



# The FIREBOX

Official Newsletter of the

## Carillon Park Rail & Steam Society

Aug 10, 2023

1000 Carillon Blvd, Dayton, Ohio 45409

[www.CPRSS.org](http://www.CPRSS.org)



### Upcoming Events:

1) CPRSS meeting Saturday, **August 12, 10 AM** at the track under the shelter.

**The CPRSS meeting starts at → 10 AM ←** Plan to be early so you're not late.

2) Work Days are Tuesdays & Saturdays starting about 10 AM at the track in good weather.

3) Next public train runs are Saturdays, Aug 12 & 26 and Sept 2. All from 1 to 4 PM.

**Aug 12:** CPR&SS meeting topics: Track restoration planning, track work days, latest park construction plans, etc.

**Members:** Club memberships **EXPIRE on March 31**. You **MUST** be a member to run **ANY** equipment at the track. For memberships, sign up at the track or send an email to: Larry Wassell, [Reilmann6240@att.net](mailto:Reilmann6240@att.net) or postal mail to 2824 Vale Dr., Kettering OH 45420. For info also see the Membership page at: [www.CPRSS.org](http://www.CPRSS.org)

CPR & SS 2022/23 Officers(\*) and others:

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Above is Jim H moving rail sections back to the big tunnel area. Numerous sections were taken back and fitted into place. We had marked them when they were removed a couple years ago and that helped get several sections put back in the right place however due to slight variations from the old route and additions of switches some new fitting of the sections had to be done. What was the "escape track" and it's two switches, were moved to the east side of the big tunnel. An additional switch was also added in the same area to allow for train storage in the big tunnel.

The pictures below are from the public train run on July 22, 2023.

Below is what happens when the key at the front of 7695 is not turned off after its last usage – the battery gets significantly discharged and cannot start or run the engine. It takes a jump start to get the engine going again. The red arrow points to the key switch. Please remember to turn the key off just like in your car.



Above is Bob S on the near side here getting his live steam engine, No. 79, ready to run. Behind the engine is Ed Y helping Bob.



More pictures from the public train run on July 22, 2023.

Below is Keith A running his Dash-9 around the loop in the grove. Keith brought his own riding car and additional rolling stock making a nice looking train.



Below is the CPR&SS's Dash-9 (numbered 7695) carrying passengers in the yard across from the loading station. Ridership was very light and we are only running 5 passenger cars while the other 5 passenger cars are sitting in the siding. This was Saturday, July 22 which was the weekend of the Dayton Air Show which set a record attendance there but probably diminished our numbers.



Below is Bob S on his propane fired tank engine, No. 79, with Ed Y behind him and two passengers in the back.



## **SPECIAL WORKDAY UPDATE:**

**GOOD NEWS! READY TO START REBUILDING THE RAILROAD. BE PART OF THE CREW.**

Work on the 3 ft railroad that would interfere with rebuilding the balance of our track has come to an end.

As of Wednesday afternoon (Aug 9) the entire right of way grade for our track has been restored and is ready for rail. Track sections for both mainlines through the big tunnel have been retrieved from storage and are ready to be joined together. After ballasting and leveling we will proceed to restore the gaps on the west end and then head up the hill to the upper level.

COVID and the lack of progress on rebuilding our track ("I came down to workday, but there wasn't anything for me to do") may have caused many of our members to choose to not come to work days. That phase of things has come to an end and we need more of you to help on work days. There will be plenty of work to do.

If you can turn a wrench, handle a drill driver, wield a shovel, weld, grind, carpentry, paint or even run a lawn mower, your talents are needed!

Workdays are normally Tuesdays (retired folks) and Saturdays 10 am to 2 PM. If you can't come for the entire time (10 til 2), no worries, come for as long as your schedule allows.

## **AUGUST RUN DAYS - HELP NEEDED:**

August is a traditional vacation month. Some of our regular run day volunteers will be off, potentially leaving us short handed on run days. Come on down and help out on **AUG 12 and/or 26**. Have some fun helping operate the train. While you're at the track, check out the progress made on restoring the missing portions. Next run days are Aug 12 and 26. Set up at noon. Run from 1 to 4 PM. Come for the day. Come for an hour. Having your help will be fantastic.

