

THE SIGNAL TOWER

The Newsletter of the Largo Central Railroad

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December 2006

Merry Christmas & Happy New Year Results of Annual Meeting & Election of Officers



President's Message

There is no President's message this month. Rumor has it the President has joined the French Foreign Legion. Don, if this newsletter gets to France, send us a postcard.

The Editor

Officers for 2007

Well, the election is over – it just amazes me how events were just about the same as what happens in state and national elections.

The candidate for president spent 150,000 dollars in monopoly money for his campaign. That's kind of strange since he was the only one on the ballot for president.

The rest of the officers spent 200,000 dollars in unsigned I.O.U.s for their campaign.

Things really became bad towards the end of the election. Candidates were accusing each other for stealing their train couplers.

That's not all – Someone wired a smoke bomb to a candidate's locomotive. When the candidate started his engine, a loud whistle, similar to an aerial bomb, sounded off followed by an explosion and plenty of smoke. When the smoke cleared, they had to pull out two old-timers who became stuck under the containers. It was the only 'foxhole' they could find.

Better than that – One irate candidate dumped Limburger cheese in a tender's water tank of another candidate's locomotive. When the locomotive was fired-up, an obnoxious odor cleared everyone from the steaming bays. When they turned the injector on, hundreds of large Limburger bubbles spewed out of the overflow. People were running in all different directions to keep from getting splattered by a Limburger bubble.

Well, the election is over and things have come back to normal. Following are the results:

President :	Warren Jamison
Vice President :	Jerry Smithson
Secretary :	Mary Brady-O'Neill
Treasurer :	Gail Komar

Board of Directors

Terry O'Neill

Vince Rizzo

Chuck Analetto

Don Mann

Marty VanZanten

Congratulations to the new Officers. Let us all give our support to the above members who took on the responsibility for the welfare of our club for 2007. Thanks to all those who voted and Thanks to Otis Lawrence and Tom Lawrence for helping with the election.

Membership Dues Are Due the 1st of January 2007.



Remember, there is a change in the membership dues rates. They are as following:

Annual Renewal Membership	\$25.00
Family Membership	\$40.00
Associate Membership	\$20.00
Junior Membership	\$15.00

An application will need to be completed for Family Membership. You may obtain an application via email or snail mail by contacting Jean Carter at 727-531-8651 or email angnjean2316@gate.net. Also, there will be applications at the Clubhouse.

Mail your dues to Largo Central Railroad, Attention Jean Carter, Membership, PO Box 823, Largo, FL 33779-0823

Mark Your Calendar

There are 5 Saturdays in December, however due to the Holidays there will be **no 5th Saturday Fun Run Day.**

January 27, 2007: Touch-A-Truck Run – 11:00 AM to 4:00 PM

Manatee Central Railroad will have their traditional New Years Day get-together **January 1, 2007**. If you want to spend a real relaxing day, with a taste of southern atmosphere, drop-in to spend a few hours. There will be a lunch at 1:00 PM – Bring a covered dish for the table.

Winter Meet Schedule

February 10 to 11, 2007: Northeast Florida Live Steamers

February 12 to 18, 2007: Big Boots and Western Railroad

February 17 to 18, 2007: Tradewinds and Atlantic Railroad

February 19 to 21, 2007: Manatee Central Railroad

February 22 to 24, 2007: Ridge Live Steamers
The FLS Banquet will be held Saturday evening at the Dundee Community Center starting at 6 pm.

February 25 to 28, 2007: Largo Central Railroad
Hobo Dinner – February 27, 2007, 5:00 to 6:30 PM

NOTE:

The annual election for Florida Live Steamers' Club Officers will be held during the Winter Meet at the Ridge Live Steamers.

DUES FOR FLS

Florida Live Steamers dues are due January 1, 2007. Send Joan Smith \$14.00 for yourself or the whole family – one price does it all. Send to Joan Smith, 9111 Erie Lane, Parrish, FL 34219-9049. For information call 941-776-2109

Secretary's Report



Minutes of Annual Membership Meeting of Largo Central Railroad

PLACE: LCRR (Largo Central Railroad) Club House, Largo Central Park, Largo, FL
Date: 12/02/2006

OFFICERS PRESENT:

Vice President: Jerry Smithson; Acting Secretary: Mary Brady;
Treasurer: Jean Carter; Directors: Howard Pike, Angelo Cantalupo, Terry O'Neill, Don Mann.

The Vice President called the meeting to order at 6:00 pm.

