



Maricopa Live Steamers

STACK TALK

DECEMBER, 2020

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



President's Page (see page 3)

Well, this is the last one of these I will be writing in 2020. I am going to stay up all night on December 31st to make sure this year is over and gone. I guess I do not have to tell you what this year has brought us, and the decisions that the Club had to make. I personally want to thank all of the donors who are supporting the continued work needed on our track structure to keep our track usable. It has been suggested to me about shutting down subdivisions to defer maintenance of the track. Here is my reason for not doing that. If you look at the tracks that do not have trains run over them regularly, those that are just sitting there waiting for some use, you will see tracks that are out of gauge with swedging ties and humps in the ballast. Non-use, as well as overuse, is more damaging to the track. Between 1982 and 1988, under the supervision of Edward Moyers on the Southern Pacific Railroad, I saw what deferred maintenance did to the track structure. It did not take long before we were having derailments every month, with millions of dollars in lost commodities and (the one thing that stayed with me) all the overtime, Double Time and



Vice President's Page



some triple time that I was working, and how much that ended up costing the railroad in labor and material. Within our membership, we have people who have stepped up and donated the money to keep our track in pretty nice shape, while including upgrades to the structure to last many years into the future. I personally wish to **THANK YOU** for your generous donations to keep our railroad track in usable condition. I am sure everyone joins me in saying **THANK YOU** to everyone who has pitched in, not only with their wallets but with their time and talents as well, to make ours the best Club anywhere.

Right now we are working on some switch replacements and upgrades on different parts of the railroad, but our main project is the rehab of the Far Flung subdivision from Brown Bear to Joshua Junction, where the ties are old and small screws were used. The tops of the ties have dried out and the screws no longer hold well, along with termite damage and infestations in some spots. You can still use parts of Far Flung where we are not working, because of the many exits and entrances to that subdivision. Just remember – **DO NOT pass a red flag**, as you may run right off the end of a track or bridge. Because of so many past instances, I need to stress to all – **PLEASE, DO NOT pass a red flag**. And when you start to leave the yard, look at the board for any closures of a subdivision that might have happened due to unforeseen circumstances. As we all know, stuff happens and we will get to it as soon as we can. When you are out running keep a watchful eye out in front of you for obstructions and where critters have piled dirt on the top of the rails to see if they can derail your train.

(continued next page)

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Please, **DO NOT** tag this email as JUNK.

Vice President's Page (cont'd)

Also, if you go out where we have been working, do not drive on tracks that do not have ballast on them. It will be uneven and you can bend the rails with your train, which makes it hard for me to straighten them out again during the tamping and leveling of the track.

I was out dropping something at my container for a special project on Monday and was pleasantly surprised to see all of the club members that were out running their trains on a beautiful Sunday morning. This project is where we have come upon bridges needing replacement of wood ties because the sun has just dried them out even though they were painted to begin with. We are replacing them with concrete blocks bolted and glued together which will never dry out, besides termites do not like to eat concrete cinder blocks. I have about 12 of these in for 3 years now, and they look the same as when we installed them. They are holding gauge just like the concrete ties do. It was Dave Kulman's idea to try that way, and that will be the standard practice whenever bridge work under 6 feet long needs to be done. The bigger bridges will be getting metal grate walkways and plastic ties when it is time to replace them, so their life span should be that of the plastic ties. We are trying to make things last more than my lifetime so that my grandkids will have a railroad Club to play at. I just hope the equipment that I leave will hold up for as long, and after seeing the use of some equipment, it should last his lifetime, also.

It is December and dues are due by the end of the month. The club roster will be put out shortly thereafter so, if you want to be included in the club roster, get them in. **THANK YOU** to all who have paid, as this will keep us solvent for the 2021 year in terms of our operating expenses – like electricity, water, safety items, insurance and what we have to pay the County for our portion of the property lease.

Since this Covid thing isn't disappearing yet, the restrictions put forth by the County governing board have increased again – the Railroad Park is for Club members and their family use only.

With the cancellation of the Operations Meet and Spring Meet, because of no permits for RVs allowed on the property, we will not be holding organized events on those weeks that we normally held the Meets. Because I will not be cooking or attending to meet duties, I will have my trains out running those weeks, so the tracks will not be neglected and the coyotes will not be lonesome. Speaking of coyotes, we have two new young pup coyotes on the property and

they are very curious. So if you bring your dogs to the park, remember that County rules state that they must be on a leash at all times and restrained. The Club did not make this rule, but we must obey it. So, do not violate County policies. It is not in our rule book yet, but after we get done with all the new rules, it will be included to comply with County regulations. If you need to run your dog, there is a big dog park enclosure just south of 101 and 19th Avenue.

I wish to welcome Perry McCully as our new President of MLS. I must also say "see you later, and **THANKS**" to Pete. Tom Harrington and Mike Grant are the new Board Members at large, with Bill Cobb remaining as the third member for another year. **THANKS** to all for your support.

The County fire ban is still on, currently at stage two, which is propane only and no open fires or solid fuel fires. Holy @rap is it ever going to rain enough to keep from having brush fires. We dodged a bullet when the property across 43rd had a brush fire on Friday, November 20th. Fortunately, the wind was blowing to the northeast and it went to the old golf course that is closed, across from McDonalds at 39th Ave. The brush fire trucks were there to stop it before it made it to Pinnacle Peak road. I want to say pray for rain, but rain would bring the weeds back. I guess I can put up with dry weather for now. I am just glad it did not start back by the dirt track or by the old paintball area, as that would have come straight onto club property. We will send out a Blast when the County lifts the fire ban.

photos by Perry McCully



Pete Pennarts
(and Perry McCully, cameraman)
seen here training members on
how to make cement ties.



Tom Harrington, seen here
learning how to lay cement
ties, is the newest member
on the Board of Directors.

President's Page

Maricopa Live Steamers

To all members,

Merry Christmas and Happy New Year!

I would like to say thank you to all of the members of Maricopa Live Steamers for allowing me to be your President for the past three years. I have enjoyed the time collectively and individually. It has been a pleasure to work, explore, and play alongside all of you.

Together we have planned and executed many improvements to the club which members and the general public enjoy. Many of you know that I could not have done the job of president without help, especially from the executive board. I would like to thank all of you for your input through the past three years.

I would also like to give a shout-out to all of the members and volunteers that come out and work in cheerful service, making the improvements and meeting the maintenance needs that a club our size requires. There are many people that come daily or weekly to pitch in when and where needed, often behind the scenes. We all appreciate your dedication to our Club.

