



Maricopa Live Steamers

STACK TALK

JUNE 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**

I know it is about to get very hot, and we need to be aware of our fluid intake, so as not to dehydrate ourselves in the summer sun. Right now, I am in Ely Nevada with 4 inches of snow and the wind blowing at 25 mph, and it is very cold. When I get to Phoenix I will be ready to come back to Ely and the cooler weather. But that aside, this is a neat place to visit for any steam train lover. The people here are very friendly and welcome you to visit the whole place, and it is open for viewing.

I understand we had a successful fireworks night for the rides and plenty of people showed up to help. Thanks to all who helped. I was not there, so I will take no credit for anything.

Thank you to the bridge workers doing the Gamble bridge. This will make a safe area to switch when it is done, and we will have a couple more of these bridges to do this year for our safety portion of the bridge walkways. Next, to get redecked, will be the Harnish valley double track bridge on Arntchoo, then McCully bridge and Simmons bridge on my safety list for safe walkways. I will keep updating the progress of this safety item as we get them completed. **Joe**



**Vice President's
Page**



We will be back in October

END OF PUBLIC RUN SEASON
Courtesy of Yuma Territory Live Steamers

JUNE CALENDAR

EVERY Saturday	7:00 – noon	General Work Day
Sat. 6 / 8	10:30 AM 12:00 pm 12:30 pm	Holiday Lights Committee (Team) Board Meeting General Membership Meeting
Sun. 6 / 16	all day	FATHER'S DAY (Family)



Here's hoping
this little
get well wish
will give
your spirits a
great big lift.

Fred Greenwald fell at home and broke his hip. He is recovering.

Bob Alkire fell at his home and cracked his ribs. He is recovering at his daughter's home in Missouri.

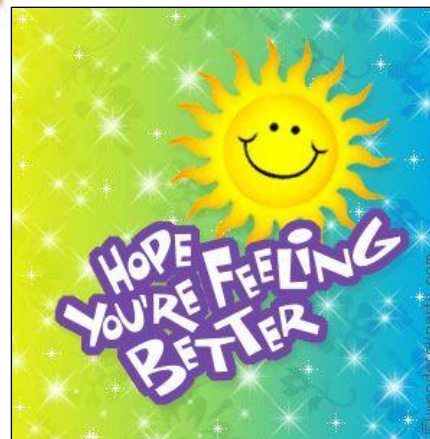


Dewey Mills had an accident with a drill at home and broke bones in his hand.



Myrna Brooks fell at the park and broke 2 bones in her hand.

Pete Pennarts' wife has been in the hospital with asthmatic bronchitis.



- | | |
|--|--|
| Pete Pennarts
President | Joe Schnyder
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| Dave Griner | |
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FROM THE DESK OF: Terry Liesegang Road Signals Superintendent

Signal changes have been made at Dirtwater Junction and Who-Nose-Wye. I would like to clarify operation between those two Control Points on the Bobberg subdivision.

Signal Rules 351, 352, and 353 apply at all times when operating on the Adobe & Western Railroad.

Left hand running on the Bobberg subdivision has not changed at Dirtwater Junction, and the signals have not changed for left hand running at Dirtwater Junction to Who-Nose-Wye. You do not have to use the alternate route described below.

The common practice on the A&W, when running between those two Control Points (Dirtwater Junction and Who-Nose-Wye), is left hand running with Westbound trains going up the hill and over the Simmons bridge and down around Fritzes' Corner to the signal at the east leg of Who-Nose-Wye.

The Eastbound route to Dirtwater Junction is on the south leg of Who-Nose-Wye through Joshua Junction and then back to Dirtwater Junction and then the Bobberg mainline.

Signals have been added to facilitate bi-directional running on both the Westbound and Eastbound mainlines (between Dirtwater Junction and Who-Nose-Wye).

At Dirtwater Junction (when going Westbound), you may go on the alternate route by taking the diverging route at Dirtwater Junction (Rule 358), through Joshua Junction and then to Who-Nose-Wye to rejoin the Bobberg mainline toward New Diehl City.

