

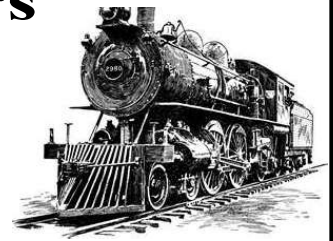


Maricopa Live Steamers

STACK TALK

February 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

Back from seeing my Grandkids in Colfax CA. We (Betty Ann and I) stopped into see the Mojave National Preserve and came across Kelso Depot. A beautifully refurbished train depot on UP line out of Las Vegas. Built in 1924 it was used as a restaurant, and employee housing. UP had helper engines stationed there back in the day. We had a great time with the kids. I guess I brought the rain from CA.

I kind of missed the operational meet. What I did see on Face Book, was that at least one person had fun running a coal fired steam engine. John Bergt did not need a handkerchief to cover his face to rob a train-- big smile across his face also. It was 10 years ago that we had rain at an operation meet. Hopefully it will be another 10 years before we see rain again. Thank you to all who helped with the meet it could not have happened without you. Great job Jim Zimmerman.

Pete and I were moving stuff around at Honey Bee Mine the other day and uncovered a Diamond-back snake so just be aware of what you are doing in the park. They are still around. It was a good thing the snake was very cool. The only thing that moved was his tongue.

Spring meet is just around the corner - 16 through 19 of March. You need to register and send in your money for food. The form should be on our web site soon.

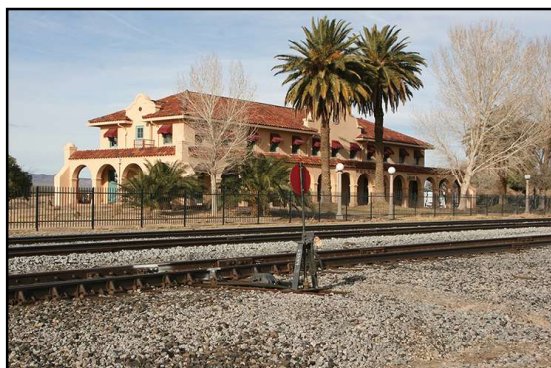
Jim Zimmerman has been railroaded into doing the engineer testing now. Thank you Jim for stepping up to the plate.

Birthday parties are starting to pick up these next few months ending Mother's Day. Sometimes I need four pavilions to accommodate all the parties. I would hate to ask the club for another pavilion. But---all we have to do is pour cement where the tractor is parked, plus future vendors would have a clear floor to set up tables and chairs. The tractor cover will be vacated in about a week or so. It's something the club needs to think about.

Dewey Mills is working on the building that will house the 14 inch gauge train over by Saguaro Central. He is mixing cement by hand and could use some help mixing and pouring the cement. Call him and find out when he needs your help.

Safety First. It's always a good thing to go home without blood running down your arm or a hole in your foot.

Perry



Kelso Depot - Mojave National Preserve - Barstow, CA

There was a photo of the real snake but I couldn't coax it from my phone to Stack Talk.



Calendar of Events

February 2017

| | | |
|--|----------------------------|---------------------------|
| Public Runs | Sunday, February 5 | 12:00 PM - 5:00 PM |
| Board meeting and General meeting: Saturday, February 11 12:00 noon | | |
| (Refer to Abbreviated Board minutes.) | | |
| Public Runs | Sunday, February 12 | 12:00 PM - 5:00 PM |
| Public Runs | Sunday, February 19 | 12:00 PM - 5:00 PM |
| Public Runs | Sunday, February 26 | 12:00 PM - 5:00 PM |

Mark your Calendar ***March 17, 18 , and 19, Spring Meet*******
(See Registration form on the last page.)

Every Saturday is a Work Day starting at 7:00 AM

Abbreviated Minutes from January 14 Board meeting and General Meeting

At the board meeting it was decided that there will be a brief closed executive session of the board meeting immediately followed by the general meeting.

General Meeting:

From Greg Gorman, signal superintendent, an order for a new camera for the signal tower was requested and approved.

Track work is still being done. Do not go past Little Bug.

Bill Pardee, boiler inspector, requested a new boiler pressure gauge. A \$200 hand pump was voted on and approved with \$50 for fittings.

Looking for volunteers for Boy Scout Cross Over event scheduled for March 25th. Contact Hank Gallo.

