



Maricopa Live Steamers

STACK TALK

APRIL 2019

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

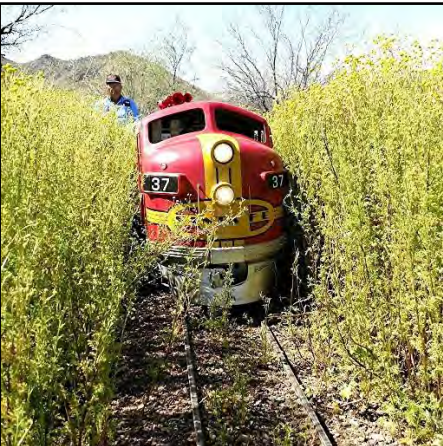


President's Page

THANK YOU to all who helped out with the Spring Meet – everything from kitchen dishes to the HUGE task of weed control. We had people running the wheels off of our weed eaters, and it made a big difference, according to every visitor with whom I spoke. I saw quite a few new faces and names, but unfortunately missed some people who regularly make the Spring Meet – some of whom I wish well in their recovery from illness. I got to see some new

faces who are delighted to be in Phoenix with the 75 degree weather, but were not at all delighted about the gouging of hotels and motels because of baseball's spring training. We hold the Spring Meet the third full weekend in March, and I cannot tell what is causing the decline in attendance, but there are a few reasons that come to mind. One is the high cost of motels because of spring training. I have talked to a few

photo by Thomas Matteson



Height of the weeds still growing as of March, 2019

normal attendees and their reason is illness in the family – either them or their spouse. Some have stated that they are not as young as they used to be, and the long-distance driving is taking a toll. But the ones that I talked to here really enjoyed themselves, had a good time and

TOP STORY: THE WAR WITH THE WEEDS

In an understatement released today by the Facility Administrator's Office, Perry McCully admitted, "I think we have a problem."

"Last time this happened, in 2005, the weeds were so high you could see just the hat of an engineer above the weeds, or the smoke of a steam engine."

had no complaints that would keep them from coming back again, especially if the weather is as nice as it was during this year's Meet.

I purchased 20 gallons of weed killer in December, but was unable to get any down because of wind, rain, the sprayer being out of service or no labor available to help. The portion that Cliff Fought and Perry McCully were able to put down before the sprayer's generator broke made that portion of track look really good, but mother nature was not on our side this weed season. I will say this now – **there will be an early onset of the fire ban**, since the temperatures are climbing now. It won't be long before the weeds start to wilt and dry out to become fuel for fire. Even if we were to get the whole railroad sprayed and had no weeds on the track, it still would not relieve us of the other 130 acres of weeds that grew. We will still have the fire danger when it dries out. As far as the volunteers doing weed cutting to make the track passable for the Meet, they did an admirable job, and it did not seem to affect any of the Meet participants. They still got out there and had a very good time running trains.

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Vice President's Page

photo by Jim Ashcraft, thanks Perry



Height of the weeds still remaining as of November, 2005

Vice President's Page (cont'd)

Please watch out for the **red flags** that I have placed where we are working. We are trying to upgrade some of our track to get ready for the summer heat. We will only have one branch closed at any one time the rest of the run season, and we will try to have everything open on Sundays, or a way for you to get around where we are working. We have a great deal of things that I hope will get done this summer. I wish to get started on the repairs to Far Flung at Jim Zim all the way to Pieter Pass; to re-ballast the inbound portion of Arntchoo from Wieboldts Woods to the Arntchoo Crossing at Werner; and to replace all the track panels on the outbound portion of Arntchoo from Wieboldts Woods to Arntchoo Crossing, which is 66 track panels, 1,320 feet (1/4 mile) of track. The 1-inch guys have volunteered to make the track panels for us, so that is a start. When we tear it out, you will still be able to get out to Pardee Point – it will be set up to run on the inbound side from Wieboldts Woods to the crossovers at Arntchoo, while we work on that section.

ATTENTION ALL ENGINEERS

A RED flag or marker of any kind located to the right side of the track indicates that Maintenance of Way has closed the track due to a hazard. **Do Not Enter** the indicated track. Consider it a "Stop and Back Out." The track ahead is out of service, under water or being worked on, and may be kinked, blocked by debris or missing some track or a bridge.

Please, **DO NOT** drive **TOO FAST** FOR CONDITIONS.

"I couldn't see past the weeds"

is **NO EXCUSE** for a head-on collision or running into a work zone.



Besides, we need to be able to access our work area off of a train, so it must be open to use. By the time this is published, the end of the Bobberg loop will be getting steel rail installed on the remaining side, and new tie installation started. You will still be able to use Bobberg up to Who Nose Wye, and either return or continue to North Junction and into Pottsville, then returning either via Pottsville branch or by way of North Junction and onto Bobberg for the return trip back to the station.

Please watch for the westbound main at Martins Ferry to be closed while work is being done there, but you will still be able to use the eastbound main. It should not take long to replace the switch on the westbound main with all new ties and steel rail. Ray and Charlotte Hughes will be doing this. This is part of the rehab of Werner Branch that we did to get the Christmas trains over, but did not do the westbound main at Martins Ferry, Fisher, and Racewatch, or the eastbound mains at Werner station and Geronimo. We are going to try to replace some panels and rail that go from the Adobe tower to Schnyder yard. Scotty Brooks has already re-laid the switch ties, and we are trying to get a handle on the tracks that have given us trouble at the Meets.

As you can see, we have a rather large portion of the track that we wish to rehab this year, based on the condition of the rails and ties. The club has started a plastic tie fund and will aggressively pursue using plastic or concrete to offset labor now and additional costs later due to wood tie replacement. We are looking at an extruder that will make plastic ties in an I-beam design like RMI uses, only 144 inches long, so we would be able to cut them into switch ties and track panels able to last for 50+ years. We are currently using plastic ties that are 25 years old, that came from Scottsdale, and they are still in great shape and will certainly last another 50 years. The above is pretty much the worst track that we need to address first, and then we will consider other areas to move to next, but this is all still dependent on the summer heat this year, and how many things get damaged before the end of the year.

(continued next page)

Vice President's Page (cont'd)

One of the projects that I will be asking for help with is the replacement of the walkways on the Bridge at Gamble on the Far Flung branch. The club membership approved the purchase of the material to replace the wood that rotted through and, after I get it delivered and moved over there, then all of the boards will need to be cut off and braces welded into the bridge before putting the steel grating back on the bridge. We will need TWO people with water hoses and water sprayers to be fire watchers when this work is being done. We have made another water car that will connect up to the one with the sprayer, so we will have about 300 gallons of water for all of the fires we will be starting while cutting the boards off (with the rusted out screws that will not turn now) and welding the braces on and the grate into place. I will put out a request for help when we get all of the material purchased and in place next to the bridge.

