

WHISTLES IN THE WOODS

Published by Adirondack Live Steamers

OPERATING 6500 FEET OF TRACK IN THE FOOTHILLS OF THE ADIRONDACKS

7 ¼" GAUGE 1 ½" SCALE

OPERATING GAUGE 1 TRACKAGE FOR STEAM AND ELECTRIC

SAFETY FIRST

SEPTEMBER 2011

FALL MEET IS HERE AGAIN

Ken Nelson

Our biggest "outside" event of the year at ALS is the Fall Meet. We will again welcome visitors from various other live steam clubs, along with rail enthusiasts of all kinds. We hope for good weather, and hope that you are ready to help in being the host of this annual event.

As always, your help is greatly needed. The dates are Thursday to Sunday, September 8-11, with the expectation that some visitors will arrive even earlier. There are many areas in which you can help. Following is a listing of those areas, along with their Chairpersons. **PLEASE** give one or more of them a call and indicate that you would be willing to assist them, and on what day(s) you are available. Retirees are reminded that we need assistance on Friday.

REGISTRATION –

Ed Eggleston – 518-654-9071

LIFT –

Bill Eckert – 802-226-7618

FOOD –

Mike Petrillose – 518-399-5441

Pete Petrillose – 518-399-4868

Don Buesing – 518-587-3172

Rich Dean – 518-656-9091

EMPORIUM –

Penny Landgraf – 518-456-7614

GAUGE ONE –

Robert Mansfield – 518-477-8636

CLUB HOUSE CLEANUP –

Ken Nelson – 518-377-7176

The success of the Meet, and the resulting success of ALS depend on your willingness to help. Please give an hour of your time, and enjoy the rest of the Meet. ***

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Next Meeting: Thursday, September 8, 7:30 PM

Clubhouse

Fall Meet Organizational Meeting

Deadline for October *Whistles in the Woods*: Saturday, September 17

Other Important Dates: See Last Page

President's Corner

Hi Everyone,

Another year is winding down, but we still have several big things coming up.

First is the Fall Meet. Please remember that this is our chance to be “hosts” at a party. It’s great to be able to visit with friends we haven’t seen for awhile, but first and most important is that we must help to make our guests comfortable. We must help in keeping the grounds and buildings clean, making it as easy as possible for our guests to load and unload their equipment onto our track, and making sure that our guests have enough to eat. It’s just like having company in your home. You can’t just sit and visit; you have to prepare and be ready for anything. If you haven’t already spoken with Ken Nelson, Meet Chairman, about what you are doing to help, call him TODAY! (377-7176 *Ed.*) Everyone is needed, and when “everyone” fails to show up, the work falls on the few. This is your club; please come out and make it something to be proud of.

The second thing on my mind this month is our coming election time. It is time to think about whom you want to run our club for the next year. During the Membership Meeting in October, it will be your chance to nominate the Board of Directors for 2012. In order to nominate someone, you must have his or her OK. The BOD members must be Regular members, but anyone, including Associate members may nominate. At the November Membership Meeting we will hold elections. You will be seeing many of your fellow members at the Fall Meet. That is a good time to discuss the club’s future, and perhaps twist someone’s arm to run for election.

Finally, don’t forget Blowdown in October, and how you might want to participate in the Albany Train Show in December.

I hope to see you all at the club.

Skip,
President

NEWSLETTER OF THE
ADIRONDACK LIVE STEAMERS
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SUBMISSIONS: *Whistles in the Woods* welcomes articles, news items, classifieds, digital photos, and other contributions. Please contact any of the staff.

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MEMBERSHIP

Anyone interested in joining the ADIRONDACK LIVE STEAMERS should contact Membership Secretary Rich Dean.

Phone: (518) 656-9091

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FAMILY DAY II

Ted Wilming

Approximately eighteen to twenty people were on board to enjoy our second Family Day of the year. The majority of the BOD was absent, but those present seemed to have a wonderful time.

Ed Eggleston again handled the gate very well, and I served as the chief cook and bottle washer, making hamburgers, cheeseburgers, chicken burgers and hot dogs as they were ordered.

