

# THE SIGNAL TOWER

The Newsletter of the Largo Central Railroad

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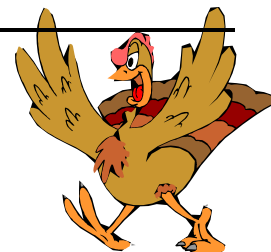
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October – November 2006

## Election of New Officers Spooktacular Halloween Run Christmas Festivities



### President's Message

Greetings!

We had a great September 30<sup>th</sup> (5<sup>th</sup> Saturday of the Month). Don Mann had a great breakfast and Dolores Pike served a swell lunch. We thank Don and Dolores and all who helped to make this a great day.

Read on and Gail Komar will fill you in on the *Card Order Run*. She was in charge and did a great job. We thank Greg Komar and all who setup the run.

We have a great deal of work ahead of us getting the track in shape. The February Meet is closer than you think and election time is here.

*Don Newberry*

President

### Mark Your Calendar

#### October 27, 28, & 29, 2006 — Ridge Live Steamers Fall Meet

Make your plans now to attend – Bring your rolling stock and ride a railroad that is different. Remember, every railroad is different and unique. Try it – I guarantee you will like it.

There will be a Pot Luck Dinner on Saturday. For more information, contact the Secretary, Allen Newcomb at 863-665-0482, or email [AllenPN@aol.com](mailto:AllenPN@aol.com).

If you plan to bring your camper, contact Tommy Bissett at 863-665-0482.

#### October 28, 2006 – Spooktacular Halloween Run — 4:00 PM to 10:00 PM

This is a 'Public Run'. We are going to need plenty of help for this gig. We will be using the **short run loop** and also bypassing the pond. Crossing Guards will be needed due to the addition of new crosswalks. This is a nighttime operation with many passengers riding the trains

for the first time. We really have to be on guard for any safety violations.

No open flame lanterns will be allowed in the park. Crossing Guards should bring flashlights or battery operated lanterns.

#### November 11<sup>th</sup> & 12<sup>th</sup> [Saturday & Sunday] – Veteran's Day Run, Manatee Central Railroad

The Manatee Central Railroad is now two connected properties – Larry Smith's property and Pete Newcombe's property. Bev and Bob have decided to sell their property.

Because of this change, Larry Smith and his crew have been busy as bees. Thirteen hundred feet of track has been added to Larry's layout. They call it the *A Line* and the *B Line*. The *B Line* runs in the back of Larry's property and interconnects, by switching, to *A Line*. So come to the **Veteran's Day Meet**, bring your rolling stock and have a great time.

There is something for everyone at this railroad. The mainline 7½ inch, 4¾ inch, O gauge, number 1 gauge and ¾ inch scale. If you plan to bring ¾ inch scale trains, please contact Larry so he can setup the track. Pete Newcombe has plans for expanding track on his property. He has been working on other projects and I do not know if he has completed any of the additions.

There will be food served on Saturday evening and lunch at 1:00 PM on Sunday. Bring a covered dish or dessert.

If you have any questions, please call Larry Smith, 941-776-2109 or Pete Newcombe, 941-776-9693.

#### December 1<sup>st</sup> & 2<sup>nd</sup> [Friday & Saturday] – Holiday Stroll Evening Festivities Run Starting time will be approximately 7:00 PM. No open flame lanterns allowed.

Trains will be decorated with Christmas lights and packages. No public passengers – members only. Saturday, December 2<sup>nd</sup> is a Public Run Day.

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

# Voting for 2007 Club Officers

The official Proxy Ballot is enclosed with this newsletter. Members who receive their newsletter by email will receive the ballot by email. Print out the ballot and vote.

You must sign the Proxy Ballot to give the Secretary of Elections permission to vote for you. Believe me, there will only be three people involved who will ever see the ballots. The ballots will be sealed after they are counted. I can assure you that secrecy will be top priority.

## Instructions:

1. Mail Proxy Ballots to Angelo Cantalupo, 8305 121<sup>st</sup> Place North, Largo, FL 33773.
2. Put your name and address in the upper left hand corner of the envelope.
3. Write the words "BALLOT" in the lower left hand corner.

As you can see – your editor is the Secretary of Elections. Names on the envelopes will be checked for any duplication of ballots. Proxy Ballots must be received on or before **December 1, 2006.**

Members who decide to vote in person, will have the opportunity to do so at the December Public Run. Ballots will be received during the morning of Saturday, December 2<sup>nd</sup>, 2006. The election will end at 12:00 PM this day.

Ballots will not be lying around. You have to ask for one from a member of the Election Team. Your name will be checked off a list as receiving a ballot. The ballot box will be setup so it will always be watched by a member of the Election Team. You do not have to sign the ballot if you vote at the Clubhouse.

At 12:00 PM on December 2<sup>nd</sup>, the Clubhouse door will be locked. The Proxy Ballot envelopes will be opened and the votes counted. No Proxy Ballots will be accepted on December 2<sup>nd</sup>. **The Proxy Ballots must be mailed and be in by December 1<sup>st</sup>.**

The club Ballot Box will be opened and the votes counted. The results will be read at the Annual Meeting.

