

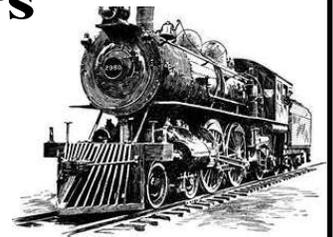


# Maricopa Live Steamers

## STACK TALK

May 1, 2017

The official newsletter of the Adobe Mountain Railroad in Phoenix, Arizona, Operated by the Maricopa Live Steamers Railroad Heritage Preservation Society.



### President's Message

Some of our members are starting to lay one inch scale track. If you are interested in getting involved with this project contact Joe Fego.

All of the concessionaires in our park got a reminder from County Parks about dust control. It appears that someone complained to Parks about very dusty condition at one of the race tracks. This track could get a very unpleasant high fine for not controlling dust. This brings up a problem of our club members driving around on our service roads. Doing this just to see what is being done in the boon docks is not a good reason to be out in the boon docks. If you want to see what is going on take a train. Have some fun while seeing what is going on. That way we don't stand the chance of getting a fine for uncontrolled dust.

We just finished resurfacing the parking lot to the tune of \$5000.00. Some of the things that can damage the surface is speed, speed and turning hard while parking, U-turns, and turning the steering wheel when you are not moving the vehicle. Please slow down-- that 3 MPH sign is still there. Just because it's paved doesn't mean you can go faster--- WRONG!!!

We've lost another member due to a long illness. Chuck Taylor from Tucson passed away in April. Our sympathy to all of Chucks family.

Our very own park hosts are leaving for the summer on May 5. If you see them please say thanks for all the help they have provided to this club. We will miss Dave and his burnt Bratwurst. An inside joke ha ha ha. Also Linda and Ed Houk are leaving for Wyoming. Thanks for all your help. See you all in the fall.

Mother's day is the last day for the public runs. Please pay attention: **Two Sundays to go.** Our Stationmasters are complaining that train crews are not coming out on Sundays. 53% of our income is derived from Sunday run donations. These donation are very important for keeping the gates open and maintaining our railroad. We just lost two Sunday crews because they are leaving for cooler climates. Please come out and support the club. We need train crews very badly. I do my part, how about you. Let's show the public two more fun weekends.

West Werner is still closed - we still need 8 more track panels that have to be built. The sooner these panels are made, the sooner you can run all the way to Osband tank. Won't that be fun.

It's getting hotter and hotter so keep yourself hydrated. Stop and cool off once in a while.

Safety First.

Perry McCully



**Remember these days?**  
*Starting the build of  
Ford Station in 2004*

Calendar of Events

May 2017

Public Runs ..... Sunday, May 7 12:00 PM - 4:30 PM

Christmas Committee meeting ..... Saturday, May 13 - 10:30 AM --- at Adobe Station loading area for a train ride

Board meeting and General meeting: Saturday, May 13 - 12:00 noon

Friends Night..... Saturday, May 13 5:00 PM ---- See page 7 for details

Public Runs ..... Sunday, May 14 12:00 PM - 4:30 PM Mother's Day May 14 - Last public train ride

**RUN CREWS ARE STILL NEEDED - PLEASE HELP OUT!**

Every Saturday is a Work Day starting at 7:00 AM. Your help is always appreciated.

Abbreviated Minutes from April 8th Board Meeting and General Meeting

Board meeting began at 12:00 PM - closed session followed by general meeting. General meeting began at 12:30 PM.

Superintendent's reports:

- Tower, Greg Gorman - All is good
- Boiler Inspector, 15 engines during meet - no issues.
- Maintenance of Way, Joe Schnyder - West Warner is still out.
- Construction, Cliff Fought - Driveway has been resealed, new concrete coming, 28 sq ft concrete for venter area, west transfer table, No priority tasks.
- Operations, Hank Gallo - Jr Engineers continues, Dash-8 down. Do we want advertising on car sides or scale sized bill bds was discussed.