Unlike our first Family Day that was held in July with wonderful weather, the sky here was cloudy with a threat of rain almost all day. There was a little bit of sun, but it was very humid. This, I'm sure, kept the "crowd" down. There was only one diesel and one electric locomotive running, with no steam. Chuck Currey and Ray Dwyer worked together on Chuck's Shay, but it was not fired up.

The food, as always, was great. We were presented with chips, salsa, pasta salad, squash, and some really great pies. We thank everyone who contributed.

All in all it was a low-key day, with those in attendance having a good time. Those who couldn't make it missed something. ***

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APPRECIATION EXPRESSED

Robert Mansfield

An anonymous gift has been made to the Gauge One area of ALS.

On one of my recent visits, I discovered a beautiful model of an Engine House. We definitely plan to use it, and thank whoever presented it. ***

Minutes

A Brief Summary of the Highlights of the August Meeting

Following the Pledge to the Flag, President Skip Densing called the meeting to order at 10:03 AM.

A moment of silence was held in memory of John Lukasavage Sr. who passed away recently.

Recording Secretary Karl Pickles read the minutes of the July meeting. They were approved as corrected.

Ben Maggi read the treasurer's report.

Membership Secretary Rich Dean reported that there were no new members this month. With the death of John Lukasavage, our membership dropped from 139 to 138.

Committee Reports:

- Good and Welfare – John Lukasavage Sr. died in his sleep a few weeks ago. Alice Buesing has been in and out of the hospital several times recently.
- Safety – Everyone was reminded of the necessity to have your boiler check up to date before the Fall Meet.
All members were reminded to talk to rules violators. If they don't realize what they did, then report the violation to a member or members of the BOD.
- Clubhouse – The Petrillose family has washed the entire clubhouse exterior. Painting will follow as the weather allows. (See article elsewhere in this issue. *Ed.*) Richard Dean will work on making the coffee maker safer with an automatic shut off.
- Track – A falling tree slightly damaged some track in Pierson Yard. It will be repaired following today's meeting.
A pallet of 2x4x12s will be ordered for use as ties.
Diesel engineers were asked to avoid parking on ash pits and near water towers. These are for the use of steam engines only.
- Signals – Dave French is continuing his work on the signal circuit for DeSantis. Dave Olson, along with the help of several others will be working on mainline signals during the week preceding the Fall Meet.
- Grounds – More rail has been donated by Bob Ingram.
- Engine House – No report.
- Car Barn – Don Buesing has offered to chair the Car Barn. Myron Rapaport has "retired" from that position after many years.
- Machine Shop – The Machine Shop is still without electric power.

Old Business:

- The church picnic scheduled for August 14 has been postponed until August 21 due to the weather forecast.

(Continued on page 5) See **Minutes**

Minutes (Continued from page 4)

A motion was made and seconded to have Ted Wilming have an ALS banner made for use during rail shows and special events. The banner will be made with green cloth and yellow letters.

New Business:

- ALS participation in this year's Albany Train Show will be coordinated by Sarah Maggi. Anyone wishing to help or give suggestions may contact Sarah or Ben. Everyone agreed that we need to do a better job of presenting ourselves at this year's show.
- Everyone was reminded to please stop at the registration gate whenever someone is there. Please don't just wave and drive by.
- Chairman, Ken Nelson reminded everyone that the Fall Meet is rapidly approaching, (September 8-12) and presented where we are at this point in our planning. Please call Ken to offer your help.

The Meeting was adjourned at 11:25.

* * * * *

JOHN LUKASAVAGE DIES

Abridged from the Times Leader

Member John Lukasavage passed away unexpectedly on July 29. After attending Penn State University, John was a self-employed architect, running his architectural firm, JL Associates in Luzerne, and was a Registered Architect in Pennsylvania, New York and New Jersey. He was also a local entertainer

known as "Johnny Chrome."

An avid train enthusiast, he, along with his son John, was a member of ALS and several other live steam clubs. He seldom missed a Meet. In addition he loved baseball and was a Phillies fan.

ALS expresses its deepest sympathy to John's entire family. ***

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A BIG THANK YOU

A large bundle of appreciation goes out to the Petrillose family and Steve Ianno. Mike, Doreen, Erin, Bridgett, and Megan, along with help from Steve, all contributed a lot of effort in painting the Club House recently. They have completed the yellow section, and are considering power washing the brown before painting it.