MINUTES FOR THE MONTH OF NOVEMBER: A motion was made to accept the minutes as posted on the website by Terry O'Neill seconded by Angie Cantalupo.

TREASURER'S REPORT: The Treasurer's Report for the month of November was submitted. Presented as part of the Treasurer's

Report were a Profit and Loss Statement for the month of November 2006, a Balance Sheet as of 12/01/2006, a Report of Funds Obligated as of 12/01/2006, and a Profit & Loss Statement for January 1 through December 1, 2006. It was motioned by Bill Donati to accept the reports and seconded by Delores Pike. - All members present approved.

UNFINISHED BUSINESS AND GENERAL ORDERS:

Audit Report: Ralph Tucker asked if there was an audit report for 2006. Bruce Teerlink stated that there was an audit report for 2004 and 2003. Warren Jamison stated that there was an audit report for 2005 which was reviewed by a CPA. 2006 will be finished when 2006 closes at the end of year.

Line cut off on run days: Gail Komar stated that at the last meeting it was voted on to cut off the line of the run before 4:00 pm, and people who came afterward would be told that they were welcome to wait in line, but that we could not guarantee that they would be able to ride on the train. Gail stated she wanted to report that there were only 2 people who showed up after the cut off time, and they were able to get on. Gail asked that it be voted upon to continue doing this. There was discussion regarding this practice. It was stated that we run from 10 to 4 pm. Our obligation is to run until 4:00 pm. We do not have an obligation to run after 4:00 pm. Wally Hebel stated we should get with the city to verify this. Jerry Smithson stated that the contract with the city says 4:00 pm. Jerry stated we need to stick to our contract. Warren Jamison stated that at the Halloween run, the city actually came to us and asked us to stop the line at 8:30 pm and he feels that this means the city is in agreement with this practice. It was stated that no additional vote was needed, as it had already been approved at last month's meeting.

Election of New Officers: The annual election of officers was conducted this morning. Angie Cantalupo, Secretary of Election, informed the members of the results of the election. Elected were the following officers:

President, Warren Jamison;
Vice President, Jerry Smithson;
Treasurer, Gail Komar;
Secretary, Mary K. Brady.

Board Members elected were Terry O'Neill, Don Mann, Vincent Rizzo, Martin VanZanten and Chuck Analetto.

A hand was given to the officers whose terms had ended. It was stated that there were 24 regular ballots and 22 proxy ballots.

NEW BUSINESS:

Birthday Trains: The membership was informed that Alex Watson and Mary Brady are going to be in charge of the scheduling of the Birthday Trains (BD). Mary gave everyone a short explanation of the proposed new BD plan. Chuck Analetto asked if children under 18 can work – Jerry Smithson stated that there are exceptions. This is a tentative plan. We still need to get with the city and have a formal agreement. Today is only to give information. We still need to work out everything.

Jerry Smithson informed everyone that Charlie Lyon has put in his resignation as the Birthday train scheduling. The

membership was informed that it was voted on at the Board Meeting to give him a lifetime membership.

New Member: Sharisse Hoffman. She has already worked 34 hours. The membership was informed that the board has already approved her to be voted upon as a new member. A motion to accept Sharisse Hoffman as a member was made by Wally Hebel second by Gail Komar. All present were in favor.

Radios on Run Day: Someone stated to the membership that all who are running trains should have their radios. Warren Jamison stated that the only one who should have a radio should be the conductor. He feels the engineer has enough to do without listening to a radio. Warren wanted discussion on this. He stated that a number of other clubs do this. Bruce Teerlilnk agreed, but stated that it should be mandatory you don't leave the yard without a full crew. Jerry Smithson disagreed about only the conductor having a radio. He stated that if the conductor's radio fails, then they would be without communication. Some agreed and some disagreed. Warren stated that this issue needs to be discussed by the safety committee. Someone else asked how many radios the club owns. Wally Hebel stated that maybe the club should buy some radios. Jerry stated that it should be brought up at the next board meeting.

Winter Meet: Terry O'Neill stated that Ralph Tucker will not be in charge of the Winter Meet because of his wife having surgery. Jerry Smithson asked Terry if he would do it, but Terry refused. Warren Jamison stated that if Jerry and Terry would agree to serve, he would run the Meet this year.

Adjournment: A motion to adjourn the meeting was made by Wally Hebel, and seconded by Jean Carter. All present were in favor.

The Meeting was adjourned at 6:43 pm by the Vice President.

