



STACK TALK

DECEMBER 2015

The Official News Letter of the Adobe Mountain Railroad
Phoenix Arizona, Operated by the Maricopa Live Steamers
Railroad Heritage Preservation Society,

UP-COMING MEETS

2016 OPS MEET JAN. 14, 15, 16, 17

2016 SPRING MEET MARCH 17, 18, 19, 20

2016 FALL MEET NOV. 3—6

RESULTS OF ELECTION

11/30/2015

CenturyLink Webmail: Inbox (41)

The 2016 MLS Officers and Board Members election was a smashing success. This was the first time a number of candidates for board members were nominated. In addition there was a total of 51 ballots counted. Here are the results by position.

President- John Bergt 26 votes
VP- Pete Pennarts- 49 votes
Secretary- Mike Lewandowski- 49 votes
Treasurer- Bob Douglas- 49 votes

Board Members:
Mike Grant- 41 votes
Mick Janzen- 22 votes
Joe Fego- 18 votes

First things first, I want everyone to know I was the person responsible for the messed up ballot. The committee did a fine job and should not take any blame for the names that were not spelled correctly. It was my short fat fingers and spell check will not help with names.



The club made great moves forward in spite of me, that just goes to show how great the membership is and how hard working they are. Each of you should pat yourself on the back. That's enough don't hurt yourself!!! I want to thank the BOD for the great job that they have done as well

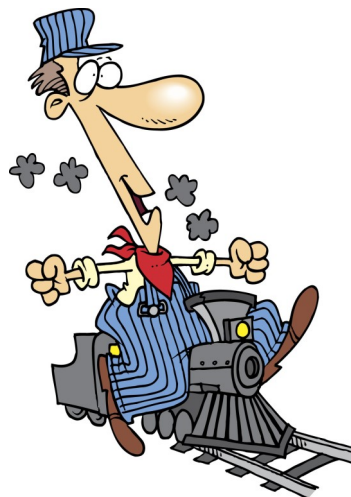
John it is now your turn to move forward, I am sure that the club will support you in whatever direction you have in mind. You have a new BOD and I am sure that they will do even better. Good Luck!!!!!!!!!!!!!!

Holiday lights have been great, the members and their helpers did a fantastic job. To go with that keep in mind we need train crews, it takes about 16 members each night to get the job done.

I am now a "has been" and looking forward to watching someone else.

Happy Holidays

Cliff Fought



2015 SAHUARO CENTRAL CHRISTMAS PARTY AND POTLOCK EARLY DINNER

This year our annual Abode Mtn. Railroad Park Christmas Party will be held on Dec. 12th, Saturday from 3:00 PM to 5:00 PM. This timeframe was selected to ensure that our public train volunteers have enough time to enjoy dinner and party with their friends.

- **MLS Christmas Chefs (Mike and Helen L.)** will prepare honey baked spiral ham, spicy pork loin roast w/beer gravy on the side, and jumbo shrimp scampi w/linguini.

The Potluck portion of the dinner program will allow attendees to bring food items based on your last name first letter.



An Incident and a Plea

Yesterday, something happened at an elementary school a mile from the school where I work. It was at the end of the school day. The school nurse had already left the building when a man who was a visitor to the school suddenly collapsed.

Frantic calls were made to the nurse. She rushed back inside, found the man unresponsive, started CPR and sent a bystander to get the AED (Automatic External Defibrillator) from her office. In less than 3 minutes, the AED was attached and shock was delivered. When the paramedics arrived, the man was conscious and talking.

Because the AED was available, that man will be spending the holidays with his family.

This is not an uncommon occurrence. In the U.S., there are over 465,000 deaths per year from sudden cardiac arrest. Most of these happen at home, work, or in public places. Without treatment, brain damage will begin after 4 minutes and brain death is certain after 10 minutes. While CPR can help, the only cure is early defibrillation.

This brings me to MLS. I do not understand why we do not have an AED on site. If looking at the average age and state of health of our members who are at the park every day is not scary enough, we have hundreds of visitors at the park every weekend and we are expecting somewhere around 15,000 more visitors for our Christmas runs. To me, this is a tragedy waiting to happen.

I have been told that the club is accepting donations toward the purchase and maintenance of an AED. There has been some money collected for this purpose, but not nearly enough. So I am asking you, please get behind this, make a donation and help make it happen. The day will come when a few minutes may make the difference between life and death.