New Business:

- Perry has a Hit & Miss engine and a suggested location for it.
- Discussion about adding a bench in the station - not resolved.
- Discussion about gate at station - not resolved.
- Sign up in station for train crews - train crews needed.
- Proposal for GoFundMe account be established to raise money for the tunnel was discussed.

\*\*\*\*Perry and Pete both emphasized:

**Safety and Operating Rules are to protect THE CLUB, CLUB PROPERTY AND MEMBERS as well as the public.**

**\*\*\* RULES HAVE TO BE FOLLOWED \*\*\***

**for the Survival of MLS because of Insurance Requirements.**

Sandy Rauperstrauch, Stack Talk editor, thanks all who send photos and articles. Without you, there would be no newsletter. Remember to submit articles and photos one week before the end of the month to allow for formatting in the newsletter. [braup@cox.net](mailto:braup@cox.net) or [srauper@gmail.com](mailto:srauper@gmail.com)

2017 MLS Board of Directors

Perry McCully President

Pete Pennarts Vice President

Bob Douglas Treasurer

Mike Lewandowski Secretary

Mick Janzen Joe Fego Mike Grant

Members at Large

Cliff Fought Construction Superintendent

Hank Gallo Operations Supervisor

Greg Gorman Tower Signal Superintendent

Terry Liesegang Road Signal Superintendent

Bill Pardee Boiler Inspector

Pete Pennarts Safety

Joe Schnyder Maintenance of Way Superintendent

Al Ford Construction Superintendent Emeritus

John Bergt Past President 2016

Timothy Freeman Web Master

Jim Zimmerman Engineering Test & Card Administrator

Sandy Rauperstrauch Stack Talk Editor



## Safety at MLS

**Safety is the # 1 priority on the MLS Train Park.**

### **CHANGES HAVE BEEN MADE TO THE SAFETY AND OPERATING RULES**

If you have a copy of these rules, please add these changes.

#### Changes made in April 2016

- 510. Personnel requirements.
- 511. Engineers and dispatchers shall be certified as being capable of doing their job as determined by the Superintendents of Operations and Signals respectively.
- 512. Conductors and Engineers must pass an engineer's test annually prior to operating on MLS track. Revised (1/16) ML The criteria for pass/fail is 92% or higher. (ADDED 4/12) ML
- 630. General Operational requirements, Public train runs and Public Night /Christmas light runs.
- 631. Trains carrying the public shall be operated only by a certified engineer with a certified conductor aboard. In addition, Stationmasters, Conductors and Engineers must attend a Safety video class prior to the opening of the annual Public Run season. After the safety video, each attendee must sign an attendance list.

This list will be on file at the station. (ADDED 4/12, PP)

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\*\*\* DUST \*\*\*

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\* There have been complaints about DUST \*  
so this is a reminder that

**All vehicles on All roads, tracks or trails may NOT EXCEED 3 MPH.**

The dust control FINES that can be levied against the club for dust control violations and rule compliance is for the club, club property, and member's protection.

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***It's easy...Just Slow Down! Thanks***

\*

## A little history of Jr. Engineers

From Hank Gallo

I converted our personal train (Chessie) from gas to electric in 2011 to make it easier for my children to run. Shelby, my daughter, had fun inviting friends to the park and then letting them take a turn running the train. There was a boy with his dad and I asked Shelby to let him run it. Hmm, seems like a common theme, kids run train, kids have fun. I put together a basic plan on how it would work and presented it to the board. Let the visitor's children (of any age) run the train and then they get a post-card stating that they are *Jr Engineer Graduates*. In December 2011, they said give it a try.

So, New Years Day 2012 we started it up. Since it was New Years Day we didn't plan on opening the park at all, but a few of us said we would meet to see if any visitors would show up. The newspaper printed an article on us that day (unknown to us) so we had 700 riders, and many stopped by to give it a try. Back then we were in the freight yard. The station master announces it when the public trains return to the station and it is on the end of the safety briefing.

