



STACK TALK

2016

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

UP-COMING MEETS

2017 OPS MEET JANUARY

2016 SPRING MEET MARCH 17, 18, 19, 20

2016 FALL MEET NOV. 3, 4, 5, 6

Here we are in March already. What happened to January? And who said it was ok for February to just fly by? The spring meet is right around the corner, and so is the warmer weather (well, maybe it's already here). So please be sure to drink lots of water, and if you're like me, get your wife to put on some sun screen on your head.

The parking lot project is finished, and the pavement is much smoother to drive on, but please, WATCH YOUR SPEED. I have already caught myself driving quicker than a fast walk. Our younger visitors are going to be more apt to be running across the parking lot as well, with the smoother surface, so watch out for kids.

With all the rain we had several weeks ago, the weeds have laid siege to the railroad. Thanks to efforts by our members, most of the branch lines have been sprayed for weeds. Please remember to take care of any weeds in the walkways/open spaces to the west of your container. Also, if you happen to be walking around on the railroad and see a weed, grad it by the base, and yank it out. I can tell you, it's a great way to relieve some stress, plus, it's a good work out.

Speaking of the spring meet, registration has been available online and the Stalk Talk. As you know, we have our fund raising raffle on Saturday evening of the meet, and we need donations. You know you all have that thing that is sitting in your garage, that you thought would be really cool, but someone or something just made sure that item never made it into the house. Why not give someone else the opportunity to bring it into theirs. In the past we have had some very generous donations from members and guests, and we do want to make sure we show our appreciation for all items offered up. Also, please be sure to thank the folks who work so hard to make this meet happen, your coordinators, kitchen helpers, cooks, and all the other (sometimes) unsung volunteers who help out. The meets could not be as successful as they have been without their help.

Have a great March, be safe on the tracks, and have fun.

John Bergt



Pete's Corner

Well here it is March and spring is meet coming up, it seems like we just had the operational meet, which I heard was a great time for all. Thanks to all who helped put the meet on.

Well now its time to get ready for the spring meet please sign up to help out, also we need train items for the raffle .

A lot is going on around the club driving upgrade has gone in, steel rail continues to installed and Terry is working on getting signals up to date thanks to all for their hard work.

We just had two bobcats donated to the club to help out with work around the train park, we got one running and will work on the other one at a later date.

We continue to work on weed control , we have been spraying all the branch lines and need to work on yard area and adobe city,

Please come out and help when you can, we can only do the work that is needed with your help.

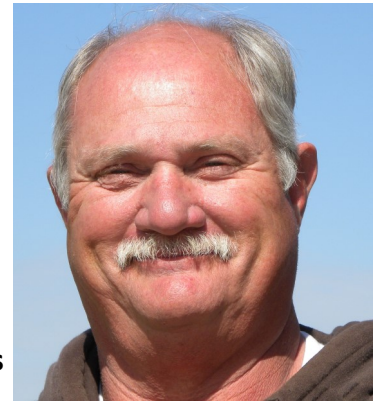
See you at the park.

And again remember to keep all our members who are sick and feeling under weather in your thoughts and prayers.

Remember its getting warmer outside so watch for those critters that hide under things.

And keep water with you.

