

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

SEPTEMBER 2004

FALL MEET 2004

Thursday, September 9 to Sunday, September 12 are the dates for this year's ALS Fall Meet. As always, we will need lots of help, and at the August Membership Meeting, Ken Nelson was asked to serve as the Meet's Chairman. It is our hope that this will help to move things along more smoothly, and that together we can help our club to have a well run meet. This means that you may get a call from Ken in the near future to serve on one or more of the many committees needed to make the Meet a success. You can help save time for Ken if you call him at (518) 377-7176 to offer your help. People will be needed for the following:

Registration – Everyone who attends the Meet must wear a name tag. We need people at the registration booth in one hour shifts to register all visitors and

see that they have proper identification. Would you be willing to serve for an hour? Call Ken Nelson or Ted Wilming at (518) 654-7108.

Food – Of course, with food almost constantly being made available during the entire Meet, much help is needed. Beth LeVine (518) 695-4614 is in charge of the kitchen. Meals will be on sale from Friday Lunch through Sunday Lunch. Please call today and offer your help

In addition, help will be needed in several short jobs such as trash pickup, club house cleanup, and cleanup after the Friday and Saturday Dinners. These are not big responsibilities, and the more people who help, the less time it takes. Call Ken today to offer your assistance.

There are these and plenty of other small jobs to be done. Please help. ***

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Next Meeting: Thursday, September 9, 7:00 PM
(Organization for Fall Meet)

Saturday, September 18, 10:30 AM
(Regular Monthly Meeting)

Deadline for October *Whistles in the Woods*: Saturday, September, 18
(Note: Same Day as Monthly Meeting)

Other Important Dates: See Last Page

Notes From Jeane

Membership Secretary's Report Jeane Lutz

Since I am in the hospital and unable to write my column this month, I've asked Ken to take my information and write it for me. I hope to be back next month.

Our second Family Day of the year, Sunday, August 8, was a success. We missed those who weren't there, but the weather was rather nice, especially for this summer, and those present seemed to have a good time. The weather was not as kind to us the following week for Prototype Operation Day II, but we'll try again later in the fall.

At our August Membership Meeting, several people were welcomed to the club as new members.

Mellisa Standard was welcomed as a regular member.

Dayton Standard was accepted as a junior member.

Ylan Stein was accepted as a junior member.

Elliot Courtney was also welcomed as a junior member.

This leaves our membership totals as of August at 65 Regular Members, 133 Associate Members, and 33 Junior Members for a total membership of 231. We also received several donations recently toward both the General Fund, as well as the Bill Ott Memorial. We wish to thank Mary Hubacher as well as John and Mary Olson.

Finally, I want to thank Bruce Rauch for taking care of our application for the Great Train Extravaganza, which will be held on Sunday, December 5, 2004, at the Empire State Plaza in Albany. I was laid up at the time with my surgery, and Bruce stepped up and took care of it. This is one of the activities which our club is involved in during the winter. It gives us an opportunity to make the public aware of us, and to possibly find a few more railroad fans out there who might be interested in joining.

I hope to be able to join you for the Fall Meet, but my doctors will have the final say on that.

Whistles in the Woods

NEWSLETTER OF THE
ADIRONDACK LIVE STEAMERS
 BOARD OF DIRECTORS

President: Dick Hosmer

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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

APPRECIATION EXPRESSED

While we're on the subject of Jeane Lutz, Editor Ken Nelson wishes to express his appreciation to Jeane for getting our the newsletter while Ken and wife Bobbie were on a six week vacation this summer.

But now we're back, and everyone in ALS can feel free to submit anything for *Whistles...* to Ken. The more you submit, the better the newsletter will be. Photos are also most welcome, especially digital, since they are most easily inserted into the newsletter.

And while we're on the subject of appreciation, Jeane wishes to express her thanks to Bruce Rauch for submitting the paperwork for the Great Train Extravaganza at the Empire State Plaza in December. There will be more on this subject in a future issue. ***

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RAIN...AGAIN!