## Secretary's Report

7 October 2006

The meeting was called to order by the President, Don Newberry. The minutes of the preceding meeting as published in the SIGNAL TOWER were accepted. The Treasurer's report was presented and discussed.

## OLD BUSINESS:

1. Friends of the Railroad Day, October 21, will require maximum effort, all trains will be running. Dolores Pike will need a long table and assistance with registration.
2. There will be a special Halloween run Saturday, October 28<sup>th</sup> from 4:00 to 10:00 PM
3. Angie presented the slate of officers nominated for election to be held at the December meeting. After reading

the list of nominees, he called for additional nominations from the floor. None were forthcoming.

## NEW BUSINESS:

1. Track planning and replacement was discussed,
2. Dolores gave her plan for feeding the troops for the Holiday Stroll Evening Festivities Run.
3. The following new members were accepted as full members: Fred Clepper, Matt Clepper, Josh Clepper, Tony Windsor and James Salerno.
4. Terry discussed the purchase and shipping of the new trucks. A motion was made, seconded and carried to give Jere Wendt 2 sets of trucks removed from 'T' cars for picking up and transporting the new trucks.

There being no further business, the meeting was adjourned.

*Alex Watson*

Secretary

## NOTICE

There will be no 'Signal Tower' newsletter for the month of November.

Jean Carter, who runs the linotype machine, sweeps the floor, inks the rollers on the presses, loads the paper, oils the gears, repairs the printing drums on the presses and then pedals a bicycle type contraption for motive power to print the Signal Tower, will be out of town.

She found out the Confederate money I was paying her isn't worth a doodley. When I tried to explain to her that club members do not get paid, she took off for Washington, DC, with a milk crate to stand on, to preach in front of the White House for better working conditions for unpaid workers. "Shades of Rosie O'Grady – Heaven help us"!!!!

## LARGO CENTRAL RAILROAD OPERATING SESSION

*Photos and Commentary Submitted By Gail Komar*

On September 30, 2006, we held our Fun Run Day for members and guests. With a beautiful, clear day, we had a great time running trains and enjoying breakfast by Don and lunch handled by Dolores. Many members brought food to share.

The operating session was a success. With many members helping with the unloading of the storage shed, and setting up the trains in the yards (2 ½ hours to unload shed and setup 4 trains), the operating session could have begun at 11am. However, the train crews decided on relaxing until lunch and then after lunch, began the session. The operating session lasted about 3 hours.

There were some minor problems. Train crews that had to spot cars in facing point turnout industries, discovered that their caboose did not have a coupler on both ends which forced the crews to do some 0-5-0 switching.

Turnout #34 on track 3 in the station could not be used. This problem meant that track 3 could not be used as a passing siding. This caused some delays in allowing Class 1 traffic to pass the local freight doing switching at the station.

A black 2 bay hopper was bad ordered because of difficulty with the couplers functioning and was set off on a siding for pickup after the operating session. (When it was picked up to return to the yard, the coupler worked fine – go figure!)

The conductors spotted and picked up cars at industries correctly. Only a few reminders were necessary to remind them to turn over waybills after spotting a car.

The train crews ran 7 local freights and 14 industries had deliveries and pickups. Some members added to the fun of the operating session by being Class 1 traffic – 2 steamers and 5 others. It took about 1-½ hours to return all rolling stock to storage sheds.

38 cars were used for operating session: 4 box, 5 reefer, 4 tank, 4 flat, 6 gondola, 5 hopper, 2 stock, 4 riding cars, 4 caboose.



Industry Pickup – Pike Furniture Company



Gale Komar discussing train orders.  
 Engineer – Chuck Analetto  
 Conductor – James Salerno

*Terrific job Gale – Many thanks! Next time – Could you have an 'Angie's Pizza Company' for an Industry?*

## NOW HEAR THIS!

1. – Some how the whistles used by conductors and stationmasters seem to vanish into thin air. What happens is the whistles are unintentionally taken home. Of course, they will be returned on the next run day, so they say. One of our members brought back twenty-four of them. So, take a look around the house and roundup all the whistles you can find and bring them back. We just can't afford to buy whistles by the ton anymore.

2. – **The lockers in the clubhouse will be reassigned.** A number of lockers are taken by members who have not been around for months. **These members have until November 30<sup>th</sup>, 2006 to remove their belongings.** Failure to do so will result in the breaking of the lock and contents removed.

## Friends of the Railroad Run

On Saturday, October 21, 2006, the Friends of the Railroad Run took place. It was a real success with everyone enjoying themselves. Sixty-six families showed up – this equates to about 240 people. Thanks to all the members who participated.

## Report on Chuck Lisner

Bruce Teerlink (Bruce the Larger) reports that Chuck Lisner had a knee replacement. So far, he is doing well. Hurry up and get well, Chuck, we all miss you!

## Public Run Tally

Saturday, October 7, 2006, 1716 passengers were given rides.

Sunday, October 8, 2006, 1521 passengers were given rides.

## Public Run Weekend

Saturday..... November 4, 2006

Sunday.....November 5, 2006

## Board Meeting

November 3, 2006 at 7:30 P.M.

