



Maricopa Live Steamers

STACK TALK

JANUARY, 2021

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 want a recount! How could this happen again?!
Donna, did you count correctly???

THANK YOU Donna and Rich for doing the election.

I want to thank Pete Pennarts for all of his hard work keeping this club going during the past two years. **THANK YOU** so much.

The Board and I hope everyone had a great, safe and healthy Christmas. We also wish everyone a Happy New Year. As you all know, we are not having an Operational Meet or Spring Meet this year. Hopefully the County will back off on the requirements so we can have a Fall Meet.

You can tell that a lot of work has been done on the track. Please thank Joe Schnyder, Dave Kulman, Terry Liesegang and Tom Harrington when you come out to the park. They have been doing lots of repairs on their hands and knees. There are many other people who support the track crew so that they have the materials needed to make the repairs. Just to name a few – Cliff Fought, Mike Grant, Mick Janzen, Joe Fego, Pete Pennarts, Frank Behrle, Bill Cobb, Rich Mock and our hard working Treasurer Bob Douglas. I am sure there are some names that I have missed. Please forgive me. **THANK YOU ALL** for your help.

I want to welcome Tom Harrington as the newest Board member. Tom doesn't know it yet, but his job is taking complaints from the membership and then somehow losing them.

Dues were due at the end of the year, Dec. 31, 2020. We probably won't be giving rides until the fall of 2021, but please don't quote me on that. So any donations that you can let go of to keep our track repairs going would be very much appreciated. There are other projects, too, that need attention. Enough begging until next month. Despite all of the problems of the past year, we are in very good shape to keep the gates open for another year, I think???

Remember, **SAFETY FIRST**, and have a very Happy (better) New Year.

HAPPY
2021
NEW YEAR
BETTER
we hope!

If you wish to be removed from this email distribution list, please **"REPLY"** to this email with a request to **"UNSUBSCRIBE."**
Please, **DO NOT** tag this email as **JUNK**.

Nope. Don't even think about it!



HOLIDAY LIGHTS MEETING

January 9 11:00 AM Ford Station Patio

We are hoping that our normal Holiday Lights Rides schedule will resume in November, 2021, since it is our primary fund raising effort each year. Although not by choice, last year we enjoyed a much needed respite from the stress and labors of the program. In anticipation of the program restarting again this year, we are going to begin planning for it. Enthusiastically, this year we start fresh. Holiday Lights will be **UNDER NEW MANAGEMENT.**

Ken Giordano has offered his experience and time to help the MLS build a strong team that can have fun while bringing the best Christmas program since 2019 to 15,000 Holiday Lights riders this coming December. In his role as the Lights Team Coordinator and Communications Conduit to the Board, he will focus on his job keeping everyone happy while the Team makes the magic happen for our donors. Hopefully we can entice more members and their families to join the Team this year. All ideas, help and positivity are **WELCOME.**



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.

Perry McCully
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Bill Cobb Mike Grant Tom Harrington
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

Pete Pennarts
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](mailto:MLSnewsroom@gmail.com)

[@Gmail.com](mailto:MLSnewsroom@gmail.com)

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.

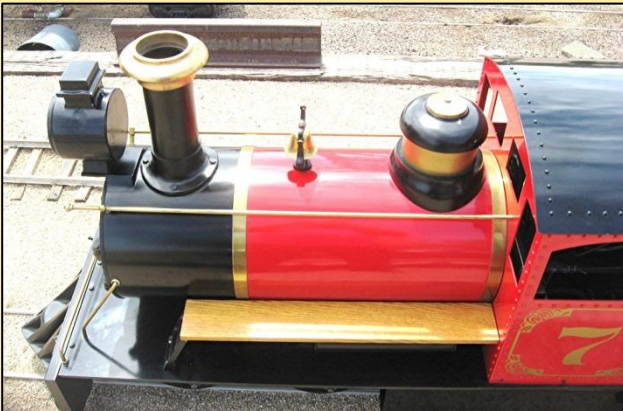
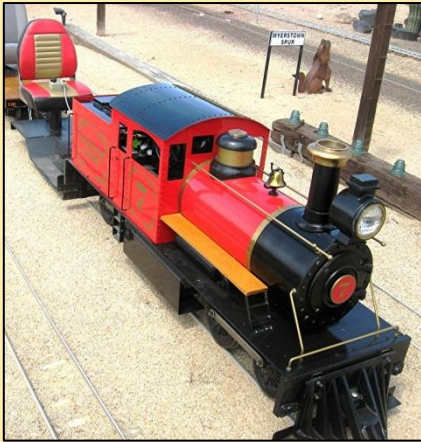