At Who-Nose-Wye (when going Eastbound), you may go on the alternate route by taking the diverging route (Rule 358) at Who-Nose-Wye, through Fritzes' Corner, over the Simmons Bridge and then to Dirtwater Junction to rejoin the Bobberg mainline toward Russell Creek.

When taking the alternate routes, Eastbound or Westbound, you will encounter a flashing red signal (Rule 363) at either Dirtwater Junction or Who-Nose-Wye.

If there is a Westbound train on the rule book defined normal running route, the signal will be a solid red (Rule 362) at Who-Nose-Wye, or if there is a train approaching from New Diehl City.

If there is an Eastbound train on the rule book defined normal running route, the signal will be a solid red (Rule 362) at Dirtwater Junction, or if there is a train approaching from Russell Creek.

The solid red signals will revert to flashing red signals when the trains clear the blocks they are occupying. Rule 359 (CLEAR), 360 (APPROACH), and 362 (STOP) apply for the other signals at these control points.

When there is a conflict at either Control Point (Dirtwater Junction or Who-Nose-Wye), the train on the rule book defined normal route has priority. The train crews will resolve the conflict as required. Authorization to pass red signal is granted, with the trains going at the restricted speed and minimum distance past the red signal to resolve the conflict.





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TRACKING TRACKSIDE PROGRESS 2019

Story and photos by Matt Rockwell



Bridge repairs are progressing nicely. Thank goodness for the cooler temps.
Thanks to Cliff Fought and Perry McCully for the tree and brush clearing, and to Dave Griner for helping me “glue” the iron!!





STEAM LOCOMOTIVES

RUSSIAN IRON

by Dave Griner

Hello, again. This time we're going to depart from our planned direction to take a look at another area that has generated interest, specifically Russian Iron.

For many years, when this term came up while studying locomotives, a good explanation could never be found. Then, sometime in the 1970's, Model Engineer magazine ran a short article on the making of the material by a person who had traveled to the area and returned with a complete description of the intricacies of its manufacture. Having recently run across the same article on the "net," it is as follows

Garrison's Manufacture Of Russian Sheet Iron

by F. Lynwood Garrison, Journal of the U. S. Association of Charcoal Iron Workers

(from the December 1, 1888 issue of Engineering and Mining Journal, pages 461 and 462, with some minor editing)

A summation of what Dr. Percy (an Englishman) wrote prior to 1874. Garrison wrote the article because, even in 1888, the general engineering society thought that Russian Iron was a secret. It wasn't a secret at all. In 1888, they didn't know where to look, and even 100 years later in 1988, researchers still didn't know where to look for the information. The Engineering and Mining Journal didn't seem a likely source for how to make Russian Iron.

There appears to be much misunderstanding in reference to the manufacture of sheet iron in Russia, and questions are frequently asked the writer: "What are the secrets connected with it?" "How is it made?" "Could admission be obtained to the iron works in the Urals, where this iron is made?" It is difficult to understand why such questions should be asked by persons versed in the literature of iron and steel, for Dr. Percy wrote a very excellent and accurate monograph on the subject a number of years ago.

Not having had the opportunity of personally visiting the Russian iron works in the Urals, Dr. Percy's paper was compiled from data furnished him by a number of persons who visited these sheet iron works. Since it has been my good fortune to have the recent opportunity of seeing some of these works in the Urals, I will, at the risk of telling an old story, briefly describe the process of manufacture, as I saw it.

The ores used for the manufacture of this iron are mostly from the celebrated mines of Maloblagodatj (Ural mountains in Russia), and average about the following chemical composition: Metallic iron - 60%, silica - 5%, phosphorus - from 0.15% to 0.06%. The ore is generally smelted into coal pig-iron and converted into malleable iron by puddling or by a Franche-Comté hearth. Frequently, however, the malleable iron is made directly from the ore in various kinds of bloomaries.

