen again. Our club insurance is at stake and we must ALL do our part.

I have spent this whole week compiling the new membership list and will not be able to welcome all the new members that were processed this past weekend until next month. A very warm welcome is sent from me to all of you that did join during Spring Meet weekend. You shall be acknowledged next month. Two hands, two eyes, one computer and a brain that is on overload just couldn't cut it in time for this newsletter. If anyone has been neglected on the membership list, please make sure that I have a filled out application for each and every one, or the name will not be on the list. Some families added children to the parent form and THAT IS NOT CORRECT. Each and every member must have an application and a signed waiver on file to be valid. Let's not give the insurance company anything to complain about. You may download the applications and waiver form from the web at [www.Adirondacklivesteamers.org](http://www.Adirondacklivesteamers.org). So please cooperate and send me the ones you didn't fill out. If you have a question about a name just call me or send me an e-mail. Thanks for your cooperation.

It was a pleasure to see so many of our Junior members out there running trains and most of them keeping within the rules. After all they are the future of this club and we need to give them equal time also. So many of the young ones have grown up so much in this past year, many were not even recognized until they opened their mouths. Then we knew. We saw so many new trains this year also, as well as the old standbys, and it sure was a pleasure to see them running with little or no backup. Those of you who were skittish about coming this spring did miss a great weekend. The mosquitoes missed you also, as there were many to go around. So when you do come, don't forget your bug spray or wipes.

*(Continued on page 6) See Notes From Jeane*

Notes From Jeane (*Continued from page 5*)

We had our standby Saturday night dinner of Roast Beef, baked potato, and vegetables and there was much to go around for 1sts, 2nds, and 3rds if desired. Thank you Don Buesing; you did a great job again. Beth did a great job with the serving and I hope she had ample help. I have not had a chance to ask but it came off well.

DeSantis Divide is almost totally finished and the bridge over the top is nearing completion. You can hardly recognize the area now and it will be so much more useful to all who use the club. There is still much to do around the club that we can use all the hands we can gather to get up a running start to the best that we can be. Don't be afraid to come and help. We welcome all. Even some of the women help and of course the Junior members are kept very busy most of the time. We would really welcome more men and women to join in the helping around the club. There is a job for everyone.

I have noticed that many more families have joined as a unit and that is so nice to see. The little ones will be the big ones before we know it. And we can always find things for them to do also.

I will have membership lists available for this coming weekend at the club. Please pick up your copy over by the phone. With postage so high it is cost prohibitive to mail them out as they are eight pages long. If there is a pressing problem with you getting to the club, contact me and I shall make other arrangements. Those of you that did not get your cards at the meet can see me this weekend and I will give you yours along with your pins if yours is here. Otherwise I will mail them to you later.

I would also at this time like to thank Bobbie Nelson, Suzanne Weinreich, Penny Landgraf, and Linda Furnia for helping out in the Emporium. We couldn't have done it without you all. Thank you so much.

I hope to see you this weekend.

**Jeane**, Membership Secretary

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Spring Meet (*Continued from page 1*)

A notable mention of duty above and beyond by various club members is never a good idea because someone is bound to be left out. But I'll risk it anyway. I'd like to say thank you to Ben Maggi for stepping up to the demand and maintaining a near constant presence at the registration shack throughout most of the weekend and especially during the busiest times. To do this at any previous meet would have been daunting enough, but for THIS particular meet with our new insurance requirements it was well beyond daunting. Again, thanks Ben! Next a big thank you to all the Regular members who maintained a careful watch of the goings on at the Registration shack. As each application was filled out and presented a vote of the ALS membership was required to accept the applicant. Enough members

deliberately stayed within sight so a quick quorum could be assembled each time. Thanks everyone!

That much voting, etc. develops a big appetite, and Beth Levine's vigil in the kitchen was very much appreciated by everyone. This task is perhaps the single most consistent and important Spring or Fall Meet Duty we have, and Beth makes sure it all runs smoothly and on time. Thanks again Beth! And to the countless others who filled their usual self assigned duties in the kitchen, registration shack, gauge one area, track maintenance, the Emporium, trash removal, ice runs, grounds clean up, after dinner clean up, pre-Meet cleanup etc, specifically those who perform all the tasks that make our Meets run smoothly with no apparent turmoil, I thank you all. \*\*\*

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## **FIRST PROTOTYPICAL RUN DAY SET FOR SUNDAY, JULY 15**

Skip Densing

Prototypical! Yeah, that BIG word which means PLAY REAL TRAINS!