It has certainly rained on a lot of parades this summer, and among other things, this has not been the year for Prototype Operation. As it turned out, we probably could have had the Operation Day on August 15, but Ken had to make a decision on Saturday, and listened to the weathermen all predicting downpours the next day. In addition, it was nasty in New England, so perhaps he made the right decision anyway.

At any rate, we are going to try again to get at least one day in this summer. The new date is **Saturday**, October 9. If you were at the August Membership Meeting, you may remember that we chose October 10 as the date, but at a general discussion among members, it was decided that Saturday will be better. If you are interested in participating, please let Ken know **now**.

JEANE LUTZ HAS SURGERY

Our Membership Secretary, Jeane Lutz, underwent surgery for a new hip on Monday, August 16. At this time, she is in the process of recovery, and while it may take some time, she is beginning the long process of feeling better.

After recovery from a broken ankle, and then facing the fact that her heart might be giving her trouble, she has gone through a very rough time during the months of July and August. Her ankle is now getting stronger, it has been determined that her heart is fine, and she still hopes to make it to ALS for the Fall Meet. Her husband, Vinnie, reports that the doctors underwent a brain scan, but that they couldn't find any.

All of our membership is thinking about our bionic woman, and offer our prayers and good thoughts for a fast recovery. ***

THANKS TO JOHN PASQUENCE

The entire club wishes to thank John Pasquence for the many hours which he has offered ALS this summer. With some rather large equipment, and the help of Mark Landgraf, John Camerota, Dick Hosmer, and a few others, John has been able to dig out the dirt under Piasecki Bridge back to the bridge piers, and to open up a rather large area in the Woodland section. Although some damage was done to the trackage in the area, this was quickly repaired.

A few weeks later, John was back again with more equipment to clear out the road

around the outside of the ALS property. This will eventually become Broadway and Main Street. Several trees were removed, and quite a bit of debris remains to be cleaned up by the membership. Thank you John for your many hours of time, as well as the loan of some very large and expensive equipment.

Now it's our turn. Come on out on a Saturday and help clean up the large amount of debris that must be fed into a chipper. Many hands make light work, and we need you. ***

THANKS TO RICH DEAN

Thanks also goes out to Rich Dean who has spent several days at ALS during the week completing the wiring work on the new Club House. Take a close look at the interior of the building before the insulation is installed, and you will see a large amount of wiring feeding interior and exterior lights, outlets, and other electrical needs. The exterior lights on the wall look great, and

shortly the siding will be installed by John Chadwick.

Not everything is done at the club on Saturdays. If you would like to come up during the week, feel free. Bring a fellow member with you. There is plenty to be accomplished. A board on the wall indicates jobs that need attention. ***

CLUB ENGINE

Don Buesing reports that the boiler on Woodstock II, our club steam engine, is bad and must be replaced. The engine will be brought to Fall Meet, where it is hoped that

people will make a donation toward replacing the boiler. A final decision on the engine will be made at a later date. ***

GAUGE ONE

If you haven't been to the club lately, you haven't seen the great progress that has been made by the Gauge One group. Several members have been working hard in the Tanglefoot area and have completed a large loop of track for steam operation, and plan to have an electric loop completed by Fall Meet. The Gauge One chairman is Llyn

Rice, and he has had a lot of help. The steam loop is nicely elevated to make it easier to steam up.

This activity provides an outlet for members of all ages who may not have equipment in 1½" gauge. Come on out and see what is going on. ***

A VISIT TO TRAIN MOUNTAIN

Ken Nelson

“Well, we’re here, but I wasn’t planning on finding a closed gate. I hope that there is some direction on what visitors are supposed to do.”

After miles of travel, we had at last reached Chiloquin, Oregon, and my wife Bobbie and I were ready for our planned visit to Train Mountain. Following the directions we had been given on the internet, we reached the Train Mountain property before ever seeing any sign of the town of Chiloquin. After stopping the car and approaching the gate, we discovered that there were indeed directions, but the good news was that we didn’t need them. Coming toward us from the other side was an automobile driven by Ross Perrin, Train Mountain Superintendent.

