



Maricopa Live Steamers

STACK TALK

May, 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

THANK YOU to Dave Kulman for stopping the fire that we had. He is a hero in my book. He single-handedly stopped the fire from burning up the whole park. With the help of the tractor, he graded a dirt fire break that stopped the fire from burning all the way to Pinnacle Peak Road. He is leaving for home in Michigan this week.

The 45 or so acres look like the surface of the moon. It's so disturbing to see all of the vegetation completely gone. There won't be one tree surviving this fire. It is so sad. No one wanted to see this happen, nor wants to see it happen again. To think someone could be so callous to weld on something not thinking of what could happen. It's going to cost Flood control some bucks for all the damage. This is so heart breaking. Everyone should go and see what the fire damage looks like and think about how a steam engine or other heat source could still be the cause of another fire. Take the asphalt road to Pardee Point and see for yourself what happened and how vulnerable we are. And Pardee Yard was just rebuilt from the 2014 flood. The only good thing about this fire is that these 40 acres won't be able to burn again **this year**.

Sahuaro Central has informed me the waiver form has been approved by the county and will be printed soon. All members and guests that come to the park will need to sign the waiver form for our files.

The American Flag that was missing has been found and restored to the pole by the station.

So far I have received only two bids for the silent auction. Please follow the directions on page 4 if you plan to bid. All bids will be opened at the Board meeting on Sat., May 8th at 1 pm.

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.

Why can't we just get along with each other? That phrase was coined by Al Ford back in the day. If you can't say something nice, **PLEASE** keep your mouth shut. I'm so disappointed that people in this club have told a particular person that he or she is not doing enough for this club. Have you all forgotten that this is a volunteer organization? You don't know how you could have destroyed this person's self-esteem. You don't know if that person has had a bad day, bad week, or a bad month. Why would you do stupid crap like that to one of our members that has done so much for this club. You obviously don't know this person very well. I don't want to hear anyone criticize anyone for anything. You are supposed to be able to understand and tolerate each other without being so critical.

Please see the landscape rake article on page 10.

It has come to my attention that people are bringing their garbage from home and using the club dumpster at the park. It is **NOT** your personal garbage can. **DO NOT** bring your garbage from home. This dumpster has to serve the three railroad clubs.

The heat is coming.
Please stay hydrated and
take frequent breaks.

Safety First. — Perry





Vice President's Page

Well, this has been an eventful month!!!!?#@. Not one that I would like to repeat, but not at all boring. The Maricopa County Park's reps were at the park after the fire and told all of us at the clubhouse that they had immediately put the level 3 fire ban into effect. When the director gets back from vacation, they will post it on the County website. But for now, consider it in effect. I had some people question what they can still do with regard to working and playing at the park. One person wants to do welding. Well, that is what started this fire, although the person that started the fire while welding was not a member of MLS. There should be no source of ignition of any type in the park until the county says we can lift the ban. This includes smoking, propane fires of any type, charcoal or wood fires of any type, and welding or grinding unless you are inside a building with steel doors and steel walls, like the switch barn. Even the catalytic converter under your car is hotter than the flash point of the dry weeds under your car when you leave the asphalt. As stated in last week's Blast, (rule) no flames or heat sources of any type outside among the weeds. It is not the safety committee's fault that this ban is in place. We live in Arizona, need I say more. We must abide by the Maricopa County Parks Department's rules. So, please do not yell at me. May I suggest running one of the Club's gasoline locomotives.

This fire was stopped at the south end of Winchester where Dave Kulman was able to make a 20-foot wide fire break that stopped the fire from continuing north. The State Fire Captain told us that his fire break kept the fire from going all the way north to Pinnacle Peak Road and east to 43rd Avenue. If that had happened, we would have lost a lot more than just 4 bridges and 10 track panels. We were fortunate that we saw it from the patio where we were having lunch. Dave quickly got the tractor out there to cut fire breaks. He cut one just south of Wieboldt's Woods that was two passes of the tractor,

which is 12 feet wide, but the heat was so intense that it did not stop the fire. That is when Dave retreated and instead cut a larger fire break north of the fire and it held the fire from consuming more of the layout. Then the winds changed and the fire moved west up to the green fairways of the golf course, and the wildfire crews were able to stop it there with the help of 2 aerial slurry bombers. Please see the helicopter coverage of the end of the fire. Now the 500 Club's 12th hole has a pink green. And Dave never did get to eat his lunch.