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RUSSIAN IRON (cont'd)

The blooms (or billets), thus obtained, are rolled into bars 6 inches wide, 1/4" inch thick, and 30 inches in length. These bars are sorted, with the inferior ones "piled" and re-rolled, while the others are carefully heated to redness and cross-rolled into sheets about 30 inches square, requiring from eight to ten passes through the rolls. These sheets are twice again heated to redness and rolled in sets of three each, with care being taken that every sheet, before being passed through the rolls, is brushed off with a wet broom made of fir while, at the same time, powdered charcoal is dexterously sprinkled between the sheets. Ten passes are thus made, and the resulting sheets trimmed to a standard size of 25 by 56 inches. After being inspected and the defective ones thrown out, each sheet is wetted with water, dusted with charcoal powder and dried. They are then made into packets containing from 60 to 100 sheets, and bound up with the waste sheets.

The packets are placed, one at a time, with a log of wood at each of the four sides in a nearly air-tight chamber, and carefully annealed for five or six hours. When this has been completed, the packet is removed and hammered with a trip hammer weighing about a ton, the area of its striking surface being about 6 by 14 inches. The face of the hammer is made of this somewhat unusual shape in order to secure a wavy appearance on the surface of the packet. After the packet has received ninety blows equally distributed over its surface, it is reheated and the hammering then repeated in the same manner. Sometime after the first hammering, the packet is broken and the sheets wetted with a mop to harden the surface. After the second hammering, the packet is broken, and the sheets are examined to ascertain if any are welded together. Completely finished cold sheets are placed alternately between those of the packet, thus making a large packet of from 140 to 200 sheets. It is supposed that the interposition of these cold sheets produces the peculiar greenish color that the finished sheets possess on cooling.

This large packet is then given what is known as the finishing or polishing hammering. For this purpose, the trip hammer used has a larger face than the others, having an area about 17 by 21 inches. When the hammering has been properly done, the packet has received 60 blows equally distributed, and the sheets should have a perfectly smooth, mirror-like surface. The packet is now broken before cooling. Each sheet is cleaned with a wet fir broom to remove the remaining charcoal powder, carefully inspected, and the good sheets stood on their edges in vertical racks to cool.

These sheets are trimmed to regulation size (28 x 56 inches) and sorted into Nos. 1, 2, 3, according to their appearance, and again sorted according to weight, which varies from 10 to 12 lbs. per sheet. The quality varies according to color, and the absence of flaws or spots. A first-class sheet must be without the slightest flaw, be a peculiar metallic gray color, and, upon bending a number of times with the fingers, little or no scale should separate, as is the case with ordinary sheet iron. The peculiar property of Russian sheet iron is the beautiful polished coating of oxides ("glanz") which it possesses. If there is any secret in the process, it probably lies in the "trick" of giving this polish.

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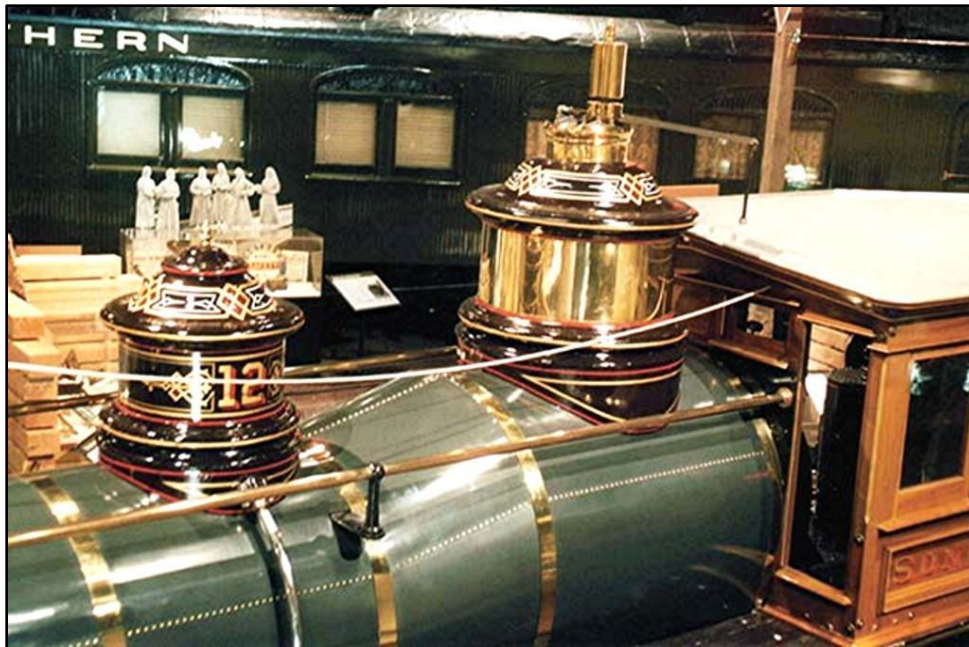
RUSSIAN IRON (cont'd)