“May I help you?”

“Well I hope so. We are supposed to meet either Diane or Russ Wood.”

“Well you must be Ken Nelson. Diane is only here during the week and Russ said that he would join you later. I’m Ross Perrin. Follow me and I’ll show you your campsite.”

Getting back in our motorhome, we followed Ross through the now opened electric gates, past a beautiful full sized Pullman, and drove toward a prototype railroad snow plow. Turning left, and crossing several 7½” gauge crossings, we soon reached the Blue Caboose Campground, complete with hookups, and a full sized blue caboose. Ross indicated that we could pick any open campsite we wanted, get settled, and to feel free to walk around until Russ joined us. He gave us the gate code in case we had to go out again. After settling in, I went for a short walk toward the shop area, and soon found another gentleman walking toward me.

“I wonder where I might find Russ Wood?”

“I’m Russ Wood. I’m sorry I wasn’t here to greet you at the gate, but I’ve been on the tractor all day leveling an area for some new trackage. I hope Ross took good care of you. If you’re ready, we’ll get out a train and see the property.”

Luckily, I had brought my walkie-talkie with me, so I called Bobbie to walk over from the campground. After she arrived, Russ showed us the workshop and storage area, which consists of three single deck buildings, similar to the ALS Car Barn, but about twice as long. Each contained about ten tracks covered fully with 1½” scale equipment. We later learned that almost of it belonged to Quentin Breen, owner of Train Mountain. There were three tracks in the center of at least one of the buildings that were designated for “visitor’s equipment.” There were many cars of varying types, a few trolley cars that are available for rent during meets, and many, many diesels. Much to my surprise, there were NO steam engines in site. From one of the “visiting” tracks, Russ pulled out his train of an SW-1500, several gondolas with very comfortable seats, and a caboose.

“How long does it take to go around your railroad at home? asked Russ.

“Oh, about fifteen or twenty minutes.”

“Well you will soon see why the seats we use here are so comfortable. We’ll be gone a couple of hours.”

As we left the large yard behind the car building, Russ pointed out several hundred sections of track panels which had been constructed and piled up for future use. They were piled in sections of varying degrees of curvature, as well as straight. All were made of steel track and plastic ties.

“We are almost finished tearing up all of our aluminum rail on wood ties. It just doesn’t hold up under the use we give it, and every year we have had to spend too much time realigning bad trackage. This steel rail on plastic doesn’t move at all, and I think you’ll feel the difference. The ties are a little more expensive, but they last forever.

Soon, Russ pointed out a section of trackage with an unhappy killdeer madly moving about, faking a broken wing. She had laid eggs between the ties, and Train Mountain had to shut down a section of track for about two weeks until they hatched. She didn’t like our being there, and we quickly left.

Proceeding from the shop area, we passed another very large yard of about twenty tracks or more. Several were empty, while others contained cuts of cars. One such cut was twenty to twenty five gons, each lettered for Train Mountain, and full of scrap metal from the railroad. Another track held ten to fifteen tank cars, each full of propane. These are rented to visitors with steam engines who burn propane. They need to pull them so as not to run out of fuel in the middle of nowhere. Box cars, flat cars, and hoppers filled with coal covered other tracks. As we passed our campsite, Russ explained some things about the railroad.

“While Train Mountain has a large membership of people from all over the world, the entire property is owned by Quentin Breen. When we have meetings, we don’t bother wasting hours discussing what our next move will be. Quentin decides that, and personally pays for everything as long as there are volunteers willing to give of their time to accomplish the work. We have several work weeks during the spring, summer, and fall, where a large contingent of people visits for the entire week. A crew of five to ten people can take out a train of track sections and lay a mile of track in a week. At the end of that week, we have a

weekend of operation and fun. Every three years, we sponsor a Triennial, with visitors from all over the world. Most come with trains, track cars, or trolleys and spend a week of work, and a weekend of fun. Our last Triennial had thousands of visitors.

Besides the Blue Caboose Campground, there are two other camping areas, several cabooses with more to come, a Pullman car, a complete prototype work train, and several bedrooms/baths available for rent in the main building. A lot of people can be housed on the property.