\$10,000 dollars for Locomotive and riding car with new batteries

\$15,000 for the whole train



Joe Schnyder 623-332-0238



CORRECTED PHONE

Contact: Lu Reynolds 602-909-6872 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.



There's no extra cost to support your charity by shopping at [AmazonSmile](#).



Dear Hank Gallo,

This is the quarterly AmazonSmile notification to inform you that the charity you've selected, **Maricopa Live Steamers Railroad Heritage Preservation Society**, recently received a donation of **\$41.93**, at no cost to you.



Thanks to customers shopping at [smile.amazon.com](#), or with AmazonSmile turned on in the Amazon shopping app, everyday purchases have generated over **\$237 million** in donations to charities worldwide so far.

AmazonSmile's overall impact to your selected charity has been:

- **\$473.93** to Maricopa Live Steamers Railroad Heritage Preservation Society

To track donations or change your charity, simply visit [Your AmazonSmile Impact](#) page.

Want to use AmazonSmile in the Amazon Shopping app on your phone? [Learn how to activate here](#).



*Message reflects the charity you were supporting as of November 24.
Please see [smile.amazon.com/about](#) for AmazonSmile program details.

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PLEASE READ THIS

The most popular place to shop online these days is Amazon, and Amazon wants to share their profits with the MLS.

So, before you start shopping, just go online to [SMILE.AMAZON.COM](#) and indicate that MARICOPA LIVE STEAMERS is your charity of choice to receive the profits that they want to donate to us from the purchases that you make. Then, shop on [SMILE.AMAZON.COM](#) for all of your household needs and gifts. It's **FREE** to you, and MLS needs the money.

Won't you at least take the time to read the [Frequently Asked Questions](#) (FAQs).

Please allow me to repeat two points that everyone must understand.

- (1) You do not pay any extra money to cover their donation. It comes out of their profits.
- (2) If you are in the habit of using AMAZON.COM, you **MUST** break the habit. Only [SMILE.AMAZON.COM](#) has the software that connects your purchases to the donation process. Both websites have the same product catalog, but only [SMILE.AMAZON.COM](#) gives donations.

THANK YOU

MEMBER CONTRIBUTIONS!

Station Project on the Muskogee and North Western Railroad and Running two trains on the M&NW railroad story and photos by Tom Harrington

The station in these photos is complete, except for the trim that I want to add and paint, plus the roof shingles and station signs on both ends. I impressed myself when the posts and roof supports all lined up. This is a first-of-a-kind project for me where that had to happen. Project started about 2 weeks ago. Future work may include reworking the track to provide for a track passing on each side of the station, just like at Perryview on the AW.



Here is a more up-to-date video of the track. Ride along as Tom tests out running two trains simultaneously, and some newly installed air-operated turnouts for bi-directional running.

click here: <https://www.youtube.com/watch?v=m7hF99fTIN8> - 13 mins.



An uncommon Holiday Lights Night at the Park

story and photos by Hank Gallo

Za'vion and I were alone in a dark train park, where we'd normally have 1500 people enjoying Holiday Lights train rides on a Saturday night in December.

Google shows Adobe Western RR Museum had 60,000 hits last month and MLS had 30,000 hits. People want train rides. I had to turn off the forwarding of phone calls from Google, because I was getting that many calls about Lights rides.

Please put a note on the calendar for a Holiday Lights meeting open to everyone on 1/9/21 at 11am. Our group was wondering how much interest can be generated within the membership. Pete, Perry and I met at Cliff's house last week to plan the new control box for the Megatree.



Za'vion found one of the handcars that were donated to the club a few years ago. He is becoming more proficient at handling the train, so we also did some concrete tie car movements for practice.