As far as I was able to judge, from personal observation and conversations with the Russian iron masters, the excellence of this sheet iron appeared to be due to no secret, but to a variety of conditions peculiar to and nearly always present in the Russian iron works of the Urals. Besides the few particulars already noted in the above description of this process, it should be borne in mind that the iron ores of the Urals are particularly pure, and that the fuel used is exclusively charcoal and wood. Another, and equally as important consideration, lies in the fact that this same process of manufacturing sheet iron has been carried on in the Urals for the last hundred years. As a consequence, the workmen have acquired a peculiar skill, the want of which has made attempts to manufacture equally as good iron outside of Russia generally less successful. It is difficult to understand what effect the use of charcoal powder between the sheets as they are rolled and hammered has upon the quality. It is equally as difficult to understand the effect of the interposition of the cold finished sheets upon the production of the polished coating of oxide. The Russian iron masters seem to attribute the excellence of their product more to this peculiar treatment than to any other cause. One thing is quite certain, there is no secret about the process, and if the Russian sheet iron is so much superior to any other, it is due to the combination of causes already indicated.

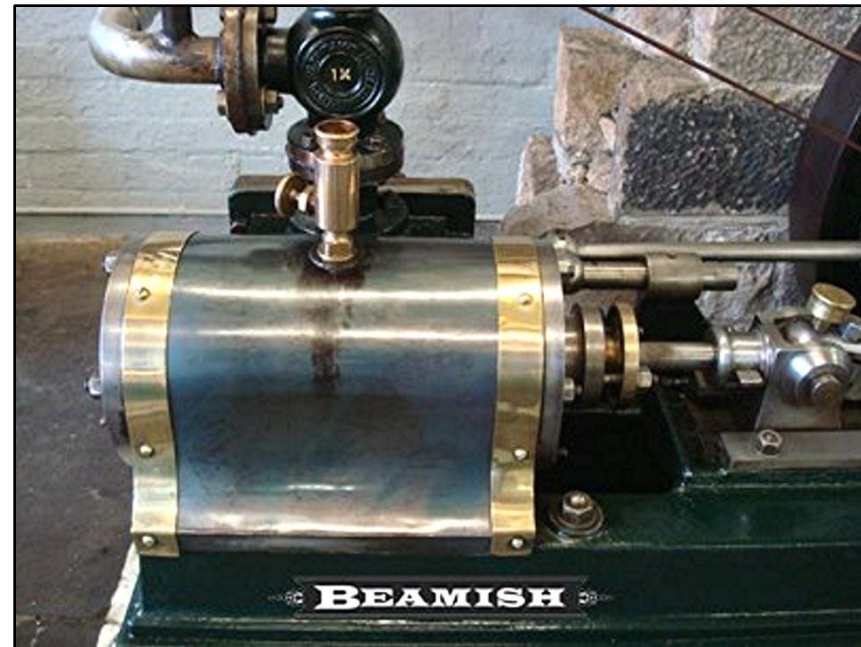
This sheet-iron is in considerable demand in Russia for roofing, and in the United States, where it is largely used in the construction of stoves and for encasing (jacketing) locomotive engines. I am informed that it is so-named "stove-pipe iron." Well, there we have it, an accurate description of the material and exactly how it was made.