Respectfully Submitted,

Mary K. Brady
Acting Secretary

Message from Our Newly Elected President

After the Annual Membership Meeting was adjourned, Warren Jamison made statements as to what he is planning to do as incoming President.

1. Work weekend will remain the 3rd weekend of the month. It will be posted on our website with projects and sub-projects to be accomplished. Members will now know what has to be done in advance. Log on to the website and see what is going on.
2. Operations will be more organized to make sure the second weekend of the month will be available to members to work on their own locomotives and equipment.
3. The emphasis will be on having more fun in 2007. The top priority will be for members to develop friendships among each other by having fun and exchanging ideas.



Who Built What?

Observe Caption One. This beauty is a Pennsylvania A3 Switcher built by one of our members, Marty VanZanten.

Some of the engine particulars are as follows, Scale – ¾ inch to the foot, Gauge – 3 ½ inches, Cylinder bore – 7/8 inches, Piston stroke – 1¼ inches, Valve gear – Walshaerts type, Boiler – copper, Maximum working pressure – 100 pounds/square inch gauge, Fuel – coal.

Every part on this engine must be fabricated. This engine was designed for a beginner to build. Marty advises to stick to every detail on the plans if you decide to build it. He speaks from experience because he tried some short cuts and they didn't work.

Speaking of plans, the engine was scaled down from the prototype, plans made and the model built by Kozo Hiraoka. I am sure Marty will agree with me when I say Kozo is the world's best model locomotive designer and builder of our time. He draws his own plans, no computer drawings, and they are absolutely superb. Kozo has a number of books on the market (Through Live Steam Magazine) on building various steam locomotives including the A3 Switcher. The plans for the A3 were printed as a series in Live Steam Magazine, starting in the September/October 1992 issue.



Caption 1

In Caption 2, we see Marty testing his engine on the high line. This high line is located at the Long Island Live Steamers in Long Island, New York. Marty did not make the cab until he completely tested the engine out. Marty commented that the engine met all his expectations.

He does admit some parts are not easy to make even though he has a lathe and mill. The tool he used most was the original mill – a file.

There is no doubt that Marty is a real craftsman. His A3 locomotive is proof – it is a beautiful engine. Well done Marty!

Do not let the size of these smaller engines fool you. They have awesome power for their size. Some can pull anywhere from 3 to 12 people on the level high line.



Caption 2

It is a strange thing when I admire the workmanship of these engines; I get the feeling that I am just a dummy compared to the smart guys who build them.

If you have any questions, call Marty at 727-938-6248.



NEW LOCOMOTIVE

A brand new locomotive has been added to Largo Central Railroad's stable. Observe the caption titled CSX. This sleek locomotive is modeled after the EMD MP-15AC prototype.

The power plant on this locomotive features a 16 horsepower Vanguard engine coupled to an Eaton 11 hydraulic pump. The hydraulic fluid powers the locomotive trucks and also the engineer car. It really is a powerhouse.



CSX

Terry O'Neill has been giving the locomotive a number of shake down runs. That is – putting it through its paces.

The MP-15 was built by Bob Snippe of Spring Lake, Michigan.

Our website has a number of pictures showing the internal workings of this engine and other parts.

During its trail runs in Michigan, they actually used the plows to remove snow from the tracks.

Warren Jamison picked out the CSX colors for the locomotive. If you have any questions – contact Terry O'Neill.

Public Run Tally

Saturday, December 2, 2006, 1263 passengers were given rides.

Sunday, December 3, 2006, 1109 passengers were given rides.

Public Run Weekend

Saturday..... January 6, 2007

Sunday.....January 7, 2007

Board Meeting

January 5, 2006 at 7:30 P.M.

Membership Meeting:...

January 6, 2007 after the Public Run

Be certain to attend.

Birthday Runs for January 2007

January 13, Saturday

Morning: 10:30 to 11:30 AM

Afternoon: 2:30 to 3:30 PM

January 14, Sunday

Afternoon: 2:30 to 3:30 PM

January 20, Saturday

Morning: 10:30 to 11:30 AM

Afternoon: 2:30 to 3:30 PM

January 19, Sunday

Afternoon: 3:00 to 4:00 PM

January 27, Saturday

Touch-A-Truck

January 28, Sunday

Afternoon: 3:30 to 4:30 PM

Check the Birthday Run Schedule Board in the Clubhouse for changes or additions

Happy Birthday to You!