TWO NEW STEAMERS in the FAMILY

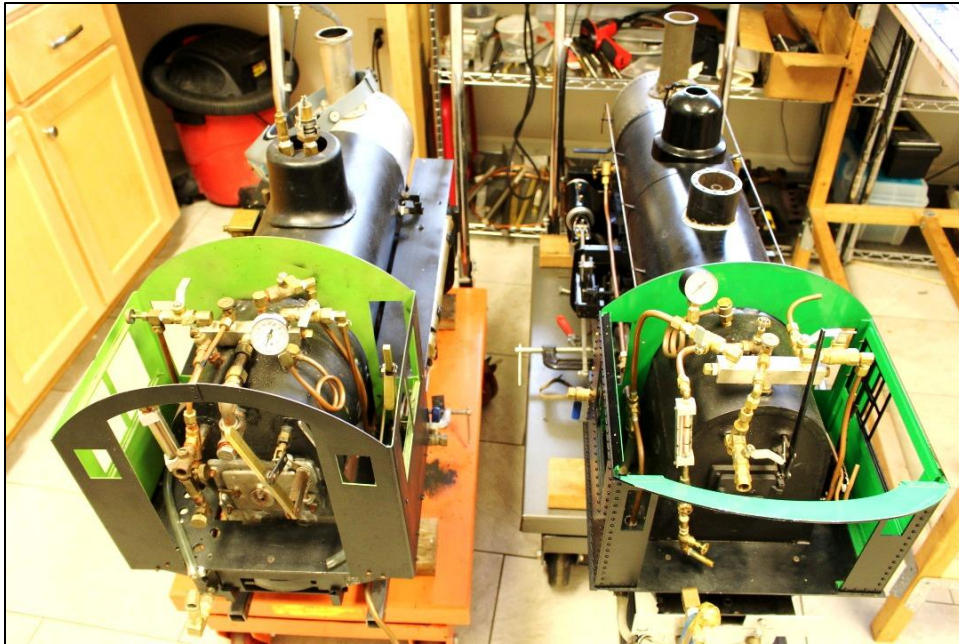
story and photos by Bill Hobbs

I now have two fully working steam locos, an 0-4-0 from Little Engines and a 2-6-0 from RR Supply that could use some distance running instead of just the 300 feet of track that I have. The photo (right) shows the older Little Engines 0-4-0 that I bought in 2009 as a machined kit. It represents my first project in live steam. To complete it, I had to learn machining and plumbing! It was first fired in 2014, but didn't see regular use until 2017 when I finally had enough track to run. This year, I took some steps to simplify the smokebox plumbing to make servicing easier. Lining this up in a manner that can be easily maintained has taken the most thought and effort on this loco. It has powerful cylinders (also used on the LE 2-6-0 series) and will slip on start if one is not careful with the throttle.



I took delivery of the RR Supply 2-6-0 last October and worked over the winter to get it ready for testing. The last step was waiting for an Eccentric Engineer injector. In the photo (left), I still have not put the cab on, since I wanted to make sure that all the plumbing was satisfactory. It saw considerable testing and running during the summer, as I learned how to fire and run it. By the time I brought the equipment in, I had the routine for it down. Both locos fire on propane.

In the photo below, the locos are sitting in my shop for the winter. I have only minor work to do on them before starting back up. But I included the photo so the placement of the controls could be compared. When working with two different locos, I thought it prudent to make the controls as similar as possible so that one can depend on habit instead of having to think through where things are. The minor differences are a result of how the boiler was made. The injector control, propane valve, blower triple valve, steam brake valve, cylinder cock lever, reverser, throttle valve and whistle valve are in nearly the same relative locations. My blower setups use a triple valve-like arrangement to allow an air compressor to be connected until cutover to steam can be made. I use ball valves instead of globe valves for most controls as a convenience measure.



I have a whistle for the new loco on order from RR Supply, hopefully as a Christmas present to myself.



CHRISTMAS LIGHTS AROUND TOWN

photos by Nadine Giordano



Our present to our friends.
Enjoy this as you take on the day.

MERRY CHRISTMAS and **HAPPY NEW YEAR** from Bill and Michele Myers.

