



Maricopa Live Steamers

STACK TALK

MARCH 2019

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



President's Page

What happened to February? Where did it go? Well, the track forces have been busy making and installing ties, as well as trying to straighten out the east end of the yards' tight radius coming into the yard and going to track number 1 or 2. We hope it will make a difference at the meets and for operations. It will make two entrances to the east end of the yard to try and expedite train moves. Soon, we will see how that works.

Vice President's Page



The track crew has made some changes to the east end of Adobe Yard, so using the outside loop going to the yard has some changes, and we hope to be done before the Spring Meet. The inside loop has been opened back up with some new ties and steel rail, so you can take the bypass inside loop and not feel like a roller coaster ride. We will be working on the middle loop of the balloon, since that is the one all of the passenger trains and Christmas runs use. You will be able to use the inside loop and go into the station while we are doing the new rail, concrete ties and one new bridge. I would like to get this done before it gets too hot (**ANY HELPERS?**), but I will not close any path to the station, bypass track or yard.

When we had the county inspection, the representative from flood control was sitting behind me and asked about the tree trimmings that were just left on the ground under the trees. His concern was that they would float down to the dam in a heavy rain and plug up the drain, and compromise the integrity of the flood control dam process. My response was that the person that did the trimming did not have time to clean up the mess, and would not leave a mess like that for someone else to have to clean up. Well, here it is **6 weeks** later and it has not been addressed, and even more trees have been trimmed. Although we thank you for your help with the trimming, we ask that the job be done completely, without exposing us to violations with the county. And, I do not believe it is mine or any other member's duty to clean up after you. Everyone should respect the other members of our club, and not leave messes for others to clean up for you. This is a volunteer club. Everything done out here is done by volunteers, people who take pride in our club and how it is perceived by the public and the County Parks and Flood Control. I do not have the guts to ask someone to go and clean up a mess that another member made, and I personally think it a slap in the face to all of the volunteers who come out here to do work to make our club great.

We were very blessed to have abundant rains this winter, which caused us to have an abundant crop of weeds to (and I use the term loosely) enjoy. Each weekend, we have had two Weed-Eaters doing their best to mow them down and try to control the growth. Although we have the weed control spray ready to go, we need at least 3 days of clear weather and no wind before we can apply the weed killer, so that it won't migrate into the trees' root base. I am hoping we can get it down before the Meet and have some time to work to clear the track areas. Right now, as I am typing this, it is raining very hard. Well, so much for spraying weeds this week.



(continued)

Vice President's Page (cont'd)

At the last meeting, the members decided to enforce the membership requirement that you have your dues for the year paid between October 1st and December 31st, as well as having a 31 day grace period to January 31st. But after that, the \$25 late fee for members will be enforced, and this was decided by the membership at the February meeting. So, if you want to complain about the fee, talk to every person at the meeting, because it was a unanimous vote to uphold our bylaws and club rules. This really made me feel good that the members who attended the meeting think enough of our club to uphold the bylaws and club rules. I know that this will make some members mad and angry, but you have had since October 1st to pay your dues. Let's see, that is FOUR MONTHS. Nope, I do not feel sorry for you. I paid my dues on October 1st, and so did 165 other members before Jan 31st. I tried putting out that, if the dues were not in before Jan 31st, your name would not be listed in the club roster. The membership decided for me that the late comers would pay the \$25 late fee.

Another thing has come to light – according to Rule 220.9, if you have personal property (i.e. train or cars or locomotives) stored on the property in yours or another person's container, you will pay full membership dues, even if you live outside of the 75 mile limit. These are club rules and will be enforced as per the request of the membership. They voted that we uphold all of the rules of the club, not just the ones convenient to the rule violators.

I am sure this will bring a storm of "Why are you picking on me" complaints. If you stand in front of me and ask this question, I will give you the same answer that I gave at the meeting in February.

I will be sending out emails to the ones who we know are in violation of Rule 220.9, asking them to read the rule and either pay full dues or remove their equipment from the property. This is being brought on by the increase in the water, electric and garbage bills, along with the per member payment to the county for the use of the property. I believe most members who are in violation do not realize that this rule exists, because they have had no reason to read the bylaws or rule book. It does not matter what is done, they are all unpopular to most members who are asked to pay their fair share of the bills.

It is about to get warm, so remember to stay hydrated and watch for critters, because they are soon to come out with the warmer days ahead. For March's meeting, I will see if we can make just one person happy.
V.P. Joe

Maricopa Live Steamers Railroad Heritage Preservation Society Bylaws Revision Adopted January 2016
ARTICLE II Section 2: Classification of membership shall be as follows.

A. REGULAR MEMBER is anyone who has reached the age of 18 years and has paid the required dues.

RIGHTS: 1. To vote. 2. To be elected to an MLS office or the BOD after one year.

PRIVILEGES: 1. Access to MLS facilities and activities. 2. Access to MLS rolling stock.

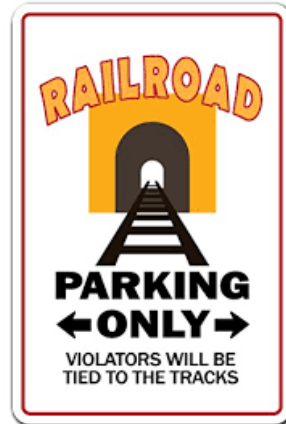
3. Access to MLS locomotives when the appropriate fees have been paid.

