



Maricopa Live Steamers

STACK TALK

April 2022

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



Greetings members and family,



A lot has happened in the last three months including the Operation Meet, and Spring Meet. Track repairs are ongoing and cement ties are being made almost every Saturday morning. You are invited to come help anytime. We give free lessons and don't fire anyone! Weeds are growing like weeds and today it rained buckets on those weeds. That brings up your containers. Please check your side of the container soon and keep the weeds at bay. About false fronts: some need attention because of wind damage, roofs and fronts need work. Please, look at your container and make repairs where necessary.

In the last two weeks SC (Sahuaro Central) has been inspected and Maricopa County Parks and Rec has found violations. Mainly personal property on parks land. Trailers, furniture and the like. This is against park rules. We could lose our contract with parks. **This has to stop now.** You cannot store personal property on park land unless it is train related -- **period**. Parks can come in, have the container opened and if they find nontrain related stuff in your container, who knows what they might do. Just a reminder, keep your oils and gas cans **four feet** off the floor. Parks opened one last fall and sure enough, the gas can was on the floor. Please pay attention to these rules.

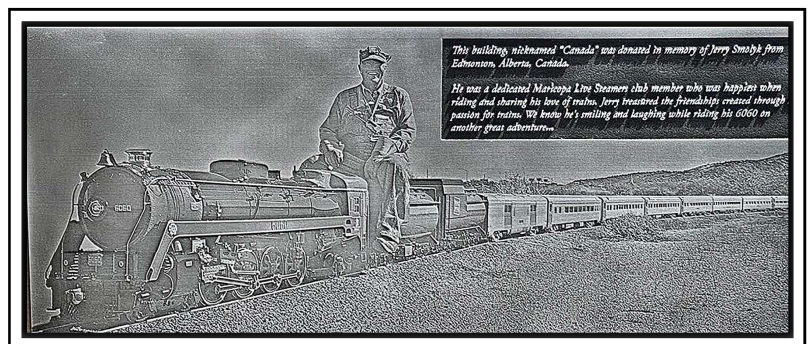
Parks came in the park today and told SC that there are too many trailers on the property. Trailers have to be able to transport trains on or in a trailer, and you have to keep air in the tires. If flooding occurs, parks could demand that all trailers be moved within 24 hours. That means track has to be on the trailer - period. SC does not know who some of the trailers belong to. You need to contact Scotty Brooks and let him know as soon as possible that you have a trailer on the property and give Scotty the license plate number. If the trailer (meaning no track on the trailer) is non-compliant, you have to get the trailer off the property. If you don't let Scotty know in 30 days, SC will start proceeding with filing for an abandon title and sell the trailer. SC could use the money toward building the 15 inch railroad. The 30 days starts as soon as this newsletter goes out to the membership, April 1, 2022. SC has upped the rental on trailers. You will be charged \$120.00 starting June 1, 2022, a yearly fee.

Dues and track rental were due last Oct, 2021. There are 40 members that have not paid up. If you are planning not to be a member, please bring your key back or mail it to us.

Perry



A Cub Scout troop was here a few weeks ago doing a Pine Wood Derby



Midge Smolyk was here with her family and she brought a plaque to put on the Canada building about her husband, Jerry. We installed the plaque on the left door. Very stunning. Everyone should stop by and see it.

An Update on Track Work

From Joe Schnyder



This photo is the east end of Racewatch where we are starting to install new switches and plastic ties and steel rail in the curves on the westbound track. The eastbound track as you can see, is already concrete ties and steel rail. This will be done as we are working our way toward making your railroad safer and more enjoyable to ride on. Fewer derailments make your day a little more pleasant to be out riding. We are going to be finishing up on Pieter Pass the week after the Spring Meet, and should have it done soon. Then we have also started to get concrete ties set out in Jim Zim with steel rails for that 400 foot long curve for the westbound main first.

If you can lift a 60 pound sack of concrete and pour it into a cement mixer, see Perry McCully as we are always needing extra hands to make the ties almost every Saturday morning. I have Bill Lowe welding up pieces of steel rail to make 100 foot long pieces and I will drag them out to where they will be installed. Right now we are getting the rail welded together for Jim Zim.

We also have stacks of panels that came out of the donation we received from the generous benefactor in Scottsdale. On these, the ties are real close together and they have to be disassembled and the rail and ties moved to the sawmill to make new 20 foot long panels with a 3½ inch spacing to the ties so we get more track replaced for a longer track life. So if you feel froggy, there is a job for you that is not requiring a strong back.

I have a few people doing switch tie replacement for the switches that are already down with all steel parts and the steel bracing welded in but they just need the ties changed to plastic to make them last to the 22nd century. This project changes the spacing of the ties to 3½ inches between ties to give us more replacement for our plastic tie dollars. Plus it can be done while the track is still open for use as we only change one tie at a time. This way we do not have to close a branch to replace a switch, as these already have all the steel upgrades done but just need the wood ties replaced for plastic ties.

The Spring Meet Operating Session

From John Draftz

The Spring Meet Tuesday-Wednesday Switching Session by all accounts was a success with new crews participating. Setting out of the yellow paddles marking where cars were to be spotted was done by Charlotte Hughes and myself the Saturday before. The critical phase the Monday before, when all the cars involved are sorted by their number and destination, was done by Scotty Brooks, Charlotte Hughes, John Lovely, and myself. Rounding up the cars out on the railroad after the session ended and bringing them back to the yard for assembly into public trains for later use, was done by Larry Messing and myself. After the Ops session, gathering of the paddle's that were set up was done by John Lovely and Fran Neuer.

A special thanks to all those who helped get the Far Flung branch ready for the session.

A note of appreciation to those working behind the scenes.

It has been a while since I have had my Pacific out for a run, but members Tim and Frank wanted to take it out for a ride after the meet, and this is what we experienced. I would like to thank Mr. Schnyder and all of you who help on his team upgrading the track to concrete ties. Having not run my steam loco on the track for over a year, imagine my surprise to find that the track was much smoother and "faster" than I had last left it. That being said, in those areas where the track team have not yet done their "magic", multiple front pilot truck derailments on the wooden tie portions drove home the value of spending time and manpower on replacing the wooden tie sections. (Also it may help to pre-load the front pilot more to compensate for track issues, 'jus saying...) Truly, I thank you all for your nonstop efforts under Joe's leadership (including those building the cement ties) to give us the world class trackwork that goes with the expectations of our members.

Bob Rauperstrauch

Joe Kalisak was elected to the volunteer position of Treasurer of MLS.
Congratulations Joe!



Frank Burton as engineer on Bob's Pacific, followed by Tim Freeman, and Sandy. Bob is ahead checking switches.

A note from Perry.

It's starting to get hot. Remember to drink lots of water and when it gets too hot, come inside. We still need to solve those world problems. No one needs to get hurt while we are having fun. So far I have one birthday party, April 24th which is the last Sunday of running the public for the season.

Next newsletter will be June 1st.

Safety First.

2022

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