London Symphony Orchestra - Christmas Classics (Full Album – 26 Christmas Songs) – **52 mins.**

click here: <https://www.youtube.com/watch?v=6SlwnNKsidw&t=76s> – 13 million views since Nov. 23, 2017

LIGHTS (cont'd)

photos by Nadine Giordano



TRACKING TRACKSIDE PROGRESS 2020

Ties near GAMBLE story and photos by Joe Schnyder



Here is the section between Gamble and the east switch of Moore Turn, where we have the ties installed and are getting ready to ballast, level and tamp the section. This section will be done about the same time the Stack Talk is published, but we are waiting for the concrete to cure for the next section of Moore Turn. We expect it to be cured about the first week of January, 2021, and ready to ride on by the second week of January. Since there is no planned Operational Meet in January this year, we expect there will be plenty of members showing up anyway during those two weeks to come out to get some shine on their wheels. We will have everything open for our members to come out to enjoy the park and, right now, some beautiful weather. I believe Dave Kulman and myself will have our trains out polishing our wheels and just be out enjoying this time of the year. I do not know how much more I can hint to people to come out and see who has shown up to play. There will not be camping allowed on the property, but, with all of the other attractions around Phoenix closed, you should have easy access to a motel or campground close by. **And while you are here, you can help to make concrete ties.**

Here's a close-up of those beautiful concrete ties that are quickly populating the Park. We are no longer rolling over termite dinner scraps. Love the solid ride. And the track won't float away, either.



TRACKING TRACKSIDE PROGRESS 2020

More Ties – MOORE TURN

story and photos by Joe Schnyder

In the photos, you see where the outbound side of Moore Turn is getting all new concrete ties, and where we just finished putting in new plastic ties and steel rails across the bridge and through the crossing up to the new switch at the west end of Moore Turn, just before Wesley Crossing. We will be securing the concrete ties after they have had time to cure and harden. When this picture was taken, the ties were less than 4 days old. We have found that if we try to drive the screws into the concrete too soon, they break the tie where the plastic anchors are embedded in the concrete. In the summer they only need two days to cure but, during the winter months, they need two weeks to harden up sufficiently.



TRACKING TRACKSIDE PROGRESS 2020

WESLEY CROSSING – Bridge Work

story and photos by Joe Schnyder



Here is Wesley Crossing where the Far Flung mainline crosses the Arntchoo double track mainline. The bridge used to be right next to the Arntchoo outbound mainline, but we have taken that bridge out and created a berm in the area to force the runoff water to the new concrete bridge, back 15 feet from the crossing, with retention basins on both sides of the bridge to slow the water down and make it pool to lessen the water's erosion of the area. Now, if a train derailed near the crossing on Arntchoo, there is a dirt berm to keep the train away from the hole. The concrete ties and block bridge with steel rail will reduce maintenance and replacement in this area for at least 50 years or so. You can see the pile of concrete ties to the left of the bridge. We will be going westward from there in the near future, where we must replace the termite-riddled ties. That will start after we finish the section from Gamble to the west end of Moore Turn.



A Lionel Christmas – 54 mins.

click here: <https://www.youtube.com/watch?v=7S1k5bK6BBc>

History of Lionel Trains – 45 mins. Please ignore the 30 secs. of black screen.

click here: <https://www.youtube.com/watch?v=ZPPwako6a74>

Large Private Model Railroad – LGB G-Scale Gauge Train Layout – Dennis Cipcich's awesome trains – 20 mins.

click here: <https://www.youtube.com/watch?v=L12U-T1mM4I>

Hello, Uncle Ken. Daria and I were in Hot Springs, AR and went to a **botanical garden**. They had this exquisite

model train setup that we spent time enjoying. Thought you would appreciate the setup as well! – **3:30 mins.**

click here: <https://photos.app.goo.gl/QsNpvpvDV7myZYGP6>

Garden trains at Garvan Woodland Gardens, Hot Springs, Arkansas – 4:20 mins.

click here: https://www.youtube.com/watch?v=YpK187_eETk


Railroad Yard Knowledge – 37 mins.

click here: <https://www.youtube.com/watch?v=G99cChJ0bpY>

Railbiking Adventure in Retirement, a once in a lifetime adventure – 25 mins.

click here: <https://www.youtube.com/watch?v=M8mhIdZoVow>

**RAILROAD LINKS
of the MONTH**

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

Thank you to Matt Veprek for sending this in.