RESPONSIBILITIES: 1. Abide by all MLS rules and regulations. 2. Supervise actions of family members and guests.

3. Assist with MLS requirements for operation and/or maintenance.

B. NON-RESIDENT MEMBER is anyone who lives more than 75 miles from the nearest MLS facility, has reached the age of 18 years, and has paid the required dues. A non-resident member has all the privileges and responsibilities of regular membership with the following exceptions:

the member may not – vote, receive a facility key, rent MLS storage space, or own storage facilities at the MLS.



Maricopa Live Steamers Railroad Heritage Preservation Society Safety and Operating Rules Revised July and August- 2017

220.9 You must be a regular or life time member to keep personal equipment, i.e. locomotives or rolling stock on club property or in containers or on rental tracks for more than 120 days. **(ADDED 5/17, ML)**

MARCH CALENDAR

every Saturday 7:00 AM
every Sunday NOON

General Work Day
Sunday Public Rides – *new Public train crews and new Gift Shopkeepers are needed*

Mon. 3 / 4 – Sun. 3 / 10

Spring WORK WEEK (Donna Hohm – Registration)

Sat. 3 / 9 10:30 AM
12:00 pm
12:30 pm

Holiday Lights Committee (Joe Kalisak, Team)
Closed Board Meeting
General Membership Meeting

Mon. 3 / 11 – Sun. 3 / 17

Spring MEET WEEK (Donna Hohm – Registration)

FROM THE DESK OF:

Betty Ann McCully Gift Shopkeeper

To all my dressed teddy bear fans – a **BIG THANK YOU** for all of your support and donations to the cause. At least 114 “working on the railroad” animals were ready for our guests during the Holiday Lights rides.

Several of you have inquired as to what I could use. The smallest engineer hats are 5-1/2 inches in diameter, so the teddy bear’s head must be a little larger to fit right. Engineer or Thomas hats are always welcome, as well as red, pink and blue bandanas, but I do occasionally use other colors. Denim bibbed overalls are nice. Also, the short-all bib variety and denim dresses are needed.

Sizes new-born to size 4 are used most often. I try to make a trip to Goodwill on 50% off day to check for some of these outfits. Please don't make a special trip to shop for me, but if you are cleaning out the children's closet and want to make a donation, I will gladly accept.

Again, **THANK YOU** to those of you who have donated clothing or teddy bears to me. I really enjoy making them look special for our rail fans and guests. Our local police and fire departments are happy to receive clean, stuffed animals, if they are too small for me to use.

Betty Ann



Pete Pennarts President	Joe Schnyder Vice President
Mick Janzen Secretary	Bob Douglas Treasurer
Joe Fego	Mike Grant
Members at Large	

Cliff Fought Superintendent Construction	Hank Gallo Superintendent Operations
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Dave Kulman Maintenance of Way Superintendent	Tower Signal Superintendent
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Terry Liesegang Road Signal Superintendent	Jim Zimmerman Engineer Test Administrator
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Bill Pardee Boiler Inspector	Public Run Crew Coordinator
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Joe Schnyder Safety	Joe Kalisak Holiday Lights Committee Chairman
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Perry McCully Facility Administrator	Donna Hohm Membership Committee Chairman
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John Draftz Advertising	John Bergt Timothy Freeman Web Masters
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Al Ford
Construction
Superintendent
Emeritus

Ken Giordano
Stack Talk Editor

Send emails / photos to:
[MLSnewsroom
@Gmail.com](mailto:MLSnewsroom@gmail.com)

FROM THE DESK OF: Hank Gallo Superintendent of Operations

I announced at the board meeting that Dennis Beatty no longer has time to be Public Run Crew Coordinator, so we are looking for a replacement.

I greatly appreciated his work over the last few years, trying to sign up members to crew the Sunday and Holiday Lights runs. It is a thankless job, so

I wish to thank him now for all of his efforts.

Anyone who would like to serve in this capacity should contact me at hanksGT@yahoo.com.

Thank you.

We're having our granddaughter Olivia's first birthday at the park on March 16th. I'll send photos. We have never had any of our kids' birthdays there. Don't know why?!

Looks like my wife is moving ahead with the adoption of our foster boy Zavione, so I will have another little sidekick to take with me to the park to play trains. Jr. Engineer Jr., I guess.

If anyone is interested in the Smart LED Lighting we used to create our Megatree and singing faces, the Arizona Chapter of the Xlights Facebook Group (Light Up Arizona) will be meeting at Ford Station on Saturday afternoon, **May 4th**, from 1 to 5 pm. There will be 1 hour sessions for beginner, intermediate and expert levels. Please RSVP to hanksGT@yahoo.com if you would like to attend this event.

Jr. Engineer Sr.

MLS CLUB LOGO

Bill Unglaube (Past President)

Our club logo was approved and implemented in the previous century, while we resided in Scottsdale. Since then, that logo has been altered quite often by whomever felt creative. The alterations involved changing the shape, colors, and print font. None of these changes were done with the approval of the BOD or Club membership.