This year the pandemic has placed restrictions and precautions on our Club that have prevented us from providing the Public with weekend train rides, Club train Meets, and the end of the year Christmas Train Rides.

Hopefully, this Pandemic has not affected your family. My sincere wish for all of you to stay safe and healthy now and in the future.

I look forward to this next year working and playing alongside each of you.

I also wish the best of luck to our new President Perry McCully. I know that I am leaving the big chair in very capable hands.

Pete
President


thank you 谢谢

Good Luck! 運

COVID-19 RESTRICTIONS are still in place.

For members' health and safety, until further notice, all social activities at the Park have been cancelled.

State mandates are still in place prohibiting gatherings of more than 10 people, and everyone must stay at least 6 feet apart. ONLY members / immediate family can be at the Park. NO parties or gatherings of any type may take place.

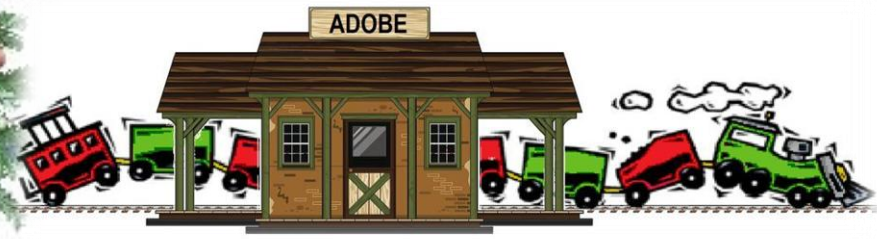
Use the  button on the bottom right corner of the black YouTube window to open/close full-screen mode.

The Irish Blessing - over 300 churches from our island
sing a blessing over Ireland and beyond... - 6:45 mins.
LYRICS are at the bottom of the YouTube window, below the title and description and above the blog comments when you click on the "SHOW MORE" button.
<https://www.youtube.com/watch?v=TascswZPj8U>

How Can I Keep from Singing - NYC Virtual Choir and Orchestra - 5:45 mins.
<https://www.youtube.com/watch?v=VLPP3XmYxXg>

MERRY CHRISTMAS

*from the Management and Maintenance Teams of the
Adobe Western Railroad*



- | | |
|--|--|
| Pete Pennarts
President | Joe Schnyder
Vice President |
| Mick Janzen
Secretary | Bob Douglas
Treasurer |
| Bill Cobb Dave Griner Terry Liesegang
Members at Large | |
| Cliff Fought
Superintendent
Construction | Hank Gallo
Superintendent
Operations |
| Dave Kulman
Maintenance of Way
Superintendent | Matt Rockwell
Sawmill
Superintendent |
| Terry Liesegang
Road Signal
Superintendent | Dakota Clemens
Tower Signal
Superintendent |
| Bill Pardee
Boiler Inspector | Joe Fego
1-inch Operations
Superintendent |
| Joe Schnyder
Safety | Jim Zimmerman
Engineer Test
Administrator |
| Perry McCully
Facility Administrator | John Broughman
Public Run Crew
Coordinator |
| John Draftz
Advertising | Donna Hohm
Membership
Committee Chairman |
| Matt Rockwell
Holiday Lights
Committee Chairmen | John Bergt
Timothy Freeman
Web Masters |

Ken Giordano
Stack Talk Editor
Send emails / photos to:
[MLSnewsroom
@Gmail.com](mailto:MLSnewsroom@gmail.com)

Minutes of the November, 2020 General Meeting

Called to order at 12:01pm, 11/14/2020.

Minutes from March, 2020 General Meeting read and approved.

Treasurer's report read and approved. Dues are coming in – 70 people have already paid their 2021 dues.

New Business:

- 60 people attended the Fall Meet.
79 people were registered. There were 2 vendors.
Only 1 steam engine was running.
- Pete announced that the county is requiring a new application for public events. The application is very extensive. The board has decided that there will be no public runs, Operations Meet and Spring Meet in the upcoming year. Members, their families and their friends are permitted to run trains, as long as there are no more than 10 people in the group.
- Hank stated there have been 11,000 hits from people asking if the Christmas runs are going to happen. A banner will be purchased to announce that there will be no Christmas or Public runs.
- **We still need people to help clear the weeds away from the tracks. If you can spare a day or two, there is a map at the Clubhouse showing areas that still need attention.**
- The fire ban is still in effect. We do have a water wagon with a pump and a 1 inch hose filled with water and ready to be hitched to a truck in case of fire. If there is a fire, call 911 first.
- **Joe announced the new rule #538. No person shall pass a red flag placed on or to the right of the track. No person shall remove a red flag except the person who put it there.**
- Track work has been progressing.

Election results:

- | | | |
|-------------------|---------------|---------------------------|
| • President: | Perry McCully | • Board Members at Large: |
| • Vice President: | Joe Schnyder | Bill Cobb |
| • Secretary: | Mick Janzen | Mike Grant |
| • Treasurer: | Bob Douglas | Tom Harrington |

Matt Rockwell congratulated and thanked the 2021 Board members.

NO General Meeting in December. There will be NO Christmas party.
Adjourned at 12:20 PM.





Lawrence (Larry) Reynolds, a long-time resident of Arizona and has resided in Prescott Valley for the last twelve years, passed away peacefully in his home surrounded by family on October 5, 2020 at the age of 80.

Larry is survived by his wife, Lu (Luella Peet) Reynolds; his siblings, Dorothy Fields and William Reynolds; his daughters, Libby Bissa and Sandy Feight; his granddaughters, Amber Lenhart, Danielle Weringa, Hayley Smythe, Allyson Bissa, and Molly Bissa; and his 7 great-grandchildren, Josiah Lenhart, Brady Weringa, Lauryn Lenhart, Broc Weringa, Anthony Lenhart, Brighton Weringa, and Savannah Lenhart. He is predeceased by his parents, Harvey and Gail Reynolds.

Larry was born in Erie, Pennsylvania on May 9, 1940 to Harvey Reynolds and Gail (Conover) Reynolds. He attended Erie Technical High School and worked in production control for over 35 years before retiring. On September 1, 1961 he married the love of his life, Luella Peet and together they welcomed two beautiful daughters into the world- Libby in November 1963 and Sandy in September 1966. Throughout his life, Larry enjoyed playing the trumpet, riding motorcycles, building his "kit car," riding and building trains, and flying planes as a private pilot. He belonged to multiple train clubs over the years and spent years as a free mason. He loved God, family, and travel. Larry will be deeply missed by all who knew him.

