



Maricopa Live Steamers

STACK TALK

JULY 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**

Well, we are trying to get more of the railroad up to the 21st century with tie replacement projects and rail relays from aluminum to steel. Thank you to Pete Pennarts, Cliff Fought, Perry McCully, and anyone else who helped them make the concrete ties. Get well soon wishes to Cliff for his recovery. Scott, Daniel and Hanna Mack are installing concrete ties on Saturdays, while Terry Liesegang and I are installing concrete ties during the week. Bob Douglas is still working on the Bobberg loop steel and tie replacement, and will move to another spot when he is done there.

Perry went to RMI in California to get our steel rail, and saved the club about 650 dollars in freight charges for that much weight. Thank you to Perry and Betty Ann. Dave Griner was doing wheel inspections and placed a bad order on both the 4403 and Santa Fe 411 for bad wheels on the lead trucks. He will be ordering new wheels and getting them ready for public runs in the fall.



**Vice President's
Page**

There have been a few heat kinks already this year, and we have been getting to them as soon as we can – digging them out, leveling, tamping and installing ballast with lots of water on those spots. I can only ask you not to drive over the track with a vehicle or golf cart except at the road crossings that have pans and ballast, designated by the railroad crossing signs. Even a golf cart will break the ballast loose from the ties, allowing the ties to lift in the heat of the day. You should go look at the damage the brush fire trucks did to the north junction between Bobberg and Pottsville. The rail is bent, and you can see where the wheels bent the rails and broke the ballast loose. I went over there and watered the ballast to try and get it to stick back to the ties.

For the bridge decking replacement project, Matt Rockwell and Dave Griner have been working right along and are nearly complete on Gambles bridge and will start on the Harnish Valley bridge when done, then to the one at MP 418 on East Werner, and that will finish all of the bridges on the Christmas run route, upgrading them to steel walkways. This was a safety issue, brought to the membership and voted on to spend the money to make them safe forever with steel grate instead of wood planks. I will be continuing to do steel rail switch replacements of 6 switches on Far Flung from Gamble to Theobald. I have been keeping Bill Lowe busy on Pete's projects, and have him doing welding at Cliff's for the cars and new switches that we need. I can't wait for October to get here, when my winter help get's back in town. But I have 3 more months to wait.

If you come out to the Park, please remember to bring water and keep yourself hydrated. We do not want our volunteers getting sick while working in this heat. This is all for this month. I am leaving for a motorcar trip to Colorado, where it is cooler. I'll be back about July 10th and will write more next month.

Joe





JULY CALENDAR

EVERY Saturday 7:00 – noon General Work Day

Wed. 7 / 3 5:30 pm **Train Rides and Fireworks** (Hank Gallo and Volunteers)

Thurs. 7 / 4 all day **4th of July** (Family)

SUSPENDED UNTIL AUG. Board and General Membership Meetings



Pete Pennarts
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Joe Fego **Mike Grant** **Dave Griner**
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

John Broughman
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: Terry Liesegang Road Signal Superintendent

Special Operating Bulletin

Effective 12:01 AM MST November 29th, 2019 through 11:59 PM MST January 6th, 2020

In the past, during Christmas Lights running, trains were getting delayed when they were approaching the signal bridge at Arntchoo Jct. The delay extended to Martin's Ferry because of the size of the signal blocks between Racewatch and Geronimo (890 feet) and Geronimo and Martins Ferry (762 feet).

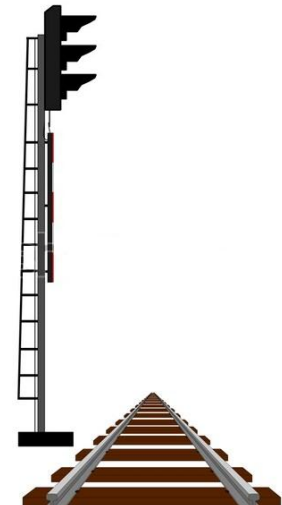
The following changes will be in place for this year's Christmas Lights running.

