

# 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

OCTOBER 2004

---

## FALL MEET

Dick Hosmer, President

Another Fall Meet has come and gone and I want to thank one and all who worked to make it go smoothly. At risk of leaving out names or trivializing anyone's contribution, I want to especially commend the LeVine family for their efforts: Beth, the Kitchen Coordinator, Kathie the Cashier, and Charlie the Cleaner. While I didn't get to spend much time in the clubhouse or kitchen, it seems every time I passed through they were there and busy making our guests feel welcome. Thanks to Pete and Helen Petrillose for their efforts in supplying the Friday night supper. Thanks also to our newlyweds, Rich and Amy Dean, who did breakfast Saturday and Sunday.

Thanks to Meet Chairman Ken Nelson for the organizing of assignments for the whole Meet. With staffing of the various jobs at only one or two hours at a time, I don't think anyone was overburdened and not able to enjoy the rest of the activities, yet I think all the assignments were still covered. There always seemed to be someone available at the lift for unloading and loading. There never seemed to be

much trash around; Larry Green's system of temporarily storing it out of sight in Vinnie Lutz's pickup seemed to work well. Again, thanks to all.

I don't remember having quite this many derailments during past meets. It seems some were from track irregularities, some were from apparent equipment stiffness or other defects, and others were from operational errors such as not confirming that switches were thrown completely before proceeding. I can't recall any ALS engines derailing during the Meet. Are they super flexible or were they just on their best behavior for visitors?

The clubhouse exterior is coming along. Rich Dean has the electrical work well along; after the electrical inspector blesses it we can then insulate and start the wallboard. Art Pickles and Frank Chambers were on hand for several weekdays to prime the new siding before installation. It will need painting after installation and hopefully, that will soon get finished. Please, come on out and help get it ready for winter. See you at the track. \*\*\*

\* \* \* \* \*

**Next Meeting: Saturday, October 9, 10:30 AM**

**Deadline for November *Whistles in the Woods*: Saturday, October 16**

**Other Important Dates: See Last Page**

# Notes From Jeane

## Membership Secretary's Report

Jeane Lutz

It is with great pleasure that I will submit to the membership at large the following people for membership:

**Arthur Pickels**, who is already an associate member, but who has recently moved to Saratoga Springs from Staten Island. He is upgrading to a regular member, and many of you have already seen him doing the priming on the Clubhouse exterior siding. I think he has been at the club almost every day since he moved here. We really appreciate your work Art.

**Edith O'Leary**, mother of Thomas O'Leary, as an associate member. Edith comes from Hadley, and just loves to be a passenger.

**Darrin Nash**, as an associate member. Welcome back Darrin.

**Penny Landgraf**, our own Mark's other half, as an associate member. Many of you know Penny, or met her at the emporium this year at the Fall Meet, where she graciously helped us out. Penny comes from a "way back" railroading family.

**Alvin Cooper** from Ballston Spa, who is the minister of the First Baptist Church in Ballston Spa, as an associate member. He has interest in railroading in several forms. Welcome Alvin.

So far, that is the new member list that I will present at the October Membership meeting, but I did hand out numerous applications during the Fall Meet. I do expect many of these to come in during the ensuing weeks.

Please take note of the article on page 6 regarding Membership renewals for the year 2005. **It is very important.**

We sure hope that our past Membership Secretary, Bruce Rauch, has made the transition from work to retirement and from New York to Florida. He plans to spend at least part of his summers in Lake George, so we should continue to see him at the club. We sure hope that all of these hurricanes are not because he moved to Florida and left us for warmer climates. He has always left a lasting impression on many and we sure hope that this is not the beginning of lasting impressions in Florida. Best of luck to you Bruce! We shall anxiously await your return next Spring along with a report about the southern railroads which we're sure you will visit.