Yes, we are doing it again on Sunday, July 15<sup>th</sup>, with a repeat on Sunday, August 19<sup>th</sup>. We plan on moving logs, ballast, box cars, hopper cars, and a ----- Passenger Train. You can be an Engineer, Conductor, Brakeman, or even a passenger (All you have to do is ride.). In addition, you can train to be a Dispatcher, Conductor, or a Yardmaster.

By the way, if you know of any loads that need moving, please let us know.

Yeah. We will start at 9:00 AM and you should have a radio (walkie talkie),

and a Form D which we will provide and instruct you on its use. If you do not have a radio, we have a few extra we can lend out.

All trains need one Engineer, one Conductor, and if possible, a Brakeman. Please call your fellow members and make up a crew. Or just show up, and we will assign you to one.

Hopefully we will have all loads moved by 3:00 PM, cause then we have to put all of our toys away so we can go home. Hope you will join us for a fun day and PLAY. \*\*\*

\* \* \* \* \*

## **ADDITIONAL SIGNALS TO BE ADDED TO OUR RAILROAD**

Ken Nelson

Last year, ALS was given some very nice signals, which had earlier been used by the Charlton Club. These signals were designed and constructed by Dave Olson. A new signal committee has been formed to try to bring our existing signals up to working order, to add several additional signals to protect hidden curves, and also to indicate the position of key turnouts. In addition the committee hopes to get our crossing flashers working, at least in the two key places which are now frequently crossed by vehicles and pedestrians.

The committee consists of Tom Rhodes, chairman, Skip Densing, Ken Nelson, Dave Olson, and Wayne Singer.

As you travel the railroad, you will notice that the committee has already

“planted” most of the new signals. They are not yet in operation, but with a lot of wiring work over the next several months, you should begin to see them working. In addition, Dave is planning to construct several others as they are needed. As we put them in service, we plan to publish information regarding their indications and aspects, and include this information in the next Engineer Test.

Several years ago, Tom and a few other ALS members installed our existing signals. Lightning is a major enemy of any outdoor signal system, and it has struck ours on several occasions. The committee hopes to overcome this problem as much as is possible, and make our railroad even safer. \*\*\*

## RIDING IN THE CAB OF A DANISH STATE RAILWAY PASSENGER TRAIN

Ken Nelson

*During a recent visit to Denmark to visit our daughter Patti and her husband Ole, Bobbie and I were given the opportunity to ride the cab of a passenger train between the towns of Struer and Viborg. This is a distance of approximately fifty seven kilometers or thirty five miles. One of Patti's husband's relatives, Lars Anderson, works for the railroad as an engineer (driver) and also is in charge of training student engineers, so I was in good hands. On Sunday evening, with the help of Ole's parents, we left an automobile at Viborg and headed to Struer to board the train.*

*Join us now as we experience an unusual opportunity.*

Soon after arriving we are met by Lars and taken to Track 3 where we find our train. The trains used on this part of the railroad are diesel powered until they reach the town of Fredericia, where they then operate on overhead electric power through a pantograph. The train consists of three cars semi permanently coupled together, which in busy times can be increased to as many as five units, or fifteen cars. There is a cab at each end of the three cars which makes turning the train unnecessary. Since the cab runs the entire width of the car, I assumed that it would be impossible to pass between cars, but Lars indicated that the entire cab "desk" can be swung out of the way, making it possible to walk through to the next car.