- The signals at Geronimo will not be used during the Christmas Lights running. They will be turned 90 degrees to the track and should be ignored during Christmas Lights running only.
- There will be a signal placed 500 feet from the east signal at Racewatch that will display either (**RED Rule 362**) or (**YELLOW Rule 360**). **Do not pass this signal if it is RED without the authorization of the Stationmaster under any circumstances.**
- There will be a second signal placed 1000 feet from the east signal at Racewatch that will display either (**RED Rule 362**) or (**Yellow Rule 360**). **Do not pass this signal if it is RED without authorization from the Stationmaster under any circumstances.**
- After passing the second signal, the next signal you will pass will be the west signal at Martin's Ferry. Beginning with this signal, normal signal positions and signaling will resume (**Rule 353 through 364**).

- **Do not pass any signal on the Christmas run route if it is RED without the authorization of the Stationmaster under any circumstances.**

The following changes will be effective for Public run day(s) **during this period of Christmas Lights**. The signals at Geronimo will not be used during Public run days. They will be turned 90 degrees to the track. You should ignore these signals during this time. Since there will be a considerable gap in the signal system between Racewatch and Martin's Ferry, radio communications will be **MANDATORY** for those train crews operating on **East Werner**. **Crews should report their position before leaving Racewatch or Martin's Ferry to verify that no other trains are between those control points. Crews should stay in contact with any other trains on Werner and the Stationmaster.**

After the Christmas runs have been concluded, all signals at Geronimo will be returned to their normal operation and special signals will be disabled and turned 90 degrees to the track.



From the Desks of: Pete Pennarts President
and Perry McCully Facility Administrator

Here is a list of upcoming and continuing projects around the Park, showing where help is needed. Please feel free to contact any of the Project Leaders, if you are able to lend a hand. They can coordinate work schedules with you, and discuss any special skills that you may have to offer. **Thank you** for any and all assistance you can provide. It is truly appreciated, considering the amount of work needing to be done.

Projects

1. Weed Control
2. Track Repair and Replacement
3. Concrete Tie Fabrication / Making
4. Painting Projects
5. Golf Cart Shed Building and
Switch Shed Building
6. Roof Replacement Projects
7. Abobe Station Maintenance
8. Christmas Run Setup Items
9. Tractor Repair and Maintenance
10. Steaming Bay Piping Replacement
11. MLS Car Repair and
Maintenance / Locos
12. New Led Light Replacement
Project in the Park
13. Storage Yard Cleanup
14. Bridge Repair Project
15. Switch Building and Repair
16. Motor Switch Repair and Replacement
17. Track Panel Assembly / Wood Ties
18. Trenching and Conduit Install
19. Electrical Projects

Project Leaders

Perry McCully / Cliff Fought
 Dave Kulman / Joe Schnyder / Terry Liesegang
 Cliff Fought / Pete Pennarts
 Donna Hohm / Cliff Fought

Cliff Fought / Pete Pennarts
 Cliff Fought / Pete Pennarts
 John Boughman / Hank Gallo
 Hank Gallo

Perry McCully
 Perry McCully / Pete Pennarts

Tom Harrington / Dave Griner / Perry McCully

Cliff Fought / Pete Pennarts

Cliff Fought / Perry McCully / Pete Pennarts
 Matt Rockwell / Joe Snyder
 Bill Lowe / Scotty Brooks
 Dakota Clemens / Pete Pennarts

Matt Rockwell / Joe Fego
 Pete Pennarts / Cliff Fought
 Pete Pennarts / Cliff Fought

MEMBER CONTRIBUTIONS!

FORD STATION PATIO FANS Story and photos by Mick Janzen

During the last week in May, Pete Pennarts installed the boxes, I think on Saturday.

(Right 2) Mick Janzen and Jim Zimmerman installed the conduit on Thursday.

(Left 2) Pete, Cliff Fought, Mike Grant and Perry McCully pulled the wires and installed the fans on Friday.



JUNE VACATION Stories and photos by Joe Schnyder

While it was 100° in Phoenix, we had light snow flurries in Ely. We went from here to Idaho Falls for more spring weather and another motorcar excursion.