Since then we moved to track 4 (except for the Holiday Lights runs, when we're in the freight yard). It is too hot and sunny to stay out there in the day time. Construction crews added a fence to separate us from the normal traffic in the station. We average 50 children on a Sunday where I walk about 5 miles in a day, 100 feet at a time. For the last several years, I take a photo of each child and post it on the club Facebook page ([www.facebook.com/trainrides](http://www.facebook.com/trainrides))

The only down side is I am the only one with a train that will bring it out just about every run day for the kids to use. So many return to run it over and over. It has been a great recruiting tool, by getting the children interested, the parents join the club.

Hank



*She's not very old but for a few fun minutes, she's an engineer with her family riding along behind!*



### Did you know?

Maricopa Live Steamers has a 501-(C)(3) tax status? It is a non-profit organization, and any donation is tax deductible for anyone and if the donation is over \$500, Bob Douglas can give you an end-of-year donation letter which is also furnished to the IRS for compliance of the law. Any cash or things you buy and donate to the club with a receipt is acceptable to be put on your end-of-year statement for tax purposes.

Part of the requirement to keep this status is to educate the public about trains. Riding trains is fun for the public and fun for us. If you aren't helping this year on public runs, come out and join a train crew then. MLS depends on donations from these rides to survive, so please help out.

## LOCOMOTIVE SHOPS

1829 - 1860

### PREFACE

The steam locomotive began its illustrious history in America on August 8th, 1829 with the operation of the Stourbridge Lion in Honesdale, Pennsylvania, for the Delaware and Hudson Canal Co.(1) The engine was assembled outdoors with only the most basic hand tools, for all intents and purposes there was no dedicated facility to conduct the work.

A great amount of technical information has been published regarding the design and operation of the steam locomotive. However, the engines spent a significant portion of their lives in the shop with relatively little fanfare concerning that aspect. Only with the formation of the "American Railway Master Mechanics Association" (ARMMA) in 1868(2) did information begin to be published in a formal document that recorded technical aspects of shop work as found in the "Proceedings of the ARMMA". Prior to this point in time detailed information on the subject of locomotive shops and how the work was performed are scant at best and then scattered throughout a myriad of sources. That being said, it is the intent of this paper to provide a centralized accumulation of data that constructs an informative narrative on this point in both railway and industrial history. (1829-1840)

The dissertation will, undoubtedly, benefit from corrections and additions, but is considered a possible foundation stone for future students of the steam locomotive to build upon.

Respectfully,  
David W. Griner

*Next month, Dave's article will be a Definition of a locomotive shop!*

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### *From 2004 Stack Talk....*     **The Last Desperate Expedient!**

An applicant was being examined for the position of tower man. The trainmaster had the neophyte up in a wayside tower, which controlled a passing track. He asked the young what he would do if both switches were set for the mainline, and two trains were approaching each other at 60 miles per hour. The fellow replied, "I would throw a lever and put one of the trains on a siding." The examiner said, "Yes, but suppose when you tried to throw the lever, the cable brakes. Then what?" The man answered, "I would run down and throw the switch by hand." The trainmaster said, "Suppose you found the switch locked?" To this the young applicant replied, "I would go to the section house, get a hammer and break the lock." But the examiner wasn't satisfied, "Let's say the section house was locked. Remember, all this time the trains are coming closer at 60 miles an hour. Now what would you do?" The man sighed, "Well, I'd get on the telephone and I'd call up my wife, I'd say, "Honey, get the hell down here as fast as you can, 'cause there's going to be the damdest wreck you've ever seen,"

## Bill Unglaube

I think I was still in high school when i discovered 35mm photography, and saved enough to buy an Argus C3. It was later upgraded to a Bolsey B2 (I think) which was so compact I could get 2 or 3 extra pictures off of a 36- exposure roll of film. I took pictures of anything and everything, with no particular favorite. During my stay as guest of the U S A F it was mostly airplanes and later expanded to include lots of trains. Several years ago I was teasing an MLS member about taking her photo with my newest toy; a digital camera. The deal clincher was my assurance that she could delete the resulting photo, if she didn't like it. The picture turned out O K, and she allowed me to print it.