Trial run for abbreviated minutes in this newsletter approved.

James Ashcraft passed Jan 5 - article in S T and on the web.

Gabe moving in March. Jim Zimmerman to be new Engineering Test and Card Administrator.

Photo Wall: Bill Unglabe agreed to continue the photo wall.

Sandy Rauperstrauch Stack Talk editor requested articles of interest and any photos

Volunteers Needed

It's your club. Don't be shy about volunteering to help. You can contact any committee lead or just show up on Saturdays. Check the white board in the patio for the daily work projects. Just because you don't see anyone doesn't mean there isn't work going on. Generally, a group usually meets in the club house early and then they start in on whatever is needed.

Sunday runs always need help too. Come on out - your help is always appreciated.

2017 MLS Board of Directors

Perry McCully
President

Pete Pennarts
Vice President

Bob Douglas
Treasurer

Mike Lewandowski
Secretary

Mick Janzen
Joe Fego
Mike Grant
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Superintendent

Hank Gallo
Operations
Supervisor

Greg Gorman
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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

Gabe Zorbias
Engineering Test &
Card Administrator

Sandy Rauperstrauch
Stack Talk Editor



Safety at MLS

from Pete Pennarts

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

**PLEASE READ the safety items listed below taken from the
MLS Safety and Operating Rules.**

Section 2 - Item 205.5: All members and guests are responsible to keep MLS facilities neat and orderly. Members are to dispose of their waste in the proper receptacles or take it with them when they leave. **UNDER NO CIRCUMSTANCES ARE ANY OILS, FUELS, OR SOLVENTS TO BE Poured ON THE GROUND OR PLACED IN WASTE RECEPTACLES AT MLS FACILITIES!**

Section 5 Item 511: Engineers and dispatchers shall be certified as being capable of doing their jobs as determined by the Superintendents of Operations and Signals respectively.

Section 5 Item 512: Engineers must pass an engineer's test annually prior to operating on MLS track.

Section 5 Item 513: All visiting engineers shall be given written and/or oral instructions on the track and signal systems and basic safety, prior to operating on the railroad. This briefing may be given by any certified engineer.

MLS Club Meetings

A reminder that the membership voted at the January meeting to have executive (closed session) board meetings start at noon for 10~15 minutes and General Club meeting to follow directly after that. Please plan on attending the general meeting just after 12 noon on February 11th. This has been done to prevent members from attending two separate meetings that are mostly covering the same items.

Holiday Lights Updates

The Lighting Committee has not received any new member interest since the article published in the January 2017 newsletter. It is so important to help the committee put on this show that continues to grow year after year. It generates a significant portion of our revenue and continues to help hold our club dues from rising. We try to put together work lists so members can assist setting up lights any time during October/November, but there is so much to do and so few members to accomplish it all. The committee works all year long to prepare for this huge event, Please help! Any board member can provide information on how to get involved. Or contact me directly, Hank (hanksqt@yahoo.com). I'm testing new sequences on the Megatree over the next couple of weeks and then it will be taken down by the end of February

Operations Meet 2017

Gabe Zorbas

A new year, which means another successful operating session. Some of you may not know that the Operations Meet is our once a year operating session event. For a quick review for those who do not know, an operating session is when you turn your model railroad into an operating railroad. Instead of just going around and “playing” trains, your railroad is put to work. You can go out and switch cars on industries, be a passenger conductor and keep your train on schedule, or be a dispatcher and call out people for running reds!



This year's meet was exceptionally... well, wet. Flood Control, keeping us on our toes by threatening to cancel our camping permit. Thanks to the hard work of Cliff Fought, we were able to keep our camping permit for the week.



Despite the addition of very prototypical rain, the operations meet ran smoothly and successfully, as always. My crew was able to complete freight runs, or “Tours of duty”, on five of our six subdivisions. I saw nothing but smiles and everyone having a good time.

Let's give a big thanks to the people who made this meet possible. Joe Schnyder and his Maintenance of Way crew, Bob Douglas and Jim Brown for dealing with all the paperwork, John Lovely for organizing the passenger trains, all the people who helped set up for the meet; Donna, Linda, Belinda and Dave for helping out in the kitchen, Jim Zimmerman for organizing this whole mess into a coherent operation, and anyone else I forgot to mention.