We had another incident with a power tool, where it does not take kindly to skin and body parts. Please be careful while out working,

because we cannot afford to lose any volunteers. And to be perfectly honest, I do not like the sight of spilled blood – yours, mine or anyone else's. This brings me to another subject. Someone has installed a power bench grinder at the Maintenance of Way area, which is in the open and has been rained on. I will be placing a red tag on it to be removed from the property. Whomever put it there, please take your grinder home. Any grinding wheel CAN NOT BE EXPOSED TO RAIN OR WATER. They will explode like a bomb when you get the wheel hot from use. Please remember this is spinning at 3600 RPM, and that 1/2 horse power motor will send parts flying with the force of a bullet. If you need any verification of this, go to the museum and get the railroad rule book and read it for yourself, or ask any person that has worked in a machine shop. I have asked around, and no one will take credit for putting it there. But, please, think about this if you are working on this grinder, hopefully before the grinding wheel comes flying off at 3600 RPM. Your chest is the biggest target in front of this grinder. Unless you have a great big **S** on your chest, it is going to leave a mark. Who ever put it there, please take your grinder home.

Joe

FROM THE DESK OF: Pete Pennarts President

I regret to inform you that Joe Kalisak has stepped down from the role of Holiday Lights Chairperson. Everyone connected with the Holiday Lights Committee is sorry to lose their leader. He has accomplished so much in the past two years. I wish to say **THANK YOU** to Joe for all that he has done for the Club to improve the Holiday Lights experience for our guests.

If anyone is interested in taking over the position as Chairperson, please contact Pete Pennarts. In the meantime, the Holiday Lights Committee will continue to meet on the second Saturday of each month at 10:30 AM at Ford Station, to ensure that we maintain our momentum as the 2019 Christmas season grows near.

Pete

REMINDER: Anyone needing a full copy of the Bylaws should see the [MLS website member section](#), or contact the Secretary.

Bylaws

Maricopa Live Steamers Railroad Heritage Preservation Society
Revision Adopted January 2016

ARTICLE III

Section 2: DUES ARE DUE the first day of October for each succeeding year. Any member failing to pay dues by the last day of December shall be dropped from the rolls.

Section 3: EXTENSION OF TIME may be granted any member who is unable to pay the established dues within the time required, provided an appeal is presented to the BOD either in person or in writing.

APRIL CALENDAR

| | | |
|----------------|----------|-------------------------------------------------------|
| every Saturday | 7:00 AM | General Work Day |
| every Sunday | NOON | Sunday Public Rides - FINAL MONTH! ends 4/28 |
| Sat. 4 / 13 | 10:30 AM | Holiday Lights Committee (Team) |
| | 11:30 AM | Volunteer Appreciation Lunch - ALL VOLUNTEERS! |
| | 12:00 pm | Closed Board Meeting |
| | 12:30 pm | General Membership Meeting |

| | |
|-----------------------------------|---------------------------------------|
| 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 |
|-------------------------------------------------------|---------------------------------------------------|

| | |
|------------------------------------------------------------|---------------------------------------------------------|
| Dave Kulman Maintenance of Way Superintendent | Dakota Clemens Tower Signal Superintendent |
|------------------------------------------------------------|---------------------------------------------------------|

| | |
|---------------------------------------------------------|--------------------------------------------------------|
| Terry Liesegang Road Signal Superintendent | Jim Zimmerman Engineer Test Administrator |
|---------------------------------------------------------|--------------------------------------------------------|

| | |
|----------------------------------------|--------------------------------|
| Bill Pardee Boiler Inspector | Public Run Crew Coordinator |
|----------------------------------------|--------------------------------|

| | |
|-------------------------------|--------------------------------------|
| Joe Schnyder Safety | Holiday Lights Committee Chairman |
|-------------------------------|--------------------------------------|

| | |
|------------------------------------------------|-------------------------------------------------------|
| Perry McCully Facility Administrator | Donna Hohm Membership Committee Chairman |
|------------------------------------------------|-------------------------------------------------------|

| | |
|-----------------------------------|------------------------------------------------------------|
| John Draftz Advertising | John Bergt Timothy Freeman Web Masters |
|-----------------------------------|------------------------------------------------------------|

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: Pete Pennarts President

Introducing Dakota Clemens as Tower Signal Superintendent. Please join me in welcoming Dakota. He has already improved the tower signal system by upgrading all of the switch relays and circuit boards to provide more power to the switch machines, a problem that has plagued us for a long time. And neatly done. Even his annual budget was typed and in color.

THANK YOU and Welcome Aboard!

photos by Hank Gallo



50th Anniversary History Book News

by Ken Giordano, Editor

THANKS to Rick White, TX (HALS Stack Talk Editor), I spent the first half of March in a feeding frenzy reading old Stack Talks. I've been in heaven. Rick sent me 7 years of his electronic archives, and filled in almost half of my GAP from Jan 2004 through Dec 2010. Now my GAP is only 8 years – **1996 through 2003** – consisting of **only printed paper copies (96 issues – about 500 pages)**, unless by some miracle the Editors from those years have their Word or Publisher documents still on their computers. Since I have no way of knowing who those Editors were, I don't know who to ask to check their computer storage for 20 year old Stack Talks.

The Gandy Dancer (Sept 1970 – Dec 1975) and the Stack Talk (Jan 1976 – June 1992), a total of 22 years, were published on a typewriter, with an average page count of 2. Then, after 1992, some type of Publisher software was being used, until some point during my GAP. In 1995, at the start of my GAP, Bill Unglaube was the Editor. At the end of my GAP, in Jan 2004, the Stack Talk was being published by Robbie and Amy Diehl (stacktalk@msn.com) as a Word document. No idea when the transition was made from Publisher to Word. In Apr 2004, Charlie Downs took over as Editor and began publishing the Stack Talk as a PDF file. With the help of Karen Roderick, who called every member to solicit their email address, if they had one, Charlie was able to reduce the USPS mailed copies from 180 to 126, saving the club \$ 800 per year. (ref. Stack Talk, July 2004)

Before internet emailing began in 2004, all of the monthly Stack Talks were being printed and USPS mailed to all of the members – expensive considering the membership counts: 131 in 1999, 157 in 2000, 192 in 2001, 269 in 2002, 310 in 2003 and 268 as of Jan 2004. (ref. Stack Talk, Feb 2004). Today, only 7 are being printed and mailed each month to members who don't use the internet.

Prior to 2008, for 38 years, the monthly Stack Talk had always been averaging between 4 and 6 pages (even less before 1992, during the "typewriter era"). In May 2008, our 40th Anniversary year, Jim Ashcraft took over as Editor and, having the time and a digital camera, began taking his own photos and publishing monthly Stack Talks that averaged 6 to 8 pages. Then in Apr 2013, the average monthly page count began to increase due to more regular content, like Dave Griner's "Steam Locomotive" series, which began in that month's issue with an article introducing the four types of iron/steel, and has continued ever since. (Footnote: Dave has submitted 71 monthly articles to date [6 years], only missing 1 month for a back injury and 1 month due to computer issues. **MANY THANKS, DAVE**) Jim Ashcraft sometimes published as many as 13 pages, due to the amount of photos taken at the Meets or Holiday Lights.