According to the locals, they had this Snow Wedge out 3 times during this past winter.



TRACKING TRACKSIDE PROGRESS 2019

SIGNALS Story and photos
by Dakota Clemens

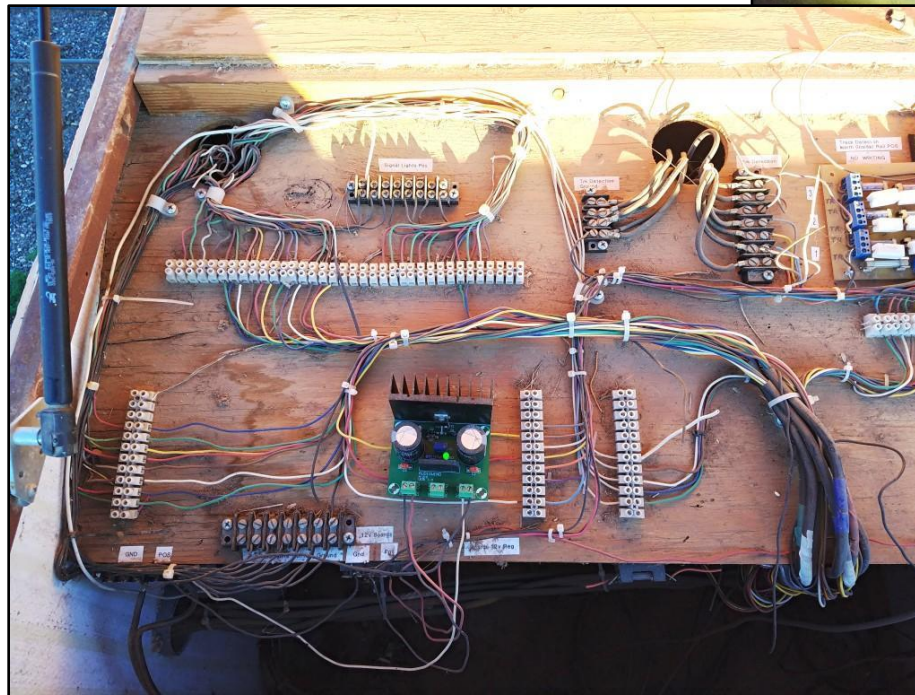
The future is here! In the last six months, I've witnessed that our signaling system, within the yard limit, has been failing. In an effort to save it, I've dedicated countless hours researching to find a suitable fix, or plug and play replacement. For those of you who don't know, we use an outdated version of Railroad & Co. software on the computer in the tower along with HO gauge computer boards from Oaktree Systems. A simple Google search revealed that Oaktree is no longer in business, and Railroad & Co. no longer supports the boards. So, what's the solution? No more push buttons and automatic switches OR we build from scratch! Over the past few days, myself and John Bergt have been working on Which-Way Junction, cleaning inside the CP, labeling wires, and rewiring it.

I have designed and built custom controllers to run the signals independent of the computer to replace the current outdated system. It took 3 nights of constant work, but Which-Way is finally done and operational. There were a few changes made to improve upon the old system. One of the changes made is increasing traffic flow. As long as a train is not interfering with your desired route, you can press the button and the system will check and then route you accordingly.

Another, and probably the biggest change, is that the system will remain on 24-7. Even if you are out for a ride on a Tuesday at midnight, it will still be on. When not in use, the signals will be dark, but the system is still on. Simply press any button, or drive over the track detection, and the signals will turn on for two hours after the last event. If you press a button, and then decide it was the wrong button, there is a 60 second timeout, after which you can select another route.

The long term goal is to replace ALL of the current system in the yard limit with this type of system. We plan to keep the computer in order to manually dispatch during meets or Sunday runs. Otherwise, the system will, once installed, stay on 24-7, and the signals will simply go dark until you press a button or enter a detected section of track. Currently, the next section on the list is the bypass, track 5, and station switches, leaving the tower for very last.