December Birthdays

Nick Damalos

Thomas Kaufman

James Moore

Jerry Smithson

Shirley Teerlink

Danny Thompson

Sharisse Hoffman

Happy Birthday and may good health and good fortune shine on you."



Editor's Note

For members who may not know why the way we do birthday runs is changing.



It all happened because we could not get members to volunteer for the Birthday Runs on Sunday. For months, it was done by a few of the same members almost every Sunday. It really became a hardship. There were times it was a real scramble to get the job done.

The present solution is to do all the Birthday Runs on Saturday – no Sundays. So, what you are about to read is a proposal on the logistics of running the birthdays on Saturday. Remember this is just a proposal, it is not written in stone. It will be up to the members to voice their input as to what should or shouldn't be changed. Read the proposal carefully. Please come to the Membership Meetings so we can finalize this proposal. *The Editor*

Proposed Birthday Train Worker's Expectations

Submitted by Mary Brady-O'Neill



1. There are 36 Saturdays for Birthday (BD) Trains each year. This will be used to determine how many Saturdays each person will be asked to serve. Those who do not have enough Saturdays available will be asked to help in other ways during the year – i.e. special runs for the city, etc.

2. There will be slots for 6 BD Trains each BD Run Saturday. For each Saturday, 4 people will be scheduled: a Station Master, an Engineer, a Conductor, and a Support Person. They will run all 6 trains. There will also be an On Call/Backup person who will normally not have to be at the park unless called in to relieve someone who is sick or has an extreme emergency. However, the On Call/Backup person may be called in during the late morning to help with relief if there are no other certified members present in the park to relieve people for lunch or rest breaks. If a person who is On Call/Backup lives more than 45 minutes away (out of Pinellas County), every effort will be made to find someone for mid-day relief from members who live closer, if such relief is needed.

3. The BD Train Scheduler will make up a schedule for at least three months ahead. The original schedule will be distributed to all members. Monthly additions and corrections to the schedule will be published in the newsletter. It is each member's responsibility to read the Newsletter which is posted on the LCRR website or, in the case of those with no internet, has been mailed to them. The monthly additions and corrections will also be posted on the bulletin board in the clubhouse. There is no excuse for someone not to have knowledge of the schedule 2-3 months in advance. If all else fails, a member can call the BD Train Scheduler to get the schedule.

4. If a person knows ahead of time (more than 1 day in advance) they can't be available for their scheduled BD run day (i.e., out of town due to business, death in the family, etc.) it will be their responsibility to switch Saturdays with someone else. On Call/Backups are only to be used if there is an emergency (less than 1 day before the scheduled run day), and calls to at least 5 other members on the list have been made and no one is

available to switch with you. Any switches or substitutions made are to be communicated to the BD Train Scheduler – give dates and runs being switched, and names of people switching or substituting. The BD Train Scheduler must have knowledge of exactly who will be working the BD Trains for each Saturday. Engineers switch with Engineers and Conductors switch with Conductors, Station Masters with Station Masters. However, Engineers can switch with Conductors or Station Masters, and vice versa, if both people switching are certified to do the job they are switching to, and they must do the job of the person they have switched with.

5. Each member will be asked to serve the minimum required BD runs, however, members may volunteer to do more BD runs than required if they so choose.

6. When new members are voted in by the Board, they will first be added to the Schedule as Support Personnel, then, after they are certified as an Engineer and/or Conductor and/or Station Master they will be added to the schedule in those roles.

7. The Board may require fines or penalties to be imposed upon irresponsible members who don't show up for their scheduled BD run duties and have not gotten someone to replace them. It is each member's responsibility to switch with other members if they can't make it to their scheduled BD run day, or, in the case of extreme emergency, to call the BD Train Scheduler and request that he/she get someone to cover for him/her. If BD Train Scheduler cannot be reached, then it is the member's responsibility to call another member of the Board to request help. It is highly irresponsible to just not show up!!!

8. Other information: Each BD Party will have name badges given to all children and adults with pictures on them which will match the trains – i.e. all children and adults from one BD party will have a butterfly on their badge, all children and people from another BD party will have a frog on them, etc. They are to be instructed that the name badges are needed to ride the train – they are their "ticket" to ride the train. Each train can be called the butterfly train, or the frog train, or the rabbit train, etc. We can print up a picture to match the picture on the badges to hang on each engine to identify it. It will be up to the Station Master and the Conductors to make sure that the children riding each train are supposed to be on that train. This will help eliminate children sneaking away from one BD party and getting on to ride with another BD party.