Thanks PETE



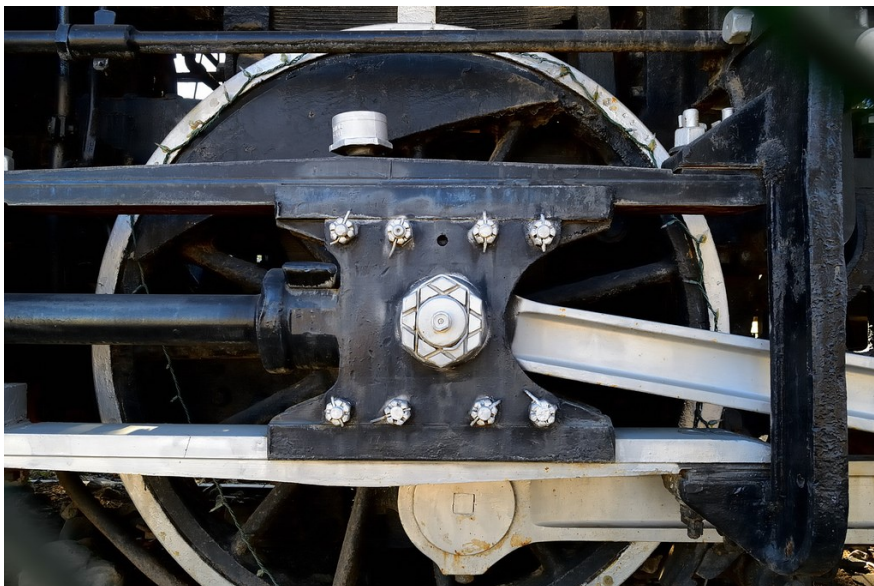
STEAM LOCOMOTIVES

CROSSHEADS

Well here we are again, another month shot! This time we'll look at crossheads. These make the connection between the piston rod and the little end of the main rod. The crosshead rides on bars that are attached to the rear of the cylinder at one end and the frame at the other end, they also being parallel with the center line of the cylinder. Pictured below is a very early example and as with anything else of this vintage is extremely simplistic, however, it worked!

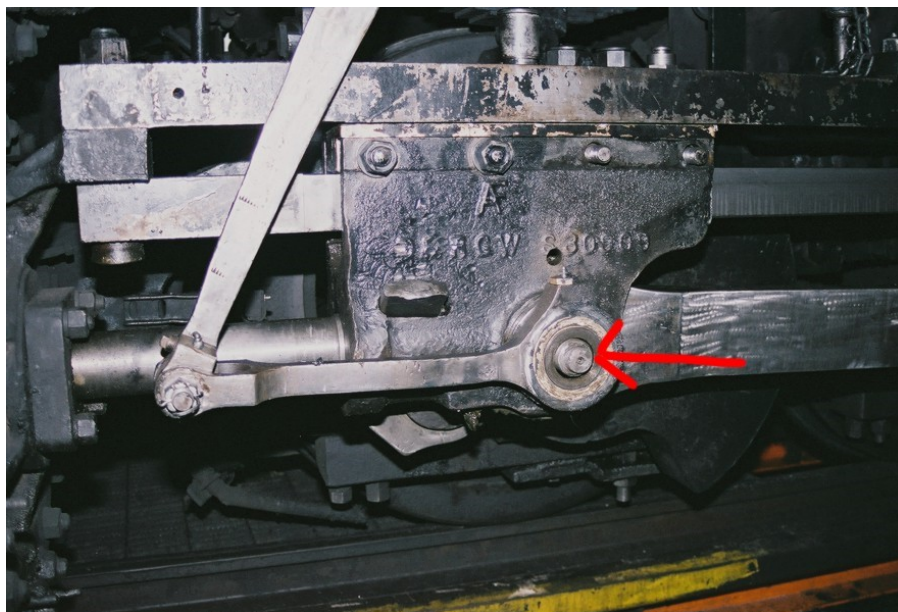


These guiding bars can be found in a variety of configurations, for instance one above, one below the piston rod as illustrated below. At this point it should be noted that the effort exerted by the piston rod through the main rod puts the load on the upper guide bar when the engine is running in the forward direction, the lower bar when in reverse.



The picture above shows the guiding surfaces (slippers), along with the tapered piston rod collars. Typically the slippers are a Babbitted surface. You can see an arrangement to lay out the center of the bore on the collar in preparation for machining the fit of the piston rod.