After washing all of the mold and dirt from the building, they arrived at ALS early on Wednesday morning, July 17, and painted the entire yellow section in one day.

It is this kind of effort and cooperation that we need at ALS, and we deeply appreciate all of their labor. ***

Safety Tip

Ted Wilming and Ken Nelson

Although the following true story has nothing to do with ALS, it does have a lot to do with the use of good or bad judgment and safety. Safety is something we all have to consider BEFORE we do something dumb. In this case, one may ask if any thought was used, and if so, what the heck they were thinking.

Two teen boys were playing car-tag on Harris Road in Saratoga County, close to the Saratoga and North Creek Railroad. It was approximately 4:30 PM on a Saturday. One of the vehicles, I believe, was a jeep; the other was a Saturn. As luck would have it, the cars, chasing each other at high speeds, ended up eventually running down the railroad right-of-way. Between Harris Road and Mt. Antoine Road, the railroad runs through a deep cut ranging from eight to twenty feet. As one might guess, the jeep got through with little or no difficulty, but the undercarriage of the Saturn was quickly caught on the rails and ties. The driver of the Jeep did not come back to help, and soon both railroad and state police were called to

the scene. It was determined that a train was some distance away, but headed in this direction. It was notified and stopped, while a tow truck pulled the badly damaged Saturn from the tracks. While the boy evidently owned the Saturn, his parents were paying the insurance. When the mother arrived at the scene, one of her first comments was “the insurance is coming off of that vehicle.” No one was hurt in the incident, and no damage was done to the railroad. The train was allowed to pass. It is not known what tickets were issued.

One does not have to use very much imagination to figure out what COULD have happened. What were they thinking, indeed? ***

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APPRECIATION EXPRESSED

Ken Nelson

The First Reformed Church of Scotia enjoyed a picnic on the grounds of ALS on Sunday, August 21.

I wish to express my gratitude to several ALS members who helped make the day possible. Rich Dean, Dave French, Henry Propst and Dick Hosmer each served as engineers, while Bud Bentley, Bill

Critchlow, Steve Ianno, Ted Wilming, Chuck Currey, and Brad Peterson helped out as conductors throughout the day. Charlie Pellock was all over the place doing what had to be done, and Karl Pickles did a great job in handling the gate. There were many happy church members who all expressed delight in their experience. ***

ANOTHER PROTOTYPE OPERATION DAY IS A BIG SUCCESS

Brad Peterson

Well, we now have another incredibly successful prototype operation day in the books. I felt the need to write something to let those of you who don't partake, to get a feel of how much fun it can be to use our railroad. After participating in these events since their inception in 2003, I must say that this was one of the best days in years considering the weather, number of participants, number of trains running, and the level of "professionalism" that we have achieved.

When we began this journey all those years ago, just about the whole membership came out to play. Obviously, the kinks hadn't been worked out yet in those early days, and many lost interest. Since then, the plan has changed dramatically to keep interest high and everyone moving. Skip and Ken have both indicated this in the past, but I think for these fun and educational run days to continue to grow, some things are worth repeating. Just ask someone who has been to a recent Proto Op Day and they will tell you how much fun can be had.

I put in a request to work as Dispatcher and that seemed to relieve quite a few guys who didn't want to get stuck in that seat for the day. With enough guys to get trains over the road, and no yardmasters, we got set up to run trains entirely on my authority (what were they thinking?). The day got off to a running start by 10:00 AM, and within a half hour, they started calling for Form Ds to get out on the main. Working as Dispatcher with five trains running at any given time, I had all I could do to keep up with who was who. We started out with freight operations but with very little encouragement, I got Skip to take over the passenger schedule. Since we were running a bit behind, we skipped (pun intended) numbers 1 and 2, and planned to run #3 out of Pierson. Meanwhile, we had three freights running: USSD 87 (Tom O'Leary and Joe Kavanagh), AS 1137 (Ken Nelson and John Keck), and KASA 515 (Tim Stockwell and Steve Ianno).

