



Maricopa Live Steamers

STACK TALK

September 1, 2024

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



September 14th meeting day.

At 9:00 am, special meeting will be held for anyone interested in discussing the Rules, Guidelines and By-Laws for possible changes and omissions/additions to our outdated documentation.

Board meeting at 11:00

General meeting at 12:00

*****Train Rides begin October 6th*****

Please contact John Draftz to find out where you can help out.
It's important that we all pitch in to make everything run smoothly.

***The Fall meet is coming up soon.

October 21st - 27th is work week

The Meet is October 28 - November 3rd

Lunch dates are being planned and

Friday night is Pot Luck with auction!

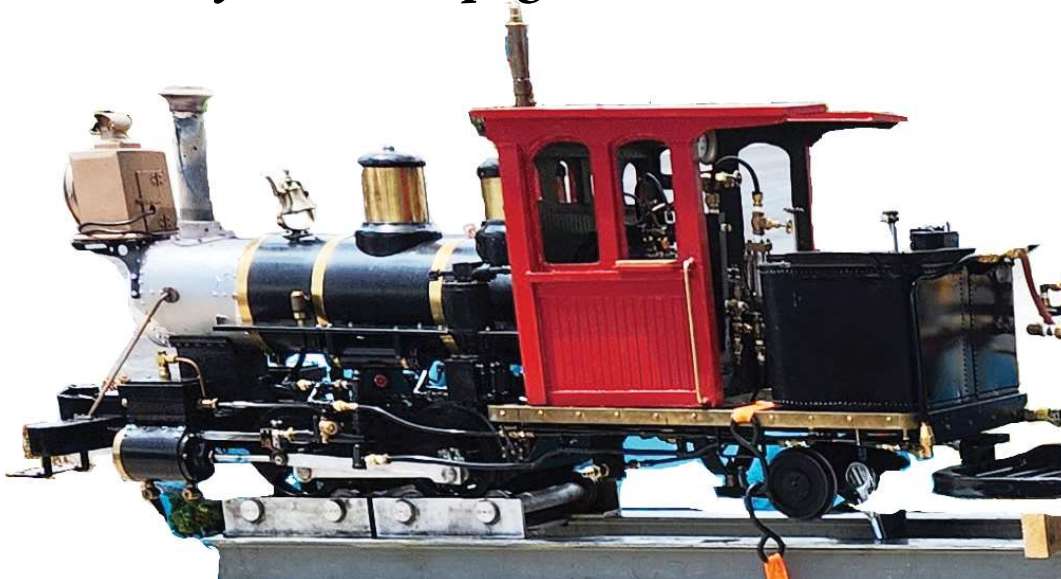
Joe Kalisak has done a great job as treasurer. Thank you Joe for your service.

The board has asked Dave Pulver to step in as interim treasurer.

Thank you Dave for volunteering.

See page 2 for election information.

See the Chloe for sale on page 5.



Maricopa Live Steamers Election for 2025 Board of Directors

The 2025 election will take place on November 9th during the General Membership Meeting.

Submit your name along with the position you are seeking. You may also nominate someone, and they will be contacted to insure they will accept the nomination. The duties of each office are described in the By-laws.

The ending date for accepting nominations will be **October 21st**. Please submit your nomination to one of the people below. The ballots will be available **October 26th on the Website**, in the clubhouse as well as the November Stack Talk. That is two weeks before the election at the General Membership meeting on November 9th. Thank you for your participation.

Also, a signature and printed name line at the bottom of the ballot is to determine each voter's eligibility. Names will be obscured before votes are counted. There is a secure ballot box in the clubhouse.

Any questions, or to make a nomination, please contact:

Rich Mock, janrich72@gmail.com

or

Donna Hohm, donnahohm@yahoo.com

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Nice cab interior detail for you steam buffs!



TRACK REPAIR UPDATE  
from John Morino, August 5th

It's been a busy and hot summer but the track work continues. This is some of the progress that we've had since the summer began.

In late June Joe Fego, Craig and Scotty installed 2-20' panels on Far Flung at Forkindaroad.

Early July, Joe Fego and Scotty finished up replacement of two track panels @ JimZim, leveled the roadbed and used the plate compactor prior to installing the new panels. They commented that they found that the panels took very little tamping which they credit with the use of the plate compactor.

They also removed and replaced about 36 feet of Track on outbound Arntchoo just prior to harnish. The area had welded Steel Rail and the heat had jacked about 15 feet of track up out of the roadbed. Completing this provided expansion joints.

Craig was also busy building panels. He made 12 of the 20 that's needed for the scout project to replace the Arntchoo/Werner interchange. 2 for the heat kink on East Werner. 16 panels built for the Seagraves connection between Werner and Arnchoo.

August 1st Craig, Scotty and Joe removed the last 60' of track from the area where the scout project is located. We now have all of the track and the 2 switches removed.

Repaired loose jointer where there were derailments on the inbound Arnchoo track. Leveled the track in the area.

Bill Lowe guided myself and Fran Neuer in building Switches. So we have the 2 required for the Scout project.

I welded the broken point on a switch in front of the control tower.