## Membership Meeting:...

**November 4, 2006 after the Public Run**  
**Be certain to attend.**

## Birthday Runs for November 2006

<b>November 11, Saturday</b> Morning: 10:00 to 11:00 AM Afternoon: 4:30 to 5:30 PM	<b>November 12, Sunday</b> Afternoon: 3:30 to 4:30 PM <u><b>Team 3</b></u>
<b>November 18, Saturday</b> Morning: 10:00 to 11:00 AM Afternoon: 3:30 to 4:30 PM	<b>November 19, Sunday</b> Afternoon: 2:30 to 3:30 PM <u><b>Team 4</b></u>
<b>November 25, Saturday</b> Morning: 11:00 to 12:00 PM Afternoon: 2:30 to 3:30 PM	<b>November 26, Sunday</b> Afternoon: 2:30 to 3:30 PM <u><b>Team 1</b></u>

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

Volunteers for the Birthday Run Teams are as follows:

**Team 1:** Open,

**Team 2:** Chris Janks

**Team 3:** John Eason, Warren Jamsion, Chuck Analetto

**Team 4:** Ed King, Howard Pike, Don Newberry

**Team 5:** Open

Alternate: Dennis Mills 813-996-0381

Contact Operations Committee Chairman, Vincent Rizzo, at 727-372-8648, for coordination of Birthday Teams.

## A Passing Comrade

It is with great sorrow to report the passing of a former member, Bernt Toennies, known to many by the nickname of "Rusty".

We extend our deepest sympathy to his wife, Barbara, and his family.

### Memorial Service

There will be a Memorial Service for Rusty on Friday, October 27, 2006, at 4:00 PM. The service will be held at the First Baptist Church of Indian Rocks on Ulmerton Road. Just drive west on Ulmerton Road toward Walsingham Road. Just before you reach Walsingham Road, you will see the church on the right hand side. It is a large church, you can't miss it. The service will be held in the Chapel.

### Editors Note:

*Rusty was just about the nicest person I ever met. He was a quiet man, was pleasant to talk to and he never complained. Rusty had a personality that made him your friend as soon as you met him. He really loved our railroad, so much so, his blue Largo Central Railroad shirt will be displayed at his Memorial Service. I, for one, will really miss him. Angie*

## Happy Birthday to You!

### October Birthdays

Matt Clepper

Devon Parsons

Alan House

### November Birthdays

Carolyn Behrens

Harold Powell

Charles Brilliant

Brad Smith

Angelo Cantalupo

Jere Wendt

Harry Gray

Mark Zielinski

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

## Bill Behrens' Locomotive Works

Bill has built another locomotive to add to his stable.

This one is modeled after the Plymouth 4 ton switcher CLB-4, built in 1929. It was built for the Central Maine Power Company.



Typical Plymouth 4 ton Switcher

Plymouth switches were built for industrial use from steel plants to power plants. They were custom built from 4 tons to 35 tons. Early locomotives had gasoline internal combustion engines and the later ones were diesel driven. They were built in different gauges. Some 7000 were built and it is estimated that there are still 1700 in use. Even though they are not produced any more, parts and maintenance is still available.

Ok, let's get back to Bill's locomotive. The early locomotives were driven by a friction clutch. The later ones used fluid torque converters. The CLB-4 was a friction drive as you will see.

Caption 1 shows an internal view of the engine works. To the left is a 4HP Honda engine with the gas tank moved to the top right of the locomotive (white object). The engine drives a belt with step down pulleys for slower speed to a 90 degree reduction box – ratio 1½ to 1. The reduction box rotates a large circular steel disk.



Caption one

We now observe Caption 2. Part of the large disk is shown on the left. Facing the disk, at a 90 degree angle, is a large caster wheel with a rubber tire. The caster wheel can slide on a keyed shaft controlled with a lever operated by the engineer. The two flat bars on the side of the caster are part of the control system.

So, here is what happens. The caster wheel can move from side to side on the drive plate. The caster wheel can also be moved fore an aft to engage or disengage from the plate by the engineer.



Caption Two

When the caster wheel engages the drive plate, it can be moved to different circumferences on the plate. This action, plus the throttle control of the gas engine, will cause the locomotive to have variable speed and torque control. Furthermore, if the caster wheel is brought from one side of the drive plate to the other, the direction of the locomotive will change. Now, you have forward and reverse control. On the end of the keyed shaft the caster wheel slides on, is a fixed sprocket that drives the chain to the locomotive wheels. Caption Three.



Caption Three

Bill also modified a bicycle disk brake for stopping the locomotive. When the control lever is moved to disengage the caster wheel off the drive plate, the disk brake starts to engage.

Bill builds his locomotives from ground up as he is a master builder and welder. He is one sharp guy. I tell you, after Bill shows and explains to me how he builds his locomotives, I leave with the feeling that bubbles are coming out of my head and wondering why the "Good Lord" didn't make me smart.

If you have any questions, contact Bill at 941-776-8400.

*Well done Bill!*



Matt Clepper at the controls.

**God Bless,  
See you next time, Angie**