\*\*\*

**Whistles in the Woods**  
NEWSLETTER OF THE  
**ADIRONDACK LIVE STEAMERS**  
BOARD OF DIRECTORS

**President:** Dick Hosmer

Phone: (518) 235-0771

E-Mail: R.B.Hosmer@att.net

**Vice President:** Richard Dean

**Recording Secretary:** Llyn Rice

**Treasurer:** Warren Hockaday

**Membership Secretary:** Jeane Lutz

**Director 2005:** Larry Green

**Director 2004:** Ray Dwyer

**Past President:** John Camerota

*Whistles in the Woods*  
STAFF

**Editor:** Ken Nelson

Phone: (518) 377-7176

E-Mail: POCOVALLEY@JUNO.COM

**Publisher:** Pete Petrillose

**Columnists:** Bruce Rauch, Jeane Lutz

**SUBMISSIONS:** *Whistles in the Woods* welcomes articles, news items, classifieds, photos, and other contributions. Please contact any of the staff.

**MEMBERSHIP:** Anyone interested in joining the ADIRONDACK LIVE STEAMERS should contact Jeane Lutz, Membership Secretary.

Phone: (732) 541-6614

E-mail: JEANEL76@MINDSPRING.COM

## HOW DO YOU WANT TO RECEIVE *Whistles*...?

Again we are reminding everyone that beginning in January, 2005, we will publish *Whistles in the Woods* on line at [adirondacklivesteamers.org](http://adirondacklivesteamers.org), and will send it out by US mail to **only** those people who tell us that they want it that way. If you have access to a computer, and can go on line to our web site, receive the newsletter sooner, and make a copy of it if you wish. Those people who do not have access to a computer may still get *Whistles*... via US mail **but only if you tell us**.

It currently costs us \$90 per month to send out our newsletter, and we would like to have as many as possible get it on line.

If you wish to have *Whistles*...sent to you via US mail, call Jeane Lutz, Membership Secretary at (732) 541-6614. Thank you for your cooperation in this matter. \*\*\*

## APPRECIATION FOR FALL MEET EXPRESSED

Ken Nelson

With another Fall Meet behind us, I would like to express a big thank you to all who helped make it a success. This is one of our major fund raisers for the year, and it takes a lot of effort from many people to make it work.

First, I want to thank Bill Eckert, my Assistant Chairman, who was there to take over when I needed him. Bill filled many vacancies, and seemed to be everywhere at once.

A huge part of any Meet is the Kitchen staff, and our Food Chairman, Beth LeVine did her usual super job of preparation. She had a lot of help from many members and visitors alike, but it takes good leadership, and she had what it takes. Thanks also to Pete and Helena Petrillose for their Friday night dinner.

Although Jeane Lutz is still recovering from hip surgery, she was there in all of her glory to run the Emporium. Nancy Eckert, her partner, spent many hours of the entire weekend selling items, and her tireless efforts paid off.

Frank Pierson chaired the Loading Area, Ted Wilming was in charge of Registration, Larry Green did double duty as Trash dumper and Gauge One coordinator, and Harry Abendroth ran the Swap Table. Many people substituted on short notice as Passenger Loaders in Cam Brown's absence (illness) and Tom Rhodes took care of Signals and Safety. Thanks go out to all of you.

With this much traffic, there are bound to be problems on the track. John Camerota went home Sunday night a very tired man after spending Thursday through Sunday almost non stop handling track repairs and derailments. Everyone appreciates your efforts, John.

Of course, most of these committee chair people had much help, and while there isn't room to mention everybody by name, I want to thank everyone who worked so tirelessly to run another successful ALS Fall Meet.\*\*\*

## A VISIT TO TRAIN MOUNTAIN

(CONTINUED FROM LAST MONTH)

Ken Nelson

As we passed through the tunnel under South Chiloquin Road, we entered the “other side” of Train Mountain. Here we noticed a rather “straight shot” main line with just a few gentle curves to keep it interesting. On this side of the railroad are located Douglas Loop and Elizabeth River Loop. As we rode through low brush and a few small trees, we noticed to the right a number of cabooses on a hill. I asked what they were.