At the Feb 9, 2019, BOD meeting, it was proposed and approved to treat the original design like a corporate trademark and restore all images used by and within our club to the correct original, approved design. The correct image is shown here. The process of returning to the original may take some time, as it includes the sign on the Ford Station. Any member wanting a digital image of the approved logo can contact me at 480-399-1843 or email: billunglaube@gmail.com Please specify JPEG or PDF format.

Shortly after its approval in Scottsdale, 5" x 7" white background peel-and-stick images were ordered for the purpose of applying our logo to all club-owned rolling stock. Members could also purchase them for personal use. Once this restoration project is completed the MLS may decide to again order these stick-ons.



It seems many of our members have not been receiving their monthly Stack Talks, due to the size of their email inbox. On Thursday last week, I tried splitting the Feb. Stack Talk into three 5 MB pieces and sending it to all 24 of the Cox email users. To that, I received an overwhelming flood of responses saying that only 1 or 2 of the 3 pieces were received. I could not understand why Cox would pass 1 or 2 and ignore the rest. Plus, I received an email from someone using a different email service who was also having problems. So I spent another 2 days thinking and researching. Here is a breakdown of our membership. I had to find a solution that would satisfy all of these email services:

PVSCHOOLS.NET=1	THEGRID.NET=1	KWMECH.COM=1
AZPSA.ORG=1	AZONLINE.COM=1	TELUS.NET=1
SYMPATICO.CA=1	ATTGLOBAL.NET=1	OBII.NET=1
FRONTIER.NET=1	PACBELL.NET=1	PULVER.NET=1
JUNO.COM=1	PRTCNET.COM=1	MINDSPRING.COM=1
SHAW.CA=1	MMWG.COM=1	HDRINC.COM=1
QNET.COM=1	LIVE.COM=1	SODIGI.COM=1
NAHEALTH.COM=1	TWC.COM=1	CA.RR.COM=1
PRISMNET.COM=1	ALLWEST.NET=1	EMBARQMAIL.COM=1
ARIZONAMECHANICALENGINEERING.COM=1		
MARICOPALIVESTEAMERS.COM=1		
EARTHLINK.NET=2	Q.COM=2	CENTURYLINK.NET=2
VERIZON.NET=2	COMCAST.NET=3	OUTLOOK.NET=3
SBCGLOBAL.NET=3	ATT.NET=4	MSN.COM=10
HOTMAIL.COM=15	YAHOO.COM=19	AOL.COM=23
COX.NET=24	GMAIL.COM=71	

Total 212 members.

According to Cox's Help Desk, every subscriber gets up to 10 email boxes, but the size of each mailbox is only 2 GB. So, no matter how small the pieces are, I would never be able to send them all on the same day, because the total size of all of the emails in the inbox at one time is what matters – especially to those folks who don't keep their inbox cleaned out. This disturbs me, because I did not get a "Mailbox Full" error message from Cox, like I regularly do from other email providers. Therefore, these folks could be missing emails and neither the sender nor receiver would ever know.

Letter from the Editor



So, without forcing everyone to open up Gmail accounts, I had to fix this on my end. Starting today, I am going to use the Google Cloud to distribute the monthly newsletter. The benefit is that the Cloud has unlimited space and the Stack Talks will totally bypass all of the email service providers used by our members.

The word that applies to this process is VIRTUAL (definition: it looks like it's there, but it really isn't). The Stack Talks will look like attachments, but they won't be. An attachment is physically part of the email, and as such, would be physically in your email inbox, filling it up to the point of overflow. Now, the Stack Talks will actually be LINKS to the Google Cloud. You have to download them from the Cloud before you can view or print them, because they are not on your computer yet and (most importantly) they are not on your email service provider's computer either. They will be in GoogleLand.

The only difference that would affect everyone is that you must download the files to your computer's memory or a portable USB flash drive for them to be available to you long-term. If you are using your employer's computer for printing your Stack Talks, I would suggest using a portable USB flash drive anyway, which will enable you to carry your Stack Talks home and save them to your home computer, without them ever being stored on your employer's computer, which many employers frown upon. USB flash drives are cheap. You can get good 32 GB USB flash drives for \$20 at Target (see the hand above). The newsletters must be downloaded from GoogleLand and saved elsewhere because they are not and never will be in your email inbox (because they would never fit).

Please, please, please send me an email if you are confused, or ever have any problems downloading the Stack Talk, or need help buying a flash drive, or ALL of the above, or if you EVER don't get your newsletter by the 5th of the month, email me!

Thank you,
 Ken (the wizard behind the curtain at MLSnewsroom@Gmail.com)

50th Anniversary History Book News by Ken Giordano, Editor

Now that the annual Meets, Holiday Lights, and Sunday Rides are nearing their end for the year, my Stack Talk duties will taper off a little bit, so I will have more time to focus on the completion of the MLS 50-year History Book. However, I have a huge problem! It looks like it's going to be a 35-year history with a 15-year gap in the middle.

Here are the results of my Team's efforts:

- ✓ Don Bauer built a 185 page archive of "Live Steam" articles about the MLS that covers the past 50 years.
- ✓ John Draftz has been building a 50 page summary of his memories and newsletter articles from the MLS "Gandy Dancer" (1970 – 1975) and the MLS "Stack Talk" (1975 – 1995).
- ✓ My personal electronic archive contains all MLS "Stack Talk" articles from 2011 thru present.