Then in Dec 2016, Sandy Rauperstrauch volunteered to temporarily fill in while Jim Ashcraft was in the hospital. Her background in graphic design was quite evident in the visual changes she made to improve the readability of the newsletter. Sandy's average monthly page count was between 10 and 14 pages. Sadly, Jim Ashcraft passed away, so Sandy continued as Editor until Ken Giordano volunteered to permanently fill the position in Nov 2017, **celebrating his 1^{1/2} year anniversary with this expanded issue.**

THANK YOU to Sandy, Jim, Charlie and Karen, Robbie and Amy, Roger Netz, Bill Unglaube, Don Bauer, John Draftz and all of the Stack Talk Editors during MLS's 50-year history for their service as the Club's Chief Communications Officer.

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HISTORY BOOK NEWS (cont'd)

The reason that I am concerned about finding the remaining Stack Talks to fill in my GAP is because so much of the Club's 21st century history (Adobe) happened during the GAP. At the start of my GAP, in 1995, MLS had not yet begun building at Adobe. But, by the end of my GAP, in 2004:

>> Bobberg, Arntchoo and Werner East Branches were already complete, and the 4,000 foot Werner West was completed 3 mos. later for the Spring Meet. In addition, Adobe's first branch line, Pottsville, was already slated to be REBUILT, and an upgraded tunnel was planned. (ref. Stack Talk, Apr 2004)

>> The Ford Station foundation was in and ready for the outer walls to be raised and the roof put on. (ref. Stack Talk, Mar 2004)

>> Adobe Station was being used heavily for Sunday Public Runs, so (12 yards of) concrete platforms were poured between the tracks and a pre-recorded safety announcement was created for the 2004 – 2005 Sunday Runs. East Adobe City and the East Yards were already complete and functioning. During the summer of 2004, a new roof was put on Adobe Tower and electrical service was added, West Yard track installation was started, and the Transfer Table track was extended 80 feet to service the West Adobe City containers. (ref. Stack Talk, Aug 2004)

>> The MLS Website was already in use, maintained by Charlie Downs. (ref. Stack Talk, Mar 2004)

I can only imagine all of the BoD decisions being made, the fund raising, the volunteer time spent at the Park, the setbacks overcome and the pride of accomplishment felt as the Park expanded during those 8 years. I believe Al Ford's goal was "1 year = 1 mile of track", not to mention all of the infrastructure needed to support that much track building and the increases in membership.

I have a feeling I will never get the GAP filled in. I can say "what" was built during that time (if it still existed in 2004), but "how" and "why" it came to be will probably stay unknown, especially after the elder members all pass on. So much history lost. Those first 8 years at Adobe (1996 – 2003) yielded 4 branch lines, most of Adobe City, Adobe Tower, most of Adobe Station, Sunday Public Runs and the Ford Station foundation – so much more NEW stuff than the 15 years that followed. Years 2004 through 2018 have yielded only 2 additional branch lines, completion of Ford Station, upgrades to existing infrastructure (Adobe City, Adobe Tower, Adobe Station, East and West Yards), Holiday Lights Rides (NEW in 2009), and too many track repairs and replacements to mention (concrete ties being NEW in 2018). The Stack Talks also show how much more volunteerism there was in those days, work crews of 5 - 6 back then, compared with 2 - 3 now. And we've lost 30% of our membership (310 in 2003 versus 210 in 2019).

Either the elder members must search through their storage for any of the missing paper issues or search for any existing paper photos. Old photographs may help to jog their memories for details about the events of those 8 years, from 20 years ago, and then those memories could be gathered through interviews.

Otherwise, I am at a loss here.

Does anyone have any alternative strategies to offer?

Or we can all vote to have that Chapter in the History Book read: "This page intentionally left blank."

It would break my heart to do that!

Ken

(On the lighter side, since this is my 18th issue, I wanted to report that I think I'm finally getting a handle on this job. I'm not sure when Pete will be scheduling my performance review, but I hope I've done well enough to get a raise. Oh, no. I forgot to add it to this year's budget!)



What is it? And why is it so important to MLS?

REPRINTED from STACK TALK, May, 2004

by Ellie Barbieri

Sahuaro Central Railroad Heritage Preservation Society, Inc. is the creator and promoter of the Adobe Mountain Desert Railroad Park and Museum, originally known as Railplex.

Sahuaro Central leased an 80-acre parcel of land, which is now a portion of the approximate 160-acre Railroad Park, from the Maricopa County Parks and Recreation Department in an agreement signed February 21, 1989. The term of the no-fee lease is for 25 years with an option to extend the lease for 25 more years.

The original plan to build a substantial museum, conference and convention facility did not materialize because of financing problems caused by an economic slump in the late 1980's. For a number of years Sahuaro Central revised plans and continued to plan for the development of the Railroad Park. In 1990, the Maricopa County Recreation Services proposed that the Railplex property be exchanged for a larger parcel of property on the east side of 43rd Ave., just south of what is now the Sports Field Complex. Sahuaro Central agreed and began to encourage large and small scale model railroad groups to become involved in the Railroad Park.

Early in 1992, the Arizona Model Railroading Society / Arizona Garden Railway Society (AMRS) was forced out of its location on the second floor of a shop located at 26th Ave. and McDowell Rd. Before vacating the facility, they petitioned Sahuaro Central for approval to move to the Adobe Mountain Desert Railroad Park. AMRS and Sahuaro Central entered into an agreement in February of 1992.

Meanwhile, AMRS relocated to a vacant store in the Valley West Mall Shopping Center (Manistee Town Center), at 59th Ave. and Northern Ave., now the location of a Wal-Mart Supercenter. During its stay at the mall, AMRS began planning for the move to Adobe Mountain Desert Railroad Park. The Maricopa Live Steamers (MLS), which was located in the McCormick-Stillman Railroad Park in Scottsdale, also entered into an agreement with Sahuaro Central in 1992.

AMRS began efforts to procure a building permit for the first of several buildings, which they proposed to construct. After overcoming many obstacles in dealing with the City of Phoenix Development Services Department, a building permit was in place. The foundation and rough plumbing were installed and inspected, but then, the Maricopa County Flood Control District

informed AMRS that it would have to construct the finished floor one foot above the 100-year flood plane. This would have put the finished floor approximately five feet above the existing grade. Construction halted and the improvements were removed.

After much discussion with the City of Phoenix Development Services Department, Maricopa County Flood Control, Maricopa County Recreation Services and Sahuaro Central, the Maricopa County Recreation Services suggested a change back to the land on the West side of 43rd Ave., which has buildable land at one foot above existing grade, plus an additional 80 acres of land. Approximately 35 of the 160 acres are buildable at grade plus one foot to finished floor. Sahuaro Central began a new plan for development.

In 1994, during a period when the County was having financial problems, the Maricopa County Recreation Services vacated the Ranger Station at Adobe Mountain Park. Sahuaro Central was contacted to see if they would be interested in adding the 2.9 acres to the existing agreement. Sahuaro Central agreed because it is adjacent to and connected to the section already under lease. With the existence of a habitable structure on the site, this gave Sahuaro Central a place for a base of operations at the Park.

SAHUARO CENTRAL (cont'd)

The former Ranger Station currently houses the Sahuaro Central headquarters, the museum and other properties owned by Sahuaro Central.