I guess one of the bright sides of all this is that, because of the donation of ties and rail that we recently received, we have everything we need to repair all of the damage without spending club funds for the ties, rail or other building items. I received an email from the management of Train Mountain offering to help us if we needed any material to repair the damage. What a great thing it is when another club would step up to help us after our fire, when they just had a fire disaster of their own last September. I am preparing a note back to them now to thank them for their offer of help.

It is getting hot here, so stay hydrated and watch out for the snakes, as they are out now. We saw some little ones, so the big ones are surely around somewhere.

(continued next page)

Perry McCully
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VICE PRESIDENT'S PAGE (cont'd)

On to other things. If you plan to build anything out along the tracks, or in the park for that matter, you need to submit your plans to the future planning committee for approval before you start putting anything on club property. One of the things we need to enforce is not putting anything within 8 feet of the track, so we can get a tractor next to the track to clear weeds and brush with a machine instead of having to do it by hand with a rake and shovel. We do not have enough volunteers willing to go out with a rake and shovel and clear away the right of way, so we must depend on the tractor, which currently cannot get next to the track in some places because of signs, trees and other obstacles. I will be moving signs and mileposts back as I get to them, but there are so many of them out there. It will take some time to get it all done.

Right now we are getting the bridges replaced with pipes at the Serpentine Scissor Wye, because Dave Kulman is about to go home for the summer. With this done, I will be able to get the panels replaced and get the track back open with just myself and Terry Liesegang. We hope to have it all done by the middle of June. I will be gone for the last two weeks of May on a motorcar trip, so it will set the timeline back a little until the repairs from the fire are finished.

We will be putting a halt to concrete tie installation for awhile to get these other things done. I am hoping to get more of Pottsville done in concrete ties this summer, since it will be a very busy route when we get back to running public trains to the museum. I would like to get this route done while the fire ban is in effect and the steam engines will not be running. Some day we may get some relief from the heat and maybe even some rain? Hopefully, we will be open to the public soon. There are ties set out at Perryview now, and we will be tearing the westbound track out for replacement. You will still be able to run on the eastbound side. Tom Harrington from Oklahoma has been installing concrete ties for us and will be back sometime soon and will continue work on the Pottsville branch. — Joe

COVID-19 RESTRICTIONS are relaxed but are still in place.
For members' and visitors' health and safety, follow the new rules.

SIGNALS ARE OUT AT WESLEY CROSSING

story and photo by Perry McCully

Wind knocked over this CP at Wesley Crossing (Arntchoo and Far Flung) and damaged a lot of the wiring, so signals will be out for some time. Further info will be forthcoming when available. Dark territory rules apply until repaired and functioning again. Thank you. Safety First. — Perry

MLS Operating Rule 352.

When the signal system is OFF, the subdivision is considered dark territory. Proceed at a speed that will allow you to stop in half the distance to an obstruction or another train.



May 8 -- Holiday Lights Committee Meeting -- CANCELLED.

There has been no governmental decision made as to whether Covid restrictions will be lifted by the end of the year, so for now, no plans can be made. If the restrictions do get lifted and Public rides begin again, then the decision to reinstate the Lights Program can be made at that time. Thank you. — Ken (Lights Coordinator)

From the Desk of: Perry McCully

Subject: **SILENT AUCTION**

Please mail your bids to:
Perry must have all bids by May 7.

**PERRY McCULLY 208 E. La Crescenta
Goodyear AZ 85338**

Bids MUST include your NAME, bid AMOUNT and item # (1-9) Only one ITEM bid per page please.

