



# Maricopa Live Steamers

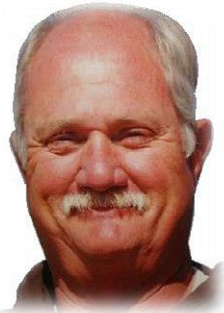
## STACK TALK

APRIL 2018

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



### President's Page & Vice President's Page



Well, we had a very friendly Spring Meet, because the weather cooperated with us. This year, I noticed people out running trains in the middle of the day, when in years past they were holed up somewhere where it was cooler, like in an air conditioned RV or in front of the coolers on the clubhouse patio. I would like to thank all of the

volunteers who made time to come out and help with the meet, doing things like garbage pickup, running the Gift Shop or crewing trains on Saturday for the Swap Meet attendees. There were a lot of helpers around, and we had a great many people bring dishes for the potluck Saturday evening. Thank you for being part of the group that helped make the guests of Maricopa Live Steamers feel welcome. Our 50th year of operation hats went fast, so we will do more for the Fall meet, since it will still be part of the 50th year celebration.

The weather is starting to change, and soon we will be getting out of the sun in the middle of the day. Our problem is that the Sunday public runs are in the hottest part of the day. So, please remember to keep yourself hydrated with fluids. Be safe. Even though you don't feel thirsty, a few glasses of water now might mean no visit to the hospital for IV fluids later. Don't wait until it is too late. When I was working, there were quite a few men who carried a thermos of coffee in 110° heat, and they always said you never see a cup of coffee sweat in the heat. But the real meaning is that they were taking in fluids, and that is what your body needs.

I really want to put the emphasis on safety while out at the park. We will be closing branches to do maintenance work, and the board will convey that message, but you must look at it to see what places are closed for repair. I will place my little red sign just ahead of where the track is missing, so watch out for them, also. Dave Kulman and I will be replacing some switches, and Bob Douglas will be installing steel rail and spotting in a few ties on BobBerg subdivision. The rail will look like it is in place, but will not hold your engine up if the screws are not all installed yet.

I wish to stress the importance of watching where you step and where you put your hands. Right now the snakes are awake and active with the current temperatures. And the other day, I ran into a female scorpion with about 50 babies on her back. She got away before I could react to step on her, so she and the kids are out there, and this was within 150 feet of the station.

We are getting the big, yellow cabinet across from Adobe Tower stocked with shovels, rakes and the Indian water sprayers for the fire fighting chores. With the up and coming fire season nearly upon us, keep in mind where these items are. The fire ban will be posted when the county notifies us, or it becomes a hazard to operate steam. The Board of Directors will issue a Blast via e-mail when this time comes. If you plan on traveling a long distance to the track to run a steam engine and do not know the conditions here ahead of time, please contact Pete or myself for further information via e-mail through the Contact Us link on the webpage.

(continued)

### President's and Vice President's Pages (cont'd)

There were a few questions about using club machinery, such as the tractor, forklift or trencher. These machines are only to be run by persons over the age of 18 who have done a "drive and operate" test with Pete Pennarts. There will be **no exceptions** to this rule. We had a member start to dig a trench with the trencher, and he hit a water line, then stopped. He was fortunate because, within the next 12 inches was the underground power cable going from the electrical panel to the sawmill. Had he kept going and hit that cable, there is a good possibility that he would have been hurt, and the cost to replace that power cable would have been between 13 and 14 thousand dollars, due to the size of the wire and today's copper prices. When a trencher chain hits big items, it just keeps ripping up until it finally jams the chain and kills the motor on the machine. It would have ripped the breakers out of the panels on both ends, and the dollar amount to repair everything just keeps going higher. All of the bills for this would be sent to the rule violator. Then, there's the time it would take to repair the damage, and all of the volunteer labor to do the job, and what other effects it might have on the club, like not being ready for the meets or events we hold.

Pete and Joe

### From the Desks of: Pete Pennarts and Joe Schnyder

It has been brought to our attention that there are a few individuals who believe that, after making a donation for a switch or track section to go down, that section or piece of track belongs to them. Well, if you read the BYLAWS of the club, once any section of track is connected to club track, it becomes the CLUB's track for all current, paid members to have access to and be able to enjoy, such as when engaged in an Operations Meet, or any Meet, or to clear the mainline for the benefit of train movements. We have had personal requests to put down track, and since it has been a practice of the club since day one to meet each person's reasonable request for a spur or stub to serve a container, we, as a club, have met those reasonable requests.