Since the train does not leave for about twenty minutes, there are very few passengers as yet. We enter the train through the vestibule and proceed forward through double doors where we find ourselves in the cab. In front of us is a desk with many buttons, controls, and levers, along with a computer screen. The engineer (driver) is seated in a very comfortable chair which is adjustable by height and distance from the desk. On the right is the

throttle/brake, along with the computer screen and two rows of lighted push buttons which alert the engineer to the current status of the train such as the battery, fuel, etc. To the left is another double row of push buttons used to open and close the passenger doors, keep the engineer alert to his safety pedal, and to control several other functions of the train. There is also a brake which is used to lock the train in stop when the engineer is not in the cab. A telephone on the left side of the desk provides the engineer instant communication with the dispatcher. (Since all of these buttons were lettered in Danish, it was difficult for me to identify all of them, but Lars explained the major ones.)

The computer screen lists in order all of the stations at which the train will stop, along with the time of arrival and departure. As each station is left, it disappears from the screen, making the next station always on the top. I found the Danish Railroad to be very precise in keeping its schedule.

The train is operated through twelve gears and even has "cruise" control. Across the top of the desk are constant updates to the engineer which provide the gear in which the train is currently operating, the speed at which we are moving in both digital and dial format, and whether or not we are in "cruise" control. There is a pedal which the engineer must depress, and move every so many minutes, as well as a button which he must push every so often to indicate that he is alert. This is similar to the "dead man" pedal which is found on American diesels, but goes one step farther. Because it must be periodically moved by the engineer, he cannot just put a heavy wrench on it as is often done on older diesels. Although this pedal and push button can be disabled by way of an electric box on the wall of the cab, this allows the train to move only at a slow speed. (Continued on p. 9) Cab Ride

### Cab Ride (*Continued from p. 6*)

The trains cannot run through a stop signal. If speed is not lowered as you approach a restricting signal, the train will automatically come to a safe stop by itself, overriding anything the engineer does.

As we sit and wait for our departure time, several other trains arrive in front of us on one of the other six tracks in the Struer Station. Soon our position light signal just in front of the train clears from two yellow horizontal lights to two vertical ones. At 17:37 (5:37 PM) a buzzer sounds in the cab, and Lars pushes a green button on the left to close the passenger doors. Approximately thirty seconds later, two buzzers sound and Lars is now free to put the train in operation. He pushes a button on top of the throttle, unlocking it, and moves it forward to the first position. Slowly and smoothly our train begins to move. As our speed increases, we cross over to the left through several turnouts. As the six tracks become two, we find ourselves on the left hand track and get another clear signal. Soon the right hand track goes off in another direction and we are on a single track railroad. Having left Struer, we find the countryside to be very rural, with farm land, open fields, and wooded areas on each side. Our speed increases to 80 kilometers (about 50 MPH) and we spot a blinking white signal ahead. This is an indication that we are approaching a grade crossing, and that there are no vehicles on the crossing. Gates protect every crossing and go almost completely across the road. While all trains have horns, engineers do not blow them for grade crossings in Denmark. There is no bell. Cars and trucks very rarely try to cross when a train is approaching. I personally found the Danes, both drivers and pedestrians, to be very much more aware of traffic safety rules and signals than are Americans.

As we continue our journey, we pass on several occasions, a yellow triangle with a number on it. These are speed limits, and as each is passed, our engineer adjusts his speed accordingly. As Lars indicates,

adjusting speed is easier to do when you have the railroad memorized.

Soon we approach our first station. Gradually Lars brings the throttle towards himself to the neutral position which also applies the brakes and brings the train to a very smooth stop at the platform. Expecting a meet with another train at this station, he wonders why the signal ahead is clear. He picks up the phone, and asks the dispatcher what is happening. He is reminded that the "opposing" train does not run on Sundays, so he is clear to proceed. Soon one buzzer is heard; Lars closes the doors, and when hearing two buzzers, again urges the train forward.

Each signal on the railroad is preceded by a series of diagonal boards which indicate how far the train is from the signal. This gives the engineer additional help in bringing the train to a stop when necessary. Since we are a passenger train and it is a Sunday evening, we see for the most part nothing but clear signals.

As our track enters an S curve, we see the sign "GIV AGT" which in Danish means to be alert, or to "blow the horn." We pass such a sign three times on our journey. This helps to protect against animals or humans which may have wandered onto the track in areas where the view is obstructed.