P.S. We had so much faith in the toughness of RMI's speeders, we decided to do a little off-roading with them, as you can see.



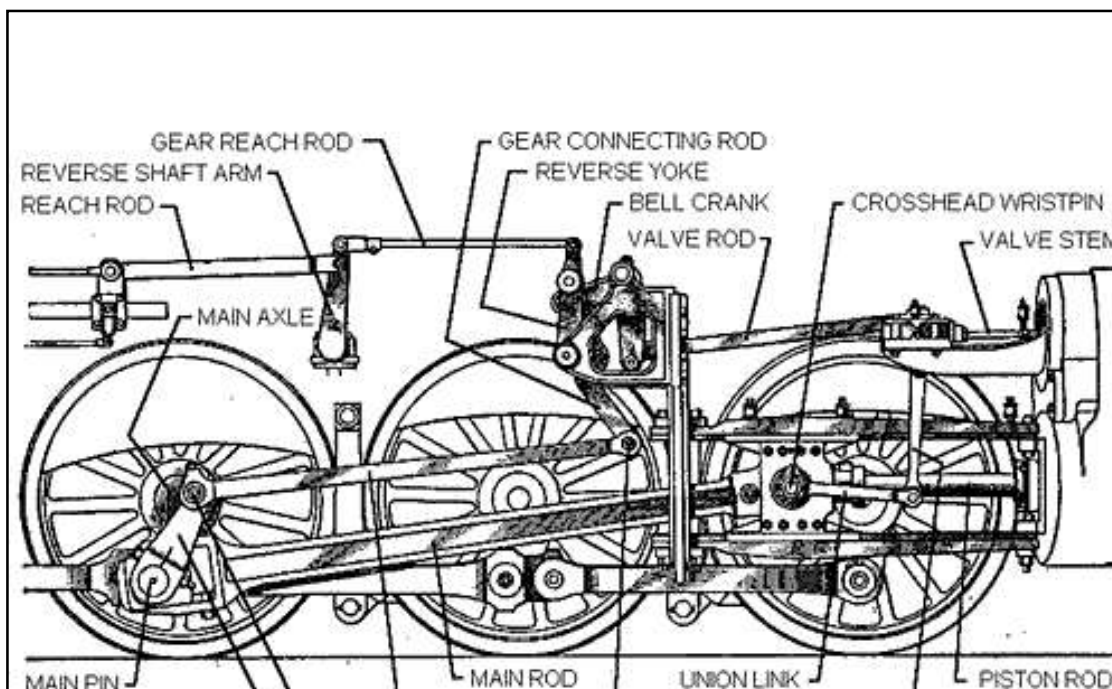
STEAM LOCOMOTIVES

VALVE GEAR

from Dave Griner

Well, here we are rolling out another year. Wonder what's going to come our way.....guess we'll just wait for it! In the meantime, this little section is going to bring the Baker Valve Gear into view. From Wikipedia:

After about 1910 Baker valve gear was the main competitor to Walschaerts valve gear for steam locomotives in the United States. Strictly speaking it was not a valve gear but a variable expansion mechanism adapted to the Walschaerts layout replacing the expansion link and sliding die block. The Baker arrangement used more pivot bearings or pin joints, but avoided the die slip inherent to the expansion link, with the aim of lessening wear and the need for service; it could also facilitate longer valve travel.