Lu would like to see someone use the things Larry had accumulated. She is open to offers and visitors in Prescott Valley.

Celebrating the Life of



Lawrence Harvey Reynolds

May 9, 1940 – October 5, 2020



Saturday, October 10, 2020

2:00 pm

**Bethel Baptist Church
6901 East Horizon Lane
Prescott Valley, Arizona**

86314

Contact: Lu Reynolds 602-769-1996 View and Pick-up: Prescott Valley, AZ
Subject: **Larry Reynolds Estate Sale**

All items are 7.5" gauge, except the motorcycle, of course. Most prices are negotiable.

- A. (bottom left) 6 ft. X 10 ft. enclosed trailer. Approx. 150 miles (very low mileage). Includes racks for hauling trains. \$ 800.00
- B. (center) Articulated riding car, all steel, three trucks (Mountain Car). One half shown, includes 2 seats. \$ 500.00
- C. (no photo) Single truck engineer's riding car. \$ 300.00
- D. (bottom right) Approx. 250 feet of 7/8" high aluminum rail (used). \$ 0.50 per foot.
- E. (no photo) Hydraulic Locomotive (project), including: \$ 750.00
6.5 hp engine (electric start), 2 hydraulic motors, 2 trucks, Eaton Transmission, misc. body parts to build cab, hood, chassis, etc.
- F. (top right) Honda Motorcycle (project). \$ 500.00
- G. (no photo) Misc. steel and materials. please make an offer.



FOR SALE \$4000 BUNDLED



- * Red Trains 1930's
Industrial Locomotive #15L1
battery powered, serial #84 \$3000
- * One 5 ft long Flat Car with 2 seats \$500
- * One 6 ft long Flat Car with 3 seats \$600
- * Storage Building #64 with 20 ft long
elevated track in front of building \$500



Please contact Lisa Rost @ 719.681.1328

* Track is property of Maricopa Live Steamers

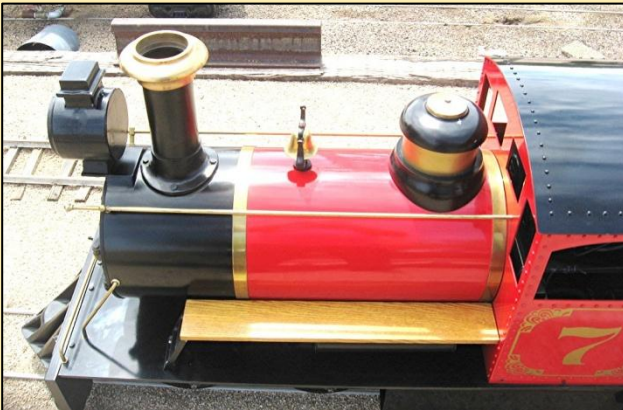
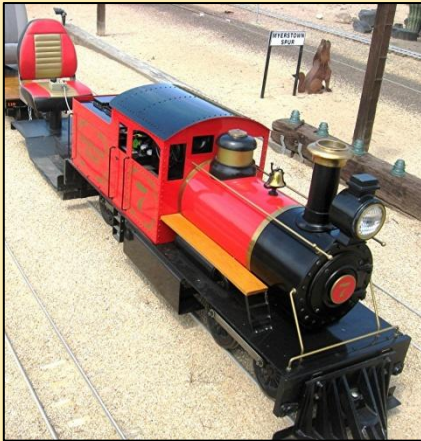
From the Desk of: Joe Schnyder – Consignee

Subject: **Rolling Stock and Engine FOR SALE**

This is all 2.5" scale equipment, 7.5" gauge.
All have RMI trucks and couplers.

Engine -- Phoenix sound, Electric drive,
Custom made in Houston, Texas.

Please call for prices. **Joe Schnyder** 623-332-0238



MEMBER CONTRIBUTIONS!

Railroad Supply 1970 Vintage UP F Units

story and photos by Tom Harrington

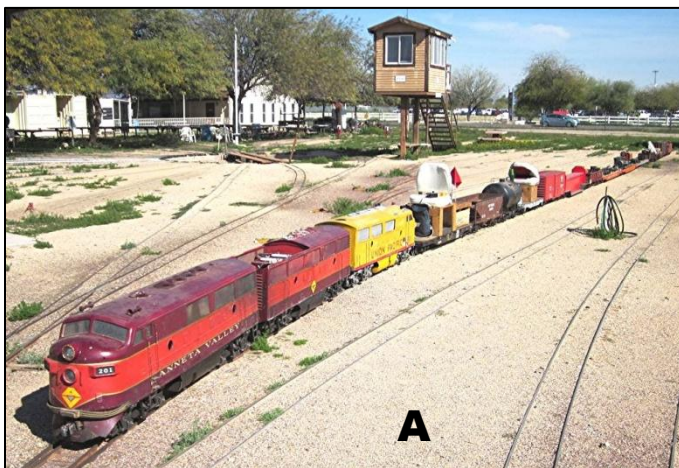
You might recall that a couple of years ago, I brought the UP A unit 510 and UP B unit 410 from Phoenix to Muskogee to begin a new life here in Oklahoma. UP A unit 511 stayed behind to operate with the Anneta Valley red paint scheme A and B units at the Train Park (see photo A).

After some thought, I decided that the UP units should be operated as a set, as they did in the early 70's. So after the MLS Fall Meet, the UP A unit 511 was loaded up into the truck for the trip to Oklahoma. The pictures show the UP set reunited and working as a team once again, now pulling a manifest freight train on the Muskogee and Northwestern subdivision tracks here in Muskogee, OK (see photos B & C).

The Anneta Valley units at MLS will have to fend for themselves back in Arizona on the Adobe Western System tracks (see photo D).