Send anything you have to MLSnewsroom@Gmail.com

The results of my trip to Phoenix during October, 2018, yielded:

- ✓ An electronic archive of the 50 pages of MLS "Gandy Dancer" newsletters from 1970 to 1975.
- ✓ An electronic archive of the 225 pages of MLS "Stack Talk" newsletters from 1975 to 1995.
- ✓ An electronic archive of the MLS monthly Board Meeting Minutes during 2 of the transition years from Scottsdale to Adobe Dam between 1995 and 1997.
- ✓ An electronic archive of a 57 page photo album.

Here is what I am **MISSING**:

ALL "STACK TALK" NEWSLETTERS FROM 1995 TO 2011

I don't know when the transition from paper newsletters to email newsletters happened, but if anyone has any of these newsletters, whether on paper or sitting in your email INBOX or stored on your computer, please help me fill in the gap and finish this project.



Hey, where is everybody? Did I get the date wrong?
This is the caboose pavilion, isn't it?
Aw, I was so looking forward to birthday cake today!

MEMBER CONTRIBUTIONS!

The call went out for WEED MINIMIZATION, and Bob Rauperstrauch answered it with a super weed whacker in tow. It takes a brave man to attack weeds that are almost as tall as he is.

THANK YOU to Bob **AND EVERYONE ELSE** who came out to help, but are not pictured here. I wish I had a list of names to publicly thank, since, from the pictures submitted this month, it is obvious that a lot of effort was put into cleaning up the park. **THANK YOU ALL** for helping.

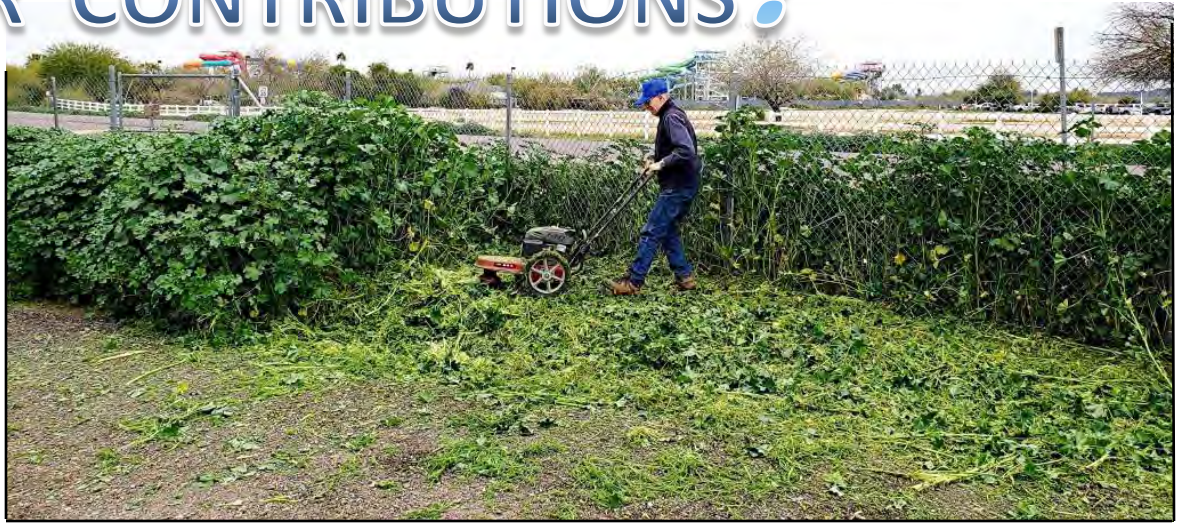


Photo by Hank Gallo

FOOTNOTES from Hank Gallo

I don't know how better to explain to the membership that helping to put up decorations is a huge need for the club. Joe Kalisak and Joe Schnyder wind up filling in all the spots that weren't decorated.

The Committee has proposed adding Smart LED strips to the 16 arches that create the outbound Arntchoo "Tunnel," that would be connected to and synchronized with the Megatree. Fred Greenwald and I are working on a new lighting prop, but I don't know if we can build it in time for this year's show. We still have to repair, test and pack up the Megatree. **ANY HELPERS OUT THERE?**

Dakota Clemens and Bill Pardee are working on a larger antenna that might provide show sound over the entire Holiday Lights route that could be picked up on any FM radio. Joe Kalisak had some nice thoughts on more improvements to the North Pole, too. So many guests provided positive feedback on the big changes for 2018, and we want to continue that, since it is our train ride's destination.

Dick Maddox and his Colorado crew come out early to help with the Meets. They decorated the West club container (north and long West sides) at their expense, and they helped put up (and take down) the Megatree. They also made an extra trip to Phoenix to help during the Holiday Lights Rides. **THANK YOU, THANK YOU ALL!**

The Holiday Lights Committee is Calling Out to You!

The Holiday Lights Committee is looking for more members to join us in decorating our train park. We are asking both the old members and the new members to help us out and bring NEW ideas. Each year our Holiday Lights display grows bigger and better, but only with the help of our club members dedicating their time and effort.