While Skip was getting his train together, I tried to keep all the other traffic flowing and out of the way for when he had to make the mad dash to Pierson for an on-time departure. With all going well, we got the passenger train in position and with Form D in hand, #3 departed right on time. By the time Skip got to Wilton (I ran a freight ahead of him and kept him going by the sheer will of the written form) we had our first problem. The drive shaft broke on his locomotive. Skip got right to work on repairs but with VIPs looking on and the Dispatcher (me) getting ready to answer to higher authorities (them), I decided to annul numbers 3 and 4. The temporary fix took more than a half hour and then the battery died. We were looking at an hour delay, and that would have just messed up the fun of keeping a schedule, so we planned on trying it again on the time of #5 at around 13:30 (1:30 PM). As all of this was going on, the K&SA 515 had reported that they had their hands full with everything under the sun derailing on them. This was discouraging to a point but they were having a blast being out there running so they didn't let it darken their day.

Early in the afternoon, Dick Hosmer and Bill Bibby arrived. They got talking and I soon got Dick to pull out club engine: EL 423 along with his riding car and caboose to give Bill a ride around the railroad. We now had a passenger extra and they were soon out in the mix ducking in and out of sidings meeting the freights on the line. When Dick arrived at Raybrook, we found that the 8491 was having more problems so it was decided to have the passenger extra become the real deal. With some quick railroading, they had the 423 on the point and the B&M caboose on the rear, and I was being called for Form D authority so they could depart right on time (or so we thought). Unfortunately we all read the schedule backwards. Number 6 was supposed to leave at 14:30, but they left
(Continued on page 8) See **Prototype**

Prototype *(Continued from page 7)*

promptly at 14:59, which was their arrival time at Pierson.

Even though they were late leaving, the run went without a hitch after waiting for 1137 to work industries between there and South Park, and the 8491 to get in the clear at Skippytown.

Overall, we ran between 10:00 AM and 4:00 PM, and in that time I wrote eighteen Form Ds to keep all the trains in order and where they belonged. With a staggered break for a great lunch put on by Pete Petrillose and John Camerota, everyone got

a chance for a break. Lunch was ready at 1:00 PM and as crews made their way back to Wilton, they took lunch and got back in the mix. Thanks to Pete and John, we didn't have to eat on the road.

I took some photos when time permitted during the day, and have sent them to be put on the club web site. I think they cover the variety of operation and activities during the day. Again, don't hesitate to ask any of us about the inner workings of the Prototype Operation Days. We love getting others interested. ***

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KAYADEROSS & SOUTHERN ADIRONDACK RAILROAD

Brad Peterson

Part I

Editor's note: Several of our members have built or are building a railroad on their own property. Brad Peterson would like to tell you about his over the next few months. This month is Part I.

The summer after we moved into our new home (2007) I needed to replace my back deck. Normally this would be a pretty simple project of removing the old deck and replacing it with new materials. I had a slightly different plan. This deck would be built to the same general dimensions as the old one with a little twist.

To begin with, the old deck was built right on the sand of the back yard. I wanted more substance to the new structure so I dug down about fifteen inches for the entire 12x20 foot deck. With that done, I had the depth for a proper deck to be built. This also gave me the fill needed to get across a low spot next to the driveway. This started roadbed construction before I ever had a stick of rail.

The construction of the deck was fairly straightforward except for the

twist. With extra footings added and some extra joist braces, I started laying track right down the center of the deck.

Milepost 0 on the Kayadeross & Southern Adirondack Railroad is at the north end of the station platform (or deck if you like). When my friend Rick arrived from Massachusetts with 240 feet of rail in his mini-van, railroad construction began almost immediately.

Ties were cut and a short stretch of about 25 feet of roadbed was cleared and laid out. Together, Rick and I built the first 45 feet the same day he arrived. The decking wasn't even attached yet but we had 20 feet of track built on the deck, and 25 feet of former garden being transformed into railroad. The kids were having almost as much fun as the adults.

In the next few weeks, I got out and removed the garden fence and I was getting more roadbed dug in. That first hundred feet progressed slowly and though there was no ballast, trains could run. Before it got too cold, 120 feet of track was in place and my locomotive *Champ* had a nice little stretch to run on.

(Continued next month)

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

First Class

NOTE PAD

September 8 – Organizational Meeting
for Fall Meet
September 8-11 – Fall Meet
October 8 – Membership Meeting-10 AM
Nominations
October 15-16 – Blowdown
November 12 – Membership Meeting
Elections
December 4 – Albany Train Show

FALL MEET

PLEASE HELP