	Minimum Bid
#1 Steel GONDOLA with seats, Tom B trucks, air brakes	700
#2 Steel GONDOLA with seats, Tom B trucks, air brakes	700
#3 Steel GONDOLA with seats, Tom B trucks, air brakes	700
#4 Steel GONDOLA with seats, Tom B trucks, air brakes	700
#5 Mountain Car BOXCAR, Mtn. Car trucks, air brakes	900
#6 Steel GONDOLA, one coupler, air brakes	500
#7 LOCOMOTIVE, not available at this time	
#8 2-1/2" scale FLATCAR with seats, sideboards, air brakes	1,000
#9 Mountain Car FLATCAR, Mtn. Car trucks, air brakes	500
#10 Pair of COUPLERS	120





From the Desk of: Jerry Grundy
 Subject: **Jerry's Train is For Sale in preparation for Jerry's and Sandra's Travel Plans**

Have a Great Trip!

Delivery needs to be discussed with Jerry. 623-628-5523. Thank you.

I want to sell my 1/8th scale Dash 9 train, cars, trailer and container.
 I am asking \$45,000 for the entire package.



PHOTO

- A:** 2 Vip Riding cars (they hold 2 adults + 1 child)
- B:** 1 1/2 Gondola / 1/2 Flat Car (has air brakes)
- C:** 1 Flat car (Bomb Car) was a Lumber Car
- D:** 1 Wooden Caboose (damage to right front step)
- E:** 1 Santa Fe Box Car (tool car without tools)
- F:** 1 Santa Fe Caboose
- G:** 1 Coke Zero Tanker
- H:** 1 Cattle Car
- I:** 2 Gondolas
- J:** 1 Orange Flat Car

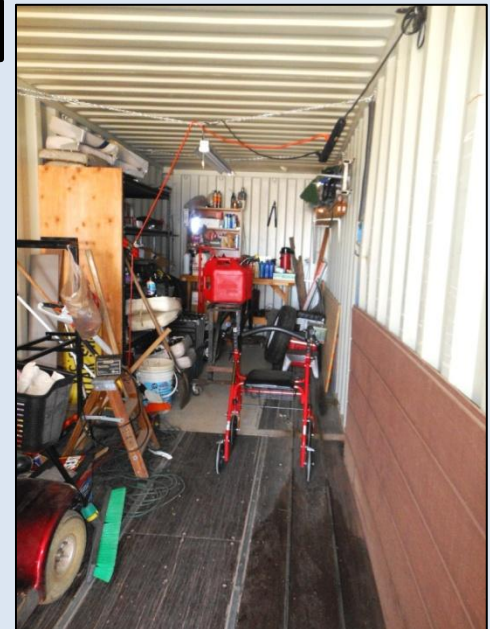
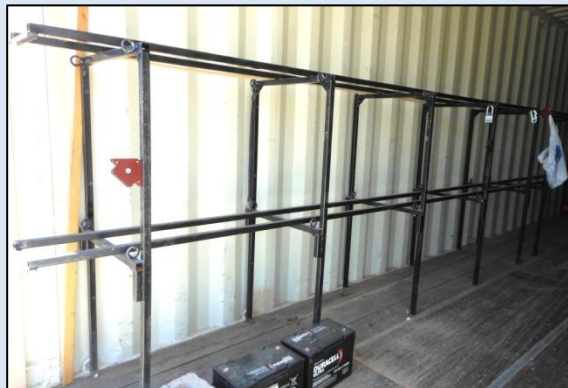
- 1 Dash 9 with Cable Control Panel / with Engineer Riding Car
- 1 12 ft. Trailer with Racks on each side. The Engine goes in the center. Due to the size of the Cars, they will not all fit in the Trailer. I have had the 2 Vip Riding cars, 1 Box car (tool car), 1 Gondola, Caboose and Engine with Engineer Car in the Trailer at one time.
- 1 40 ft. Container Has 3 levels on the left side. Empty Space in center. There is only 1 level on the right and that is where the Engine goes. Another level could be added above the engine, if wanted.



Trailer
(Left)

MORE PHOTOS on PAGES 6 & 7

Container
(Below and Right)





A

A

F

G

H

I

I

J

B

C

D

E



MEMBER CONTRIBUTIONS!