Here is an opportunity for you and your family to become involved and take part in the fun of decorating. It can be a rewarding experience and great family time spent together for your kids. We have an assortment of lighting decorations available for you to use. It's up to your imagination on what can be done.

If you are interested in helping in any way, or would like more information, please contact me anytime. We meet on the second Saturday of each month at 10:30 AM inside Ford Station, unless otherwise noted.

Come, join us! Thank you,
Joe Kalisak Holiday Lights Chairman

I can be contacted at MLSlights@cox.net or 602-573-2828.



FROM THE DESK OF: Hank Gallo Superintendent of Operations
SUBJECT: **THANK YOU to the Equipment Maintenance Team**

(Left) John Draftz has completed equipping the public riding cars with master links that are zip tied onto the safety chains.
PLEASE DO NOT REMOVE THE ZIP TIES OR MASTER LINKS FOR ANY REASON.
It's a public safety issue.
Without the chain secured, the riding car can't be used.

(Photos below) UP 2001, BNSF 2001 and Mick's SP 2002 were down for truck repairs. Thanks to Bill and Judi Cobb for refurbishing and making improvements to the trucks, and to these maintenance crew members Dave Griner, Mick Janzen, Jim Zimmerman, Perry McCully and Tim Freeman for getting the work done to remove, rebuild and re-install the trucks on these two units. As a result, two of the locos are headed back to the Hi Iron. **THANK YOU ALL!**

**PLEASE DO NOT REMOVE THE ZIP TIES
OR MASTER LINKS FOR ANY REASON.**



AMAZON FIRE TV CUBE

by Hank Gallo

I just set one up for Mick. Everyone to whom I have recommended this has really loved it. For \$119 (or less on sale), it simplifies your TV watching. And it can reduce or eliminate your cable bill. If you have an Amazon Prime account, there are thousands of movies, TV shows and songs that are included in the Prime plan. And it is all voice activated and even sets itself up once you connect it to wi-fi. Last week, Mick picked it up on sale from Amazon for \$79.

Amazon Fire TV:

So many of my friends and clients have asked, "How do we cut the cord and get rid of cable?" Last month, Cox Cable raised our bill \$100 per month, and we had to negotiate it back down, so that it was "only" a \$30 per month increase. If I have my way, we will only be paying for internet, since we set up our Amazon Alexa Fire Cube. If you are like us, you want to reduce your monthly bill. We looked and realized that we don't watch anywhere near the amount of channels available. We don't need to see a show the minute it is broadcast. For local channels, most folks around Phoenix can get a \$30 to \$50 digital antenna that can hang on your wall and receive a good range of local channels, mostly in HD (High Definition).

For movies, TV shows and major nationwide network broadcasts, there is Fire TV. Amazon makes three main devices: Fire Stick (\$50), Fire TV (\$80) and Fire Cube (\$120). As you go up in price, you get more memory to store programs (Apps) and faster processors. I have listed the retail price, but they often go on sale at Amazon.com. Recently the Fire Cube was on sale for \$80. They can all provide the same content, but the Fire Cube adds Alexa voice control, in addition to allowing you to continue to use your current remote controls. The other two models offer voice control, but you must speak into the Amazon remote.

What can I expect?

If you already have Alexa (a smart, voice activated assistant), you know all the things you can ask, and she continues to learn more every day. Tasks like "Add a doctor's appointment on June 1 at 3pm with Dr. Jones," "Create a shopping list and add orange juice" and "Next time I'm at Fry's Grocery Store, remind me to buy eggs" are common uses that will pop-up a reminder on your smart phone. If you have an Amazon Prime account, you can expect to see thousands of movies and TV shows plus thousands of songs and audible books. By downloading a few free apps, you will be able to watch a virtually unlimited amount of free content from the internet. Several folks have asked if she is listening and it is true. But what do you chat about in your living room, secret plans to a nuclear reactor? And, if you use a cell phone, I'm sorry to tell you, you are already being tracked and recorded.



Includes Fire TV Cube, all-new Alexa Voice Remote, Ethernet adapter, IR extender cable, power adapter

Installation:

The devices are all easy to set up, but Fire Cube is the easiest. Connect an HDMI cable from Fire Cube to your TV, and plug the power cable into an outlet. In a moment, Fire cube will power on and ask to connect to your wi-fi and sign in to your free or Prime Amazon account. Once that is done, she will ask you to turn on your TV, cable/satellite box, sound bar, blue ray player and audio system. In a moment, she will ask if your TV powered off and back on, and you are set. She discovered all my devices (ranging from 4 to 10 year old equipment) on the first try, without doing any programming or entering codes. Installing the Alexa app on your smart phone will add capabilities, like SKILLS. I added the Ring Doorbell skill, and now I can say, "Alexa, show me the front door" and my Ring Doorbell camera video appears on my TV screen.

Once Fire TV is installed, she will play a short intro video, and then you are free to explore. Any of the Amazon provided apps can be voice controlled. "Alexa, turn on the TV," "Alexa, switch to channel 5 on cable," "Alexa, volume up (or down)" and "Alexa, go home" switches to the Fire TV home screen, where all the content is available. You can always ask "Alexa, what can I say." I have used Amazon support, and they were great. From the HOME screen, go to SETTINGS, HELP and CONTACT. Enter your phone number, and they will call you right away and connect you to a live, US-based support person. Just tell them what you are trying to do, and they will stay with you until you are sure it is working.