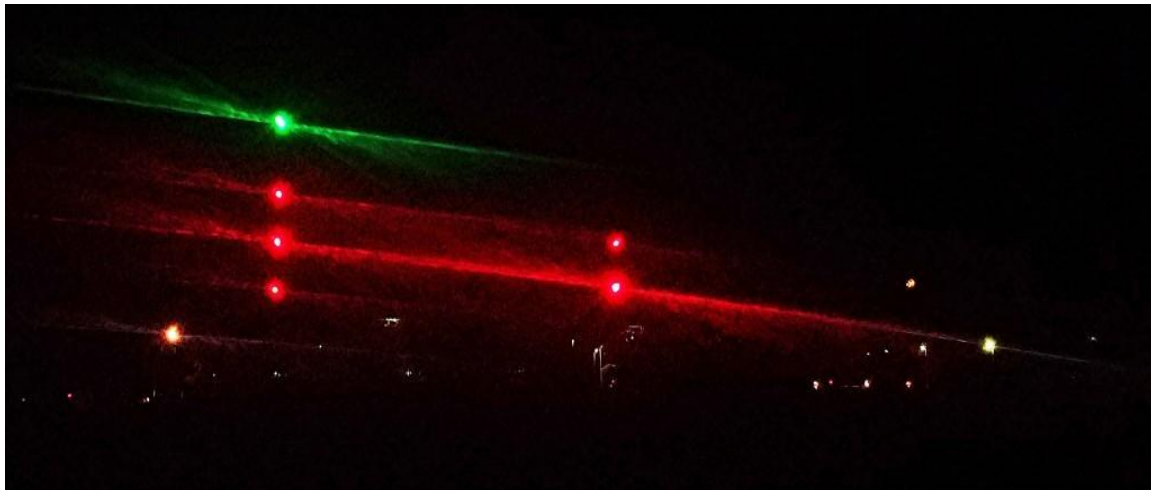
Keep an eye out for plastic bags on buttons to indicate that they are not to be used while work is being done on the signals. If you have any problems with the signals within the yard limit, please feel free to contact Dakota, kf7oor@gmail.com, or write it on the whiteboard.



(continued next page)

TRACKING TRACKSIDE PROGRESS 2019

SIGNALS (cont'd)



TRACKING TRACKSIDE PROGRESS 2019

CONCRETE TIES

Stories and photos by Joe Schnyder

(Right) Scott and Daniel Mack are installing concrete ties between switches at Geronimo on East Werner. Should be done before the October runs start.

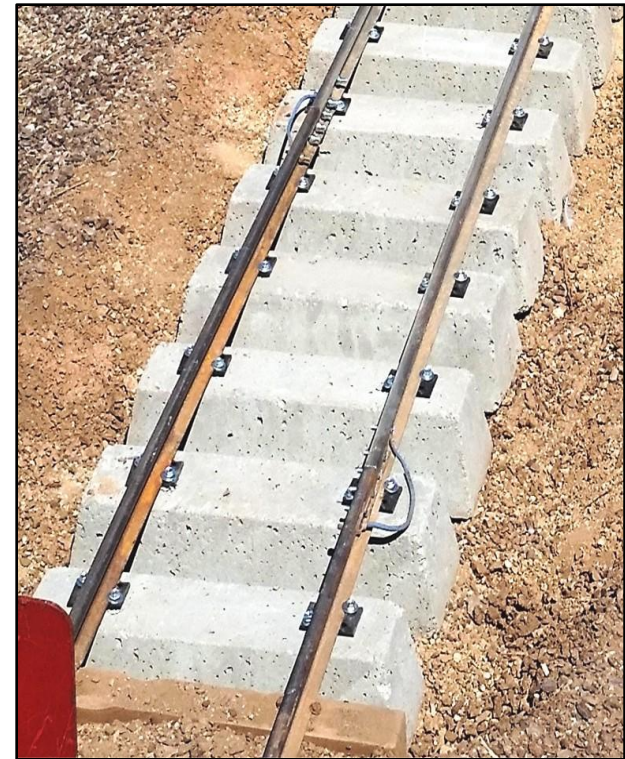
(Below) For Terry Liesegang and Joe Schnyder, this is day one of the concrete tie install on East Werner between Geronimo and Martin's Ferry. They are hoping to be done by July 31st, so that you can run on it after the Ice Cream Social in August. And they have a whole lot more to do. Any helpers out there?