THANK YOU for this Letter to the Editor

I have noticed from a Facebook page and a train website "heated arguments" about the use of remote control devices to run model trains. The ones against get attacked with complaints that they are against the "future of the technology" etc. But this is not the case, since the people against usually fly model airplanes and know all about what can "happen." I have seen it a lot! But, the point is, how safe is it to rely on a "toy quality transmitter and receiver" to carry people on board? Can you imagine a head-on train wreck? Imagine a low battery situation (or just a single cell on the battery pack going bad on the transmitter) and losing control of a several hundred lbs. train.

I question: where is the safety for family, friends and club members, or anyone exposed to an accident. The damage to MLS as a club, could be irreversible, not only by reputation, but by lawsuits against the club, the county, and anyone on the Board of Directors who, unfortunately, approved the use of "toy" remote control devices where human beings were involved. These toy remote controllers were never "intended" to run trains with people aboard.

I have been flying remote control airplanes most of my life. Some of the airplanes that I fly cost about 20 grand or more. These airplanes are heavy and loaded with JP-4 fuel. They fly at speeds at and above 200 mph. We are required to get a license / waiver to operate them. Any radio failure is a potential disaster, as these planes explode when they hit the earth, just like the real ones. That's why we are required to be members of the AMA to operate remote control airplanes. The purpose of the AMA is to cover the members with insurance, in case of potential accident / injury, and protect the club members and the club from any liability.



Some of the "Forums" wrongly claim that airplanes safely fly over people. That is misstated. The "flying guidelines" state to always fly away from areas where people are present, never close to and definitely not over.

Anyway: there are arguments on both sides. I just felt that I should make known the potential problems when operating remote control devices. Using "toy transmitters" for trains and exposing people to an accident is a different ball game that maybe you weren't expecting. We at MLS need to consider whether the use of remote control trains is really necessary. If so, we need to be prepared for any possible "consequences." MLS and each of us individually have too much to lose.

What about: the use of obligatory insurance for anyone who decides to operate remote control trains at MLS, and to carry proof of insurance like the card that pilots must carry when at the flying field.

I hope you found this discussion interesting.
 Best regards:
 Geronimo Vidales
 Board Member-at-Large (1996, 1997)
 Werner Stationmaster

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- Primary Site Owner Insurance

This month's railroad education links

Freight Rail and Reciprocal Switching -- 13 mins.

<https://www.youtube.com/watch?v=pH0oafZKiDY>

What Stones Along Railway Tracks Mean -- 8 mins.

<https://www.youtube.com/watch?v=IGd7Cawfqv8>

How To Read Trackside Signs & Markers – 11 mins.

<https://www.youtube.com/watch?v=46mOISU-qxk>

Railroad Signaling Explained: Crossings – 27 mins.

<https://www.youtube.com/watch?v=YkzYMi-PY5U>

Railroad 101: Signaling Systems – 38 mins.

<https://www.youtube.com/watch?v=ZztUxEUi290>



THE PERFECT
Grandma



THANK YOU to John Draftz for this link

There are 2 videos embedded on this webpage.

If either video doesn't come up, just reload the webpage.

Video #1 – Riding Inside a Model Train – 5 mins.

Video #2 – The Guy With a Train in His Basement – 3.5 mins.

<https://www.theverge.com/tldr/2021/4/8/22373948/model-train-canadian-via-line-youtube>

TRACKING TRACKSIDE PROGRESS 2020

LANDSCAPE RAKE

story and photos by Perry McCully

I bought a new tool the other day. It is called a landscape rake. It mounts on the back of the tractor, and I was hoping that this rake would work on our weeds. It worked beyond my expectations, so now I'm hoping that the club will buy the tool from me. I'm asking for donations to help defray the cost to the club. The rake cost me \$710.44.



THANK YOU Perry, from the bottom of our blisters.

DUMPSTER DIVER

story and photo by Joe Schnyder

Here is Perry McCully making room in the dumpster for more garbage. He kind of looks right at home in the bottom of that dumpster. I just could not pass up this photo opportunity.