Mick Janzen RN, BSN, AZCRN, NCSN

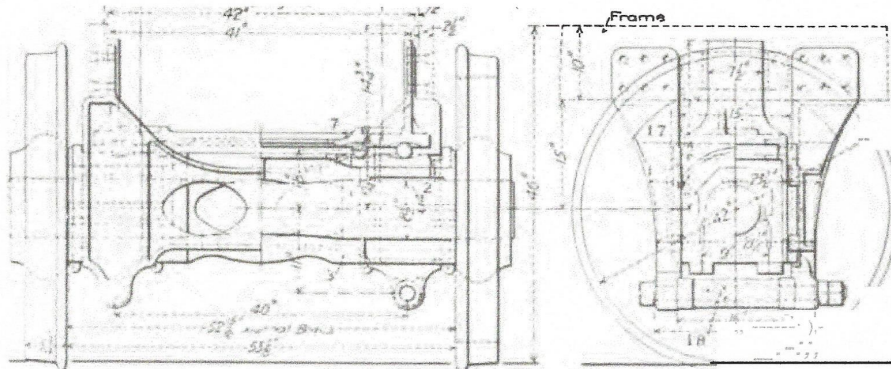
STEAM LOCOMOTIVES

TRAILING TRUCKS

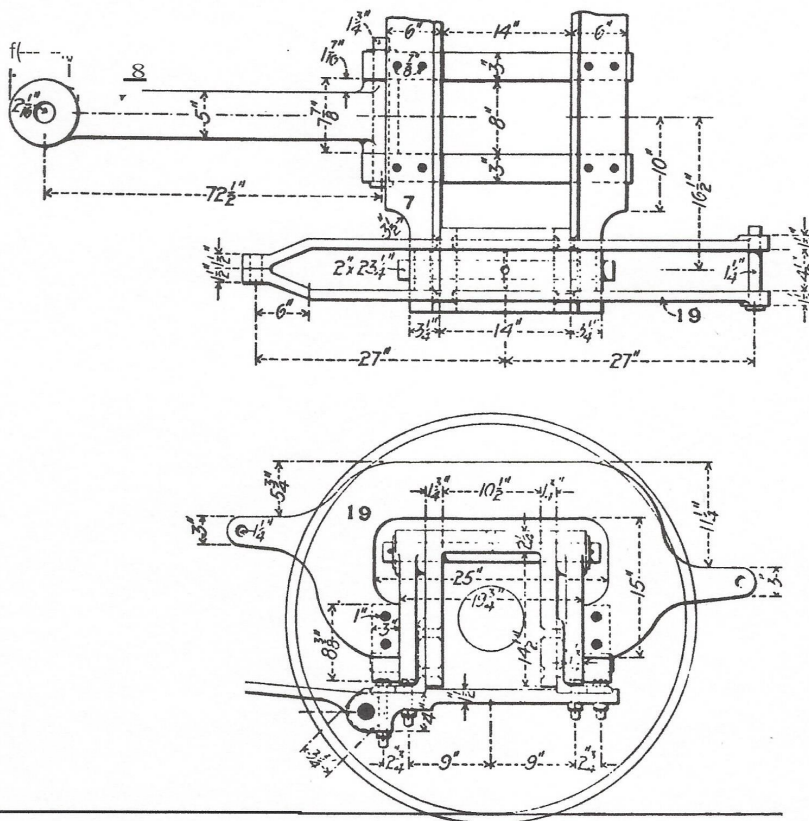
Hello, again, since last time we discussed leading trucks, this time we'll take a look at trailing trucks. Seems appropriate, eh?

From the beginning (1829) through to 1900 there was no real need for a trailing truck, since the evolution of the locomotive did not require support at the rear of the engine. However from 1900 on, the increase in the size of the firebox required some means of providing support at this point.

This was one of the first types of trailing truck (Player) and was confined by the frame, giving limited swing. The 7002 (4-4-2) at the Strasburg Railroad had a similar rear truck and when out on some of the mainline excursions in the mid 80's, she encountered some yard curves that she started to spread the rails due to the long wheel base that this type of truck created. As an aside, I was privileged to have run, fired and worked on this locomotive, as it was the only 4-4-2 ever operated in this country since the end of steam, and likely not to be repeated.