Soon we approach our next station and proceed through a turnout to the left, putting us on the left side of double track. There is quite a crowd as we stop adjacent to the platform, and we see a "stop" signal ahead. Lars indicates that we do indeed have a meet at this station with another train coming in the opposite direction from Copenhagen. Within about two to three minutes, we see a train approach and go into the track to our right. Soon we see the turnout ahead move in our favor, and the signal clears. We again hear the buzzers indicating their signal to Lars, and the train moves forward.

We are now in very open country, and our speed quickly increases to 120 kilometers (about 75 MPH). The track in

(*Continued on p. 10*) Cab Ride

**Cab Ride** (*Continued from p. 7*)

this location is on concrete ties, and is in excellent condition. The ride is very smooth at this speed, and is an indication of the amount of care given the Danish railroad. However Lars indicates that even this track is not up to the standards closer to Copenhagen, where the speed limit goes up to 180 kilometers or 110 MPH.

Suddenly the battery light on the right hand side of the cab blinks. Lars shows some concern, but does not stop the train. He tells us that it indicates a potential electrical problem in the train, but will not cause an interruption of the trip. From his experience, he can tell the level of severity. He informs us that every train is serviced to a certain degree after 12,000 kilometers, and is then given a full service after 25,000 kilometers. This battery problem will be taken care of in Copenhagen.

As we approach Viborg, our attention is drawn to the left side of the track, where we see a former engine facility which is no longer used. There is a roundhouse, with all of the doors closed, as well as several other facilities which might have been used during the days of steam. This railroad hasn't had steam engines since the 1960's. The train in which we are riding was built in Denmark in 1989, and while it seems rather modern, the railroad is currently anticipating delivery of several new trains being constructed in Italy. They were due several years ago, and are still being promised. One such unit has been tested, and is very nice.

Engineers on the Danish State Railway must be at least 22 years of age. After their application is processed, they take a one year course, eventually operating trains under the watchful eye of Lars and other engineers. If they pass the test, they are on their own. Passenger trains greatly outnumber freights. There are only one or two freight trains per day in this area of Denmark, with a few more operating in the vicinity of Copenhagen. The tracks are kept in top condition for the passenger traffic, which is quite heavy. (Gas cost about \$6.00 per gallon.) Since the tracks go in many different directions all over Denmark, most trains are split one or more times during their journey. This train in which we have ridden will be coupled into a longer train in Fredericia, and then, operating under wire, will continue to Copenhagen. This is a five to six hour trip. Engineers may only operate for a period of two and one half hours, after which they must get a break. After being relieved by another engineer, they rest for a half hour, and generally return to their starting point on another train. The attempt is to have all crew members end in their home terminal at the end of the day.

With our trip over all too soon, we thank Lars, and quickly pass through the double doors into the passenger compartment. We do get some odd looks from the passengers, wondering where we have come from, and realize that we have been given a rare privilege which very few non railroad personnel will ever experience. \*\*\*

\* \* \* \* \*

**BE A PART OF WHISTLES IN THE WOODS**

Do you have railroad news? Have you had an interesting experience connected with railroading? Have you seen an interesting railroad during your vacation this year or recently? It may be something to do with the world of live steam, or anything in

the field of railroading. If so, why not tell us about it in *Whistles in the Woods*?

This is YOUR newsletter. You can see your own writing in a coming issue. Why not send or e-mail an article to Ken Nelson soon? \*\*\*

Adirondack Live Steamers  
c/o Peter Petrillose  
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Burnt Hills, NY 12027

## **First Class**

**Family Day**

**Prototype  
Run Day**

**Be part of  
the fun**

### **NOTE PAD**

**July 8 – Family Day I**  
**July 14 – Membership Meeting**  
**July 15 – Prototype Run Day I**  
**August 11 – Membership Meeting**  
**August 12 – Family Day II**  
**August 19 – Prototype Run Day II**  
**Sept. 7, 8, 9 – Fall Meet**  
**October 13, 14 – Blowdown**  
**October 20 – Membership Meeting**  
**Nomination of Officers**  
**for 2008**  
**November 10 – Annual Meeting**  
**Election of Officers**  
**for 2008**