

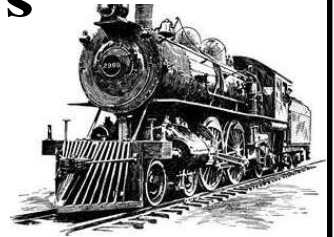


Maricopa Live Steamers

STACK TALK

August 1, 2023

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



From Maricopa County Parks.

-----NO FIRES!-----

or fire powered locomotives until further notice.

LOTS OF TRACK CLOSED DUE TO HEAT KINKS.

CHECK THE WHITE BOARD AT THE CLUB HOUSE BEFORE YOU GO OUT.



They were seated in the entrance lobby where everyone going to see The Ariz Big Train Operators module display passed by.

This was a quiet moment on Friday, July 28th, when Bob R. and Stan F. had a very successful 6+ hours at a Mesa Red Mountain public library. Otherwise, it was non-stop activity. They had the MLS tri-folds to hand out, the MLS banner tied in front of two tables, and photos on stand-up display boards showing trains from the park, and Stan's little red engine that is named "Rodney". On the next event, they will build a portable track for Rodney that the kids can ride, all promoting MLS. The library staff were excited and there is another event scheduled in November, which will have the new track for the kid's ride.

It's hard to believe that cooler weather is coming, but when it does, so does MLS Sunday train rides. These rides are what help keep the club alive through donations. We need your support, so sign up and join a train crew. They need you to volunteer your time, and you'll be surprised and encouraged to see all the people excited about trains. Some of these will be new faces generated by Stan and Bob's out-reach program, who didn't know MLS existed. Call Hank to sign up. You'll have a good time! 602-300-3396

Here's the Prairie video from January: <https://youtu.be/i0gWCICYpaA>

For other interesting videos pertaining to MLS, go to The Crows Nest Railroad on You Tube.

Next meeting is August 12th

Board meeting at 11:00

General meeting at noon with at ice cream social to follow.

Where's my water!!! from Bill Pardee, one of MLS' boiler inspectors.

It has come to my attention thru multiple sources that sight gauges are giving faulty readings. Troubleshooting has found that the bottom water side of the gauge glass is scaled over to the point of being almost or totally blocked. (see photo 1.)

The gauge glass is our main way of determining where the water level is in our boilers. The other means is thru the use of gauge cocks on the water column or back head of the boiler if equipped. If a gauge glass is installed correctly there will be three valves in addition to the gauge glass to form a proper operating assembly.

There is a top valve that is on the steam side of the glass, a bottom valve on the water side of glass, and a drain valve for emptying the glass. The top and bottom valves provide a means to shut off steam and water in case of glass breakage and to verify the proper flow rates of steam or water to the glass for proper operation. They can also be used to blow the glass down to clean and clear debris from the interior of the glass.

These valves should be easy to reach, free and easy to operate, and used often. (Photo 2 & 3 shows the basic plumbing of a gauge glass.)

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Photo 1.



Photo 2.



Photo 3.

continued

The first step when an engineer takes control of an engine is to blow down the water glass. Doing this procedure will help to verify the water glass indication is correct and operating properly.

1. Verify both upper and lower water glass valves are fully open.
2. Close lower water glass valve and then open drain valve and blow the glass clear. This is another way to clean the glass if necessary.
3. Close the drain valve and open lower valve. Observe the immediate return of water to the glass.
4. Close the upper gauge glass valve and then open the drain valve and allow the water to flow until clear.
5. Close the drain valve and open the upper gauge glass valve. Water should return immediately to the gauge glass.

Any slow or sluggish return of water is observed, a repeat of procedure should be performed. If this does not correct the problem a complete disassembly of gauge glass and fittings might be necessary.

While engine is in operation note the water level activity. Changes in level due to grade and engine motion. If water level is quiet or stagnant, troubleshooting is in order. It is very possible that a piece of scale could have caused a blockage creating a false indication in gauge glass. This is why a good boiler washing is necessary on a regular basis.

Gauge glass should have a guard installed to protect the glass. A screen might be used to protect an engineer or observers in case a glass should break. Consider wearing safety glasses for protection.

Remember in case of breakage under steam, water valve gets closed first and then steam.

Starting this fall a new inspection point will be added to the check list that will include a flow test of the gauge glass valves while under beginning hydro pressure.

Remember our number one goal is safety. Know your engine and how the gauge glass is showing you where your water level is. A gauge glass blow down should be done at fire up and frequently while running. Consider a complete disassembly of the gauge glass and its piping if the engine has been in operation for many years.