

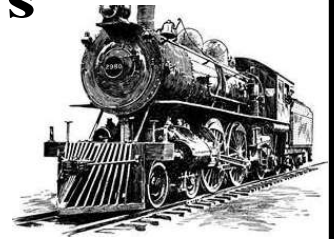


Maricopa Live Steamers

STACK TALK

August 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

Terry Liesegang has the signals up and running for the public run season and any time you want to run in this heat. Thank you Terry for all the hard work fixing, painting and anything else that had to be done. No more second guessing the red light. (Photos on page 3)

It's time for everyone that is pulling the public this season to take the test and then come out and help on Sundays. Your help is very important to keep this club going. John Broughman is the coordinator for getting the needed crews to come out every Sunday that we run. Please ask John if you can help. He needs to know if you're coming or not. He has email and a phone. There will be a safety meeting after the regular September meeting.

The other day I walked into the club house and I was very disgusted with the way the club house looked after a party over the 4th of July holiday. If you have a party, you are responsible for cleaning the club house after the party is over including every room in the building. It took the cleaning lady over 4 hours to clean up the mess that should have taken only two hours to clean up and she was paid more money for her efforts. Every club member is responsible for taking care of the man cave. Then once more, on the 14 of July, I stepped in some more sticky stuff on the floor in front of the refrigerators. There is no excuse for leaving a mess on the floor. We have mops and a mop bucket. Clean it up if you spill something on the floor. Someone is sure a klutz-o. Also, if you are planning a party in the building, you should contact me so you don't have a conflict with another party that may be in progress.

The club still needs a Stack Talk publisher. Someone needs to step-up please.

A turnout and about 40 feet of track is all that is needed to finish Adobe yard. Oh, I forgot! All the ballast, watering, leveling and tamping still has to be done. It may be done by this posting. Pottsville branch is still closed - finding a lot of bad ties. It could take longer to finish that project.

The communication tower is up and most of the live cameras are back on line.

Remember to check the track status board at the loading station to make sure a branch is open. It could be closed due to heat kinks.

The club has made a request to the county parks to extend the meet by adding a work week to each of the meets. This week will begin the week before the meet. In other words if you want to come and work on track you could come Oct. 15 and stay until the Monday after the meet is over. Two weeks of working and playing. Sounds like fun right??? Again we have NOT got approval from the county parks yet. Will let you know as soon as I get approval or not.

Safety first and see you at the ice cream social Aug. 12 at 6pm. Board meeting at noon Aug. 12

Perry

What's been going on in July!



Terry Liesegang has been working hard getting all the signals up and running with the new tower. When you see a red light, it really means *RED!*

Safety at MLS



NO BURN DAYS at MLS
NO FIRE OF ANY KIND
Until Further Notice



More yard spurs have been installed up to the trees by the steam-up bays.



These new spurs include red posts with outlets for charging electric trains. Daniel and Scott were there along the way to help out with Joe. This took many hours of hard work in the Arizona heat. Thanks to these hard workers, it will be less congested during meets.



A Going-Away Party for Gabe

Gabe Zorbas has been a familiar face at MLS for many years. A small gathering met July 29th to say good-bye as he gets ready to move to San Diego. His party featured a special birthday train cake made by Shelby. Good Luck Gabe and we'll see you in the future. *(He'll be back!)*

In photo: Wade, Tim, Gabe and Skylar.

Philadelphia and Columbia Railroad Parkesburg Shop, Parkesburg, PA.

from Dave Griner

Although it is believed that the shop at Charleston, S.C. was the first to meet our definition, the shops established at Parkesburg were definitively built by order of the railroad directors and specifically for the repair of locomotives. This aspect makes this facility uniquely qualified for being the first true locomotive shop.

Here is an excerpt from "The History of the Pennsylvania Railroad", Vol. I, 1895, William B. Wilson, describing the shop and its origin.

PAs a matter of course, the introduction of locomotives upon the road made it necessary to establish repair shops, and the Board of Canal Commission at an early day made provision for their construction. On the 22d of April, 1834, the Board unanimously resolved, "That the Superintendent upon the Columbia Railroad be required to procure lots of ground and erect thereon machine shops, and furnish them with such engines, tools and fixtures as may be necessary for repairing stationary and locomotive engines, tenders and cars belonging to the Commonwealth."