BEFORE



AFTER



GOOD LOOKING, LONG LASTING

WHAT IS THIS?

Track damage after the Alien crash?

Or perhaps summertime heat kinks?

Or just the ribbon rail before installation?

Photos by Pete Pennarts and Joe Schnyder





2019-06-14 9:30am –

While cutting rail at Massey, a spark triggered a brush fire that grew quite large in size, requiring 3 fire trucks and two brush trucks to extinguish.

Reported by Pete Pennarts, Cliff Fought and Mike Grant.





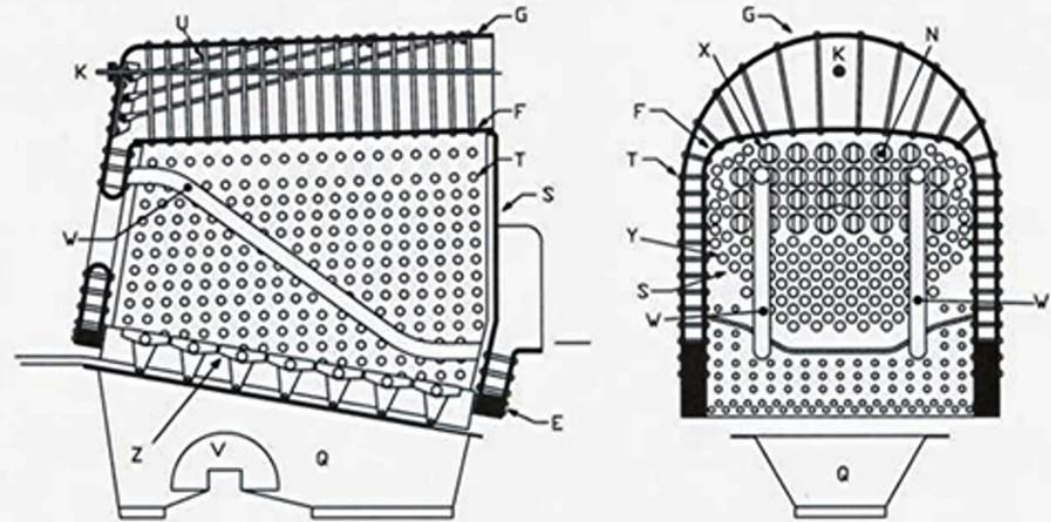
STEAM LOCOMOTIVES BOILERS

FIREBOX SHEETS

by Dave Griner

Hello, again. We'll get back to the boiler proper this time. We're going to discuss the firebox and describe the various plates that make it a furnace within the boiler itself, a box inside of a box, if you will.

Here is a general overview of the firebox, with the associated plates identified. There is a correction to this drawing. The terminology of X = "large flue pipe" and Y = "small flue pipe" **should read** N and X = "superheater flue" and Y = "small tubes." In boiler work, tubes and flues are not associated with the word pipe, since pipe is a different component, even measured differently. I just wanted to make that clarification.



- E- MUD RING
- F- INSIDE SHEET
- G- OUTSIDE SHEET
- K- THROTTLE ROD
- U- LONG STAYS
- Q- ASH PAN
- S- REAR FLUE SHEET
- T- STAY BOLTS
- V- WHEEL WELL