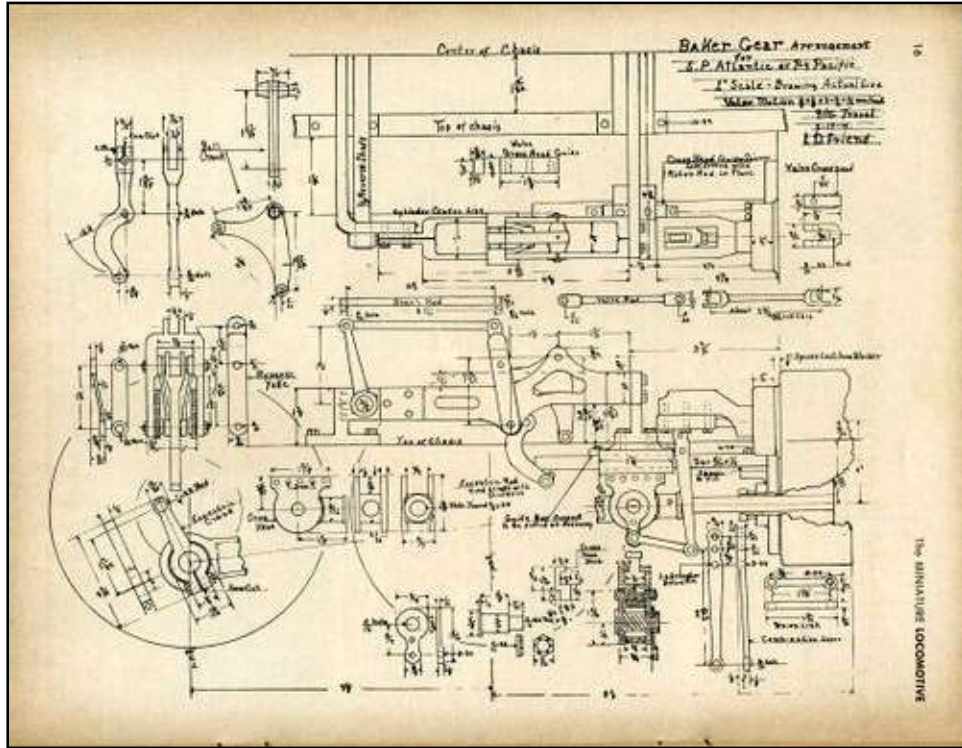


In Baker valve gear assembly

the early 1900s there were many efforts to create a new valve gear to replace the by-then-standard Walschaerts valve gear. In the United States the Young, Southern, Caprotti and Franklin patterns were used on a few classes, but only the Baker pattern won more than limited acceptance.

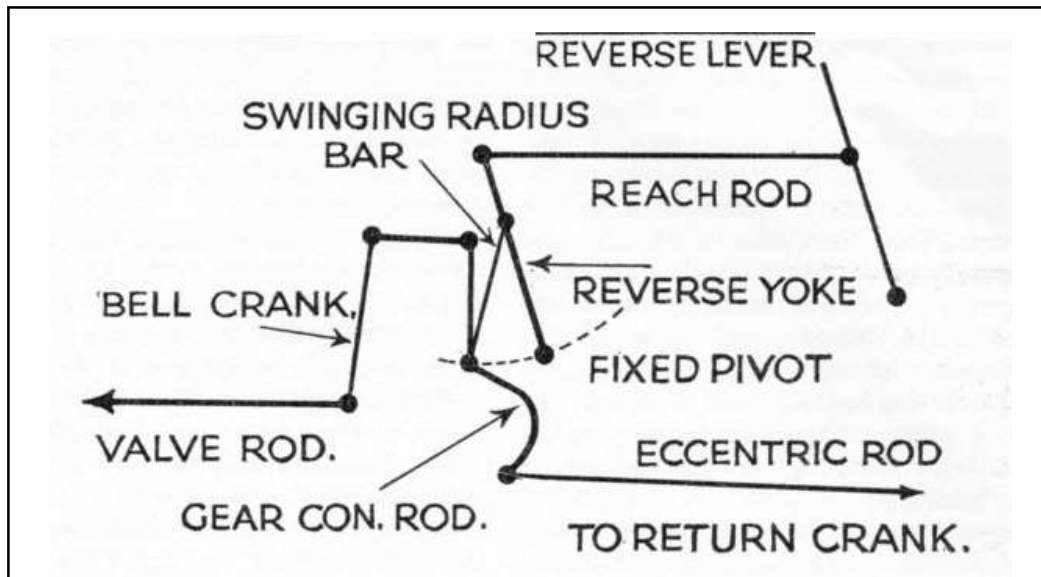
The design originated in the A.D. Baker Company, of Swanton, Ohio; a builder of steam traction engines. The idea came from an employee called Gifford but was developed by the Baker company with the first patents being issued in 1903. The Valve Gear was produced by the Pilliod Co. of Swanton, Ohio.

It is very difficult to get a clear understanding of this gear from pictures, it takes a more detailed examination, and as such, here are a couple illustrations to help visualize how the mechanism actually functions.