It soon became clear that more flexibility was going to be needed to prevent the extended wheel base mandated by a semi-rigid trailing truck. What appeared was referred to as the Rushton truck as shown below. As can be seen the truck frame floats between the frame rails as compared to the previous type that was rigidly attached to the frame. Notice the tongue providing a pivot point. We are beginning to see the development of a free swinging truck.

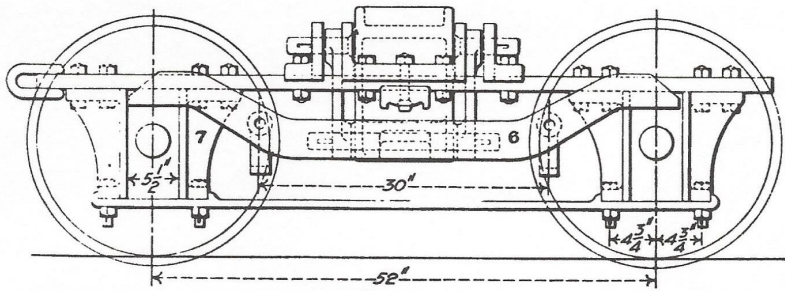


The final form of truck comes as the “Delta” trailer produced by the Commonwealth Steel Co., as shown below.

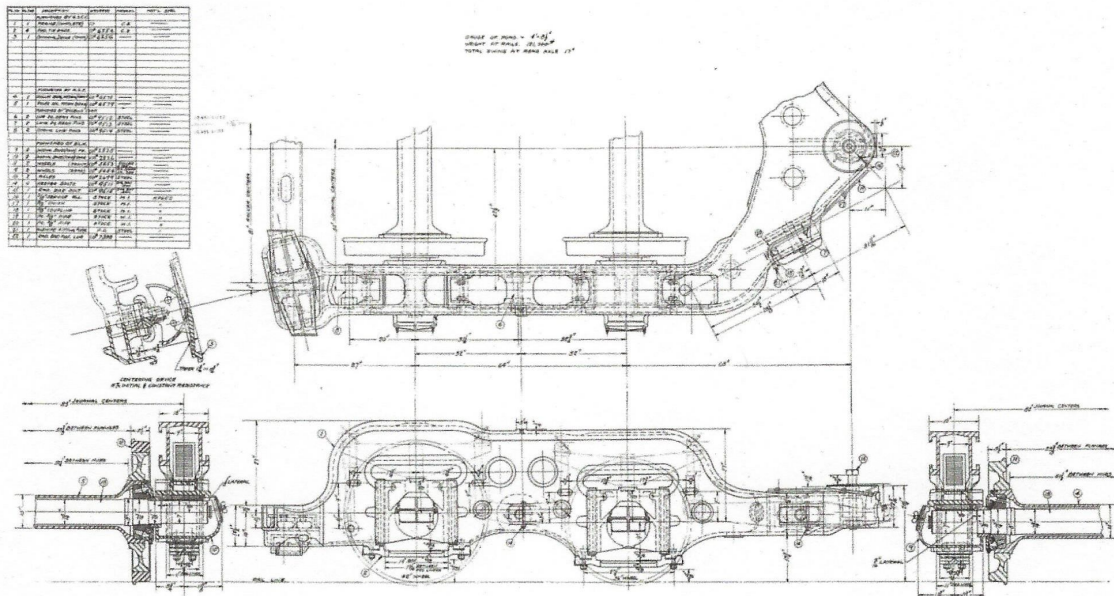


This was a free swinging design having a tongue attached at the rear of the frame and supported at the rear of the truck by heart rockers. You can see the truck has its own springing.

As fireboxes became even larger there was a need for a four wheel truck. Shown below is an early (1906) rendition, which was not much more than a beefed up passenger truck.



It becomes readily apparent that this design will not be adequate for heavier applications, so here we have the final design using cast steel construction as in the two wheel "Delta" truck. This is a very robust construction even to the point where booster engines were applied to the rear axle. The advent of roller bearings is quite evident here and this truck was commonly found under many modern locomotives.



As with the lead truck, there were instances of six wheel designs, but they were fairly rare. Well, so much for keeping each end of the locomotive in the air, next time we will venture farther afield!!

Take care,

Dave