*“That’s Caboose Hill,” said Russ Wood, our engineer and host. “A person or family can rent one of those cabooses and stay there while visiting Train Mountain.”*

As we reached the end of Elizabeth River Loop we turned into a curve to the left and stopped.

*“This is about as far as Train Mountain goes. We’re really in the middle of nowhere out here, about five to six miles from where we started. Now we’ll start back.”*

Shortly after turning, Russ said something about visiting a friend, which I had trouble understanding due to the noise of the locomotive. Soon we came to a stop, and Russ threw a turnout which aligned us toward a track to the right. We passed over a rail crossing, and began to climb a short grade, turning toward a house belonging to one of the members of the club. There we found a small yard, a few pieces of equipment, and a very nice fellow with whom we talked for a few minutes. His house is right next to Train Mountain and he has built a connection between his railroad and that of the club.

Soon we continued our journey, and re-entered the TM mainline. After a short run, we again entered the other side of the double track tunnel and were back onto the original side of the highway. A section of track known as Quail Crossing was partially torn out, with some heavy equipment present.

*“We’re relaying this track into a somewhat different configuration, and hope*

*to have it open again in a few weeks. Quentin wanted something different, and Quentin gets what he wants.”*

After a few more turns and twists, we found ourselves again approaching our campsite. We had been gone a little over two hours, and had covered almost ten miles of track.

*“I have to get home now, but you can feel free to roam about as long as you wish, and I’ll pick you up tomorrow morning right here about 7:30. Tomorrow, we’ll see some more of the railroad which we haven’t covered yet.”*

Bobbie and I made our dinner, and soon we were approached by Jeff, a member from Canada, who spends a month or two at Train Mountain every summer and does track maintenance. He had his own “gator,” a John Deer vehicle which is very popular at TM.

*“How would you and your wife like to see Train Mountain? I know Russ took you around in the train, but you can’t see a lot of the property from a train. This gator will go everywhere.”*

Bobbie, Jeff, and I filled the front seat of the gator, and off we went. After Jeff hit his remote switch, the gates opened and we crossed the road and started up Caboose Hill.

*“Some of these cabooses are still being renovated, but when finished, you can stay in one of them for as long as you like at Train Mountain. If you choose this side of the hill, you overlook the club, and can watch little trains go by all day. If you prefer, you can stay on the other side, and overlook the town of Chiloquin and the prototype Union Pacific.”*

Jeff stopped and showed us several of the cabooses. The view from each of them was spectacular, and one could see not only the railroad, but a nearby body of water. It was easy to see how anyone liking trains would love it here.

*“Hold on! This might get a little bumpy.” said Jeff*

The gator sped forward on a slightly raised section of ground, graded as if to someday hold track. We got closer and closer to the abrupt hill down to the highway below. Just in time, Jeff stopped the gator and we faced wide open space in front of us.

*“This is where Quentin hopes to someday put the covered bridge which will connect the property on each side of the road.. We feel that making it covered will keep some nut from getting off of his train in the middle of the bridge and falling down to the highway. No project that Quentin wants seems to be impossible, but some take a bit longer than others We have the highway department’s OK, but with the stock market down a bit, we aren’t moving quite as fast as we did five years ago.”*

We then saw one of the other campgrounds, a site for a G gauge railroad, and a section of track which is currently under construction. Soon we were back at our campsite.

Sunday morning at 7:30 sharp, Russ was seen coming around the bend, and picked us up on his train as scheduled. We soon switched over to the Klamath and Western RR, a two mile section of TM which is run every Sunday by the “Over-the-Hill Live Steamers” from 10 AM to 3 PM. This part of the railroad was once owned by another gentleman who moved and sold it to Quentin. The Over-the-Hill group, part of the membership of TM, volunteers their time every week to offer rides to the public. The connection between the two railroads is completely signaled, with a very realistic interlocking.