I think this all transpired in early 2013, and eventually led to my proposal to the BOD, asking for the use of the west wall of the clubhouse. Somewhere along the line I branched out to include movies too, but that phase of my picture-taking didn't last too long as the film was quite costly. I now use a Nikon digital camera for the wall photos, but it also can take videos, that are very high-definition and include stereo sound. A few years ago I satisfied an item on my bucket list: a ride in a WW II P-51 fighter plane. I took movies of almost all of the ride. The results can be printed as single frame pics, (high def) or played as a movie on a computer. If the computer has a powerful enough speaker system, the resulting racket is fully as loud as the actual ride was.....deafening.

## Wall of photos

Bill started the photo wall in Ford Station, providing recognition to those members who gave of their time and effort to come out and build, clean, maintain, administrate or otherwise support the Maricopa Live Steamers. Those photos get rotated out to be placed on the Board of Directors photo board, as needed. There have been different opinions about how the photo board was to appear and placement of photos, since many members cannot be pigeon-holed into one project or work area.

All of our members support MLS with payment of their dues, and that financial support is greatly appreciated, but the photos are of members we see working the daily chores. The folks pictured on our walls are the people without whose labors the MLS couldn't exist. The photos are in alphabetical order within four groups, in hopes that a newcomer can more easily find the name of someone he's just met, or seen working.

If you put time into working at the park by helping maintain an area or project other than your own, and your image isn't included, please see BILL UNGLAUBE as he will be happy to take your photo, or call: 480-399-1843.

There will always be a different opinion of any project, but the wall of photos, no matter where the photos are placed, is a great way to put a face to a name and helps make MLS a friendlier place. Thank You Bill, for doing this....

*Did you know?* Bill Unglaube was president of MLS in 1980!

## Events!

*It's Baaack! MLS Friends Night returns.  
Tom Harrington and Hank Gallo are planning to offer a  
"Friends Night" on  
Saturday May 13th  
from 5pm until ??,  
where members gather at 5pm to eat their dinner on  
Ford Patio together and then run trains all night.  
So bring some food, lots of soft drinks and your family and  
friends to enjoy some serious train rides.*

## Announcements!

### **Run Crews are still needed**

John attached the May sign-up sheet for public runs and we have a lot of gaps (especially between 2:30 and 5pm). Can you post this and remind members that we still need crews for the last 3 weeks of public runs April 30, May 7 and May 14. It is getting warm, but the public still comes out for rides.

Thanks,  
John & Hank

**The Christmas Committee**  
is meeting at the Adobe City loading area  
Saturday, May 13  
at 10:30 AM

### Track Space Needed

I'm looking for track space in a container that meets these dimensions. 4 ft 5 in tall, 2 ft 3 in wide, and 8 ft long. If you have any space available that meets these dimensions and is available, contact Gabe Zorbas at 623-223-6036 or GabeZorbas@gmail.com

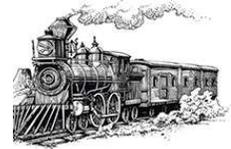
## Thank You

I want to send special thanks to all of my MLS and Saguaro Central family for all of the support and caring that you have shown me through this very dark time in my life. You have been so kind, considerate and thoughtful that I feel humbled and honored to have you as friends. You have given me comfort and the strength that I am going to need to face an uncertain future. I will be forever grateful. For everything you've done...for the very special people you are...Thank you very much.