- V- ARCH TUBE, FIREBRICK SUPPORTS
- X- LARGE FLUE PIPE
- Y- SMALL FLUE PIPE
- Z- FIRE GRATE ASSEMBLY

firebox.dwg

FIG. 2 - 2

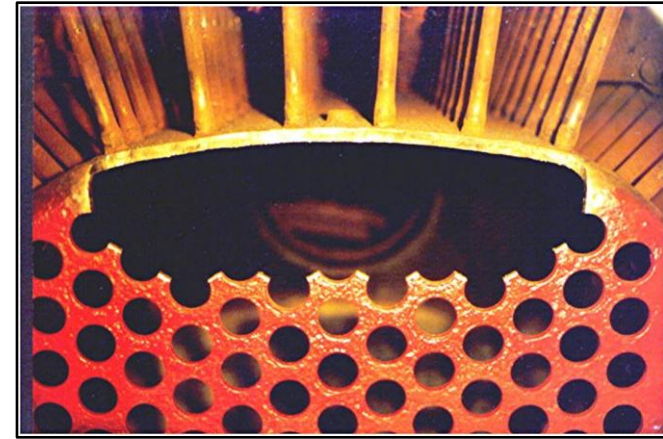


(Left) So, here is a firebox flue sheet that has been removed for replacement, notice the large and small flue and tube holes, along with the three holes at the lower portion for the arch tubes. Some of the superheater flue stubs have yet to be removed.

(continued next page)

FIREBOX SHEETS (cont'd)

(Right) This is an excellent view of the attachment of the flue sheet to the crown sheet. The section was cut out for patching due to the upper section of the tube sheet knuckle being cracked from stress corrosion.



(Left) Here is a pretty good view of the side sheets and how they roll together to form the crown sheet, along with being integral with the tube sheet. The fellow with the torch is cutting out a staybolt – always a fun job when working overhead, which causes lots of fire down the shirt!!! The chalked grid is for conducting an ultrasonic thickness evaluation, typically done during the FRA required 1472 service day inspection.

(Right) This view shows the door sheet and the right side sheet making up part of a completed firebox ready for installation. A very nicely done welded firebox which will include welded stays.



(continued next page)

FIREBOX SHEETS (cont'd)



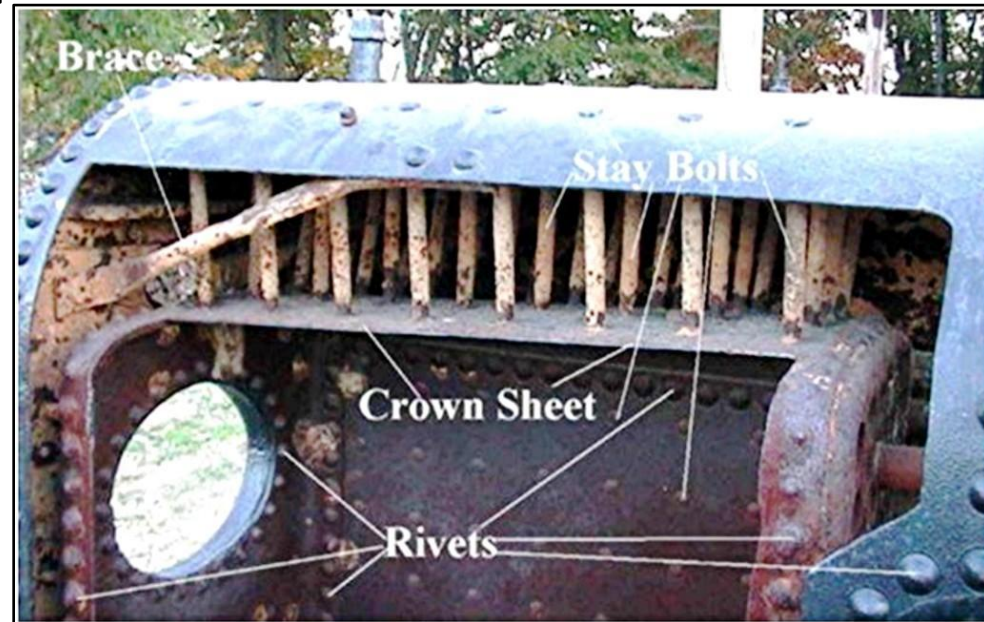
(Left) Here is another view of the crown sheet and left side. The boiler is laying on its side. Many times, when there is major work required, the boiler will be removed from the frame. This, then, allows it to be put in positions most conducive to the work being conducted. This view also shows quite clearly the door sheet and how it is incorporated into the complete firebox.

(Right) OK, here's an image of a sectioned boiler that shows everything in the completed form. It should be recognized that this boiler was sectioned for good reason – it's shot!!!

