

THE SIGNAL TOWER

The Newsletter of the Largo Central Railroad

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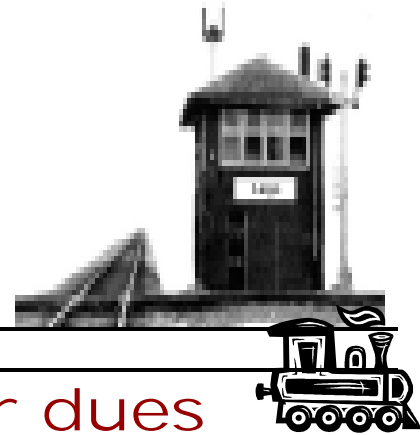
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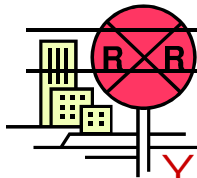
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February 2009



If you have not paid your dues
You will be removed from the membership list

President's Message

Greetings,

When you receive the February Signal Tower, the 2009 Florida Live Steamers Meet will just about be over. It sure was a great Meet. You can read all about it in the next issue of the FLS Train Line.

Don Mann, Matt Jeffery and Tom Eckert have been working to get the track in good shape for our Open House, March 2, 3 and 4. I cannot thank them enough for the work they have done. Matt Jeffery will be going back home at the end of February. He sure will be missed. I hope we did not work him too hard; we want him to come again next winter.

We now have 3 brand new locomotives. A Rail Systems' RS-3 with a powered slug and two ES 44's built by Bob Snippy. Many thanks to Jere Wendt for delivering the ES -44's. He brought them all the way from Indiana.

That's it for now – I'll let Angie continue with the newsletter. Thank you all.

Warren Jamison.

President

Mark Your Calendar



2009 Manatee Central RR Spring Meet –
April 3 – 5, 2009

Public Run Weekend

Saturday, March 7, 2009

Sunday, March 8, 2009

Membership Meeting

March 7, 2009

Be certain to attend!

Board Meeting

March 6, 2009 at 7:30 PM

A Minute from the Secretary

A couple of points come to mind from the last meeting: A lot of work is being done to improve our track and our operations. A lot more needs to be done. But, it is being done by just a few stalwart workers. We need more of you members to get actively involved. Come on out to lend a hand on run weekends and on work Saturdays. You may just enjoy it and it would help the Club a great deal.

That brings me to the second point. We will have an "open house" at the end of the Florida Live Steamers Winter meet. Our track will be open and available for visiting Live Steamers on March 2, 3 & 4. Club members are needed to assist with unloading and to see that the track is operational. Plan to be there one or more of these days and make our guests feel welcome.

Until the next meeting, see you at the track. *Marty*

LARGO CENTRAL RAILROAD

5th WEEKEND FUN RUN OPERATING SESSION

Our first operating session for 2009 was held on Jan 31.

Our day began with very cool, clear weather, and as a result, there was not a large turnout to start the morning. It was decided to scale back the scope of the operating session from past operating sessions of 48 cars to 24. The storage containers were unloaded to create enough cars for two trains of 12 freight cars each. Each train had riding cars for the crew and a caboose.

Before the departure of the train that was going to spot 12 cars at 12 industries located out on the mainline run, it was decided to combine all the freight cars into one train. The train crew would only spot 12 cars, but they would have the experience of having a longer train to cope with.

Engineer James Salerno and crew left the yards before lunchtime. The local "turn" made good progress stopping and dropping off freight at each of the industries. They did notice in their rearview mirrors some passenger trains that were itching to pass. At the Largo Station area, the bypass switch was thrown so the passenger trains could speed ahead of the local.

The local freight train returned to the yards in time for lunch. The delicious smells of cooking chicken and the great selection of dishes brought by members had everyone's tummy looking forward to a great feed. Thanks to everyone for sharing food and great times with club members; a very special thanks to Dave Hull for taking on the task of cooking the chicken.

During lunch, we looked up to see a car rolling off the pond siding industry picking up speed as it made it's way downhill. Also, another one up by the station was also on the move. James took off and stopped the pond siding car and returned it to the industry. He then hustled to the station, to find two kids playing with the cars, while their father watched what they were doing. The father's response, when told not to have his kids play with the cars gives a good indication of what is wrong with part of today's society. "He did not care that the cars were private property because as long as the cars were in a public park, his kids had every right to play with them."