Take care,
Dave

Here we have an example of the "greenish" hue.
California St. Railroad Museum



And here is an example of the "gray" hue.
...unknown engine...



HAPPENINGS PAST!

TRAINS and FIREWORKS – May 26, 2019

Photos by Hank Gallo

The Idea:

BLAST by Hank Gallo – 5/22/2019

I suggested at the last club meeting that we open THIS Sunday May 26th from 7-9pm to give train rides between Adobe City and Pottsville. The water park will have fireworks at 7:45pm (unless it is windy or raining). Since we usually have a dozen or more members show up to watch, I thought I would ask our Facebook fans what they thought, and 60 families already commented they would attend if we did decide to open. Thinking back 11 years, our first Holiday Lights had 75 riders, this could be a new event that doesn't require any special setup and is just one night. Larry Allen plans to open the museum. The museum front gate will be closed so we don't get people parking inside and cause a crowd for the trains coming through. I have copied AMRS to see if they would like to open too. One of us will be stationed at the front gate with our Train Rides sign and a donation bucket, so folks can donate as they enter, if they choose. We will inform all guests that the gates will close at 9pm. A parking person would be great too. At 7:30pm, trains should hold at either Adobe or Pottsville so we are stationary during the show. We'll need to turn on the parking lot lights. All trains MUST have radios, working fire extinguisher and flashlights. Crews should take their engineer test (technically we are good until the end of the month, but why wait). I have a few folks that have already said they would be able to help, but we need more. It would be great to have at least three crews, a Station master and gift shop staff. Sorry for the short notice, but we wanted to clear this with the county. I think it will be a short, fun night!! Thanks. **Hank**

The Execution:

emailed by Jerry Grundy – 5/27/2019

Just a short note to give credit to those who came out to help with the Fireworks Train Rides. At the first entrance gate was Diana Stuart, at the next gate was John Broughman running the safety briefing and telling the riders which train to board. Judy Fought took care of the exit gate. The Train crews were #1 Dennis Beatty and Matt Robinson, #2 Perry McCully and Pete Pennarts, #3 Mickey Janzen and Jim Zimmerman, #4 Bryan Held and Joe Kalisak, and #5 Cliff Fought and John Broughman. The gift shop was manned by Sandra Grundy, Betty Ann McCully, and Sondra Bronsard. On the platform helping the people board the trains was Bob Berres. For a while Cliff Fought helped on the platform, but later, as you see above, Cliff had to get a train out and run it. Christian Berres took 4402 up to the museum to bring back 411, as it was having issues. John Bergt and John Marino were the Fire Brigade, with Tim Freeman also patrolling the train route. Hank Gallo worked the entrance gate, advising the people of the rules of the park, such as fireworks and smoking. There were so many people that, if this is done for the 4th of July, we are going to need more train crews. There were some times when I didn't have the trains stop at the Museum, due to the large volume of people and the shortage of trains. Sorry that Larry Allen was alone, but it could happen again. Again, thanks to everyone that came out and made things less stressful. It is so nice when there are sufficient crews to keep everything running smoothly. Retired Stationmaster, **Jerry Grundy**.