Muskogee & Northwestern – **Please join MLS member Tom Harrington for a ride on his Backyard Railroad in Muskogee, OK**

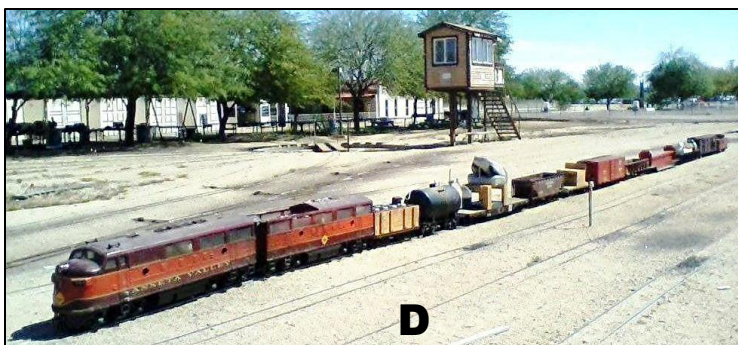
CLICK: <https://www.youtube.com/watch?v=tW6Hdb1aPu8> – 5:45 mins.



A



B



D



C



Newspaper article submitted by: Perry McCully

Little train fever

By Carol Knopes

Sometime in the next month or so, you'll get to thinking about that box of old trains in the attic or in the basement. And you'll say to yourself, "Wouldn't it be great to put up a little train around the tree?"

Don't.

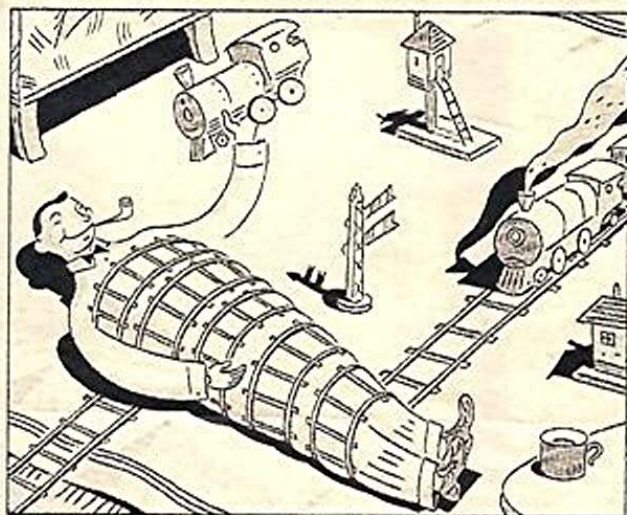
This is a true story (honest).

Last Christmas we figured our two kids were old enough to get out Dad's old HO train set. My husband, Tom, built a circle of the track to put under the tree. It was like lighting the fuse on a bomb.

In high school, Tom hung around the church basement where a model railroaders' club had built a giant layout.

Now that teenager, 44 years old, touched our little train under the tree and something went *snap!*

Model railroad magazines started appearing. Books. Calls to friends with trains, who brought more books.



By late January, we had moved the furniture out of the downstairs TV room, built a 10-by-6 foot train table, laid more than 100 feet of roadbed and track, 10 pounds of ballast, 100 yards of wire, 20 switches and more than 400 teeny, tiny nails that bend when you hit them.

There's something you should know here. *Real* model railroads are *realistic*. And what *are* trains? Dirty. Run-down. After all, you have to show how the "wrong side of the tracks" got its name. So when you build a model railroad — even with new trains and track — you want it to look real. So you paint it with colors like grimy black and rust. Just built a boxcar? Put on the finishing touches. Take a blowtorch to it to give it just enough sag.

But a railroad isn't just trains — it's whole towns. It's mountains and lakes. Mines. Factories. Roads. Little cars. Little people.

The buildings come in little kits you can assemble and paint. Of course, a shiny new building is as bad as a shiny new train. Real buildings get built, weathered, added on, torn off. You want realism, "kitbash." Take a house kit and a theater kit and put them together. *Voila*. A factory. Or maybe a department store. Use your imagination.

That's one thing that model railroading does expand. People make up histories for their phony little railroads and towns. It's like playing God. And with about 240,000 people hooked on model trains, according to official estimates, that's a lot of gods and goddesses.

I know what you're saying. "This is probably costing you a bundle." Well, we buy from catalogs and we've found a lot of deals. All train people say that. *Model Railroader* magazine says the average spent on model railroading last year was \$744. But I figure the few hundred dollars we've gone through would have been spent in some bar.

This Christmas? Well, a little circle of track under the tree is out. Maybe we'll just move the tree to the TV room.

BILL BROWN FROM VEGAS

story and photo by Hank Gallo

Bill Brown was in from Vegas last weekend and spent days running his batteries dead, enjoying the beautiful weather in Phoenix.



ZA'VION RIDING INTO THE SUNSET

story and photo by Hank Gallo

Za'vion and I met Paul Hegreness & family at the Park doing some running. Paul was running his new train (previous owner Bill Unglaube).



HAPPY HALLOWEEN / MERRY CHRISTMAS

story and photo by Hank Gallo

We put this together today. Still have to build the smoking sewer and the pile of junk from the Christmas Vacation movie.



11/29/2020

photos by Hank Gallo

**PAUL HEGRENESS AND FAMILY
REHABBING THE Lazy Q INN AT PERRYVIEW**



**TOM HARRINGTON AND FAMILY,
OUT FOR A SUNDAY RIDE**



**TIM FREEMAN'S NEW STEAM ENGINE
(previous owner Dick Wieboldt)**



**ZA'VION, PAINTER'S ASSISTANT
(heading for the next job, painting the dump truck)**



SO, WHY DID 'THEY' USE THAT GAUGE THEN?

story submitted by Geronimo Vidales

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Well, because that's the way they built them in England, and English engineers designed the first US railroads. Why did the English build them like that?

Because the first rail lines were built by the same people who built the wagon tramways, and that's the gauge they used. So, why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that same wheel spacing.

Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break more often on some of the old, long distance roads in England. You see, that's the spacing of the wheel ruts. So who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And what about the ruts in the roads?



Roman war chariots formed the initial ruts, which everyone else had to match or run the risk of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. Bureaucracies live forever.

So the next time you are handed a specification / procedure / process and wonder 'What horse's @ss came up with this?' you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' behinds).

Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature, of what is arguably the world's most advanced transportation system, was determined over two thousand years ago by the width of a horse's behind. And you thought being a horse's @ss wasn't important? Ancient horses' @sses control almost everything and . . . CURRENT Horses' @sses are controlling everything else.