Mick Janzen

# High Ball!

By John Lovely



I've been trying to think of a better title for this column to expand its scope, so you don't think it is just about steam engines. I hope we can have good open discussions of all things railroading that pertain to our hobby. I do welcome your comments and even full essays from other members. High Ball seems to be the best I can come up with for now. In the future I want to talk about train handling, switching, and many other topics.

I do want to thank Dave Griner for his thorough discussion of steam locomotive intricacies. I have learned a lot by reading his precise descriptions. Maybe you will consider contributing to my efforts.

High Ball, as you know, comes from the early attempts at signaling when a ball was suspended by rope from a pole. When the ball was raised to the top it meant the track ahead was clear and the engineer could proceed. When the ball was lowered, or not visible at all, it meant stop. Thus, the signal would default to the most restrictive aspect, needing an overt act to indicate clear track. This carried over to semaphores and even today's light signals where the green is at the top and red at the bottom, just the opposite of automobile traffic signals.

I use "High Ball" every day in my job. To us it means "proceed at track speed." But what is "Track Speed" or "maximum permissible speed?" At Grand Canyon Railway, we have a maximum speed of 40 mph on about half our mileage. People ask why so slow. I tell them it is what the track was built for a hundred years ago. Not quite true, but it satisfies most. We could run 60 mph by FRA rules, but our management has determined that 40 saves wear and tear and fuel and it does give us a reasonable chance of not hitting cattle. (They cost about \$1200.) It also provides a smoother ride for our passengers.

So, how is Track Speed determined? Mostly by engineering standards and how they affect train safety. Any speed less than "maximum permissible speed" is called a speed restriction. Before we go further we should learn there are only two types of track: Main Track and Other than main track. Main Track runs from station to station and is for movement of trains. Other than main track is everything else. Simple enough? There are books of rules that specify what you can and cannot do on each type. Suffice it to say, at MLS our Maximum Permissible Speed is 5 mph on MT and 2-3 mph on OTMT. We also have the concept of Restricted Speed (not to be confused with a speed restriction) in place, where you need to run at a speed that will allow you to stop short of any obstruction. Of course, that means you need to be paying attention to everything that might affect your train, like another train or switch position.

The importance of track engineering was brought home some time ago when our MOW replaced rail on the 25-mph curve, on a high fill, at MP 11.5. They posted a 10-mph speed restriction during the work and until they tamped the ballast. It was quite a thrill as the cars leaned over seemingly ready to tip off the track. At 25 there is no perceptible lean.

One more comment on making steam and keeping the water level in the boiler. In conversations with two of our firemen about how they need to frugally feed water on the relatively flat country (notch 2-3 on a diesel) north of Willaha to have about 3/4 of a glass and full head of steam at Anita to attack the grade up to Imbleau. The grade increases from less than 1% at Anita (MP 44.9, 5900' elevation) to over 3% between MP 47-48 (6500') and the engine is gulping steam. From there to Imbleau, (MP 52, 6800') the track undulates like a roller coaster, but generally up hill. I can only imagine how difficult it must be to balance the water used and maintaining 200# boiler pressure. At Imbleau the grade suddenly changes to downhill, all the water rushes to the front of the boiler, and the engineer closes the throttle. Bam – you have low water and little demand for steam. One fireman told me he has about 1" of water level to play with. Another fireman told me tries to not drop more than 10# pressure while feeding water. We are talking 400 gallons of water, 200# boiler pressure, and a feed rate of about 20 gpm by the injector. Some difference to our hobby boilers.

Well, enough rambling for now. Happy steaming. High Ball!

I hope to hear from you: [JMLProd@aol.com](mailto:JMLProd@aol.com)



Bob Rauperstrauch and his Santa Fe Pacific, 1206.

Send photos to the editor or their will be more family photos!

WOW! *You read all the way to the end!* Now, if you know of someone you would like recognized in Stack Talk, please send their name to me, or write something about them and send to me, [sraup@gmail.com](mailto:sraup@gmail.com)