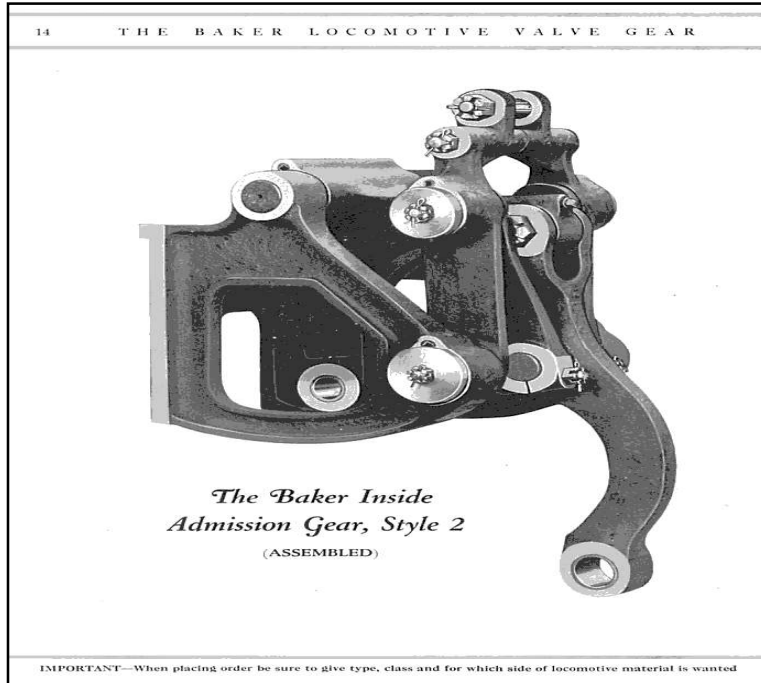


We are again dealing with the pendulums discussed in a previous chapter. As was mentioned there, we will continually see this aspect of geometry come into play on every valve gear.

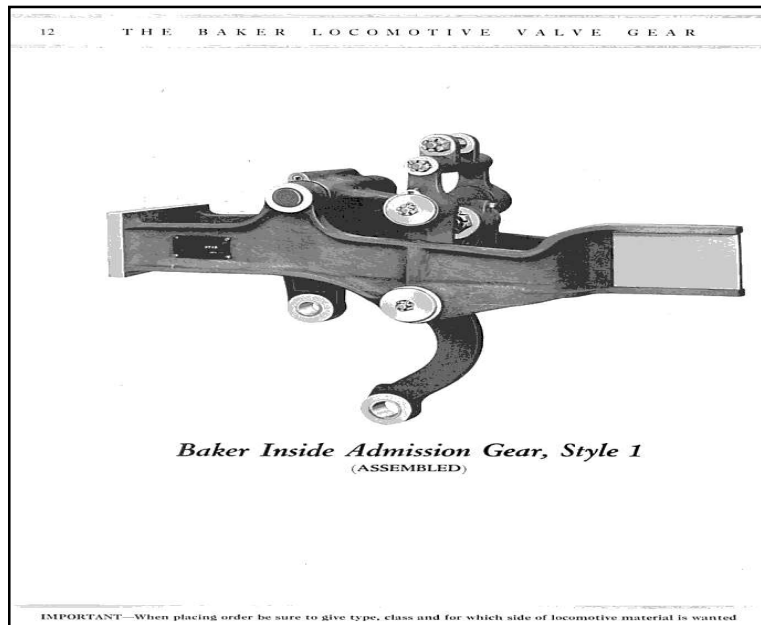
The following diagram may also help to gain a better understanding of the gear. Using the valve gear program developed by Mr. Dockstader, (noted here <http://www.billp.org/Dockstader/ValveGear.html>) will bring the whole discussion into proper focus.



The gear was a one size fits all in two basic versions, this one is the “short frame”.....



And this one is the “long frame”, seems appropriate, eh? What, you might ask is the difference.....well, the long frame allows for longer valve travels.



One of the very interesting aspects of this gear is that the whole device was supplied as a unit to be applied to the locomotive of your choice. The design of the eccentric crank pitch circle diameter (as shown for the Walschaert gear) determined the valve travel, the bell cranks here functioning as the expansion link in Walschaert.

The whole selling point with Baker is the complete lack of any sliding block or link, which were areas of wear supposedly requiring more maintenance. Some mechanical officials felt the myriad of pins and bushings were an equal maintenance issue. My experience with both on full size engines was that the Baker could be more easily reconditioned, since the Walschaert link needed special setups for machining and grinding.