Run-a-way cars have occurred during every operating session that we have had over the last three years. They do not start moving on their own. Any ideas on how to stop it?

After lunch, Mike Smith was not too sure he wanted to work a local, but he would like to make a run out of the yards and back to feel what the slack and pull of the couplers would be like. After gaining experience and returning to the yards, it was not too difficult to tempt him with being the engineer for the local run. How could he resist the twelve stops, adding a new car each time, and finally return to the yards with all 24 cars in tow.

We did not have as large a turnout for our 5th fun run day as in the past, but those who were there had such a great time socializing, running trains, or participating in some other way, more than made up for the lower numbers present.

Thank you all. It was a great time! *Gail Komar*

Editor's Note: Many thanks Gail, well done!

Happy Birthday to You!

February Birthdays

Paula Cary	Josh Clepper
Sanford Drayer	David Hull
William Donati	Matthew Lawrence
Kay Lawrence	Charles Lyon
Chuck Lisner	David Woodbury
Jackson Outlaw	

Happy Birthday! *May good health and good fortune shine on you*

Public Run Tally for February

Saturday, February 7, 2009, 1682 passengers were given rides.

Sunday, February 8, 2009, 1574 passengers were given rides.

Correction

In the article Job Well Done printed in the January 2009 newsletter, we thanked Chris Janks for building racks and shelves for equipment in the Public Run Trailer we take to the station for "setup". I forgot to mention that Dave Hull also worked on the trailer by welding various brackets and other fabrications.

So, I say, "Thanks to Chris and Dave"! For the above Boo Boo, Dave can now throw rocks at the editor (small rocks, please). Time and date for this event will be forth coming. There are about 10 members waiting to clobber me.

Caption 1 taken a few years back shows what happens at a *Rock Throwing Event* and needs no explanation.

I cannot see why this happens – All I do is print the 'Truth' and look at the mess I get myself into.



Caption 1

Your Editor

Visitors

We say, "Good Bye" to our northern visitors, Matt Jeffery and Nora as they head back to the mountains of Pennsylvania, the Poconos to be exact. Matt belongs to the Reading Model Engineering Society located in Berk's County, Pennsylvania.

Matt writes stories of his railroad days in England and they are printed in *Live Steam Magazine*.

We thank him for all the work he did for our club during his 2 months visit. We look forward to seeing Matt and Nora again next January. Good Luck and have a great year.

Getting Smart



Only two students showed up February 15th for school, the editor and Dave Hull. The session was canceled.

We will try again on Sunday, March 15th. If the attendance is poor, the entire series will be canceled.

Video Presentations:

1. **Working with Tubing**
2. Second part of **War Trains**.



Caption 2 *Picture submitted by Earl Muller*

Is there a Plumber in the House?

Take a gander at Caption 2. What you are looking at is the plumbing on the back head of Earl Muller's 4-8-2 Mohawk locomotive. Looks complicated, however when Earl explains the system, you will find that a great deal of thought was put into the planning for 'Operational Management'.

The fittings and valves you see cannot be bought at your local hardware store. They are specially made for modelers and have model engineer threads on the fittings. Believe me, they are not cheap. I think Earl told me there is over a thousand dollars spent on plumbing.

Earl's trade was pipe fitting. There is a lot of difference between a pipe fitter and a plumber. Pipe fitters are trained for industrial use of pipe, such as steam pipes in power plants that carry 600 or more pounds per square inch of superheated steam for turbines.

Great job, Earl.

Moving On

Following is a letter from a long time member of our club. Lorne Rolph is a man who has had more than his share of bad luck. We wish him the best of days and thank him for his help when he was able to come out to the railroad.

Hi to All,

I would like to say thanks to all at Largo Central Railroad for being there for me when I needed help of kind. This is going to be a short note. I'm moving back to a very cold state, Michigan. With my health problems, my family asked me to move back.

I know I was not helping like I would have liked too the last few years; but, I still love being in the club and in railroading. It looks like I'm going to have to work with my model railroad up north. I'm going to miss you all. I've been with the club for a long time – I lived here 2-3 years longer than the park was here. But, it's time to say so long and see you soon.