**Awesome Aircraft Paint Jobs – 55 photos in a PDF document**

Thank you to Bill Myers for sending this in.

click here: <https://drive.google.com/file/d/1sKHsgfAds7BvoK1aOCRLgT6BquOFyAoo/view?usp=sharing>



**Thank you to Bill Myers
for sending this in.**




Awesome Chalk Drawings – 13 photos in a PDF document

click here: <https://drive.google.com/file/d/1NN9gze5dG30T04da03dUTKI7iAtTuJnY/view?usp=sharing>

The story behind Wayne's Railroads

story and video by Ken Giordano

Every summer, Wayne would invite all of his railroad friends over for a barbeque potluck, and we would all sit on lawn chairs and enjoy the day. This particular year, 2012, it was 95+ degrees on the day of the get-together. Wayne's G-scale outdoor railroad was usually the main attraction. He would set the throttle and have one train operating while he sat and talked with his friends. On this day, very little photography was done of the G-scale outdoor railroad because early in the afternoon, the control circuitry over-heated, melted and caused a full open throttle. All of a sudden, the train was traveling at full speed and failed to negotiate the curve. Oops. Without the use of electricity, he had to resort to running a battery powered Santa Claus train that he used at Christmas time around his tree.

This video will not automatically start in your internet browser. You must click the link below, then click on the download icon  in the upper right corner of the black window. Once the download finishes, which may take as much as 15 minutes, then it can be opened with Windows Media Player. If you get the message seen to the right, just click on the "Download anyway" button.

click here: <https://drive.google.com/file/d/1sm8TKl2mgCbOjWmAXlNntNXtDbDp-KOe/view?usp=sharing> – **31 mins.**

Well, after dinner, the two youngest people at the party, Bob and I, decided to forgo the heat outside and, instead, spend the rest of the day in the basement playing with Wayne's HO layout. Bob has always been an avid photographer, and was taking photos and movies with his iPhone and camera while I ran the trains. A couple days later, he handed me a flash drive with 182 photos and 12:21 mins of video and said, "make a movie." Everyone knows I have movie making software, so it was not totally unexpected. Since Wayne's 80th birthday was coming up in a month, that seemed to be a worthy purpose for making a movie. It was prophetic, we would come to learn, as this was Wayne's last summer get-together. He learned that he had cancer 6 months later and then, after a year in treatment, he was gone.

I hope you enjoy this 31-minute presentation of Wayne's Railroads.

Google Drive can't scan this file for viruses.

Waynes Railroads.wmv (409M) is too large for Google to scan for viruses.
Would you still like to download this file?

Download anyway

Ed. – Although the following PBS Documentary does have about 4 minutes of high-speed railway footage within the first 15 minutes, it is not exactly railroad related. But I'm including it anyway, because it is well-worth the 2.5 hours to watch. It explains everything you always wanted to know about the air travel infrastructure that keeps us safe and comfortable at 30,000 feet. Now I let you make an informed decision to spend the time watching or not. I feel so strongly about making it available to you, I spent a couple of days getting it off my DVR and saved to the cloud for you. The instructions below are the easiest I could possibly make. Please email me if you have any problems downloading, etc.


City in the Sky – 2.5 hour PBS documentary about the airport and airplanes – **2:37 hrs.**

Did you know that there are two high-speed railway systems controlled solely by computer at the airport?

After watching this documentary you will understand how safe you are when traveling in the City in the Sky.

IMPORTANT, PLEASE READ THIS FIRST BEFORE YOU CLICK

This video will not automatically start in your internet browser.

You must click EACH link below in sequence, and click on the download icon  in the upper right corner of EACH black window.

If you get the message seen to the right, just click on the "Download anyway" button.

Once BOTH downloads finish, which may take **as much as 1 hour** (total 2 GB), then open only VTS_01_1.VOB with Windows Media Player.