TRACKING TRACKSIDE PROGRESS 2020

EAST ADOBE YARD

stories and photos by Joe Schnyder



Here is track 8 in the yard that has new ties and, with the help of Tom Harrington, is ready for ballast, tamping and leveling. We should be done soon with yard work so that we can move on to other projects.



Here is track 8 and 11 that is being rehabbed in Adobe yard. We will be trying to finish up east yard work to be able to move to another project that just popped up today.



TRACKING TRACKSIDE PROGRESS 2020

stories and photos by Joe Schnyder

STILL in ADOBE YARD

Here is Joe tamping ballast on track number 11 after the new panels and track were aligned and leveled. This yard will be in first class shape for many years to come now with the plastic ties and the brand new rails we got from the donation. When we did the leveling, we made both ends a little high and lower in the middle, like a rail yard does to create a bowl.



ADOBE YARD LEADS

Here is Dave Kulman running the water car over the new concrete ties that are on the yard leads going into Adobe Yard. We installed steel rails on the west rail side to make the heat expansion equal on both rails, since both sides now have steel rail. This should last for many years to come, even with all of the traffic that goes through Adobe Yard.



STEAM LOCOMOTIVES BOILER

Stokers

by Dave Griner



Hello, again here we are heading into the heat can't wait!!!!
We're going to look at stokers. However, we need to know a bit more about hand firing to begin to understand why the stoker came to be.

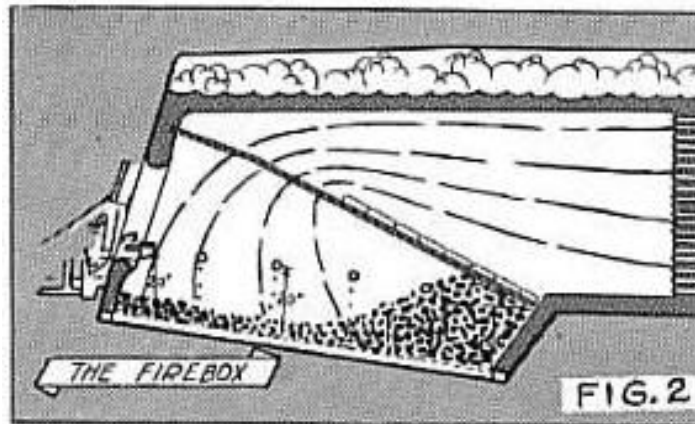
Good hand firing is the combination of an art and science. Knowing the principles of combustion and the physical placing of the coal on the grate becomes the difference between real success and failure, or a real struggle to keep steam and water.

One of the secrets to firing is being able to "read" the fire, or in other words, looking at the fire and being able to know when and where to add coal, along with how much to add at the time. The often quoted adage of "light and often" hints at the use of the stoker, since it is constantly adding a little coal to all parts of the grate at the same time. Hand firing requires the fireman to add coal by using the scoop to feed those bright spots as they are encountered, again, "reading the fire."

A rule of thumb is that the fire should look like the shovel, that is, heavier in the back and tapering to the front, but light in the middle like this

This is a #4 Eastern Pattern coal scoop (shovel). The part of the fire that is heaviest at the rear and the rear corners is referred to as the "heel," the term is seemingly appropriate. When it comes to adding coal to the fire, it is not just a matter of chucking it through the door. Rather, it requires the coal to be placed evenly where needed. This is accomplished by maneuvering the scoop to make the coal end up where you want it. Many times this requires a bit of practice to find the technique that gets the job done.

Things we want to avoid are thin spots, especially in the rear corners, and clumps or piles, as noted here, where a bank has formed up front under the arch.



(continued next page)

FEEDWATER HEATERS (cont'd)

Another problem can develop where there is a bank in the middle and a hole under the door.

There are variations on the theme, but essentially the challenge is to keep an even, level fire without any holes.