*Again, Thanks LCRR
Lorne Rolph*

Birthdays Runs for March 2009

March 14, Saturday

Morning 11:00 to 12:00 PM
Afternoon Open

March 21, Saturday

Morning – Shelter #1 9:30 to 10:30 AM
Morning 11:00 to 12:00 PM
Afternoon 2:30 to 3:30 PM

March 28, Saturday

Morning 11:00 to 12:00 PM
Afternoon 2:30 to 3:30 PM

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

NEW STATION SIGN

Observe Caption 3. The old sign was replaced by this new one explaining the rules of the road for passengers. It faces the station where the passengers waiting for the train can clearly see it.

Who designed and put this altogether? Non other than our one man army, Don Mann. He had the sign made to his specifications, he put the sign together, painted the sign, painted each upraised letter and then planted it into the ground.

Matt Jeffery helped him and as you can see it turned out beautiful. All I can say is, "They sure teach the guys good in England".

We owe Don and Matt a debt of gratitude for the work they accomplished at the track. Most of it was done during weekdays. How's that for dedication? Well done Don and Matt.



Caption 3

The Doers



Saturday, February 21, 2009

David Hull, Tom Eckert, James Salerno, Marty VanZanten, Sandy Drayer, Dolores & Howard Pike, Gail Komar, Jean Carter, Chris Janks, Warren Jamison, Don Mann, Matt Jeffery, Alan Isaac, Bob Patrick, Otis Lawrence, and Jack Outlaw.

We all want to thank Chris Janks for the delicious meal he cooked up at home and brought it in for the work gang – Delicious meatloaf and all the fixings. A real treat!!

Saturday, February 28, 2009

David Hull, Alan Isaac, John Eason, Mike Smith, Jack Outlaw, David Langdon, Sandy Drayer, Bob Patrick, Otis Lawrence, James Salerno, Warren Jamison and Rafael Quesada.

Thanks to all!

NEW LOCOMOTIVES



Rail Systems' RS-3 with a powered slug



ES 44

MEMBERSHIP DUES

If you have not paid your dues by March 1st, your name will be removed from the

Membership Roster

You may mail your dues to Largo Central Railroad, Attn: Membership, PO Box 823, Largo, Florida 33779-0823. To pay dues in person, see Jean Carter.

Regular Member	\$25.00
Associate Member	\$20.00
Family Membership	\$40.00
Junior Membership	\$15.00

Angie's Corner

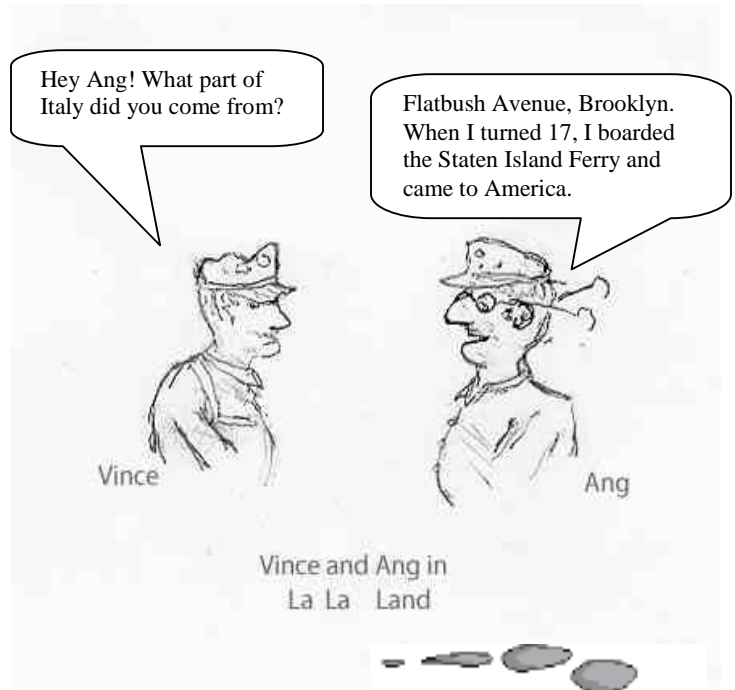
"The Engineer"

There once was an engineer of Largo,
Who drove a train of human cargo,
They raced full steam through the park,
From morn till nearly dark.

Their faces were all lit with glee,
Cause of that engineer --- Mr. "C"

This short poem was written by Tom Walker of Tampa for yours truly 'the editor'. Tom is a very good friend and is an authority on Arthur Conan Doyle of Sherlock Holmes fame. In fact, I call him Doctor Watson as he fits the part perfectly. Also, just about every one calls me Angie, however I am also known as Mr. "C". I hope you enjoyed the poem as much as I did.

Many thanks Tom.



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