Last Saturday the 3rd we had 6 kids ( 15-17 ) and 2 dads meet us for track laying training in preparation for the Scout project on Sept 7 & 8. Joe Fego, Craig and myself were there to train. They prepped the road bed for 2 panels. They shoveled, leveled and compacted the road



**Estate Sale for Ernie Schwenke – lifelong Railroad Enthusiast.  
All proceeds go to this beloved wife of 48 years, Diane Schwenke.**

Inventory List:

SD40 U&N Locomotive #1889 - \$14,000

6' U&N Flat Car #57036 – with brakes – MCC Modern Trucks - \$1500

6'6" UP Bulkhead Flat #15771 – with brakes – Modern Trucks - \$1900

8'7" PRR Gondola #440101 – no brakes – Bettendorf Trucks - \$2000

4'1" Frisco Hopper #92293 – no brakes – Bettendorf Trucks - \$1800

5'7" Drop Center Flat #1 and #2 (2 cars) – for riding (chair included) – no brakes – modern trucks - \$1200 each, (\$1000 without chairs).

7' U&N m.o.w. car #900362 – brakes – mixed trucks – riding car with seat for conductor - \$2000

7" U&N caboose #825 – brakes, compressor, battery, battery charger – modern trucks - \$2500

Trailer – Haulmark Model PP714T2-D - \$8500 - comes with spare set of rims and tires.

Trailer is 7' wide, 7' tall, 14' long outfitted for hauling train equipment.

All reasonable offers will be considered – open for negotiation.  
Make an offer for entire collection or multiple pieces – make offer.

For photos or more information contact Steve Schwenke at:  
pastorschwenke@gmail.com  
806-418-3075

No shipping – must pick up – willing to meet within reasonable distance of Ogee, Iowa.

# Would you like to own a Chloe?

***This engine is for sale from MLS***

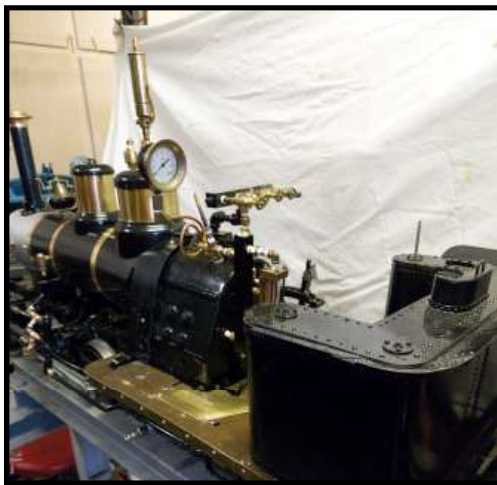
Small, but mighty, this engine was originally used on sugar cane plantations, on 2' rail. The scale of this Chloe is 2.5", 7 1/2" gauge. This should explain the large caboose with the smaller engine.

So here's a little history of this engine:

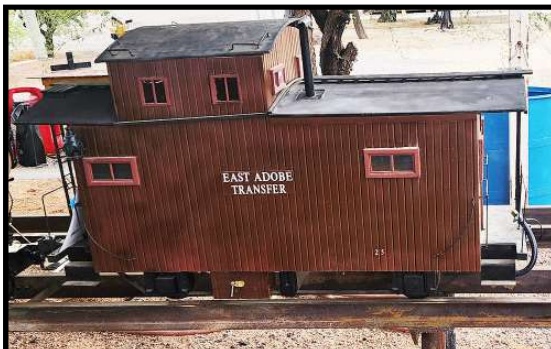
MLS acquired the incomplete engine, riding car and water container caboose from a member who passed. Bob Rauperstrauch thought it looked like a good summer project, and offered to restore/rebuild the engine. Summer turned into a year long restoration. The boiler is new, built by a commercial fabricator, with documentation. The engine has been converted from liquid propane to gas propane, using Loco Parts burners and manifold. Propane tank is not included, but would sit on the riding car. Cross head pump is on left side. Locomotive uses Stephenson valve gear. Auxiliary water tank is in the caboose, and back-up hand pump for water is on the riding car. It can be used for faster fill of tender, if needed. Steam chests have slide valves.

Detailed log book of 12 month project included.

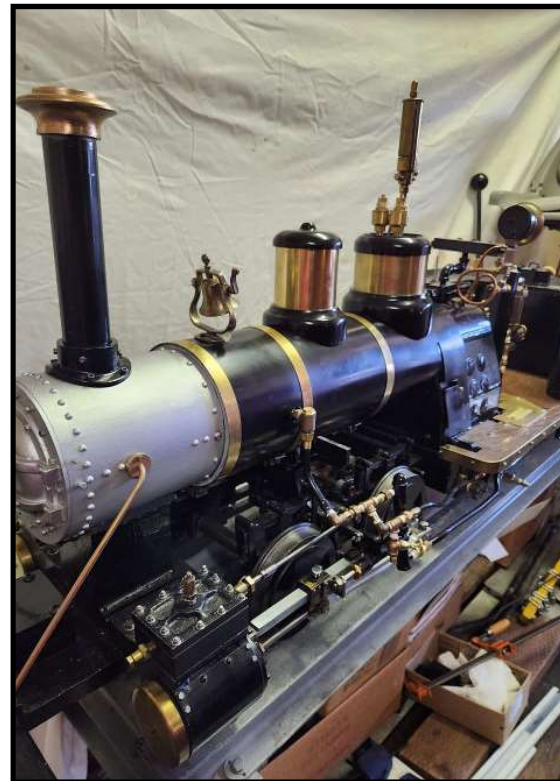
Engine photo on rollers for testing.



Showing water tank, & fountain without cab. Water glass utilizes water column design, due to short boiler length.



Caboose has original paint.



Engine detail without the cab shows piping for cross-head pump. Engine has been completely repainted.

Also included is an assembly stand that holds all three pieces.

**Call Bob Rauperstrauch with questions: 480-753-9690**

**Call Perry McCully about purchasing: 623-925-1811**