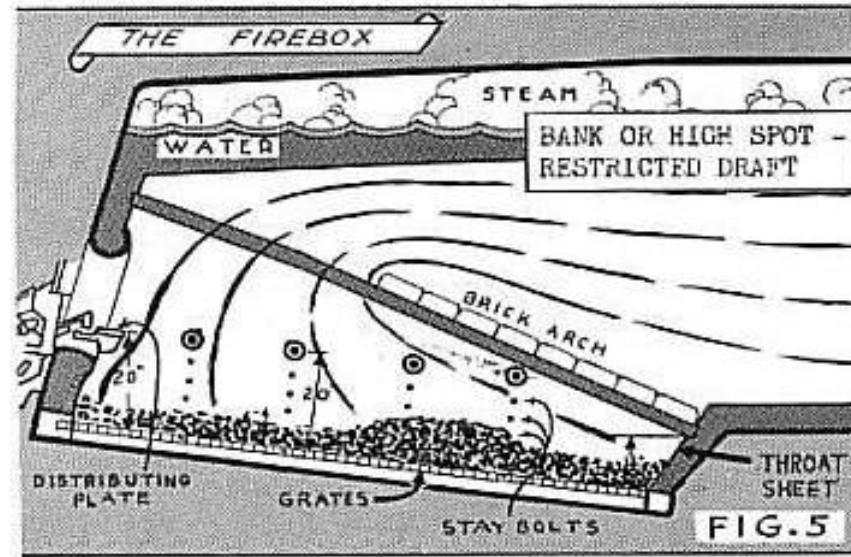
The type and size of the coal comes into play every time we take on a new load. Sometimes it is nicely sized (screened), other times it is "run of the mine" (everything from dust to chunks the size of a table), and worst of all "fines." This has very little coal of any real size – just dirt, so to speak. So, when we get on the engine, one of the first things to see is what we've got on the tank for the day. We either say to ourselves that it will be a good day or uh oh!! The fireman needs to know how to deal with each situation, such as breaking the chunks to proper sizes (a lot of extra work), especially when they get stuck in the coal door, oh my!!

Hand firing is a balancing act, similar to keeping three balls in the air at the same time – those being adequate water in the boiler, good steam pressure and a properly burning fire. We're always working one against or in favor of the other. For instance, if steam starts to lag because we are late in adding coal, we can "trade water for steam," but, not for long, since it's just a temporary dodge until things take hold. However, now, we put ourselves in a position to where we must make up the water. It is easy to get behind the "eight ball," so we must be ahead of things all the time.

Firing has a great reward when accomplished well, but it's hell's half acre when things go south.

Think we'll leave it here and begin working with stokers next time.

Take care, **Dave**



WILDFIRE!

PHOENIX (3TV/CBS 5) -- Multiple fire agencies battled a brush fire in north Phoenix on Tuesday afternoon. The fire near 43rd Avenue and Pinnacle Peak Road started around noon and quickly spread to 40 acres. According to the Phoenix Fire Department, the small grass fire was fueled by extremely dry brush and erratic winds. Officials say the fire spread quickly from the Adobe Mountain Speedway area up to near the 500 Golf Club as firefighters worked to gain control over the fire.

Video from the Arizona's Family News chopper showed there was no visible damage to the golf course, but flames did get close to a putting green. The golf course was evacuated as a precaution.

As of 2:30 p.m., Arizona State Forestry said all forward progress was stopped. Phoenix fire crews are monitoring the area for any hot spots. Fire officials say the cause of the fire possibly came from a spark off a worker's welding torch. Fire investigators are on scene. No firefighters were hurt while battling the brush fire.

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Source: Phoenix Fire Department



18-minute helicopter video of the end of the fire. No voice, so turn off the sound, as it is very irritating. Click here: <https://youtu.be/6ZvKGQrh4og>

THANK YOU to Charlotte Hughes for sending this in.

Stan put together this **short video** of the burned area at MLS. It could be part of a fund raiser for future fire fuel mitigation projects.

Click here: <https://www.youtube.com/watch?v=jiHHCHw4s1c>

THANK YOU to Stan Ferris and Bob Rauperstrauch



photos by
Dick Wieboldt

Here are before and after photos of the gazebo at Wieboldt's Woods.

(continued next page)

WILDFIRE (cont'd)**4-20-2021**

stories and photos by Joe Schnyder



(left) Here is one of the airplanes dropping fire retardant on the Wieboldt's Woods area of South Arntchoo. Everything is closed on the Arntchoo and Serpentine Subdivisions from Wesley Crossing to Waylost and Pardee Point.