For additional content, you may ask Alexa to download the "Downloader" app. Once that is complete, you can visit several web sites that provide additional apps to stream live TV, and watch movies and TV shows. Some of the apps cannot be voice controlled, so you will use the Amazon remote. I found <http://www.troypoint.com> offers simple, illustrated step by step instructions. Several of our members have already done this, and are astounded by the available content. Three apps that I have found useful: Mobdro, MorphTV and Swift Streamz.



Includes Fire TV Cube, all-new Alexa Voice Remote, Ethernet adapter, IR extender cable, power adapter



"Alexa, run train!"

TRACKING TRACKSIDE PROGRESS

2019

Story and photos by Hank Gallo

Concrete tie placement: Dave Kulman and Joe Schnyder are placing new concrete ties in the balloon loop, which is the track that returns our trains back to Adobe Station. Wooden ties weigh next to nothing, but these weigh 12.5 lbs each, but should last for years and years. Just a little tougher on the backs of our volunteers. Note the lack of a work team! It's just Dave and Joe toiling away, again, leveling out 12.5 lb chunks of concrete, one at a time. **Hey, friends, remember Saturdays, 7 – noon.** Please, for their sake! If Dave or Joe or any other club elder gets broken, who's gonna fix the track?



THANK YOU, Dave and Joe. Lookin' like a smooth ride!



TRACKING TRACKSIDE PROGRESS 2019

Joe Schnyder and Dave Kulman installing a new track to bring cars back into the yard so they can be put in the ladder track for the Ops Meet.

Story and photos by Perry McCully



[more photos on the next page](#)



TRACKING TRACKSIDE PROGRESS 2019



Photos by
Hank Gallo



Photos by Perry McCully



STEAM LOCOMOTIVES

BOILERS

FIREBOXES

by Dave Griner



Hello again, this time we're going to give some attention to anthracite and its impact on firebox design.

First we need to review just what anthracite is in the scheme of coals as used for locomotive fuel. If we recall, this is the highest grade of coal with very low volatiles (gases easily distilled from the coal upon heating) and very high carbon content. Typically, the British Thermal Unit (BTU) content ranges from 12,000 BTU through a high of 15,000 BTU per pound. This characteristic is the one that has called for a specific design of firebox, because it has a high heating value, but burns at a slower rate than the lower grades of coal (bituminous). The result is that the firebox needs much more grate area to successfully provide the required steam.

Pictured (right) is a perfect example of a locomotive designed with a Wootten firebox. It can be clearly seen that the width of the firebox precludes allowing the complete cab to be applied in its conventional manner. Yes, the communication between the engineer and fireman left a great deal to be desired. However, railroad men, being who they are, developed methods that got the job done.

We have described this as being a Wootten firebox, the name being derived from its inventor, as explained by Wikipedia:

John E. Wootten (1822 – 1896) was the Superintendent of Motive Power for the then Philadelphia and Reading Railroad (later simply the Reading Railroad) from 1866, and General Manager of the system from 1876 until his retirement in 1886. He saw the vast spoil tips (piles of anthracite waste) in the area as a possible plentiful, cheap source of fuel if he could develop

a firebox that could burn it effectively. Through experiments, he determined that a large, wide firebox with a slow firing rate worked best, with a thin layer of the fuel and moderate draft. The typical locomotive firebox of the day was long and narrow, fitting in between the locomotive's frames. The successful design of a trailing truck with the firebox mounted behind the driving wheels had not yet been developed. Wootten instead mounted his huge firebox above the locomotive's driving wheels. The problem now arose that with a cab floor at the then standard tender deck height, it would be impossible for the locomotive's engineer (driver) to see forwards around the firebox shoulders. Instead, a cab for the engineer was placed above and astride the boiler. The fireman, however, remained at the rear with minimal protection from the elements.

(continued)



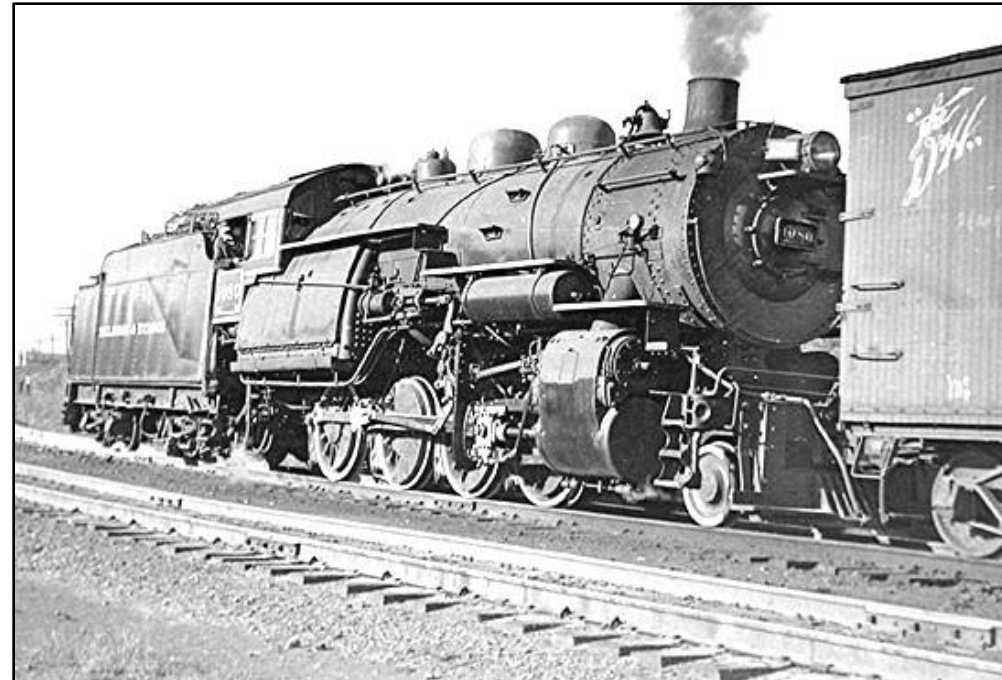
FIREBOXES (cont'd)