Before the Superintendent acted on the final location of the shops, which it was tacitly agreed should be somewhere near mid way between the two planes, a circumstance arose which had a strong bearing upon the decision. Mr. John G. Parke had presented a claim for \$3,273.85 as compensation for land occupied and injured, for injury to buildings, the railway being made between the house and barn, and for injury to watering-place and garden by construction of the Columbia Railway, which claim, the Board on June 27, 1834, refused to allow, on the grounds that, in their opinion, the advantages derived by the claimant from the railway were a sufficient

compensation for any injury he may have sustained. The Parke family, which was a large and influential one in Sadsbury township, felt very much aggrieved at this decision of the Board. Deeming it politic to heal their wounds, the Superintendent caused the agitation of a point at or near "Fountain Inn" Post office, which was in a tavern by that name, as the most suitable site

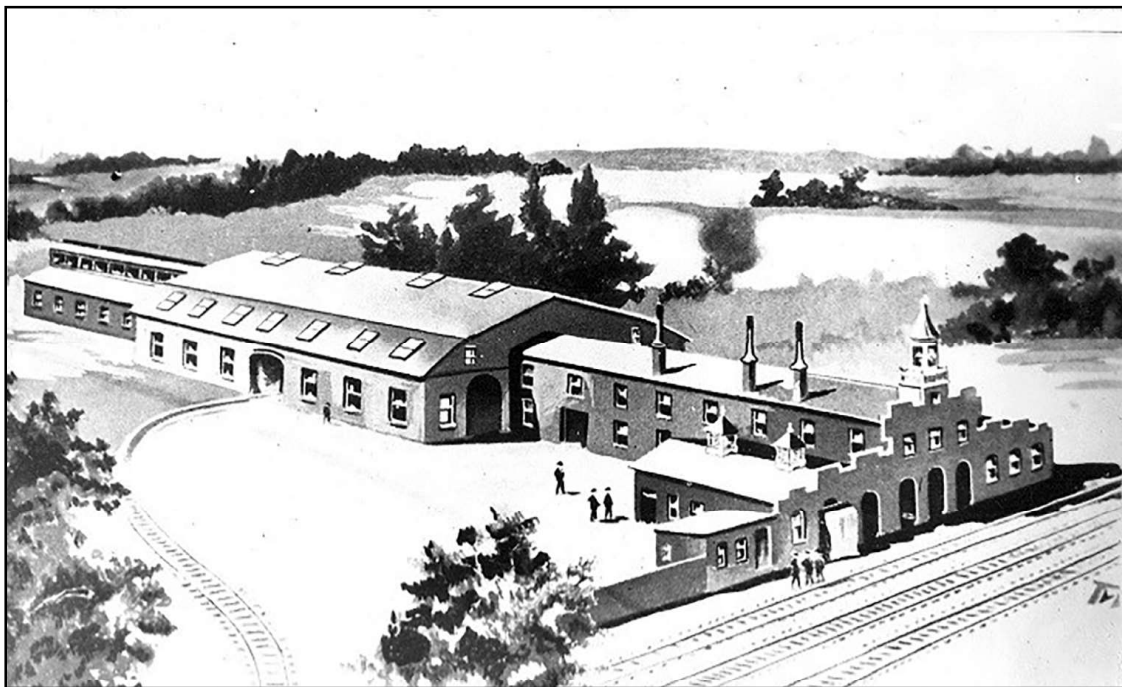
upon which to erect the shops.

The glittering possibilities of a manufacturing town to rival those of Europe established on a Chester County farm, and further, to be in Sadsbury Township, were too much of a prize to be disregarded, and Joseph G. Parke and brother (sons of John G. Parke), laid out a town on paper, which they called "Parkesburg." They made a tender of ground for the shops, which was accepted, and the Canal Board on December 4, 1835, passed a resolution requiring the Superintendent of the Columbia Railway to procure the engines, tools and fixtures to be placed in the shops at Parkesburg, and directed the Superintendent of Motive Power to procure suitable workmen for the same.

When this became known, the Parkes deeded, on December 30, 1835, a lot of ground 137 feet by 285 feet, free of cost, granting water and other privileges in consideration of establishing the shops at Parkesburg, or rather in Sadsbury township, Chester County, near the "Fountain Inn."

A provision was made that in case the work was removed and the shops not used for public purposes, the property was to revert to the donors. In the contract entered into with Israel Cooper, of Columbia, on June 29, 1835, to build the shops for \$6000, the place is designated as Parkesville, whilst that of July 1, 1836, with the same contractor to build a wall 100 feet long, 32 feet deep and 18 feet high, three (3) double chimneys and six (6) ovens with dwellings, for \$4500, it is called Parkesburg. On May 3, 1836, the post office name was changed from "Fountain Inn" to "Parkesburg," and on March 1, 1872, it was incorporated into a borough with the same name. However, under the efficient management of Mr. Mehaffey and his able assistant, Mr. John Brandt, whose position was that of Master Machinist, the shops soon assumed a high standing for those days, as a place for complete machinery repairs.