**Memorial
Day**

*Never Forget
Forever Honor*



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TRAINS and FIREWORKS (cont'd)***The Outcome:*****posted on Face Book by Hank Gallo – 5/27/2019**

Trains and Fireworks was great! On behalf of our train club and myself, I would like to thank all of our guests and fans who came out for the Trains and Fireworks event last night. The turnout was far better than we ever expected, which caused some delays, but everyone understood that it was our first event of its kind at our park. Even though we advertised that we would start train rides at 7pm, guests began arriving at 6pm, and we had train loads out on the rails by 6:30pm and ran until 9pm, with a break from 7:45 until 8pm to watch the fireworks show at Hurricane Harbor (just East of the train park). We saw one firework launch at 7:45pm (to test the wind direction) and a few moments later, the show began. We planned on running trains between Adobe Station and the Train Museum, but the magnitude of the crowds allowed us to open another popular route, the Werner Division, which we use for our Holiday Lights show. The crowd was split between first time guests and our fans who show up to all of our events and Sunday train rides. And a big thanks to all of our volunteers who came out to provide train rides for our guests. Based on the success of this event, is there any interest in:

- 1) Train rides and Fireworks on Wednesday, July 3rd?
- 2) Train rides and Fireworks on Sunday, September 1st?

Please provide any constructive thoughts on how we did so that we can make the experience even better next time. **Hank**

emailed by Hank Gallo – 5/27/2019

I want to thank all of those who helped out for the show last night. It was great! We had 534 riders and many donations and sales (including PayPal). My greatest hope was that we would reach 200 riders for the night, considering that we had just 75 riders for the first ever Holiday Lights back in 2007. As you can see, we far surpassed that number. If you were at the park, it felt like Christmas, with everyone in great spirits looking forward to trains rides and fireworks. A few guests began arriving at 5:30pm and, by 6:30pm, we began giving rides. I thought we would make between 4 and 6 runs, so 2.5 gallons of extra gas seemed fine, not wanting to purchase too much to store during the summer. Needless to say, a fuel run had to be made for an additional 5 gallons. At last count, we had 19 runs.

The plan was to collect donations as folks entered the parking lot, thinking we wouldn't have the gift shop open to watch and collect donations, but we were fully staffed. I stayed at the front gate greeting and advising guests of the rules. My thought was that we could bring guests to the museum, drop them and the next train could do the same and pick up guests that were done looking around. SF 411 quit at the museum early in the night, so a spare loco was brought down. The line was to the parking lot, so a fourth train was added. By 8pm, with the line still half way down the sidewalk, 7282 was brought out as a 5th train, and we finished up just after 9pm.

Larry Allen opened the museum by himself. As the crowds increased, it become optional to stop at the museum, and several trains just went past since the museum was crowded. Larry was by himself (I wasn't aware that would be the case) and we tried to get the trains back to the station as quickly as possible. A member at AMRS advised that they wouldn't be opening.

Pete and I are planning to write a critique of the night, so that we can better plan for special events like this. It helped to have so many members let me know IN ADVANCE that they were planning to attend. Guests were asking if we would do this again, and all of the comments that I heard were positive. Potential dates would be Wednesday, July 3rd, and Sunday, September 1st. Considering this was "A Sunday Run," the participation was phenomenal, and we didn't even have to spend time hanging up lights. **Thank you for your support. Hank**

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TRAINS and FIREWORKS (cont'd)

emailed by Diana Stuart – 5/27/2019

An absolutely incredible evening! Well done everyone! More short and quick events like this, sprinkled through the year, can be a real shot in the arm for the club. **Diana**

emailed by Donna Hohm – 5/27/2019

I've often wondered how many people we attracted through FaceBook. Well, I guess this answers that question! Amazing! Thanks! Great job, everyone. Kudos to you all. **Donna**



the Gift Shopkeepers

(from left) Betty Ann McCully, Sandra Grundy and Sondra Bronsard



the Stationmaster

Jerry Grundy (*retired*)



(continued next page)

TRAINS and FIREWORKS (cont'd)

Crew #1 – Dennis Beatty (E) and Matt Robinson (C)



the Fire Brigade and Safety

(from left) John Bergt, John Marino, Tim Freeman



Crew #2 – Perry McCully (E) and Pete Pennarts (C)

Platform Safety
Bob Berres



Crew #3 – Mickey Janzen (E) and Jim Zimmerman (C)

Crew #5 – Cliff Fought (E) and John Broughman (C)



Crew #4 – Bryan Held (E) and Joe Kalisak (C)