Next time we will begin the study of stay bolts, and it will probably take a few installments to cover this aspect of boiler construction.

Until next time, take care.

Dave



SCOTTSDALE MEMORIES!

Memories by Perry McCully

Doug Chancey's

(continued next page)

Bitter Creek Western Rail Road



**Greg Hurst, Scott Hill,
Ken Bain (& Margaret)**



**Ken Bain
Jon Delaune (& Kathleen)**



**John Clayton,
Justin Ohl**



Al Ford



Cliff Fought



Dick Franks

SCOTTSDALE MEMORIES (cont'd)



(continued next page)

SCOTTSDALE MEMORIES (cont'd)

Who Are The Maricopa Live Steamers?

The Maricopa Live Steamers is a group of people who enjoy preserving the heritage of railroading. The club enjoys two types of railroading:

- The first type are those who research and build scale steam locomotives and modern diesels.
- The second type are those who love railroading. They enjoy running, track switching, hauling and doing the track maintenance.

Our membership consists of people from around the Phoenix metropolitan area and also non-resident members who live outside a 75 mile radius. We offer junior membership for those interested in railroading who are under the age of 18. Many of our members build their own locomotives and cars. Other members either have their engines built or run the club equipment.

We run and haul the public every Sunday except during the hot summer months. Last year we hauled over 22,000 passengers. Two of the three summer months we run during Sunday evenings in conjunction with the City of Scottsdale's "Concerts in the Park". On Wednesdays and Saturdays you will find people maintaining our track. Maricopa Live Steamers with the City Of Scottsdale have jointly created a unique park that is renowned the world over. During the year Maricopa Live Steamers hold two train meets, one in March and one in October.

For the future we are participating in the expansion and development of 100 acres of a 156 acre RR theme park in northwest Phoenix. At the present time we are working with Sahuaro Central Railroad Heritage Preservation Society to develop Adobe Mountain Desert RR Park. With 100 acres to build a 7 1/2" scale track, this will become one of the largest railroads attempted. With 1 1/2 miles of track under construction and another 8 miles planned, there will be a lot of variations on running. The Maricopa Live Steamers in cooperation with Maricopa County Parks and Recreation, the City of Phoenix, and Sahuaro Central anticipate creating the world's largest unique RR Park to be enjoyed for generations to come.

Membership Application

DO YOU REMEMBER THE LATE 90's?