It will automatically play the second file VTS_01_2.VOB seamlessly at the right time, as long as both files are downloaded to the same library folder, such as DOWNLOADS.

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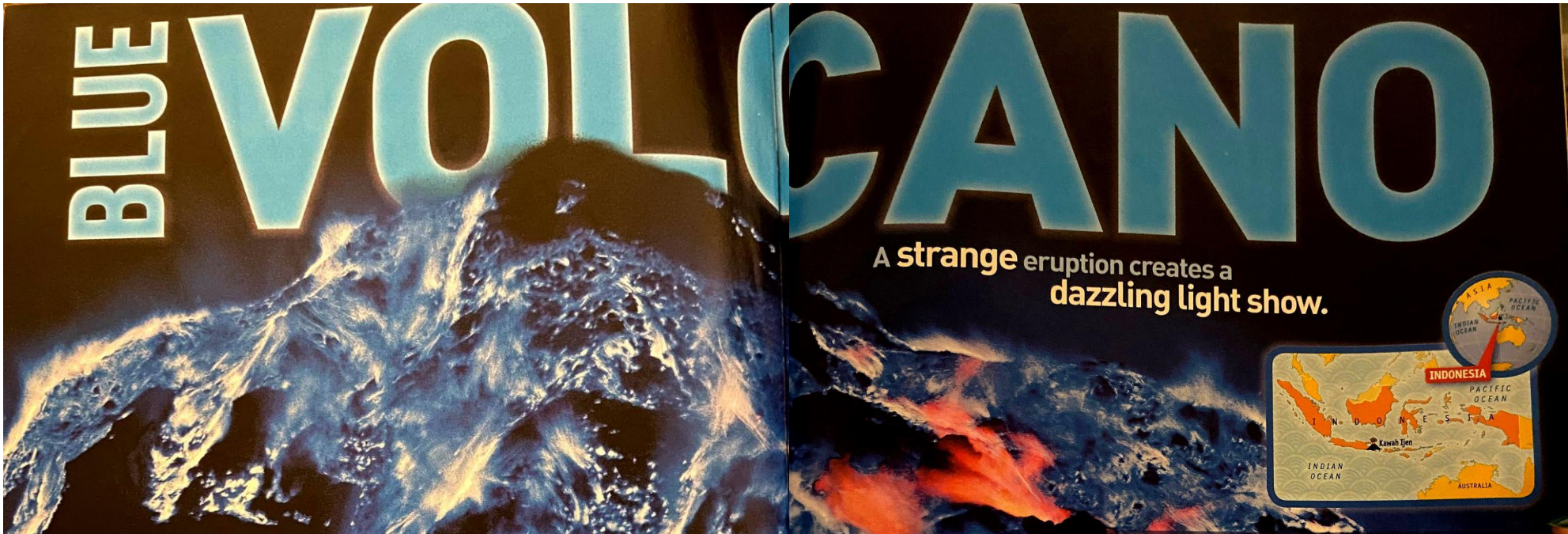
once the first download has started,

then click: <https://drive.google.com/file/d/1VpRbS36Mnm5WERAgC2u1W5TuL-qjA61b/view?usp=sharing>



'tis the season for brightly colored lights . . .

National Geographic Kids Magazine – March, 2015



(continued next page)



BY RENEE SKELTON

The night is pitch-black. But the dark slopes of a hill inside the crater of Kawah Ijen volcano in Indonesia, a country in Asia, are lit up like a holiday light show. Tourists flock to the volcano to see what look like glowing blue rivers of lava. But they aren't rivers of lava. They're rivers of glowing sulfur.

BURNING BLUE

Glowing red lava flowing from an erupting volcano isn't unusual. Glowing sulfur is. Hot, sulfur-rich gases escape constantly from cracks called fumaroles in Kawah Ijen's crater. The gases cool when they hit the air. Some condense into liquid sulfur, which flows down the hillside. When the sulfur and leftover gases ignite, they burn bright blue and light up the night sky.

Scientists were told that sulfur miners on the volcano sometimes use torches to ignite the sulfur. The blue flames make Kawah Ijen popular with tourists, who watch from a safe distance. Recently scientists confirmed that some of the sulfur and gases also burn naturally, igniting as hot gases combine with oxygen in the air.