TRACKING TRACKSIDE PROGRESS 2020



PLASTIC TIES AT RUSSELL CREEK -- Part 1

story and photos by Joe Schnyder

11/2 – These are the east- and west-bound tracks at Russell Creek. The west-end switch was in dire need of new ties, but to replace the ties alone would take me 2 days. I knew that I could change the whole switch in 2 days resulting in a switch with all steel rail that would be welded through to eliminate rail joints, which is always a weak spot in any track. This bad track had a roller coaster ride that was so big it would uncouple cars in a train. The tracks needed to be leveled and reballasted. That's what I am working on now. I hope to have this open back up soon. With the other style of ballast, I hope it will hold up and not get sun kinks during the summer. I did make some of the joints open a little more to compensate for the summer heat. These are the smaller plastic ties that came from Scottsdale and are 1-1/4 inches smaller than wood and the plastic and concrete ties we use now.



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TRACKING TRACKSIDE PROGRESS 2020

PLASTIC TIES AT RUSSELL CREEK -- Part 2

story and photos by Joe Schnyder

11/24 – Here is Russell creek east and west bound mains where we have pulled the eastbound main out and leveled the track and put back with good ballast to keep it from being a roller coaster ride and uncoupling cars because of the big humps. The west end got a new plastic tie and steel rail switch so it will be good for a long time to come. This is another of your donation locations that should make your ride safer and smoother.



TRACKING TRACKSIDE PROGRESS 2020



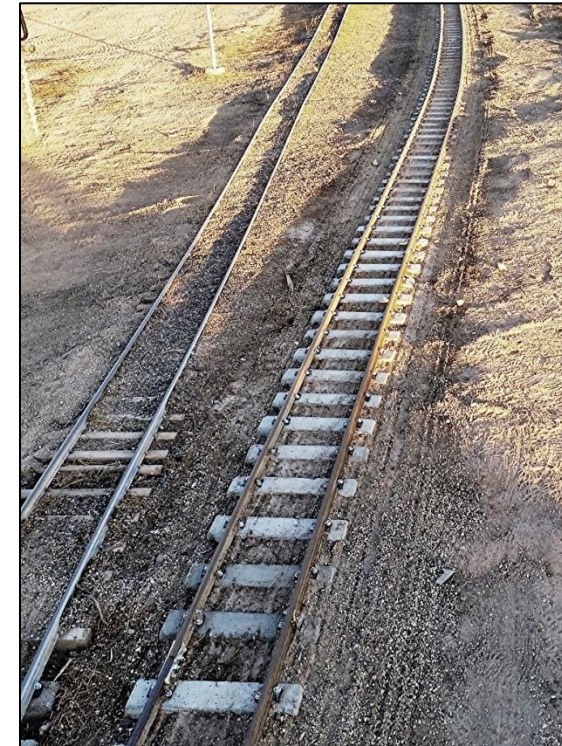
PIETER PASS

story and photos by Joe Schnyder

11/24 – (left) Here is the west portion of Pieter Pass which has been upgraded to concrete ties and steel rails in the curve. This part from the spur to the west end is 95 ft. long and has 190 new concrete ties ready for use.

(right) Here is the east end of the Westbound side of Pieter pass ready for use now. The length is 105 feet from the east end to the spur switch which is 210 ties and all steel rails. The concrete tie spacing is 6 inches on center, so every foot of track has 2 concrete ties. This is the result of your donations to the tie and rail fund, so come out and enjoy what has been done.

THANK YOU for your donations.



TRACKING TRACKSIDE PROGRESS 2020

FAR FLUNG CONCRETE TIES

story and photos by Joe Schnyder



11/24 – (left) Here is where we are upgrading the track on Far Flung between Gamble and Moore Turn with concrete ties to replace the short screws and termite eaten ties. As Dave Kulman and I were taking this apart, we were surprised that in sections of the area where the only thing holding the rails in gauge was the ballast for some places as much as 15 ties in length. If you notice in the picture the new plastic tie switch is installed to go to the Lovelonia complex that has deteriorated to the point it was not usable anymore. We will be enlisting a few people to rehab this after we get the track open to the switch so that volunteers can get into the area to work. The old



switch to this complex was installed in a curve at Brown Bear and was in very bad shape, so it was easier to relocate it to a straight section of track and get it out of the curve. Right now we are at 1500 concrete ties installed on Far Flung starting at Brown Bear heading westward. As we are moving west we are replacing all the switches that are not Steel rail with all of the new anchors installed to keep it in place and straight.

WEST MARTIN'S FERRY

story and photos by Joe Schnyder



11/24 – (right) Here is a new plastic tie switch installed at West Martins Ferry to replace the termite eaten ties. This location was put in about 6 years ago and the critters were having a thanksgiving feast on the ties. Some still had treatment in them and were not eaten yet, but more than 60 percent of the ties were not even holding screws. Some of them I pulled out of the tie with my fingers because they would not unscrew from the wood. This is just another place where your donations to the plastic ties and steel rail fund are being used. With concrete ties on both sides of the switch, I hope we will not have any problems here for quite some time. **THANK YOU** for your donations.





STEAM LOCOMOTIVES

BOILER Appliances and Attachments

Exhaust Steam Injectors

by Dave Griner

Hello again, and Happy Thanksgiving, Christmas and New Year!!

We'll finish up injectors by reviewing exhaust steam injectors. The exhaust comes from (you guessed it!) the engine.

Very low pressures compared to boiler pressure used on live steam injectors. To best illuminate the subject, there is no better reference than the ICS publications, in this instance, Locomotive Feedwater Heating Equipments, Serial 2517, Edition 1.

PRINCIPLE OF OPERATION

72. The operation of an exhaust-steam injector is based on the fact not always recognized that there is practically no difference between the velocity of low-pressure steam and high-pressure steam when discharging through an orifice of the same size. Also, the number of heat units, heat being the agent that causes an injector to force the water, does not vary widely with high- and low-pressure steam.

With two boilers, one under a pressure of 100 pounds to the square inch and the other under a pressure of 200 pounds, and with an orifice of the same size in each, the velocity of the discharge from both is almost the same.

However, there is this difference: about double the quantity of steam, by weight, discharges from the high-pressure boiler because the steam in this boiler is about twice as dense as the steam in the other one. For the same weight of steam to discharge from the low-pressure boiler, its orifice must be made about twice the size of the one in the high-pressure boiler. Now the velocity that steam imparts to water depends on the weight of the steam and its velocity, so that by using low-pressure steam and providing the injector with a large nozzle, practically the same velocity can be imparted to a jet of water as with a high steam pressure and a small nozzle.