As can be seen in the picture (right), the firebox spreads across the entire available space and over the driving wheels. Here, the Delaware, Lackawanna and Western #952 is being cosmetically restored at the St. Louis Transportation Museum, the center cab having been removed. The fireman was not provided with much protection from the elements and must have been quite miserable in foul or cold weather, never mind those back up moves!

A close examination (**ZOOM** your **VIEW** to 400% to see them clearly) notes there are eight grate shaking levers (just above the deck, see yellow arrows) allowing the clearing of separate portions of the grate as might be needed and making it easier to work by only having to move smaller sections of the grate at any one time.



Here's how the D&H decided to redesign the cab during a rebuild. There's still little room to swing a dead cat, but it's better than it was as a "Camelback," (their nickname).



(continued)

FIREBOXES (cont'd)

And here we have the “Mother” of all “Camelbacks,” an Erie 0-8-8-0, hand fired when built and needing two firemen to make it happy!! What a beast, and it’s a compound!! (One of my favorite locomotives!)



There are only three “Camelbacks” in existence, the #592 of the Jersey Central at the B&O Museum, the #952 from the DL&W (noted on previous page, top left) and the #1187, formerly a Reading engine, now at Strasburg.

There is also one Wooten firebox with the cab on the rear, it being a Jersey Central switcher #113, which has been restored to operation (pictured right). Well, so ends this excursion into a remote aspect of coal firing, but one that had significant impact on the Eastern coal haulers and associated boiler design.

Take care, Dave



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Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

As always, a Sincere THANK YOU to the Run Crews and Station Staff.

FEB. 3, 2019 - SUNDAY PUBLIC RUNS - Today, it was raining, and it didn't look like it was going to let up. So, after everyone agreed, we decided to cancel the train rides for the day. That's not an easy thing to do. The crews that were there were Mick Janzen, Jim Zimmerman, Jim Theobald, Hank Gallo, Bill Unglaube, Tim Freeman, Donna Hohm, Sandra Grundy and Jerry Grundy. Thanks to everyone for showing up. Stationmaster Jerry Grundy.

Sunday runs were rained out today. Our crews were there in case the sun shined, but it did not. Not to miss a chance, Marty Simmon (left) and Bryan Held fired up Bryan's steam loco and took off in a light rain for a short train ride. (Hank Gallo)



FEB. 10, 2019 - SUNDAY PUBLIC RUNS - The first train left at 12:10 to the museum with Mick Janzen (E) and Jim Zimmerman (C). The second to leave went to Werner with Jim Theobald (E) and Chuck Larom (C). Around 1:30, Jim and Chuck had to leave, and Chuck Rheutan (E) and Ed Houk (C) took over running the second train. Mickey and Jim were using 2575 and, on the return of trip, the hydraulics were not working properly. It was taken out of service. There was no other train consist available to put into service, so I was left with only one train. I radioed the museum and told them that I wouldn't be sending any more trains up there, as it takes 30 mins. to do a round trip. Oh, I did send one more train there, as they were from the birthday party. They did have to wait for the train to come back in from the Werner Route. Then I had another large group of 31 from the Birthday wait for the train to come back from the Museum. I explained the situation to them, but they waited anyway. I thanked them numerous times. The last train for the day was 25 riders. The total for the day was 236 riders. We did have a few that didn't want to wait, due to the waiting time to get a ride. It is hard when there is only one train consist. Thanks to Tim Freeman for turning on the signals and power for the switches at the east end and by the control tower on the west end. Gatekeeper Bill Unglaube manned the gates. Gift shopkeeper Sandra Grundy was the smiling lady behind the table. Happy rails. Stationmaster Jerry Grundy.

Happy Sunday! Sorry, no photos or Jr. Engineer School today. Engineer Shelby is going to the AZ Renaissance Festival. See you next Sunday. (Hank)

Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

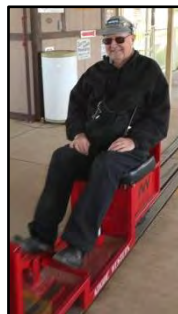
As always, a Sincere THANK YOU to the Run Crews and Station Staff.