In January of 1996, Sahuaro Central invited AMRS and MLS to use the facilities until such time as the model railroad groups could undertake the erection of their own buildings.

With Sahuaro Central financing, AMRS erected the 20 by 30-foot metal building that now houses the Huntley HO train layout, a part of the Sahuaro Central Museum collection. Sahuaro Central, with County Recreation Services' approval, remodeled the Ranger Station building to make it more user friendly for meetings and museum operations.

MLS began its progress at the Park in March, 1996 and completed the loop of 7-1/2" gauge track around the museum building the following November. MLS installed five steaming bays and transfer table at the Sahuaro Central Museum compound, now known as Pottsville.

In the years 1996 through 1999, nearly three miles of track were placed outside the Sahuaro Central area into the large tract of Railroad Park land to the west and south. Today, signal systems, grade crossings, station platforms, picnic areas and towns are being developed along the routes. When the four-track terminal, dispatch building and the first sea containers started to arrive, the MLS base of operations moved to Adobe City south of Pottsville. As of the spring of 2004, the live steamers have placed more than eight miles of track in the Railroad Park.

Sahuaro Central is the promoter of the Railroad Park. The development of the land designated for Sahuaro Central use and the common areas of the Park, road easements, parking areas, utility easements, etc., are controlled by the Sahuaro Central Board of Directors. The Board of Directors comprises two members from Sahuaro Central and two members from each of the tenant railroad groups in the Railroad Park.

Each model railroad group leasing from Sahuaro Central is responsible for the development of its area. All site plans, permanent improvements and the utility installations for those structures must be approved by Sahuaro Central, Maricopa County Recreation Services, Maricopa County Flood Control and the permitting agencies of the City of Phoenix.

A message from the Board of Directors of the Sahuaro Central Railroad Heritage Society

Sahuaro Central is a very important part of Adobe Mountain Desert Railroad Park and Museum. The park could not exist without Sahuaro Central; they hold the lease with the Maricopa County Recreation Services Dept. In addition to overseeing the development of the park, they operate the museum (Pottsville) which has a number of new displays of railroad materials.

Sahuaro Central has also been putting on the "Everything Railroad" Swap Meet twice annually since 1985. Sahuaro Central deserves your support. For annual dues of only \$30.00, you can be a part of the organization and take advantage of the facilities, library and get involved in their projects. To be a part of Sahuaro Central, email or contact secretary Michelle Bastian or treasurer Steven David.

2019 Officers and Directors:

Pres: Jerry Oyler, jerryoy147@msn.com
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Sec: Michelle Bastian, michaelandme@cox.net
Treas: Steven David, steves-train@cox.net
Directors:
 Bob Rys, fixitbobbe@cox.net
 Mike Russell, jmrjmr@cox.net
 Larry Allen,

Museum Curator:

Jerry Oyler, 623.816.1939, jerryoy147@msn.com

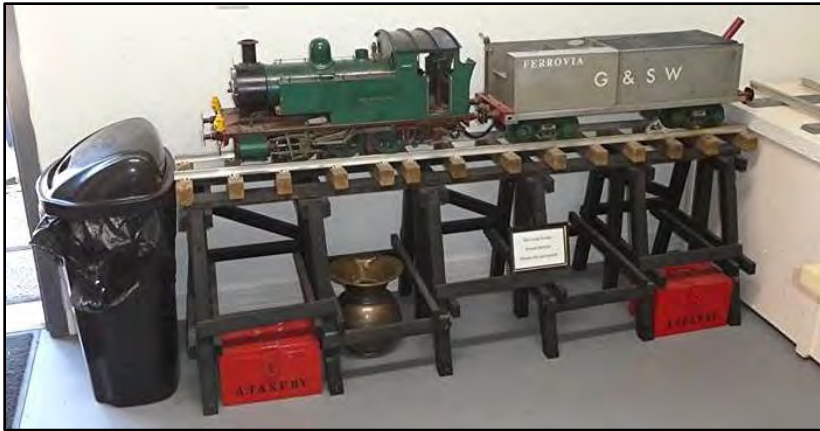
Newsletter Editor:

Donald Bauer, DBauer2250@aol.com

PHOTOS on the NEXT PAGE



IF YOU HAVEN'T BEEN TO POTTSVILLE (Sahuaro Central Museum), THEN HERE'S SOME OF WHAT YOU HAVE BEEN MISSING.



photos by Hank Gallo

SOMEONE YOU SHOULD KNOW!

This month's toastmasters:

Donna Hohm and Hank Gallo

Photos by Donna Hohm and Hank Gallo

Frank Behrle

Circus Train by Hank Gallo

Beautiful weather today brought the Circus Train to town. Frank Behrle, a distant cousin of the Ringling brothers, completely scratch-built his Circus Train (from locomotive to circus wagons) after a trip to Baraboo, WI, where he took photographs and measured the prototypes. Then he traveled the globe collecting his rare animals. For a short time, they traveled as Ringling Bros., Barnum, Bailey & Behrle, but Frank had dreams of being a railroader. So now, he just pilots his train, advertising for his cousins. It's always fun to watch the children's faces as their Sunday Public train passes the Circus Train.



(continued next page)

SOMEONE YOU SHOULD KNOW

(cont'd)

Frank Behrle

Frank Who? by Donna Hohm

Frank is one of those people who contributes a great deal of time to the club. He is having more and more trouble getting around, yet he is always there to help out. Frank and his train make a great contribution to the "visitor experience" on Sundays.

He's been a member since 2004, and has a reputation as a "trouble maker," but on Sunday's, he's at the helm of his Circus Train for the delight of the children. And on Saturday's, he's at the helm of the club's ballast train as a member of the Track Team. He also turns the exterior lights on and off during our meets, and every night for our Holiday Lights nights. Each year, he works in the station for the Christmas Runs as a highly decorated Safety Officer (see photo *right*), and helps out at the museum when needed.

Next time you see Frank at the Park, say "Hi." And if you don't see him around, ask any member if Frank is at the Park today. If they respond with, "Frank who?" then simply reply, "Yes, that's him," and they will know exactly who you mean.

(Lovingly written by a dear friend)



MEMBER CONTRIBUTIONS!



Two Faux Photos by Stan Ferris

My faux Porter 0-4-0 loco is nearly done! Hope to bring it out to the Spring Meet next week. Bob Rauperstrauch and I are planning to do some weed patrol Friday. Our plan is to make a gigantic salad . . .

Pioneer Machine Shop by Hank Gallo

This establishment has been decorated for Spring by Dick Maddock and other members from Colorado.

Suitable
for
Framing



MEMBER CONTRIBUTIONS (cont'd)

submitted by Perry McCully, sorry Betty Ann



“Did you know there’s a miniature woman tied to the train tracks who looks . . . remarkably like me!”



From the Gallo Collection of Railroad Spirits, well aged and labeled, "first annual night run" 12-09-2007.



Story and photos by Hank Gallo

Many guests have asked what happened to the large wooden train that was in Friendship Park. We removed it due to wood rot, and because no volunteers stepped forward to repair it. All of the horizontal surfaces really took a weather beating. I took some photos today to see if we could just use the sides of the train as a prop in Friendship Park again. We'll see if that can be done over the summer. That's a big "IF".