Finally, here is how the shop looked as first erected.



Sketch of the State Railroad Repair Shops located at Parkesburg (then Fountain Inn) built on land donated by the John G. Parke family by Israel Cooper, of Columbia, for \$6,000 per contract of June 29, 1835. It operated here until 1859, shops were moved to Harrisburg, then to Altoona, where the newly organized PRR, expanded then into the world's largest. Site was used by N. P. Buyer for a steam mill until he sold it to the newly established Parkesburg Iron Company, which was to do business here from 1872 until the fall of 1920 when it went bankrupt. Jonstone Engineering & Research Co located on the former State Shop site in 1946.

Well, that's it for this excursion into something a bit different. Next time we go back to building our locomotive.

Take care,
Dave

"Run Crews"

Our crews for public runs and the Christmas runs consist of an engineer and conductor, who must have a current MLS Engineer card, and have watched the public run safety video (available in Ford Station). The station master tries to vary the routes so each crew doesn't continually cover the same route. Please advise the station master if you plan on taking a custom route, like Bobberg to Pottsville, so he may control traffic. We are asking each local member who is able to engineer/conduct to sign up for at least one shift per month for Sunday runs and one or more shifts during the holidays. One crew will sign up as the relief crew, who will be able to let your crew take a break. When you return they will relieve the next crew. We have members that run an entire shift without getting off the train. Not too bad on a Sunday, but winter nights can be cold, so some hot chocolate is a welcome break. We will be enforcing the sign up sheets as to who will be running the public. The advance sign up crews will be assigned to runs first. If you do not sign up, you could be a relief crew. If you can't be present for your assigned shift, please try to arrange with another crew in advance of the shift and speak with John Broughman, "Run Coordinator" about the change.

This is a **SAMPLE** of the sign-up sheet for the public run crews, so you know what to look for, These sheets will be posted on the white board in the club house (in the summer) or in the desk in the station (in the winter.) (The actual sheets are not blurry!)

The same type of sheet is also there for the Holiday Runs.

2017 Run volunteers Large Format.xls

		<u>E - engineer</u>		<u>C - conductor</u>		<u>Operations</u>		<u>S - stationmaster</u>		<u>G - gift shop</u>		<u>R - Relief Crew</u>	
<u>DATE</u>	<u>Job</u>	<u>Name: 11:30a-2:30p</u>	<u>Job</u>	<u>Name: 2:30p-5:30p</u>	<u>Job</u>	<u>Name: 11:30p-5:00p</u>	<u>Job</u>	<u>Name: 11:30p-5:00p</u>	<u>Job</u>	<u>Name: Relief Crew</u>			
S	1st WK	E X-.....X	E X-.....X	E X-.....X	E X-.....X	E X-.....X	E X-.....X	RE	X-.....X				
E	3	C X-.....X	C X-.....X	C X-.....X	C X-.....X	C X-.....X	C X-.....X	RC	X-.....X				
P	Labor	S X-.....X	G X-.....X	X-.....X	S X-.....X	X-.....X	X-.....X	X-.....X					
T	2nd WK	E	E	E	E	E	E	RE					
	10	C	C	C	C	C	C	RC					
	2	S	G	S	S	S	S						
0	3rd WK	E	E	E	E	E	E	RE					
1	17	C	C	C	C	C	C	RC					
	7	S	G	S	S	S	S						
	4th WK	E	E	E	E	E	E	RE					
	24	C	C	C	C	C	C	RC					
		S	G	S	S	S	S						
	5th WK	E X-.....X	E X-.....X	E X-.....X	E X-.....X	E X-.....X	E X-.....X	RE	X-.....X				
		C X-.....X	C X-.....X	C X-.....X	C X-.....X	C X-.....X	C X-.....X	RC	X-.....X				
		S X-.....X	G X-.....X	X-.....X	S X-.....X	X-.....X	S X-.....X	X-.....X					

Sample

High Ball!

