



The FIREBOX



Official Newsletter of the

Carillon Park Rail & Steam Society

June 9, 2022

1000 Carillon Blvd, Dayton, Ohio 45409

www.CPRSS.org

Upcoming Events:

- 1) The **JUNE** train club meeting will be Saturday, **June 11th at 10 AM** at the shelter **at the track**.
- 2) June 11 is also a CPRSS member club run day. Bring your equipment or run the club's.
- 3) The next public train runs will be during [Rail Festival](#) on June 25 & 26.
- 4) The **LAST** Rail Festival committee meeting will be **Wednesday, June 8, 2022** at 7 PM in the Kettering bldg. See RailFestival.com for updates and details.
- 5) Work Days are usually Tuesdays & Saturdays starting 10 AM at the track in good weather.

Next CPR&SS meeting topics: Discussion and planning for further restoring of the track, latest park construction update, passenger train runs, Rail Festival run plans, work days, train storage, passenger car construction, membership renewals, etc.

Members: Club memberships **EXPIRED on March 31, 2022**. 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 or postal mail to 2824 Vale Dr., Kettering OH 45420. For info also see the Membership page at: www.CPRSS.org

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

***President:** Jim Eaton 812-603-6275

Jim.Eaton@CPRSS.org

***Vice President:** Norm Gibson

937-510-6142 NormGibson2015@gmail.com

***Treasurer:** Bob Schwenke 937-572-3411

RBSchwenke50@AOL.com

***Secretary:** Ken Hemmelgarn 937-275-9589

Ken.Hemmelgarn@sbcglobal.net

Membership, Engine Maintenance,

& Special Runs: Lawrence Wassell

937-293-3615 Reilmann6240@att.net

Safety Committee: Ken Hemmelgarn

Boiler Inspections: Ken Hemmelgarn

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Newsletter, Website, Volunteer Hours:

John Laugle (937) 269-4654

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Above are (L-R) Bob S and Jim H replacing the bolts on the track just west of the stone arches. We discovered that the hex head bolts were being hit by the flanges of the cars. The hex head bolts were replaced with Allen head bolts but these were also being hit by the flanges but not as hard since they had a smaller diameter head. The final solution was to replace the Allen head bolts with 12 point flange head bolts which we will use on all joints in the future. It has been a learning process as to how best to rebuild the track.

Below is Norm G as Engineer and Bob S as Conductor. Standing are the Loaders, Jon F (L) and Thom P (R). This was the last class of the last school run for 2022. By this run date (June 3) most schools have already closed for the Summer. This school started their year a little later due to construction at the school and actually had another week to be in class yet. School runs are from the last week in April to (maybe) the first week in June. Bob S wanted to ride as Conductor to assess if the wheel flanges were still hitting the joint bar bolts. He said the track is smooth now.



The pictures below are from the May 17 work day. Below left is Thom P cutting grass. At bottom left is Larry W working on the Plum Cove loco. There is an electrical control issue he is trying to diagnose. We use the Plum Cove to move work cars around the track during work days so when it's not working its impact is felt.



Above (L-R) are John L, Gary S, & Jim H surveying the area around the "Big Tunnel". By knowing the existing track locations and grades in between, we can determine how best to restore the track including some switches.

Below are pictures inside the tarp tunnel where a ground hog has dug his burrow under our track there. The left picture shows the gravel pile on top of the car's foot board and it is also on top of the track rails which derails the cars when you try to pull the cars out. The right picture shows three ties hanging in the air. **Note: When trying to rerail or lift the car over the gravel pile, do not lift the car by lifting the seat board – you will break the seat loose from its supports. Use the bottom panels just above the trucks.**



Some safety and operational items:

Horn signals: **ONE** horn blast means the train **has stopped** and it is safe for people to get on or off. As the engineer **you must not move the train until AFTER** you give another horn signal. To move forward, give **TWO** blasts of the horn **THEN** begin moving forward. To move backwards, give **THREE** blasts of the horn **THEN** begin moving backwards.

No cell phone usage while you are the engineer or conductor – do your job - be safe.

Never try to get on or off of a moving train.

Never run the locomotive inside the engine house – **Carbon Monoxide is heavier than air and is DEADLY.** It will collect in the below ground level of the engine house.

Never refuel an engine in the engine house – **gasoline fumes are heavier than air** and will collect in the below ground level of the engine house and ignite from any spark such as a light switch, refrigerator turning on, or a static electricity spark. **Always refuel outside.**

Propane is also heavier than air and will also collect in low areas and ignite easily.

Natural gas, which is mostly methane, is lighter than air but, when trapped inside a building and cannot dissipate, can also explode if a spark ignites it.

Never drive an engine into the engine house – stop 10 or more feet away and push it in making sure **ALL** of the wheels engage the support stand rails. 7695 tends to derail if the support stand is not aligned properly. It weighs 900 pounds – make sure it doesn't fall off.



John Baker and his son, Spencer, CPRSS members, want to sell their Garrett loco which is an articulated 2-4-0-0-4-2. The pictures are from Oct 24, 2020 when Spencer brought the locomotive to run. It comes with the propane tank and single axle dolly for the tank as shown. John did not put a price on it but wants people to "Make an Offer". The locomotive is located at John Baker's residence which is about 4 miles east of Morrow, Ohio. If interested, call John at (513) 543-1946.



Miscellaneous links: **Check websites for recent updates and further details.**

[Mill Creek Central](#): Check website for meets and work days. Buckeye Limited postponed to Aug 1-5, 2023. The next meets are the Summer Meet: June 16 – 18, then the Independence Meet June 30 – July2, 2022.

[FortWayneRailRoad.org](#) Open house is likely Aug 19-21 same as [MaumeeValley.org](#) Antique Steam show.

See <https://www.cvsr.org/steam> for 765 steam excursion dates, times, prices, departure station, etc.

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

[Train Mountain](#) Triennial: June 20 – 26, 2022. Only propane steamers allowed due to forest fire risk.

[Age Of Steam Roundhouse](#) Roundhouse Tours \$20 on thru Nov 19, Thur, Fri, Sat, 10, 12, 2 PM.

Ferroequinologist tours June 25, & more, \$75; 9 AM. Advanced tickets required for both.

New → June 17 & 18 only - Doughty Valley Steam Days – steam traction & antique farm machinery display. Advanced tickets needed – see website.

[UP.com/heritage/steam/](#) Events for 2022 have been postponed. See website.

[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.