After a delicious breakfast, and several trips on the Klamath and Western, we noticed the first steam engine we had seen since entering the property. It was for sale, and after discussing ALS with the owner for a few minutes, he asked if I would like to operate it. He was putting it on EBay. It was a 4-4-0 American, ran well, and I truly enjoyed the experience.

Later we returned to our campsite, and again walked about the property. Eventually, we met Quentin Breen. He is a very tall gentleman, rather soft spoken, and we had a very nice conversation. He proudly pointed out the many pieces of prototype equipment which dot the TM property, including an almost complete Weyerhauser lumber train. The only thing missing is the locomotive. Quentin indicated that he knows where it is, that it will cost about \$23,000, and that he plans to have it on the property in about a year or so. A caboose, two or three lumber cars, and a water tank car are already on their track. He offered to open the TM store when I asked, and we got to see the inside of their “clubhouse.” The meeting room is very large with second floor offices for the paid staff, a first floor office, a row of bedroom/baths for visitors, and the store itself. Just outside the building is Crisp Yard, one of several yards located on the railroad, along with a rather large turntable. Adjacent is another building which is used by a couple who builds most of the scale model structures for the railroad. Close to the yard is service trackage with gas for diesels, and coal, propane, and water for steamers. The coal is put into the coaling stage by hoppers which are pushed up a hill and dumped. If an engineer purchases anything, he fills out a form and pays at the end of his stay.

Quentin’s railroad has already made it into the Guinness Book of World Records as the “longest miniature hobby railroad.” He also has several other ideas, including the longest train run on a miniature railroad. He plans to meet that challenge next year with three steam engines pulling all the cars he can put behind them.

As Bobbie and I left Train Mountain, we thought about what an experience we had just had. The railroad is BIG, perhaps bigger than I would want, but I feel that every live steamer should visit Train Mountain at least once in their lifetime. It is something I will not soon forget. \*\*\*

## MEMBERSHIP RENEWAL FOR 2005

Jeane Lutz

### **IMPORTANT! PLEASE READ!**

This is just a reminder that the dues renewal for 2005 **will not be sent under separate cover to you as in the past.** The Board voted to include the renewal paperwork in the **November** newsletter. Please be on the lookout for this next month as it will not be mailed to you separately. This is a very costly mailing and we are looking for ways to cut major costs. As with any non profit organization, mailings are probably the number one cost. Please cut this reminder out, or put it where you will be reminded not to overlook your renewal.

The Board has also approved that we follow Section II, Initiation Fees and Dues, in our By Laws, by standing our ground that dues will be considered delinquent by April 1, 2005. This will not only give our club the working revenue it needs in a timely manner, but will also allow the Membership Secretary a deadline from which to produce the roster. We have many people requesting a roster be mailed to them, when it hasn't been finished until the year has ended. We should not be working on a year old roster. So if your dues are not paid by April 1, 2005, and you have not notified the Membership Secretary of any extenuating circumstances, you will not be included in the roster. We will accept your dues as late, and according to our By Laws, you will

have to reapply for membership. If you are a regular member, you will need to **repay the initiation fee.** We encourage you all to pay your dues timely and will even accept advance payment for the following year. Many of our attendees at our Meets do this already so they will not be delinquent. During our Fall Meet this year, I had many renewals for 2005.

The new membership renewal will also have a box on it for you to check if you are requesting that the roster be mailed to you (\$1.00) or that you wish to order a name tag (\$8.00). You will have to put your name and address on the renewal form also for those of you who have been used to seeing your name on it already. As the new Membership Secretary, I am trying to make this as easy as possible for all members.

Many of our members, who attend our February Banquet, opt to pay their dues at that time. This kills two birds with one stone and you have fun at the same time. If you have never attended the February Banquet, give it some serious thought this year. We have great food, great fun with great people at a low cost, and we don't do any of the work. That in itself is always appreciated, so we hope to see you there this year.