By John Lovely

The Operations Meet at Train Mountain was a record breaker this year, and not just the high temperatures. We had about 120 people join us for two days of enjoyable train running. There were 146 car moves by 19 crews. The most productive crew was conductor George Hoke and engineer Cameron Devine with 20 cars. Second place was conductor Ruth Henderson and engineer Stephen Henderson with 18 cars. At Train Mountain, there are fewer industrial tracks but about 3 times as much main track as at Adobe & Western Railroad, so it takes longer to make the car moves. We also use switch lists, so the cars may be anywhere on the layout and destined to anywhere. It is not just pick up a cut in the Main Yard and deliver them on one branch.



Who could resist the cooler weather and running trains in the pines.....

Two towns on the Serpentine provide for a lot of switch: Daffodill Hill and Young's Town. Both of these must be switched from the uphill direction. (Serpentine climbs about 90 feet in 1.5 miles.) Daffodill Hill has a winery and bottling plant. Both industries were built by Ron Young and his wife. The winery has a mission tile roof made from 1 1/2" PVC pipe, cut in half. The top tiles were cut to scale length, then cemented together.



Daffodill Hill and Young's Town

Daffodill Winery



Youngstown has a saw mill and dairy – McDonald’s Farm.

Other towns on the layout include Steuer way out on Elizabeth Loop division with a logging staging yard where you can load logs using a drag line. Lillyville with a cattle feed lot and mining. Cucamonga has a slaughter house. Sannich has a steel mill and Robinson a RR car assembly plant. You can see all these towns on the maps at Trainmtn.org.

On the passenger side, there were four scheduled passenger trains that could be run any hour. The longest run, North Woods Limited, takes 2:30 to run. The other three are about an hour shorter. Eleven crews participated moving 880 passengers total. The most active crew this year was Nancy Devine on her rail bike. She handled 88 people completing all four schedules. Sheryl and Bob Robbins also completed all.



Dispatch tower! These train crews kept track of each train and its location and could track them to their destination.

Nice Doodlebug!



One fun aspect of TM operations is the variety of engines and trains that show up. One young lady had her new pink box cab with her, rivaling Cynthia Lovely’s purple 4-2-4T. There were two nicely appointed doodle-bugs, one passenger and one freight, along with the usual assortment of diesels. Only two steam engines participated, a pacific and my mogul. I don’t know why steam engineers are reluctant to do operations. I hope to do freight runs when I have my 10-wheeler completed.



Here are the ladies’ engines!

Daffodil Hill and Young’s Town.





You'll have to ask John about this one - must be a story there.

Even very small engines could pull cars!



Young's Town Depot

Cynthia and I stayed over July 4, after the meet, having the whole railroad to ourselves. We double headed all the way to Hope Circle and back with my son and his lady friend on Monday – about 3:30 hours including lunch at Crane. I told Cynthia that she should control our speed down the 2% and 3% grades coming back because she had the dynamic brakes. It seemed to me we were running pretty fast and I was braking for all I could. Come to find out later, she was applying power because we were going too slow.

Next year is Triennial during the late June/July slot, so the Operations Meet will be the beginning of August. We may be running 3 days, starting on Wednesday evening or maybe Thursday morning. You really ought to plan to join us.

John

Reminders:

Don't miss the Holiday Lights decorating/planning meeting

Saturday, Aug 12 at 4:30 in Ford Station.
(before the Ice cream social.)



A message from The Holiday Lights Committee.

We will have new stanchions for our line queue, that are being built by the construction crew and will be set up in the tower parking lot.

Mike G. and Judy E. are working on remodeling the Trolley for the hot chocolate stand, which will also be located in the tower parking lot.

Mick is in the process of rebuilding the Carousel , and Fred is rebuilding the Ferris Wheel, both were donated to the club last year.

For traffic control this year, Hank was able to contact Phoenix PD Officer "Kevin" to return again and help keep traffic moving.

We will begin an inventory on Holiday props in September.

Also, we need a person to take over decorating the 30' tree in the balloon loop. Crews will also be needed to decorate specific areas of the railroad.

The Holiday Lights Committee is looking for new members to get involved in decorating this upcoming season. We could sure use the help.

Please join us at our August 12th meeting. 4:30 PM at the clubhouse, just before the Ice Cream Social."

Contact Joe & Trish Kalisak to volunteer or for more info. Thank You.

Mlslights@cox.net



Ice Cream Social

Saturday, August 12, 6:00 PM

The famous Ice Cream Social!

If you are planning to attend,
please bring cakes and cookies.

Sound's like a birthday party!

Maricopa Live Steamers is looking for a Stack Talk editor.

If you wish to take on the position,
please talk to Perry.