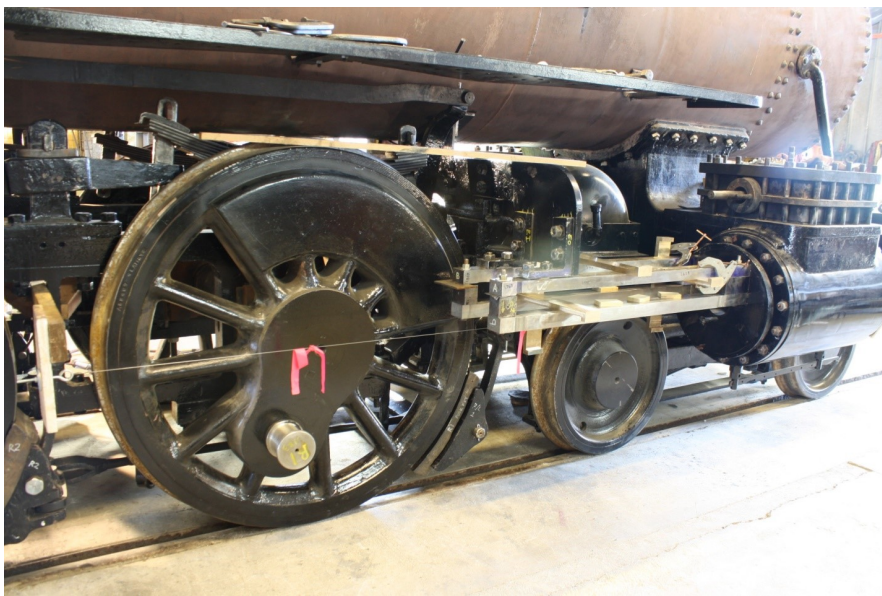
The picture below is another configuration having both guide bars above the piston rod. The arrow notes where the wrist pin provides an attachment point for the union link of the valve gear. Typically, the wrist pin is put in from the rear of the crosshead, which in some cases involves rotating the driving wheel to line up an opening between the spokes in order to accomplish the task, not easily done !



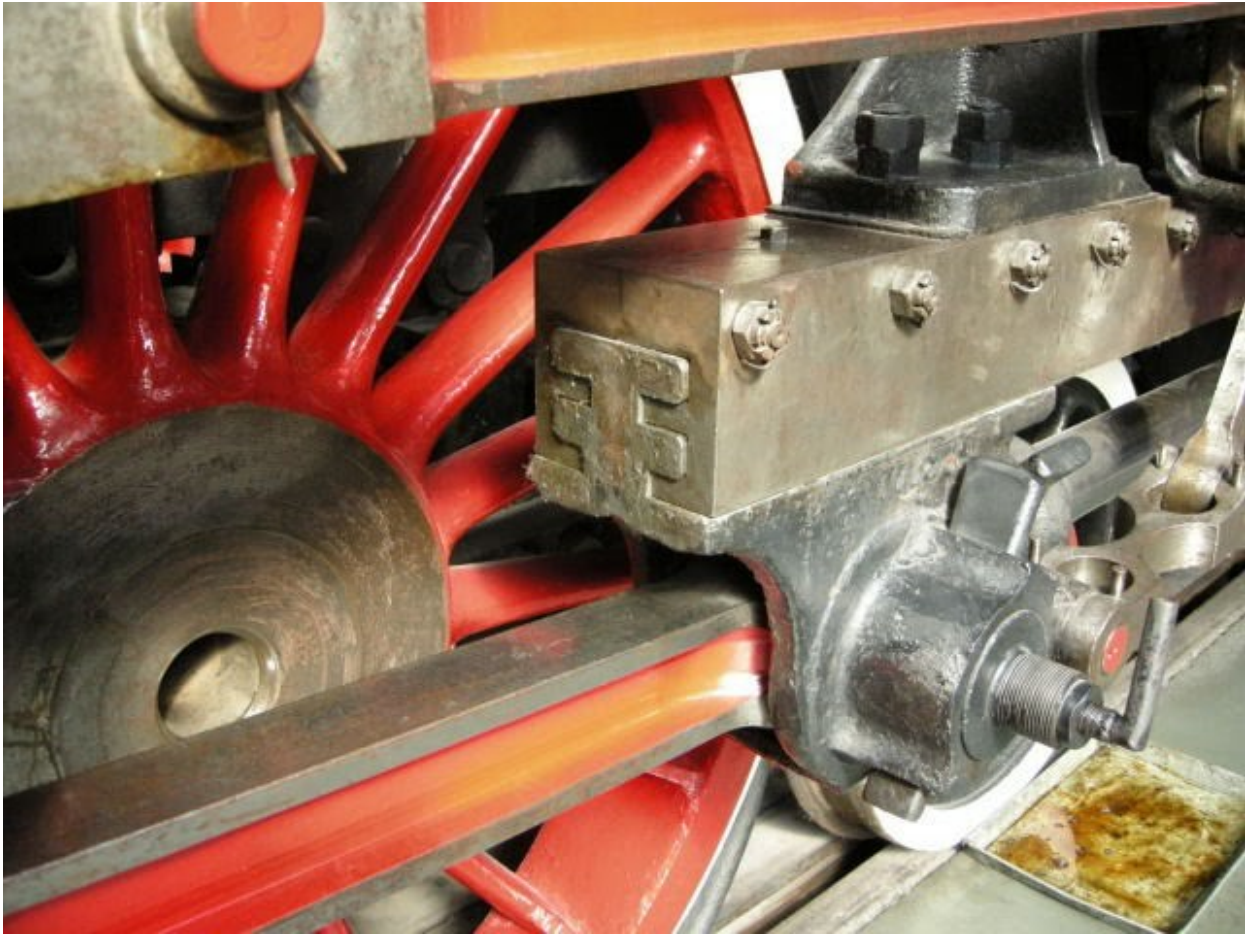
Next we have some raw castings, showing what we have to work with from the foundry. There is a good deal of skill involved in laying out the centerlines for the various machining operations necessary to end up with a fully machined, functional crosshead. Take a few moments to consider just how to go about this work.