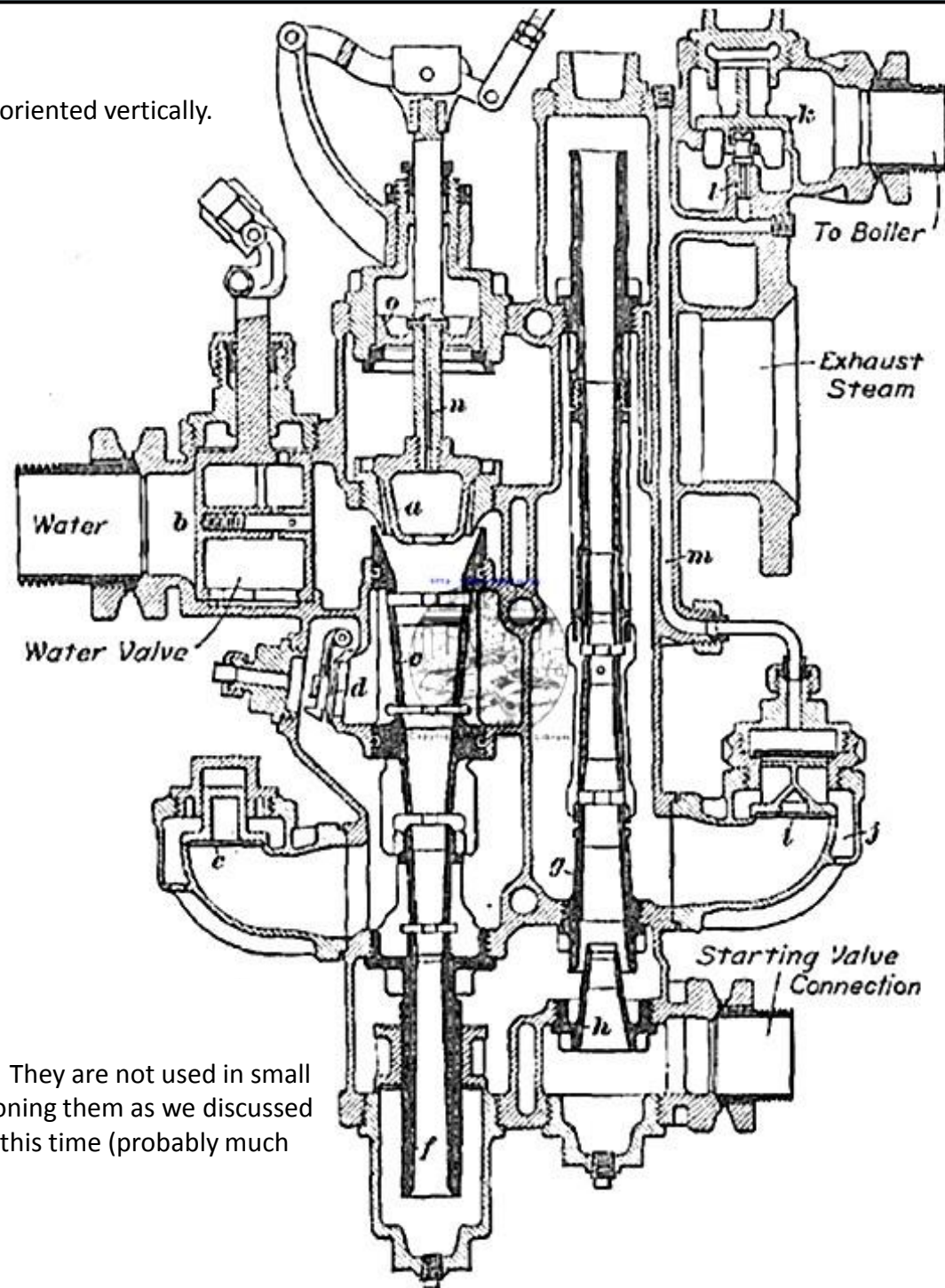
73. In practice an exhaust-steam injector, or an exhaust feedwater heater, as it is sometimes called, does not operate exclusively with exhaust steam when the locomotive is in operation. In addition, a supplementary jet of live steam is used to fill in the intervals between the exhausts, thereby insuring more uniform operation. It will be convenient to regard the supplementary jet of live steam as being mostly concerned with imparting the required velocity to the water, and the exhaust steam as a medium to heat the water. As already pointed out, the amount of steam used to force the water is very small in comparison with that required to heat it, so that the drain on the boiler is insignificant when the water is heated by exhaust steam. When regarded in this sense, the exhaust-steam injector is a feedwater heating device, which provides the same economies as the equipment already considered.

74. The exhaust-steam injector is almost as old as the live-steam injector, which was introduced in 1859. The first record of the patenting of an exhaust-steam injector was in 1867. It has, along with feedwater heating equipment, come into prominence in recent years owing to the fact that the size of boilers is approaching the maximum, thus rendering it imperative to economize as far as possible on the use of steam for steam-driven appliances on the locomotive, and making more of it available for the movement of trains. Any saving of steam is of course equivalent to an increase in the steam-generating capacity of the boiler without increasing its size.

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INJECTORS (cont'd)

This is a Sellers exhaust injector. This brand was oriented vertically.



This was a brief discussion of exhaust injectors. They are not used in small locomotives, but I felt it was worthwhile mentioning them as we discussed this appliance. So, this has been a short article this time (probably much to your comfort)!!

Take care, until next time. — Dave

FROM THE DESK OF: Bill Myers
SUBJECT: **Two Good Stories**

STORY #1

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the "Windy City" in everything from bootlegged booze and prostitution to murder. Capone had a lawyer nicknamed "Easy Eddie." He was Capone's lawyer for a good reason. Eddie was very good!

In fact, Eddie's skill at legal maneuvering kept "Big Al" out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son -- he couldn't pass on a good name or a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify the wrongs that he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some resemblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. Never-the-less, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine.

The poem read:

**"The clock of life is wound but once, and no man has the power
To tell just when the hands will stop, at late or early hour.
Now is the only time you own. Live, love, toil with a will.
Place no faith in time. For the clock may soon be still."**

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Two Good Stories (cont'd)

STORY #2

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the mother ship, he saw something that turned his blood cold -- a squadron of Japanese aircraft was speeding its way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his

ammunition was finally spent. Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly. Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier.

Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of WW II, and the first Naval Aviator to win the Medal of Honor. A year later, Butch was killed in aerial combat at the age of 29.