(right) Here is the water tower at Waylost, just north of Pardee Point. You can see that the weeds are now almost gone in this area, thanks to the brush fire that was thankfully not caused by anyone from MLS. Within 5 minutes after this picture was taken, this whole area was consumed in fire and I was on my way out of the area. The fire was too hot to try fighting.



(left) When I stopped here, the fire had been going about 15 minutes and was so hot that I could not get any closer. Within just a few minutes, I had turned around and was getting away from this area because it was so hot. This area was consumed in about 5 minutes. This is just north of the Pardee Point pavilion, the smoke behind this tree is the Pardee Yard burning. I took this photo just before the wind kicked up. This whole area is now free of weeds, and you can see under the mesquite trees

from Pardee Point all the way to Winchester Spur. Like I spoke about in the April Stack Talk, when the fire department trucks come onto the property to put out a big brush fire, they create much damage. The 40,000 pound trucks of water are too much for our track, especially when they turn their front wheels as they cross the tracks. Please do not expect this to be back open anytime soon. The tracks were pushed and lifted out of the ballast. Where they turned their wheels, we will have to replace these panels because the rails are bent so badly that they would take too much time and effort to try to straighten and it would not be worth it.



(above) This photo was taken about 20 minutes after the fire started and you can see the black plume of smoke. This was just the start of the afternoon.

(continued next page)

WILDFIRE (cont'd)

stories and photos by Joe Schnyder

We sustained 45 acres of damage to the park, according to the state fire captain. There were 31 fire trucks in total from Phoenix, Glendale, Surprise, Scottsdale, Daisy Mountain Brush Crew and the State Wildfire Group had 11 wildfire trucks of their own. There were also 2 slurry planes making fire retardant drops on the biggest fire spots. There was a big response to this fire. There were trucks all over the property trying to put this fire out before it progressed to the structures up on the hill and at the golf course, along with our buildings at MLS. This fire started about 11:45 am and the last aerial drop was about 2:30 pm. The wildfire trucks were out in this area putting out hot spot fires around mesquite trees and creosote bushes that were still smoldering. They will still be out here for the next 48 hours because the National

Weather service is predicting winds to be 25 to 30 mph with gusts to 45 mph for the next 48 hours. The golf course was the line where the fire stopped moving west when it ran onto the green fairways. Then the winds changed direction and the fire started moving toward the north when it hit those big areas of weeds and trees and really took off with all that fuel to burn. I could not get close to the south end after it really started to burn, so we will not know the full extent of the damage until we are allowed into the area in about 48 hours from now. Dave Kulman did see the new structure at Wieboldt's Woods is now a pile of ashes. Sorry, Dick. Even the tracks in that area that were not covered with ballast are now ash and melted aluminum.



This used to be the 8-foot wooden trestle at the far south end of the Serpentine Scissors Wye. Notice the rails are melted and sagging. This, too, will receive a new 8-foot steel bridge with concrete abutments. This one, like the others, reached the temperature of 1221 degrees, which is the melting point of aluminum. Damn, that was a hot fire, for being just burning weeds. The

bushes don't look like they sustained much damage. Replacing this and the panels that the fire trucks ran over will take some time to get done to the point where we can get a work train out to this location to do the work and get materials out there. Where the fire trucks ran over the track, we will just pull the panels up, dig the ballast out and put a new panel in its place, then replace the ballast, tamp, level, then soak with water to hold it in place. We will be starting on Arntchoo at the road crossing just north of Wieboldt's Woods, replacing the damaged panels and working our way south. Out in the burn scars, it is nothing but powered ash and dirt like powder, so if you go out there you will be kicking up a lot of soot and getting dirty.

(continued next page)

WILDFIRE (cont'd)

stories and photos by Joe Schnyder



This photo and its inset are of the wooden trestle that was on the north side of the Serpentine Scissors Wye just north of Waylost. Notice the aluminum rails bent from the extreme heat of the burning bridge. This was an 8-foot trestle and will be replaced with a steel bridge that had been made for another location, but later we changed what was done at that location and so we had the bridge left over. I have replacement steel bridges to use and they will have concrete abutments when we are done.