As can be imagined the accuracy of the installation of the guides is paramount to proper function. Misalignment will cause the crosshead to run hot, wear the little end bearing (sometimes the big end also), and troubles with the piston rod packing and sometimes cause a failure of the piston rod itself. The set up here is all relative to the cylinder center line as can be noted by the stringline. All measurements regarding the guides are taken from this line, many times requiring shims to be added in order to bring the guides to their proper alignment.



This is the piston rod key slot ready for the key to be driven, pulling the rod into the crosshead hence the necessity for really accurate machining.



This is a more modern method using what is referred to as a multiple bearing crosshead. Looking closely we can see the end of the guide and its six major points of bearing. Have been involved in re-babbitting one of these for a large 4-8-4 using straight tin, preheating the casting to 500 dg F, tinning the surfaces, then pouring the tin, it was an exciting event!!

Well, take care, hope to see you soon.

Dave Griner



12/28/2009 11:29

TIME LOG HOURS

The hours shown are from 1-15-16 thru 2-26-16. Where entries were incomplete, it was not possible to determine the hours worked.

Donna Holm	85 hrs. / Painting/ Public runs/ lights
Bob Douglas	105 hrs. / Track/ Treasurer duties/Meet
Joe Fego	74 hrs. / Track / Equipment maintenance /weeds /sawmill
Perry McCully	72 hrs. / Trash disposal /lights /Train rides /maintenance /track
Pete Pennarts	38 hrs. / Facilities maintenance
Ed Houk	26.5 hrs. / Public Run crew /track
Linda Houk	30 hrs. / Club house cleaning/ Meet
Fred Greenwald	188.5 hrs. / Equipment maintenance/ Inspections
Mike Russell	4 hrs. / Public run crews
Joe Kalisak	3 hrs. / Public run crews
Trish Kalisak	3 hrs. / Public run crews
Dave Griner	29.5 hrs. / sawmill/weeds /Equipment maintenance
Jerry Grundy	10 hrs. / Dispatcher/Gift Shop
Tom Harrington	13 hrs. / Facilities maintenance
Nicholas Connelly	6.5 hrs. / Public run Crew
Woody	5.5 hrs. /Building maintenance
Chuck Holmes	10hrs. / Maintenance
Jim Ashcraft	18hrs. / Administration
Myran B. (spelling?)	4hrs. / Maintenance
Ray Hughes	54.5hrs. / Track work
Charlotte Hughes	54.5hrs. / Track work
Jim Conlon	25hrs. / Track work/Maintenance
Betty McCully	5hrs. / Public Runs
Mary Jo McCully	5hrs. / Public Runs

Total logged hours = 869 hrs.

It should be noted that this does not count the many hours put in but not listed on the log. A Great Thank You to all !!