SICK CALL

► Chuck Lisner is recuperating from surgery. He had to have his knee replaced. Chuck reported that the operation was a complete success. In a couple of days, he was walking with the help of a walker. He is home receiving therapy and is already driving his truck. You sure are a tough bird, Chuck.

► Marian and Ralph Tucker headed back to Illinois. Marian has to have surgery for her ailing back. We wish her tons of luck and a quick recovery.

The Doers

Following are members who showed up to do some chores.

Saturday, November 18th

Don Mann, Fred Clepper, Matt Clepper, Josh Clepper , Bob Habasevish, Sandy Drayer, Jerry Smithson, Vince Rizzo, Warren Jamison, Howard Pike, Chuck Analetto, Terry O'Neill, Tony Windsor, Alex Watson, Mike Piechota, John Eason, Gail Komar, James Salerno, and Mark Zielinski.

Saturday, November 25th

Don Mann, Sandy Drayer, Bill Boyd, John Eason, Chuck Analetto, Marty VanZanten, James Salerno, Ralph Tucker, Sharisse Hoffman, Jean Carter, Terry O'Neill, Warren Jamison, Tom Eckert, Howard Pike and Mark Zielinski.

Saturday, December 9th

Some of the crew went to the Big Boots and Western Meet. Birthday runs were done.

Saturday, December 16th

Birthday runs were done, Not too many members showed up. Warren Jamison, Chris Janks, Ralph Tucker modified 4 tee cars with new trucks.

Terry O'Neill worked on the GP-9 Seaboard locomotive. He replaced the jaw coupler between the gas engine and the hydraulic pump.

Alex Watson, Laura Herron and son, Matthew, painted the 16 foot track panel car Ralph Tucker and Terry O'Neill built. When they finished painting they made track panels.

Thanks to all!

Now Here This!

Following is part of a President's Message written in 1997 by a past President of our club – Pete Newcombe. What he wrote in 1997 is still applicable today. Please read – it addresses some important safety issues.

Several times it has become apparent that we see different things as being a safety hazard and have varying standards as to what we should be concerned about. We have deliberately avoided creating a set of rules to try and cover all of the issues that may occur, because they often fail to address all the possibilities and complications that can happen. Our government is constantly making laws that later prove to have unintended consequences and often defeating the original purpose of the law. (*Taxing luxury boats to raise revenue and putting thousands of boat builders on unemployment comes to mind*).

I would like to outline a course of action for our members to follow when they are concerned with a possible safety hazard. Such as: giving rides to people carrying small babies, videotaping while riding, riders with inappropriate and/or no footwear, clothes that might get

snagged on equipment, unruly children, and people with weight or other conditions that might create a risk.

Remembering to practice courtesy and kindness to all, members concerned with such a situation should first approach the person involved and mention the condition or concern that might put them at risk and make sure that they understand the risk they undertake. If the rider is willing to ride the train and accept the risk, the member should advise the train crew so they can take extra care for that situation. It still is the prerogative of the train crew or equipment owner to refuse to accept the risk of giving rides to passengers who present a potential safety hazard. The train crew, in that case, should courteously explain to the passenger that they are not willing to take the risk by giving them a ride. This does not mean that another train crew with different experience or equipment can not accept the same risk with no problem. Rather than engage in public debates in the station, as to how heavy is too heavy etc., we should try and handle these situations with courtesy and consideration for all. It is possible that a stationmaster and a train crew and other members observing would all have different judgments as to what is safe; but the train crew has the responsibility of providing a safe ride.

A suitably aware train crew can give a safe ride to a woman wearing a long flowing dress with untied shoes, nursing a bare foot child, and videotaping her family in the station. (I'm sure we've done it already!) I hope this sorts out ways to handle what might be a contentious issue. Remember, we have run hundreds of trains in the course of a year with only a fraction of a percent of incidents as significant as a derailment. *Pete Newcombe*

FLASH

January 13, 2007 is *Throw Rocks at your Editor Day*. Rock throwing will begin at 2:00 PM. Volunteers will be needed to keep order in the long lines expected. Bring food and drinks as this may take time. Remember – no knives, guns or cannons will be allowed – only rocks – small ones!

VISITORS

We had a short visit by Chuck Hackett.

Brad Smith and his wife, Sherri, dropped in for a visit. They came down from the cold north.

Good to see you all!

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## Merry Christmas & A Happy New Year

God Bless,  
See you next time, Angie