(right) This photo is of what is left of the Bridge Over Troubled Waters. Notice the ties were ashes and the aluminum rails were melted and laying in the wash below. This will require all new ties, rail and walk boards. This is just south of Wieboldt's Woods where everything is toasted very crispy. All the places where we buried the track for flooding reasons has made it through without a single problem. Even the heavy fire trucks did not bend the rails and the fire did not burn the ties. The areas where the ties were covered with ballast did not sustain any fire damage.



REPEATING – ALL track south of Arntchoo and Werner Junction (Wesley Crossing) is closed. This includes Serpentine and South Arntchoo Branches. The tracks are impassable, since the fire trucks kinked the rails and pushed/pulled the track right up out of the ballast. Do not try to take a train out there because it will not stay on the rails. Absolute stop (and reverse).

(continued next page)

WILDFIRE (cont'd)

stories and photos by Joe Schnyder



(left) Here is the north leg of the Serpentine Scissors Wye where we got the pipes installed and filled back in. As soon as we get the track repaired out to this point, we will install the new track panels to finish the job.

(right) Here we are just getting ready to start filling in the void across the south leg of the Serpentine Scissors Wye where we have installed the pipes and the retaining ties to hold the dirt into place. This will be filled in with dirt and the track laid over it and ballasted as soon as we get down this far with track panels for replacement where the fire trucks ran over the track.



(left) Talk about a hot fire – notice the molten aluminum rail. Notice the ties are now piles of ash being held in place by the ballast. This photo was taken at Wieboldt's Woods. I should look for someone to melt it all down and make a memorial statue / plaque from it.



(continued next page)

WILDFIRE (cont'd)

stories and photos by Mick Janzen

I toured the burned out area and was impressed with the amount of devastation and the incredible heat of the fire.



(4 top photos)
This is all that remains of Wieboldt's Woods Gazebo. It was brand new. According to Perry, it wasn't even completely finished. These melted rails are next to the new gazebo. That is melted aluminum flowing down the ballast.



(4 bottom photos) Pardee Point track and Pavilion damage.

(continued next page)

WILDFIRE (cont'd)



photos by Perry McCully
5 views of the landscape and
4 of the Bridge Over Troubled Water

(continued next page)

WILDFIRE (cont'd)



photos by Perry McCully

1 view of the Pardee Point track,
3 views of the Pavilion damage and
2 of the Wieboldt's Woods Gazebo



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NEWS FROM OUR AU NEIGHBORS!

copied from **PORT BAY EXPRESS**

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

article and photo courtesy of BBSRS

BRISBANE BAYSIDE STEAM RAILWAY SOCIETY INC.

The group started as a private club (Brisbane Live Steamers & Model Engineers Society) for paid up members only. Originally located at Fursden Road, Carina in 1989 and eventually had to open up the membership to allow for a Council Lease of the property. The local Council then decided to build a Golf Course on the area (Still not completed).

The Club was offered its present site as a raw bush area in late 1999. The Club was re-constituted in 2005 as the Brisbane Bayside Steam Railway Society Inc to reflect our new location at 1894 Wynnum Road, Wynnum West.

They have about 30 members on the books and nearly a kilometre of track being developed for 7.25" and nearly 600 metres of 5" gauge track. Both tracks are to travel together on the spiral as three rails. This work is about 40% complete, with the bridge and its fencing now completed.

We have used the Covid-19 shutdown time as a time for the bridge and tracking rework to make our plans brought to fruition. The Clubs finances are low at the moment due to this work, and we are looking forward to running again in the near future.

4-8-4 + 4-8-4 AD60 Class NSWGR Garrett Loco No. 6001 ready for action. **Ed.** – Only an engineer could envision this.

Editor's Choice Award
in the Kitbash Category



Now I've seen it all.
Thanks for the
opportunity Brian.

email: info@brisbanebaysidesteamrailway.com.au
website: www.brisbanebaysidesteamrailway.com.au