And here's the real thing!!



Thank you and take care,
Dave

Operations

from Hank

On any given week, 5 or 6 of our 7 club road locomotives are up and running thanks to Fred and Mike, plus additional support from many of our members. Fred has been to the doctors several times over the last 2 weeks, so he hasn't been able to be out repairing locos and equipment as much as he would like to. Pete will be helping out with BNSF 2001 and 4402 the first week of February. Thanks to the construction crew, we got our new 32" Public Safety Briefing monitor mounted in Adobe Station. Our new safety video starring member, Dennis, is up and is being enjoyed by so many with his "special" character portrayal. We try to present a new video quarterly so guests don't become board seeing the same video. The second monitor facing the waiting line shows the hour long club video Ken Corns did several years ago. If you have not seen it, take a look on any public run Sunday.

In Memory of James Ashcraft and Jeanie Lynch

Last month we lost one of our long time members, Jim Ashcraft. For many years he was our editor of the Stack Talk. As often as he could he would help out with the Sunday runs as Stationmaster. Jim has one surviving sister in Nevada. He also served on the Saguaro Central board keeping track of membership. He will be missed. All of Jim's equipment and engine house has been sold.

Glen Lynch's wife Jeanine, passed away two weeks ago. Glen is also a long time member. He is our air conditioner repairman when we have problems. They have two boys. One boy was moving to Idaho when Jeanine passed away. We are very sorry for your loss.



Arizonaans for Children

Day at MLS 1/28/17

AMRS was told to expect 500~600 guests for this special event and what a crowd it was. They had lunch at AMRS and played some games and then descended on MLS for train rides. The Star Wars costume club Mandalorian Mercs attended in costumes and that was a hit with the guests. We were short on crews, so when you see special events like this mark your calendar to come out and give us a hand. Thanks to the members that came to help and tirelessly made run after run.



Shelby's Junior Engineer School

January 2017 starts our sixth year of providing a chance for our young guests to run a train. The photo shows Shelby at 5 years old working with one of her first "Junior Engineer" students. We now average 50 students on a Sunday which has me walking about 5 miles in the station with the children! And I enjoy every minute. In the last several months I have begun letting the first student of the day bring the Chessie out of the barn and last student put it away. It has proven to be very, very memorable for the families. I will continue as time permits. Today (1/29/17) we had Cain who celebrated his third birthday with a huge party at the park and he helped put the train away. When his sisters found out about the extra treat, they now want to have their parties at MLS and asked if Shelby could attend their party.



Photos and text from Hank

A RIDE ON THE ADOBE & WESTERN RAILWAY

by Bill Mellors

Some of you may recall reading my article on the Maricopa Live Steamers operations meet in a previous "Whistle". In that article, I tried to describe what it is like to participate in an operations meet. During those meets the railway is closed to open running and all trains operate in accordance with the meet timetable. At this years meet I did not participate in the train operations but chose to take a ride on a passenger train. So here we go for a ride on a passenger train!

It was a cold desert morning when I boarded train #602 the "Sneaky Snake North" scheduled to depart Adobe City main station at 9:20 am. Although I was wearing several layers of clothing and my toque, I was concerned that I might be chilled enough to have to get off and walk home? Our engineer made his selection for the for the Arntchoo subdivision and soon received a green light, then whistled off to begin our journey on time. As soon as we cleared the station canopy I felt the warmth of the desert sunshine and knew it would keep me from being chilled.



The Arntchoo sub is double tracked and not signaled so we had no trouble to make our first station stop at Wesley Crossing ahead of schedule. No passengers there or at Harnish Valley and Seagraves, so we continued to Arntchoo where we had an 8 minute layover before our scheduled departure! Note that apart from those of us full scale people who choose to ride the trains, passengers during operations meets are cardboard tickets and station waiting rooms are plastic sandwich containers!

Time passed quickly as I chatted with the other riders and soon it was time to depart. Still no passengers on the trip to Pardee Point so we arrived slightly early to find about 15 feet of the track under water! I noticed that water had accumulated in most of the washes on the railway due to the previous days rain storms but this was the only track that had been flooded. However upon receiving reassurance over the radio, our engineer decided to carry on which we did with no problem. He also used the radio to announce our intention to enter the Serpentine subdivision. The Serpentine is a single track radio controlled railroad so passenger trains must state train number, location & direction when they enter.