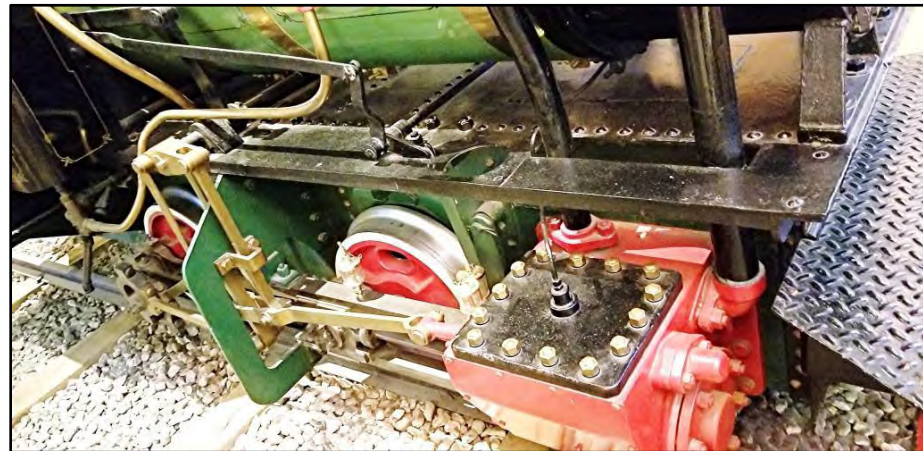


MEMBER CONTRIBUTIONS (cont'd)



Photos by Geronimo Vidales

An engine found in the lobby of one of the Las Vegas hotels.



History of a Train
Orenstein & Koppel #791

The Orenstein & Koppel #791 was manufactured in 1901 at the O&K Works in Berlin. Locomotives such as this one were used in sand quarries and by contractors in the days before motor vehicles were available. From the early 1960's many of the surviving small steam locomotives of this type were exported to the USA.

It was kept for a short time at the Rhinebeck Airport in New York State. The 791 was then acquired by Steam Town, the largest private collection of steam locomotives in the U.S. at Bellow Falls, Vermont. After the death of its owner, the collection moved to Scranton, Pennsylvania but many of the non-American trains in the collection were disposed of.

Thus the 791 moved to Golden, Colorado and was used in the High Country Railway that ran narrow gauge tourist trains round the High Country Western Village (a western theme park). That operation folded a few years ago and the 791 was then sold to Sunset Station.

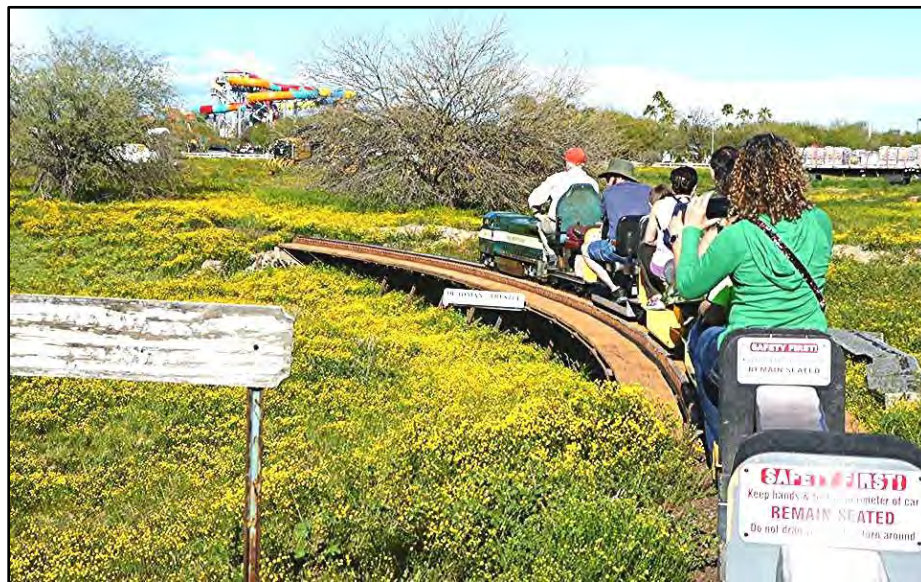
by Mick Janzen

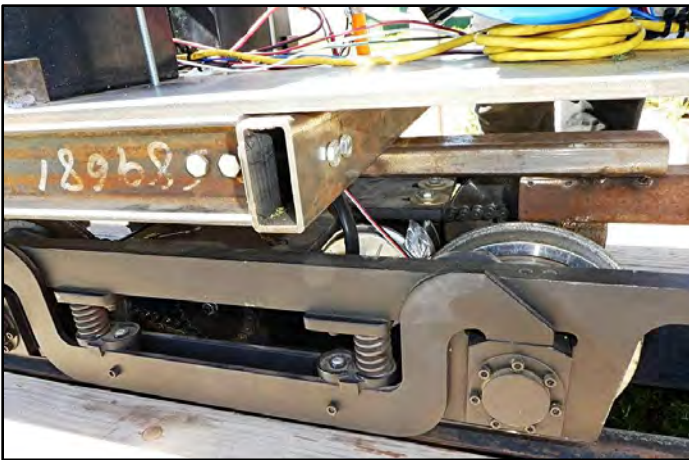
My Secret Garden



Her Secret Garden by Hank Gallo

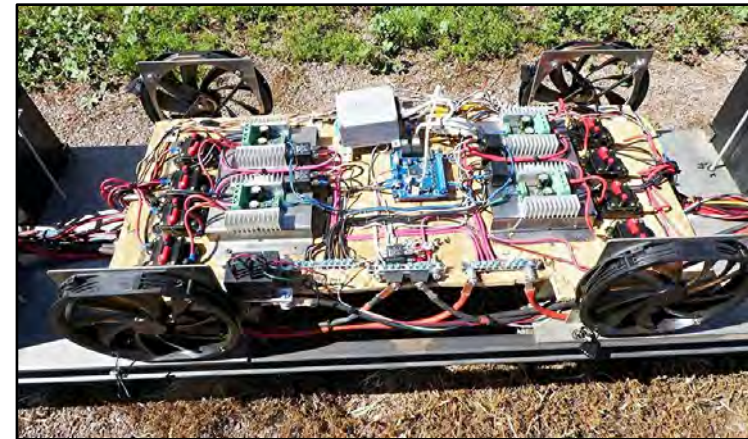
This photo by Thomas Matteson





John Bergt's UP Turbine Story and photos by Hank Gallo

This has been a dream of John's, and with assistance from several members, it is coming together – and it looks to be a beauty. They took this locomotive out on several runs today and it ran great. It has wireless remote, so it may be spotted running seemingly without an engineer. Completing the main part of the body work is next on the list. It is completely scratch built by John and some of our members. I can't wait to see it hauling the public. Google search for info on the UP Turbine. There are some great videos and stories about the prototype (wireless remote not included - yet).