His hometown would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man. So, the next time you find yourself at O'Hare International Airport, give some thought to visiting Butch's Memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

What do these two stories have to do with each other? Butch O'Hare was "Easy Eddie's" son.

www.allthatsinteresting.com

Ed. – Every month, I receive a few emails from members thanking me for a Stack Talk issue that they particularly enjoyed reading or found informative. However, this past month I was very surprised by the overwhelming response, especially since 1/3, a full 10 pages of the issue, was not railroad-related. I've always tried to follow the rule that everything in the newsletter should include trains in some way, ever since Jim Ashcraft published a three-part article on the Flugelhorn in February, 2011. I guess the isolation of 2020 has made everyone more appreciative of Halloween decorations, October snowstorms and jokes. Since MLS activities to report on have been few and far-between, I have been spending the past few months browsing YouTube for decent railroad videos, and I found these Covid-19 parodies. If you like music and imagination as much as I do, you should enjoy these. Lots of imagination and some very interesting computer-assisted video-making. Enjoy, and Happy Holidays to all !

"Quarantine (is Not Quite Over)" - Billie Jean Parody – **3 mins.**

<https://www.youtube.com/watch?v=ygdB-ZE0daY>

2020 by Neil Diamond - Parody Medley – **4 mins.**

<https://www.youtube.com/watch?v=bspy3eR5Po8>

Songs for Social Distancing - Part 1 (Parody Medley) – **4:45 mins.**

<https://www.youtube.com/watch?v=B7iNEyoNBzE>

Songs for Social Distancing - Part 3 (Parody Medley) – **4:15 mins.**

<https://www.youtube.com/watch?v=3-TTrftSUno>

If Broadway Songs Were About Quarantine – **5 mins.**

https://www.youtube.com/watch?v=boB1x2P3W_g

If Sitcom Songs Were About Quarantine – **4:15 mins.**

<https://www.youtube.com/watch?v=xAIZ9RsqsU8>

If Christmas Songs Were About Quarantine – **4 mins.**

<https://www.youtube.com/watch?v=wXLcLIN5xnw>

"U CAN'T TOUCH THIS" - COVID 19 Edition - Made Entirely With Healthcare Products – **2:15 mins.**


https://www.youtube.com/watch?v=cbe_aow0y4

Longest Time (Billy Joel) - Quarantine Edition - Phoenix Chamber Choir, Vancouver, BC – **3:45 mins.**

<https://www.youtube.com/watch?v=LpAKcQufac>


Please feel free to share the laughter and any of the YouTube links with your friends and family.

Remember

Use the  button on the bottom right corner of the black YouTube window to open/close full-screen mode.

Train & Low Bridge – 1:30 mins.

THANKS to Bill Myers for sending this link in.

Please click the link. If your browser is too old to play .mp4 videos, then you will have to click the download icon . When the download is finished, you can open the video in Windows Media Player.

<https://drive.google.com/file/d/1lpPCT8eOB4PmAxIkf5xdBowGun8oQGTx/view?usp=sharing>

Backyard Railroad – 6:15 mins.

THANKS to Perry McCully for sending this link in.

Having a railroad track in your backyard isn't usually a good thing for property values, but this guy might be the exception. Zach Peterson, a plumber by trade, spent over three years building his backyard railroad trestle which is 680 feet long. Hundreds of piles and thousands of railroad ties were used to build this cool train trestle that is the longest in the world.

<https://biggeekdad.com/2020/11/backyard-railroad/>

Home For Sale With Its Own Railroad – 2:30 mins.

THANKS to Perry McCully for sending this link in.

If you love trains, then this home for sale with its own railroad might just be the perfect dream home for you and your train collection. The home at 18055 SW Seiffert Rd in Sherwood, Oregon sits on 19 plus acres and features a miniature railroad that winds around the property. The home was recently listed for sale at \$1,699,000 and currently has an offer pending. This seems like a bargain, as I'm sure it would cost more to build this railroad estate.

<https://biggeekdad.com/2014/01/railroad-home/>

Home For Sale With Its Own Basketball Court – 8:45 mins.

THANKS to Perry McCully for sending this link in.

If you've ever wanted to visit Michael Jordan's House, you can now do so through this video tour, as he's putting his Chicago home up for auction. The 56,000 sq ft home is situated on 7 acres, has 9 bedrooms and 19 bathrooms, and of course a full-size indoor basketball court. This luxury home has everything you'd expect it to have, including plenty of cozy spots to relax in.

<https://biggeekdad.com/2013/11/michael-jordans-house/>

Every One Of My Model Trains Appears In This Video! – 12:30 mins.

Jim Zimmerlin – www.jimzim.net He must be single. Every inch of home's floor space is used for trains.

<https://www.youtube.com/watch?v=yLIMbHfa4es>

A Very Merry Christmas Train Video! – 4 mins.

Jim Zimmerlin – www.jimzim.net

<https://www.youtube.com/watch?v=rWdBvAVlAag>

The World's Largest Backyard Railroad? – 18:15 mins. Honorable Mention of MLS at 0:40 secs.

<https://www.youtube.com/watch?v=Zf8S-RKSd2A>

4 Mile Ride on the World's Largest Backyard Railroad – 31 mins.

<https://www.youtube.com/watch?v=HdzZhIZeDig>

**RAILROAD LINKS OF THE MONTH**

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.5 – Issue No.12.

December, 2020.

News from our
friends in Australia

as of
11/27/20 **Congratulations to Victoria, Australia being Covid-19 free for 28 days!**



Here is Neil Hester hard at work welding track spacers along the “Bellarine Curve” as part of our ongoing working bees to refurbish the track. The work of our loyal volunteers is greatly appreciated and has greatly assisted with our forthcoming re-opening.

(Pic: Brian Coleman)

SOME “ONE LINER” HUMOUR

I stayed up all night to see where the sun went.
Then it dawned on me.

I’ve started a business building yachts in my attic.
Sails are going through the roof.

I bought a dog from my local blacksmith.
When I got home, it made a bolt for the door.

Last night I went to a comedy and philosophy convention.
Laughed more than I thought.

I was trying to explain puns to my kleptomaniac friend today,
but she kept taking things literally.

Just watched a documentary on how ships are kept together. Riveting.

I used to have a problem where I couldn’t stop naming classic
American sitcoms, but now I’m over it. Happy days.

I thought my wife was joking when she said she’d leave me
if I didn’t stop singing “I’m a believer.” Then I saw her face.

Did you know that owls can’t breed in the rain? It’s too wet to woo.

When my wife insisted that I stop impersonating a flamingo,
I had to put my foot down.