As our ride continued, Russ stopped to give us the opportunity to see one of many small scale villages which have been constructed by visitors over the years. Most included complete interiors. In addition, there are several scale sized industries, one of which would look very familiar to any model railroader. It is the Jack Work Coal Mine which appeared in *Model Railroader* magazine in the fifties. I believe there are five tracks which serve it. Russ asked if Adirondack Live Steamers had tried Prototype Operation. There is a group at Train Mountain which does this several times a year.

As we rode along, we were able to enjoy the smoothness of the track. Perhaps, at least in this Oregon climate, steel and plastic seem to work well. Russ pointed out the mile posts, which contain not only the “mile” but also the percentage of grade, and the distance from the main terminal. There are several divisions, and each is connected to form a main line of thirteen actual miles. If yards and sidings are included, the total swells to over twenty five miles.

Soon we reached the main highway, under which Train Mountain had constructed a tunnel in order to reach its property on the opposite side.

(Continued next month, with a visit to Caboose Hill, connecting railroads, the Over-The-Hill Live Steamers, and owner Quentin Breen.)

CEILING TILE DONATION

At the August Members Meeting, ALS accepted a donation of several packs of 2 feet by 4 feet ceiling tile. At first we thought that we might be able to use this in the new kitchen, but it was pointed out that this type of tile would absorb grease at a high rate, and deteriorate rather rapidly. However, it was accepted anyway with the intention of using it in the library, and perhaps in one or more of the hallways.

I'm very sorry to report that I can't seem to find out who the donor was, but we do very much want to express our appreciation for the gift. This will help in bringing down our cost of this expensive project. As soon as our open wall inspection is behind us, we can begin the job of hanging insulation. This must be completed before winter. And, as always, the next sentence is "help is needed." ***

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A LOOK INTO THE FUTURE

Yes, as you read this issue of *Whistles in the Woods*, you realize that there is a lot going on at the club grounds. But, it is not too early to take a minute to look into the future.

Our next big project after the Piasecki Bridge and Clubhouse are complete, is the construction of the new service trackage which will replace the current Ratau Yard. Included with this is the construction of the new main line which will depart from the west end of this new trackage. We currently anticipate that this will be a two to three year project, with much grading and fill work, construction of track panels and turnouts, the laying of new pipes for the water columns, and the actual laying of the track into place with aligning and ballasting. This will bring our total main line length to well over a mile, and excitement is already beginning to grow. Dick Hosmer has

already begun construction of several of the turnouts which will be needed, and Rich Dean and others have begun the moving of much dirt.

The current plan is to begin construction early in the spring of 2005, with track panels being constructed in our new warm club house over the winter months. The track plan of the new trackage can be found in the December 2003 issue of *Whistles...* The first step will probably be the laying of tracks 2, 3, and 4, with the main line going temporarily through the service trackage. Our current main across Deer Run will need to be slightly realigned, and we can't do this until we have the new main to use in its place.

We're looking for several members to help in all of the work ahead. Here's hoping you are among them. ***

A NEW LOOK

You noticed, I hope, the new look of the cover page of our newsletter. While there was nothing wrong with the old one, it will be much easier to send this one on line.

Our plan is to send out copies of *Whistles...* only to those who do not have access to a computer. This should begin around January 2005.

Please let Ken Nelson know if you would like to continue getting *Whistles...* in the mail. Otherwise we will assume that you plan to see it earlier on line at adirondacklivesteamers.org, as many do currently. The on-line version gets you the newsletter earlier, and saves a lot of money in postage and copying. ***

Note Pad

- September 9** - **Membership Meeting**
(Fall Meet)
- September 10, 11, 12** - **Fall Meet**
- September 18** - **Membership Meeting**
(Monthly Meeting)
- October 16, 17** - **Blowdown**
- December 5** - **Albany Train Show**
- Every Day** - **Work Day**

Kitchen

Registration

Emporium

Cleanup

**There are many jobs to be filled for the Fall Meet.
Please Help**