TRACKING TRACKSIDE PROGRESS 2019

Story and photos by Hank Gallo and Perry McCully

The Sawmill (tie factory) is where the magic happens. Ties are cut to length and drilled for both track panels and turnouts. The construction team is building a cover over the north side of the sawmill container to store the golf carts, which was approved at last month's club meeting. This month, the membership approved building a cover on the south side of that container for storing new turnouts, until they are ready to be installed. Due to being constructed of steel rail, a turnout is heavy and Bob Douglas said he now has a difficult time loading them onto his work train by himself. So a switch will be installed to provide a new siding to facilitate loading. The roof of that container is leaking (since it was a truck body built in 1938), so the new south cover will go over the container roof as well.

Fred Greenwald, Matthew Rockwell, and Cliff Fought welding the golf cart shed roof cover supports.



Pete Pennarts and Matthew Rockwell setting a post for the shed to store golf carts.



The Sawmill Container (south side) where the supports will be installed for a cover to protect a new turnout storage area, which will be served by a new siding for loading.



The Sawmill Container (north side) where the supports have been installed for a cover to protect the golf cart parking /charging area.



TRACKING TRACKSIDE PROGRESS 2019



Photo by Dan Benton Joe Schnyder removing weeds on the balloon loop before the Meet.



Photo by Perry McCully Belinda Kulman weeding Adobe yard.

Photos by Hank Gallo

Looking North from Which Way Junction, the new bypass track is on the right for express service into the freight yard.



TRACKING TRACKSIDE PROGRESS 2019

Photo by Perry McCully

Cliff Fought welding on the Ferris Wheel.



Photos by Dan Benton

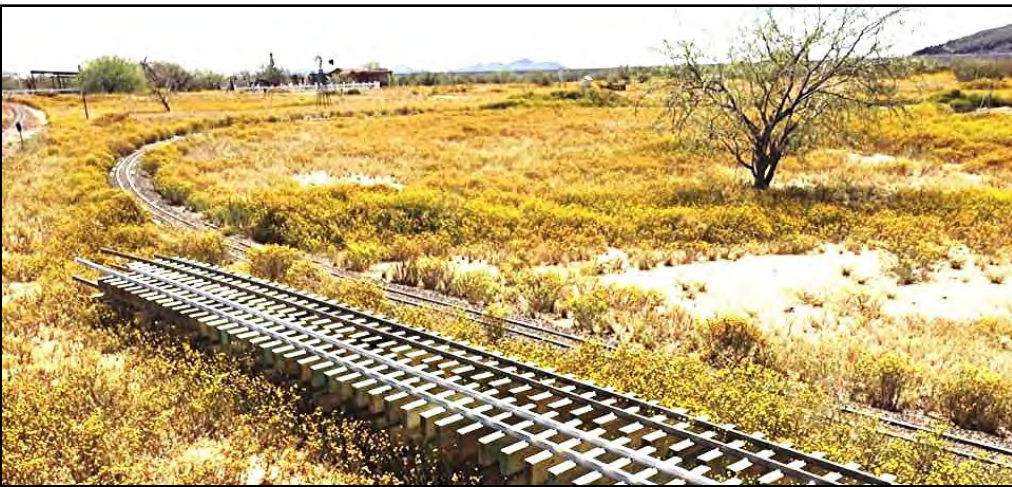
The Track Team completed repairs and upgrades to the balloon loop so that it would be open for the Spring Meet.

TRACKING TRACKSIDE PROGRESS 2019

**Holy Cow, Joe.
How many concrete ties are you pouring today?
Oh, this delivery isn't for you . . .**

Photos by Dan Benton

It seems that there is a lot going on around the one-inch layout these days.





STEAM LOCOMOTIVES

BOILERS

FIREBOXES

by Dave Griner

Hello again, today we're going to look at oil as used for locomotive fuel.

From about 1890, oil was tested and starting to be used to fire locomotive boilers. A further, better explanation of oil fuel is as follows from Wikipedia:

Oil burning locomotives in the steam era mainly used Bunker C fuel oil. (Bunker C is also known as Type 6 or Number 6.) While some preserved steam locomotives of today (circa 2005) still use Bunker C, most have switched to various alternative fuels, as Bunker C can be difficult to locate, transport, and store. Alternatives include Number 4 fuel oil, kerosene or diesel oil (and sometimes a mixture of diesel/kerosene), and others employ used motor oil.

Regardless of the kind of oil used, most locomotives store the fuel in a tank on the tender. The oil tank is equipped with steam heat coils to heat the fuel before combustion. This is done to keep the oil viscosity such that the oil can flow freely to the combustion chamber. Bunker C fuel oil is very thick and difficult to use without pre-heating.

The fire in an oil burning locomotive is controlled with two valves: the fuel valve, which controls the flow of oil to the atomizer, and the atomizer valve, which controls the steam to force the oil into small droplets for burning.

The fireman must control the amount of steam, oil, and air in the combustion chamber to produce the most efficient fire to boil the water. The fireman observes the color of the smoke emitted from the smoke stack to determine what the fire needs. Thick, foul smelling black smoke indicates that the fire is not burning correctly due to too much fuel oil. The fireman can increase the draft of air using dampers and the blower, or reduce the amount of oil to the burner. Blue smoke indicates too much steam is being admitted to the atomizer, and he must reduce the steam pressure. A light grey smoke indicates proper adjustment, while no smoke at all means the fire is too light and should be increased.

It is worthy to note that under some circumstances, the fireman can cause a series of hollow booms or small explosions through miss-adjustment of the fire. If one were to be watching with the fire doors open at such a time, one would see that the flame is being ripped away from the burner and into the flues. This also can cause heavy amounts of soot to be deposited in the flue, reducing the efficiency of the boiler. The soot can be cleaned by throwing sand into the combustion chamber, but this causes undesirable wear to the flues and any super heaters.

(continued next page)

FIREBOXES (cont'd)

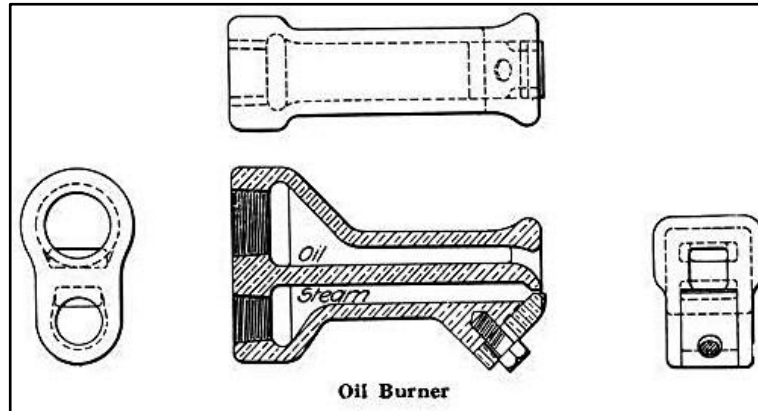
(3) Here is the firebox of the Spokane, Portland and Seattle, #700, with the brick work in place. The view is from the combustion chamber looking toward the rear of the locomotive.

(4) This is a view of the furnace showing the "firepan" before the brickwork has been applied. The burner is shown at center/bottom at the front of the "firepan."