Name: _____

Address: _____

City: _____ State/Province: _____

Zip/Postal Code: _____ County: _____

Phone Numbers: Home _____ Business _____

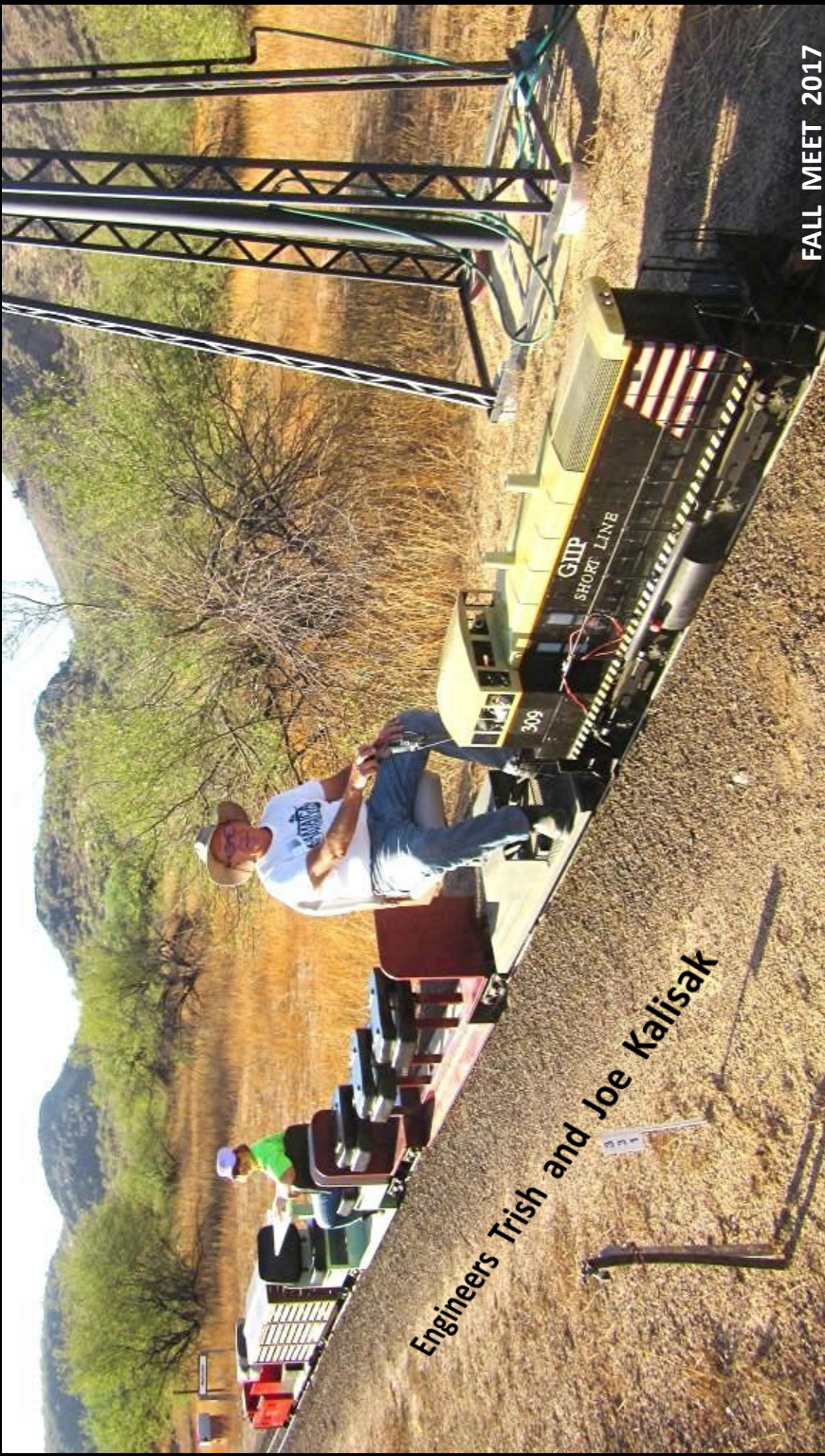
Areas Of Interest: _____

Dues & Fees

One Time Initiation Fee:	\$50.00
Regular Membership Annual Dues	\$50.00
Spouse Annual Dues	\$5.00
Junior Membership (Under 18) Annual Dues	\$5.00
Non-Resident Membership Annual Dues	\$25.00
(Must Live outside a 75 mile radius of any MLS Facilities. No Initiation Fee Required.)	
One Time Fee for Access To Club Locomotives (Optional)	\$100.00

Mail Your Check Or Money Oder to:

Maricopa Live Steamers
7339 E. Indian Bend Road
Scottsdale, Arizona 85250
Attn: Treasurer



Engineers Trish and Joe Kalisak

FALL MEET 2017

Photo by John Draftz



CALENDAR OF EVENTS



2020

2021

Operations MEET	Wed 1/15 – 1/18	Wed 1/13 – 1/16
SPRING MEET	Wed 3/18 – 3/22	Wed 3/17 – 3/21
Public Runs END	Sat / Sun 5/2 or 5/3	Sat / Sun 5/1 or 5/2
Memorial Day Fireworks	Mon 5/25	Mon 5/31
JULY 4 th Fireworks	Sat 7/4	Sun 7/4
Labor Day Fireworks	Mon 9/7	Mon 9/6
Public Runs START	Sat / Sun 10/3 or 10/4	Sat / Sun 10/2 or 10/3
FALL MEET	Wed 10/28 – 11/1	Wed 10/27 – 10/31
Members' Christmas Ride	Thurs 11/26	Thurs 11/25
Holiday Lights Rides	Fri & Sat 11/27 – 12/26	Fri & Sat 11/26 – 12/27

Registration information for each event will be published as the time grows near.