We received replies from a freight train switching southbound on Serpentine and from passenger train # 601 which was also on the Serpentine headed in the opposite direction! The freight would wait at Waylost for us to clear Arntchoo subdivision before he proceeded. The passenger train would meet us at Big Mistake where there is a passing track. No problems, we were off!

As we entered Serpentine, the freight which had contacted us earlier was clear of the main, waiting patiently. We did find a few passengers at several stations on Serpentine but arrived at Big Mistake slightly ahead of schedule for our meet with #601.

He soon appeared and cleared the main onto the passing track and we were on our way again. After crossing both tracks of Arntchoo, we had an uneventful run through the rest of the Serpentine arriving on time at Far Flung Flats 24 minutes later.



For our return trip to Adobe City we were designated train #502, the "Flat Iron". We were now in the Far Flung Flats subdivision and I was beginning to hunger for a coffee & snack! After a quick look at the schedule, I realized I was going to have to wait at least 30 minutes before our arrival back at Adobe! So 5 minutes after our arrival we departed Far Flung on time reaching Neuer's Nest a couple of minutes later. Although timetable scheduled passenger trains have the authority, some freights do not always clear the main line before passenger trains arrive?!?

There were lots of freights switching cars on the railroad - fortunately for my coffee craving they were in other subdivisions. We had green lights all the way to Mills Wells with no passengers to be picked up or dropped off. I'm good!

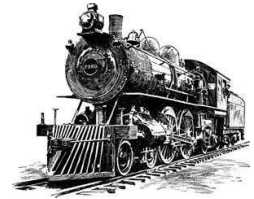
We did have passengers at Joshua Junction & Margaret Ann's Meadows but managed to arrive at Wesley Crossing slightly ahead of schedule. Then, just a very short wait at AJ Tower while other arriving and departing trains cleared and we had the green to proceed to the approach tracks for Adobe (I swear I could smell the coffee!?!). So, just over 2 hours after leaving Adobe City we unloaded our passengers and while the train crew planned another journey, I headed straight for Ford station and club room to enjoy a hot coffee & hunger satisfying snacks.

Bill Mellors





**Maricopa Live Steamers
2017 Spring Meet
Registration Form
March 16, 17 & 18, 2017**



Please pre-register by March 13 2017.

Name:

(As you want it to appear on name tag)

Additional family members:

Address:

City:

State:

Zip:

Phone:

Email Address

Will you be bringing any equipment? Yes ___ No ___

If yes Please list the type and car number (if applicable).

Motive Power

(Note: Due to dry conditions, solid fuel steam engines require spark arrestors.)

Rolling Stock

Are you bringing an RV? Yes or No

RV's are permitted from Mar 13th to Mar 19th only.

DRY CAMPING ONLY: NO ELECTRIC, NO WATER, NO SEWER

| Item | | # of people | | Price | | Total | |
|---|--|-------------|---|---------|---|---------------|--------------------------|
| Pizza Dinner + Drink Thursday March 16 | | | X | \$9.00 | = | | |
| Spaghetti + Drink Friday March 17 | | | X | \$9.00 | = | | |
| Pot Luck + Drink Saturday March 18 | | | X | \$10.00 | = | | |
| Bring an item or pay \$10.00 | | | | | | | List item you will bring |
| Registration Administrative Fee (Non Refundable) | | 1 | | \$5.00 | | \$5.00 | |
| Each Additional Family Member's Administrative Fee (Non Refundable) | | | X | \$2.00 | = | | |
| Total Enclosed with RSVP | | | | | | | |

Continental Breakfast will be served on Saturday morning at a cost of \$2.00 per person.

Lunch and drink will be serve Wednesday, Thursday, Friday and Saturday at a cost of \$7.00 per person.

ALL ATTENDEES MUST ATTEND ONE SAFETY BRIEFING.

Briefings will be held on Thursday, Friday, and Saturday at 8:30 and 1:00.

Please send this form and a check payable to Maricopa Live Steamers and send to,

MLS

22822 N 43rd Avenue

Glendale, AZ 85310-4400

Any questions please contact Belinda Kulman at bkulman09@gmail.com or Donna Hohm at donnahohm@yahoo.com.