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FIREBOXES (cont'd)

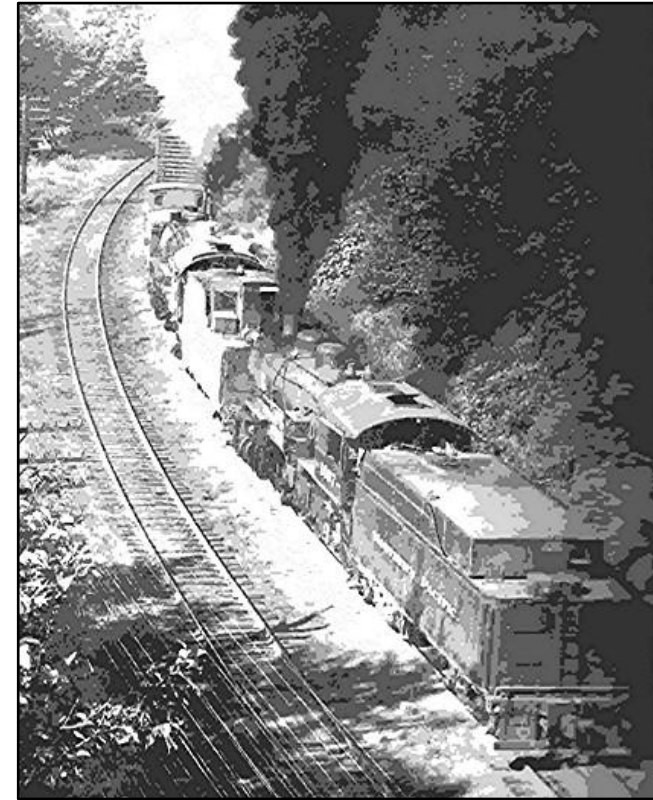
(5) This is a cross section of a “drooling burner,” named as such because the oil drools over the edge of the opening for the steam, hence atomizing the oil in the process. Most burners used on locomotives were of this simplistic arrangement.



Oil firing is much easier from a physical standpoint, but requires close attention to the operating conditions at any given moment. Adjustment to the fuel rate, atomizer and blower is the equivalent of keeping three balls in the air at once. Typically, oil burners produce very little smoke. However, when things go awry or the flues need sanding, then this is what happens (see photo *right*)

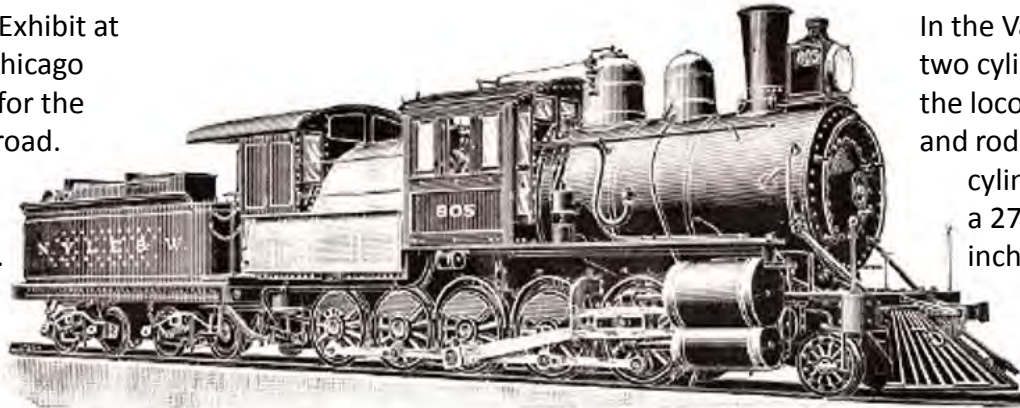
As a note, . . . no, we will not be discussing propane as a fuel. It should be recognized that all things have their place in the universe . . . wood, coal and (by special dispensation) oil find their natural places on locomotives, . . . but propane finds its place grilling hotdogs . . . !

Until next time, . . . Take care, Dave



They don't make 'em like this anymore.

The heaviest engine in the Baldwin Exhibit at the 1893 Columbian Exposition in Chicago was this 2-10-0 Decapod type built for the New York, Lake Erie & Western Railroad. It had a Wootten firebox designed to burn low-grade coal and used the novel Vaucain compound drive.



In the Vaucain compound arrangement, two cylinders, mounted on each side of the locomotive, drove a single crosshead and rod. Steam was sent first to a 16-inch cylinder and its exhaust was sent to a 27-inch cylinder. The stroke was 28 inches. Total weight was 195,000 lbs.

Samuel Matthews Vaucain was a lifelong employee of the Baldwin Locomotive Works Company.

He was a locomotive manufacturer, inventor, salesman, and international businessman. One of his many achievements was the invention of the compound locomotive in 1889.

**REPRINTED from STACK TALK
September, 2006**

Example of a “Camelback” locomotive with a Wootten firebox, as discussed in the Stack Talk, March 2019.

Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

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

MAR. 3, 2019 - SUNDAY PUBLIC RUNS - Stationmaster Jerry Grundy was ill today.



Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

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

MAR. 10, 2019 - SUNDAY PUBLIC RUNS - Everyone was there and ready to run. The first outbound trip went to the museum with Mickey Janzen (E) and Jim Zimmerman (C). The next outbound train went to Werner with Jim Theobald (E) and Chuck Larom (C). They were relieved at 3 PM by Jim Thiewes (E) , Ed Houk (C) and Dave Pulver (C). Chuck Rheutan put out the train signs on Pinnacle peak Rd. and Hank Gallo picked them up. Hank also ran Jr. Engineer school, with helper Assistant Trainer Ethan. Bill Unglaube (Gatekeeper) manned the gates and set the route buttons for each train's designated route. Sandra Grundy (Gift Shopkeeper) had the gift shop open. As we were not there for the past few weeks, Pete Pennarts and his grandkids came by, as well as John Broughman and Sondra Bronsard. It was good to be back out again. There were 264 riders on 14 trips. Happy rails. Stationmaster Jerry Grundy.



Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

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

MAR. 17, 2019 - SUNDAY PUBLIC RUNS - Stationmaster Jerry Grundy was ill again today.

Junior Engineer School report: We had our granddaughter Olivia's first birthday party at the park today, so school got a late start. I saw a family with a young man watching all the action in the freight yard, and thought that that would be a great chance for him to get hands-on experience by bringing the Jr. Engineer School train "Chessie" out to the station. His family said we made his day, but wondered if Granddad could get a chance at the controls. As we always say, "engineers of all ages." Ann, from Phoenix, posted, "My husband was thrilled to drive the train. We have been coming here for many years, and this was such a wonderful surprise for us. Thanks for making our day unforgettable!" (Hank Gallo)

Mick Janzen, the Leprechaun, brought donuts instead of a pot of gold for St. Patrick's Day. The photos were taken by Thomas Matteson, and the person talking to Mick is Jim Zimmerman. (Perry McCully)



Sunday Crew photos – see top of next page

Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

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

MAR. 17, 2019 - (continued)



MAR. 24, 2019 - SUNDAY PUBLIC RUNS - Although Stationmaster Jerry Grundy was ill again, and Hank Gallo was unavailable today, the day still happened, and everyone had a great time.

Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

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

MAR. 31, 2019 - SUNDAY PUBLIC RUNS - Stationmaster Jerry Grundy was in Vegas for a funeral.



HAPPENINGS *way* PAST!

SPECIAL PRESENTATION by Jim Ashcraft

REPRINTED from STACK TALK, February, 2013

MILS Time Table

Phoenix, Arizona

OFFICIAL NEWS OF THE ADOBE WESTERN RAILROAD AND MARICOPA LIVE STEAMS

January 25, 2013

NEWEST MEMBER MAKES DONATION



BUCKEYE, AZ. The newest member of Maricopa Live Steamers has made a generous donation to this club. After hours of negotiations with local building contractors, Fred Williams, who wishes to remain anonymous, was able to obtain donations of several pieces of lumber. After making many trips to various building sites, some as far away as 3 blocks, our member was able to procure two by four clear spruce lumber. Some of the donated items were as long as 3 feet. This member spent many hours trying to determine how to fit more than two or three pieces of lumber on the back seat of his car. He also wishes to thank his loving wife for her encourage-

ment, lifting the lumber when the members back gave out and helping vacuum out the car. When members of the Board of Directors were contacted they released a statement that they could not comment on an on going investigation.





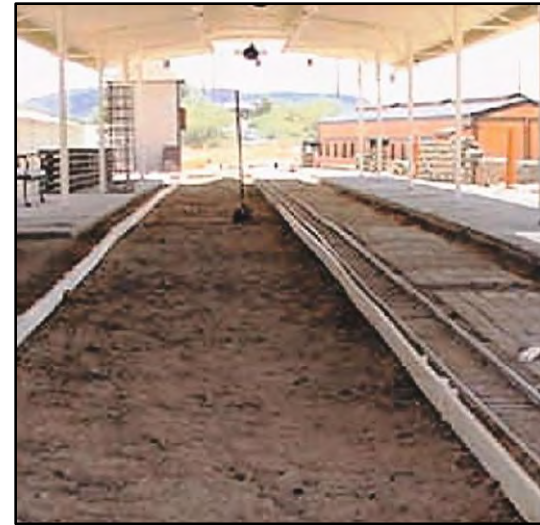
**REPRINTED from
STACK TALK, August, 2004**

The Concrete Pouring and Tamping Society

held a meeting recently to install footings for the transfer table rail extension westward, ever westward to accommodate the growing number of containers at MLS. (left)

A form is in place in Adobe Station for the new platform. (right)

(Ed. Something in this picture doesn't exist anymore? Or is my sense of scale at fault?)



REPRINTED from STACK TALK, April and June issues, 2004

These are not people. But, they are Knott people. If you don't believe it, visit the Fisher Industrial Park and the Knott Wye. There, you'll meet the family – (from left) mother Mae B. Knott, father I. Hope Knott, sister Shirley Knott and little brother Bedder Knott.



(Ed. – 15 years of sun, water and weeds may have caused them to be relocated from their land.)

With all of the rail traffic in and out of Fisher, the railroad has purchased some land from the Knott family on which to build a wye, so as to be able to turn cars and engines. The construction foreman has decided to call the wye the Knott Wye. When asked why Knott Wye, he answered, "Why not Knott Wye? If not Knott Wye, then what Wye?" No one knew why not Knott Wye, so Knott Wye it is.

The entire Knott family plans to be present or not present, whichever, at the dedication of Knott Wye. A ground hog roast will be held after the ceremony and everyone is invited to attend (bring your own ground hog).

It seems that all of the Knott family members stayed around after the April dedication. Following the dinner feast, on the last evening of the family get-together, old man Knott proposed a new game for the family to play. The object was to see who could stand perfectly still for the longest period of time. The winner would receive a trophy and a cash prize of 3 cents from the Knott family money vault. Well, for such an outstanding prize, everyone present decided to try. That was 46 days ago and there are still 78 participants standing under the tree. At first glance, you may think that these are not people, but you would be wrong, because these are Knott people. The next time you go through the town of Fisher, take a look under the big mesquite tree on the south side of town.

Another historically significant article by



Adobe Al

HAPPENINGS PAST!

MLS Spring Meet 2019



photos by Hank Gallo



SPRING MEET (cont'd)

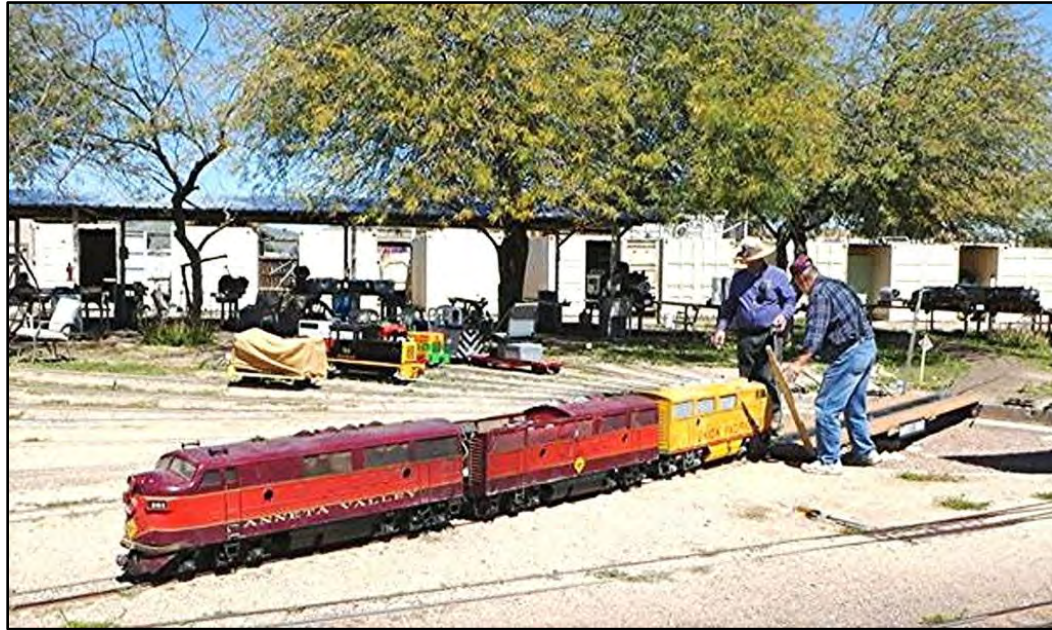
Riding the 1-inch Railroad



photos by Mick Janzen



SPRING MEET (cont'd)



photos by Tom Harrington





HAPPENING NOW!

CALLING ALL VOLUNTEERS

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**. We plan to serve between 11:30 and noon for **ALL** volunteers. Dave and Belinda Kulman will be our hosts. Although it should be a non-volunteer doing the cooking, Dave and Belinda did what they usually do when there's a need – they volunteered. **THANK YOU, Dave and Belinda!** We are having it a month earlier this year, since so many of our snow bird members leave town by May. We hope to see all of our volunteers there. **THANK YOU ALL FOR YOUR HELP THIS YEAR!**



Out to
LUNCH!

SEASON FINALE

Note, we will be ending our **Sunday Public Runs** 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.