Thank you for your attention to this matter and for submitting your renewals on time. \*\*\*

\* \* \* \* \*

### **BLOWDOWN IS COMING**

We have had an interesting year, but it's not over yet. Saturday and Sunday, October 16 and 17 is our annual Blowdown, which for many is the last

chance to run their equipment before frost hits us. Let's have a great turnout and make this a Blowdown to remember. You might bring a potential member.\*\*\*

---

## AND THE WINNER IS...

Jeane Lutz

The Fall Meet produced two winners of donated items for the “New Chair And Table Fund” for the new Clubhouse. Our goal is to get all new matching tables and chairs for the clubhouse to make it much more comfortable and to sit many more people than the picnic tables hold. It will also make it much easier for many of us to get seated rather than to “climb” into the picnic tables.

If you or anyone wishes to donate to this fund, please send your donations directly to Jeane Lutz, Membership Secretary, Adirondack Live Steamers Inc., 76 John Street, Carteret, NJ 07008-3112.

As for our recent raffle, the winner of the “Train Quilt” was Stan Brother from Palmyra, Va. Congratulations Stan, and I am sure that Baby Evelyn, the daughter of Carol Harper and Bernie Grow from Canada, will be very appreciative that you gave it to her. Carols’ eyes really lit up when you gave it to Evelyn. Thanks for your kind generosity.

The winner of the beautiful “Christmas Tree Skirt” was not at the club when the ticket was drawn. The winning ticket is #196937. If you are the lucky holder of this ticket, please contact Jeane at (732) 541-6614 or by E-Mail at [jeanel76@mindspring.com](mailto:jeanel76@mindspring.com). She will make arrangements for you to send her the ticket and she will send you the Christmas Tree Skirt. So check your tickets and see if you are the lucky holder. To those of you that left your tickets with me prior to the drawing, I am sorry to report that the winner was not among them.

Our sincere thanks to Dylan Stein, one of our newer junior members, for all the hard work he did in getting everyone (hopefully) to buy at least one ticket. He worked very hard at this and we are very proud of him. It is truly rewarding to see a junior member work so hard to help the club team, and we all know that there is no I in TEAM. \*\*\*

\* \* \* \* \*

## PROTOTYPE OPERATION DAY

Ken Nelson

We’ll try one more time this year to hold our Prototype Operation Day on Saturday, October 9. We hope to begin preparations (steaming up, etc.) at noon, following the Membership Meeting, and to begin the actual Operating Day at 1:00 PM. Our rain date will be Sunday, the next day, at 1:00 PM.

I have greatly simplified the schedule from last year, and we hope to have a good turnout. BUT, please let me know now if you are planning to participate. We can not

easily drop people into the sequence that day if they show up by surprise.

Call me at (518) 377-7176, or drop an E-Mail to: [pocovalley@juno.com](mailto:pocovalley@juno.com). If you are bringing equipment with you that you would like included, please let me know NOW! I have been working on the sequence this week, and hope to finalize it early next week.

We plan to end the day between 4:00 and 5:00 PM to get things put away before dark. Let’s have a great day. \*\*\*

\* \* \* \* \*

## NEW CLUBHOUSE

If you were able to attend Fall Meet, you noticed that our Clubhouse is progressing. Appreciation goes out to Art Pickles who has primed much of the siding. As soon as this siding is installed, we will need

volunteers to do the finish painting.

In addition, we are in need of 24 sheets of ½” thick greenboard style sheetrock. If you can help with either or both, please call Dick Hosmer at (518) 235-0771. \*\*\*

Adirondack Live Steamers  
c/o Jeane Lutz  
76 John Street  
Carteret, NJ 07008-3122

## First Class

### Note Pad

Oct. 9  
10:30 AM -Membership Meeting  
1:00 PM -Prototype Operation

Oct. 16, 17 -Blowdown

Nov. 13 -Membership Meeting

Dec. 5 -Albany Train Show

Every Day -Work Day

**Autumn**  
**A great time to Work**  
**and Play at ALS**

**Will we see you**  
**at the track?**