Dad: I’ve just been diagnosed with Tom Jones syndrome.

Mum: Is it common? Dad: It’s not unusual.

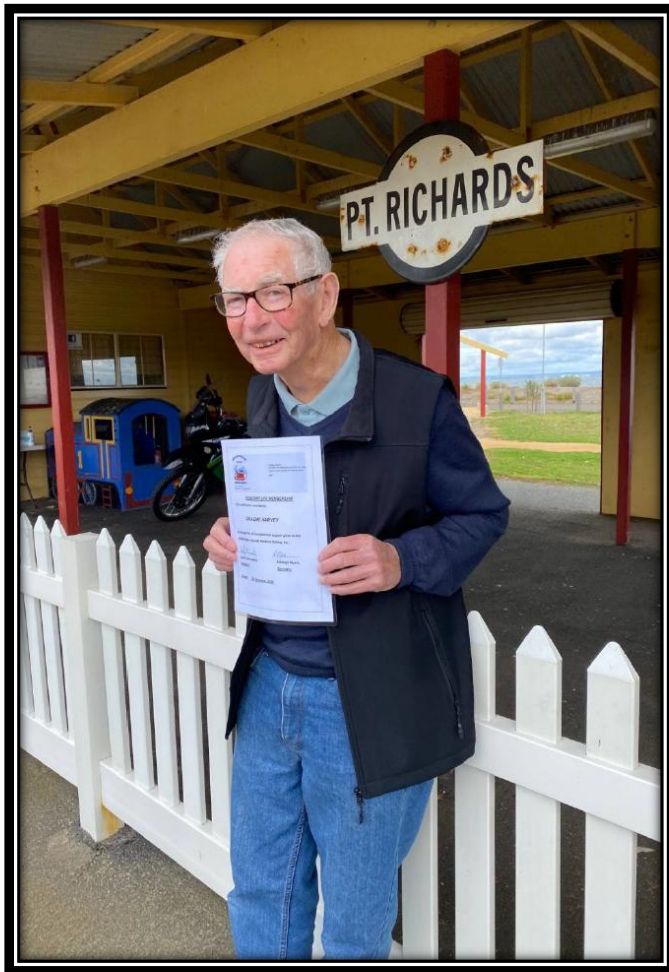
If you want a job in the moisturizer industry, the best advice I can give
is to apply daily.

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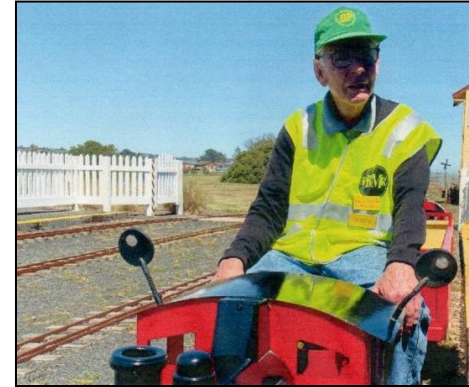
PORT BAY EXPRESS (cont'd)

May we all heartily congratulate and welcome Graeme Harvey as our first Honorary Life Member of the Association. Approved at the 5th Annual General Meeting, this citation is in recognition of many years of loyal service to this miniature railway. Well Done Graeme, an honour well and truly deserved.

(Pic: Brian Coleman)



CITATION – HONORARY LIFE MEMBERSHIP – GRAEME HARVEY



In 1994 when our miniature railway was only a dream in Graeme Harvey's mind, he and others pitched the idea to the Drysdale Rotary Club, and it was accepted as a new and exciting project for the Club. Graeme was there.

Then came the extensive search for suitable sites including the Bellarine and Geelong. Graeme was there.

A site at Point Richards was chosen, then began the negotiations to the satisfaction of all who were involved in the agreement. Graeme was there.

A Town Meeting was held at Portarlington to gauge support of the public and spread the word of the project. Graeme was there.

Then began the building of the track and the carriages, in collaboration with the Geelong Society of Model & Experimental Engineers, Inc. Graeme was there.

The first public run was held at the end of 1998, then came the official opening in March, 1999, we were off and running. Graeme was there.

Then came many years of growth, planning, activities and meetings. Graeme had his own engine for use at the train site, and still does today. Graeme was there.

Graeme was there throughout the highs and lows of our miniature railway, and has seen his dream become a reality over 26 years. Graeme was there.

His dedication is admirable and is surely worthy of Honorary Life Membership of the Portarlington Bayside Miniature Railway Inc. The Committee at their meeting of 12th September, 2020 nominated Graeme Harvey for Honorary Life Membership and recommend that the Annual General Meeting consider this nomination on its merits.



2021 MLS Annual Membership Form

Please complete this application and mail it to:

Maricopa Live Steamers
Attn: Membership Committee
22822 N. 43rd Ave
Glendale, AZ 85310
donnaahohm@yahoo.com



2021 dues can be paid between October 1st 2020 and December 31st 2020.

They must be paid by December 31st 2020 to be included in the 2021 Roster.

Anyone with **personal equipment stored on MLS property** must pay Resident Membership dues.

We are now accepting PayPal. If using PayPal please add the \$10.00 processing fee at the bottom of this form.

Renewal: Has your information changed from last year? YES NO

New Membership:

Name: Primary Member: _____ \$170 _____

Address: _____ Email: _____ Cell: _____

Name: Spouse: _____ \$35 _____

Name: Junior Members (\$10 per child): _____ X \$10 _____

Non-Resident Membership (more than 75 miles from Phoenix)

Name: Primary Member: _____ \$40 _____

Name: Spouse: _____ \$10 _____

Name: Junior Membership (\$10 per child): _____ X \$10 _____

Stand-alone Junior Membership (must have a sponsor). Name of Sponsor: _____

Name of Junior Member: _____ \$10 _____

Container, if applicable:

Container # _____ Own? _____ Rent? _____ Rental fee: \$ _____

Optional Fees:

Club Locomotive Use Fee (First Year Only) _____ \$150 _____

Annual Locomotive or Rolling Stock Use Fee _____ \$50 _____

Name Badges can be purchased for \$10.00 each _____ X \$10 _____

MLS is in the process of upgrading the track and switches to steel rail and plastic ties.

Please consider a tax deductible:

Donation to the Track Maintenance Fund _____ \$ _____

Donation to the General Fund _____ \$ _____

* PayPal fee if applicable _____ \$10.00 _____

TOTAL PAYMENT \$ _____