There are no logs for the last 2 weeks, as I went to Hawaii for my 80th Birthday. There is a possibility that I won't be at the train club next weekend either, as I am trying to get rid of this bad cough. I got antibiotics, but it will take time to get rid of it. Sandy and I want to wish John Draftz a speedy recovery from his bypass surgery. We look forward to seeing him back at the train club as soon as he's able. Happy Rails. **Stationmaster Jerry Grundy.**

FEB. 17, 2019 - SUNDAY PUBLIC RUNS -



FEB. 24, 2019 - SUNDAY PUBLIC RUNS -



HAPPENING NOW!

MLS Spring Meet 2019

Work Week -- March 4th thru 10th

Meet Week -- March 11th thru 17th

You are invited to participate in the Spring Meet, which will be held March 4th – 17th, 2019, at Maricopa Live Steamers in Phoenix, AZ. This is an open invitation meet, but everyone attending must pre-register regardless of their participation.

A continental breakfast of coffee and donuts will be available on Wednesday, Thursday, Friday and Saturday at the nominal cost of \$2.00 per person cash only.

If you are bringing your spouse, girlfriend, children, etc., they must also be pre-registered, even if they DO NOT plan to participate. **During the week of the Meet only**, the following meals will be provided.

Lunches will be available Wednesday, Thursday, Friday and Saturday at the nominal cost of \$7.00 per person cash only.

Dinner on Friday will be potluck. If you choose **not** to bring a dish for the potluck, there will be a \$10 charge per person, which must be **prepaid** with your Registration Form.

Please note, you must pre-register and pay for the PotLuck Dinner by March 10.

Please use the registration form at the end of this newsletter.

Please RSVP as soon as possible with a check or money order.

We look forward to seeing you in March.

We use FRS radios with assigned channels from 3-10 with privacy code 10. Exact channel assignment will be listed in the operation time table. You will also want to bring a flashlight, warm clothing, rain gear (it does rain in Phoenix occasionally) and anything else you think you may need.

Upon arrival to MLS, please check in at Ford Station to pick up your information packet.

Track plan information can be found on the MLS website, as well as a map to MLS. RV parking and dry camping is available March 4th through March 17th.

Maricopa Live Steamers is one of Phoenix's natural county parks. There are coyotes, rattlers and other critters living here. We ask that you not bring pets for safety's sake. If you do so, your pet **must** be on a leash at **ALL** times. This rule is a county park rule. If the county sees disregard of the rules, they will tell us to pick up our track and go home. We don't want that to happen, do we? For more information, visit www.maricopalivesteamers.com.

Any questions please contact Belinda Kulman at bkulman09@gmail.com

or Donna Hohm at donnahohm@yahoo.com.

Thank you.

HAPPENING SOON!



VOLUNTEER APPRECIATION LUNCH

APRIL 13th – 11:30 AM



On the day of the April 13th monthly Membership meetings, we will have our annual **VOLUNTEER APPRECIATION LUNCH**. At this point, we're planning to serve between 11:30 and noon for all volunteers. We're having it a month earlier this year, since so many of our snow bird members leave town by May.



SEASON FINALE

Also note, we will be ending our Public Run season on the **last Sunday in April**, due to the high heat in May. It is unsafe for our guests and crews to be out in the sun for 20 to 30 minutes in heat above 100 degrees.





Maricopa Live Steamers
2019 Spring Meet
Registration Form
Monday March 11th-Sunday March 17th
Work week begins Monday March 4th-Sunday March 11th

Pre-register by March 11th

Name as you want it to appear on your name tag: _____

Additional family members: _____

Address: _____

Cell number: _____

Email address: _____

*All steam engines must have a current boiler inspection and solid fuel engines must have spark arrestors.

*All steam engines under fire must not be left unattended.

*All train operators must attend 1 safety meeting.

*RV's are permitted March 4th-March 17th Dry Camping only, no water, no electric, and no sewer.

*No discharge of any water on the ground.

Pot Luck Dinner will be Friday March 15th at 5:30

*I will participate in the pot luck dinner: Yes: _____ No: _____

Item	# Of people	Cost	Total
No dinner meals will be available			
Pot Luck Friday Night	X	\$10.00	= \$
Bring a food item or pay \$10.00			or food item
Registration Administration fee	X	\$5.00	= \$
Non refundable			
Each additional family members administrative fee	X	\$2.00	= \$
Non refundable			
Total enclosed with RSVP			\$

****Breakfasts and lunches will be served Wednesday through Saturday 13th-16th****

Continental breakfast of coffee and donuts will be served at a cost of \$2.00 per person

Lunch and a drink will be served at a cost of \$7.00 per person cash only at the door 11:30-1:00

ALL ATTENDEES MUST ATTEND ONE SAFETY BRIEFING.

Briefings will be held on Monday through Saturday at 8:30am and 1:00pm

ALL COUNTY RULES IN EFFECT! ALL DOGS MUST BE LEASHED AT ALL TIMES!

Please mail this form along with a check or money order payable to Maricopa Live Steamers to :

Donna Hohm
10705 North 109th Way
Scottsdale AZ, 85259

Any questions contact:
Belinda Kulman: bkulman09@gmail.com
Donna Hohm: dannahohm@yahoo.com

FINAL WEEK to PRE-REGISTER for POT LUCK