On the next few pages are pictures and more details of the work that has been going on and what some of the planning is. Read on and also check the [www.CPRSS.org](http://www.CPRSS.org) website frequently. We keep it updated regularly.



**Track Label Info:** When construction of the 3 foot RR started we were given a map of where our track needed to be removed to give the construction company access to do their work. There were five areas identified and later a sixth. We designated these areas "A" through "F". When track sections were removed each piece was labeled with its Area, Track number, and track piece number. For example, in the picture below, Track 1 is on the far right and track 2 is the track to the left of track 1. Track 1 pieces were labeled A1-1, A1-2, ... to A1-11. Track 2 pieces were labeled A2-1, A2-2, A2-3 ... and so on. Area "B" is at the far west end of the track by the west gate. Area "C" is track to the east of "B" and "D" is up the hill going to the fiberglass tunnel. Area "E" was by the horse barn but it was later determined that no sections needed to be removed here. An area "F" was added which is east of the fiberglass tunnel and only two track sections were removed from here – F1 and F2 which are now laying in the track pile by the shelter with many others.

Below are rail sections east of the big tunnel. An additional switch was added (in the middle of this picture just beyond the yellow tape) for a track diverting to the left to allow for train storage in the big tunnel. After moving several track pieces around we have arrived at an acceptable layout. These track sections still need to be trimmed to match up with the switches and other track sections and have joint bars added to connect them all together. The extra track sections laying around were pieces that didn't fit as well and were set aside.





Below are (L-R) Bob S, Greg D, and Bob H on Aug 9 at the far west end of the track where they and John L have rebuilt the grade there. The tractor is Greg's and he has moved dirt from where the tractor is sitting to build up the outer track's grade. There were two track sections removed from all three track ways to give the construction workers building the 3 foot track access through this area. Looking behind the guys here you can see that the outer track has been temporarily laid there to check grade and fit and it looks good. The tractor grading work has been finished and final grading and track laying can now be done.



At right, Bob S is placing the "last" block on this wall. This is under the southern arch and is needed to allow the track (off picture to the left and level with Bob's head) to be moved as far toward Bob so the head clearance on that track is 6 feet under the arch. After completing the wall, it may be extended a bit on the far end so this may not be the last block.



At left is Bob S bending steel rail to a 50 foot radius. It's a Harbor Freight tubing bender modified to use dies that fit the steel "T" rails. On the table in back to the right are 7 steel rails already bent to the 50 foot radius. The rails were a test lot for checking out the new rail bender. The bent track will be used in the new loop up where the fiberglass was. That area has just recently been regraded to include a 50 foot radius loop – see next page. The loop up the hill is a 50 foot radius and is half of a circle so that is  $50 \times \pi = 157$  feet times 2 rails times two tracks or roughly 600 feet of bent rail which is 60 ten foot rails.



Below shows the new loop up on the hill where the fiberglass tunnel used to be.

The center of the 50 foot loop is a few feet this side of the electrical pole. There is enough room to have a mainline and siding track for most of the loop seen here. The plan is to use straight steel "T" rail through the tube tunnel at lower left and bent "T" rail for the loop tracks. We plan to use our existing switches. Check this area out next time you're at Carillon.




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Miscellaneous links: **Check each website for the most recent updates and additional details.**

[Mill Creek Central](#): See website for all 2023 meets and work days. The next meets are Aug 18 – 20 and Sept 1 – 4. Safety chains between RR cars are mandatory now. See the website for the latest details.

[WhiteCreekRR.com](#) Card Order meet is Sept 4 through 9. Pre registration is necessary. Drawbars or safety chains are mandatory. See website.

[FortWayneRailRoad.org](#) Excursions are ongoing. See website.

[Cincinnati Cinder Sniffers](#) [Indiana Live Steamers](#)

[Train Mountain](#) Next Triennial is probably 2025. See website.

[Lebanon Railroad](#)

[Age Of Steam Roundhouse](#) Tours Thu, Fri, Sat. Ferroequinologist 3 hour tours: Aug 19, & more.

[UP.com/heritage/steam/](#) 4014 Home Run Express – just completed. See website for next event.

[LiveSteam.Net](#) Live Steam & Outdoor Railroading magazine – Articles, vendors, other clubs and schedules.

[DiscoverLiveSteam.com/](#) Live steam and diesel model RR – Locos & items for sale, vendors, articles, etc.