VOLCANO MINERS

Sulfur is a common volcanic gas, and its chemical properties are used to manufacture many things, such as rubber. But it's so plentiful in Kawah Ijen's crater that miners make a dangerous daily trek into the crater to collect sulfur from a fumarole near an acid lake.

"The local people pipe the gases from the fumarole through ceramic pipes," says John Pallister, a geologist with the Cascades Volcano Observatory in Washington State. He has walked into the crater himself, wearing a gas mask for protection against the clouds of acid that rise from the lake. "They spray the pipes with water from a spring," he says. This cools the gases and causes them to condense into molten sulfur. The sulfur then cools and hardens into rock.

Using this method, miners get more usable rock faster than if they just collected scattered pieces. They smash up the rock with metal bars, stuff the pieces into baskets, and carry them out of the crater on their backs. The loads are heavy—between 100 and 200 pounds apiece.

READING THE DANGER ZONE

Miners face another danger: a huge eruption. Kawah Ijen's last big eruption was almost 200 years ago, but the volcano is still active. A big eruption could endanger hundreds of miners and tourists.

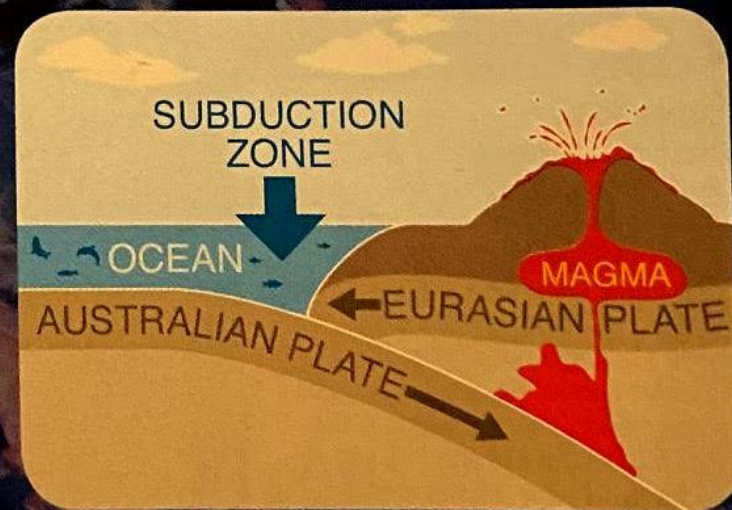
Indonesian scientists want to find a way to predict a big eruption in time to keep everyone safe. But the deep acid lake makes it difficult to pick up the usual signals that warn of a coming volcanic eruption.

For example, certain gases are usually more abundant right before an eruption. But in *this* lake, those gases dissolve in the deep water before they can register on the geologist's monitoring equipment.

As scientists search for ways to predict this unusual volcano's behavior, Kawah Ijen's blue fires continue to attract audiences who appreciate the volcano's amazing glow.

How Kawah Ijen Erupts

Earth's outer shell is broken into a jigsaw puzzle of several tectonic plates, or gigantic slabs of rock, that move constantly. In Indonesia, the oceanic **Australian plate** slips under the **Eurasian plate** at a **subduction zone**. As the Australian plate slides deep down, heat generated in Earth's interior makes the plate superhot, and parts of it melt. This melted rock, called **magma**, rises toward Earth's surface. Pressure on the magma lessens as it rises, allowing gases inside to expand, which can lead to explosive volcanic eruptions.



Indonesia is a group of more than 17,500 islands off the coast of Southeast Asia. It is the largest country in the region.

FUN FACTS ABOUT INDONESIA

When the volcano on the tiny Indonesian island of Krakatau erupted in August 1883, it could be heard thousands of miles away.

The *Rafflesia arnoldii*, the world's largest single flower, grows in Indonesia. The flower smells like rotting meat, can measure 3 feet across, and weighs up to 24 pounds.

Nearly ten million people live in Jakarta, Indonesia's city with the largest population. That's almost two million more people than are living in New York City.



More than 70 active volcanoes are in Indonesia.



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