Any requests for new track need to go to the long range planning committee for approval. This does not include any request to rebuild an existing section of track for maintenance reasons, or because of water flow damage or age deterioration of ties. The club has received a plan to rebuild a large portion of the Fisher complex. This is only a rebuild of existing track, and does not fall under new installation. The County Parks Dept. has told us that, to install any new track, a drawing and plan has to be submitted to them for approval, but first it needs to be approved by the club's long-range planning committee. For any new track requests, you are to submit a drawing showing what your group wishes to install, how it is to be connected to club track, and showing any provisions for damage control from water flow. This has been a club rule since Al Ford drew it up, and it is in the drawing files. When I installed track into my container, Al Ford helped me with the drawing. Then, once approved, I made the required DONATION to the club for the switches, rail and ties. Once my check cleared the bank, Bob Douglas told me to get busy and get it installed. Every Operations Meet, there are signs in front of my containers that show where the cars are to be spotted by the participants. It becomes my responsibility to make sure that the participants are able to access this track safely and efficiently, and they do.

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**From the Desk of:** Perry McCully, Facilities Administrator

**Subject:** Operation of both transfer tables

If you have not been to the park in the last two months, there have been some changes to both transfer tables. If you try to move the tables with the charging cord still plugged in, the table won't move. You have to unplug the cord in order for the table to move. Do not push the table unless you unplug the cord first. There is a dead man toggle switch near your left knee. You must hold this switch down in order for the table to move, but only after unplugging the charging cord.

- The sequence is:
- 1) Unplug the charging cord
  - 2) Sit down in the seat
  - 3) Select the direction you want to go
  - 4) Hold down the dead man switch
  - 5) Slowly push down on the speed control lever

### TRANSFER TABLE



Mick Janzen, in the driver's seat per the instructions above, along with her Public Runs crewing partner Jim Zimmerman, demonstrate the correct use of the Transfer Table, as they prepare public riding cars for the Sunday afternoon crowds.



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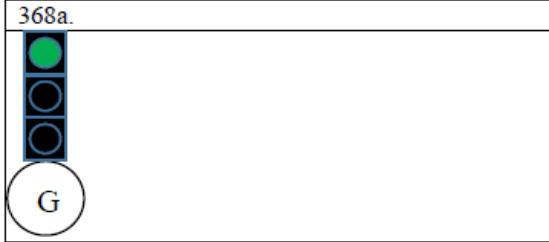
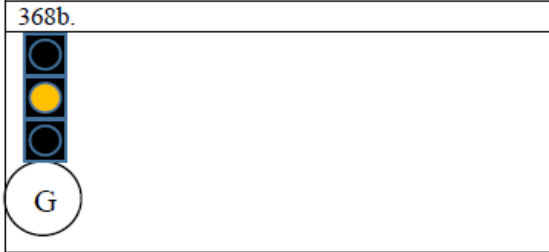
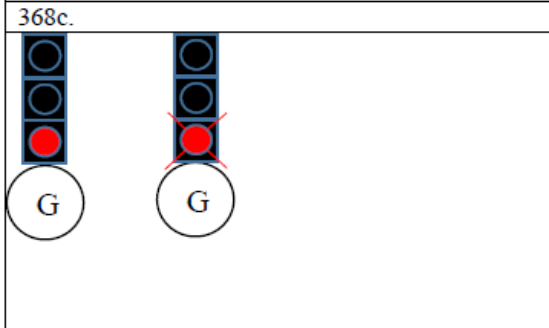
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**From the Desk of:** Terry Liesegang, Road Signal Superintendant  
**Please read.** The following rules are being proposed for the rule book,  
and will be discussed at the April 14<sup>th</sup> Membership Meeting.

368. Grade Plates

Aspect	Indication
	<p><b>Clear:</b> Proceed at authorized speed per rule 359.</p>
	<p><b>Approach:</b> Proceed prepared to stop at next signal per rule 360.</p>
	<p><b>Restricting:</b> When this aspect (solid red or Flashing red) is displayed and if the engineer of the train may have trouble starting the train on the grade, the engineer may proceed at restricted speed past signal up to the next signal when safe to do so. The engineer must be able to stop within half the distance to the obstruction or train on the track.</p>

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## NEW WATER SPRAYERS FOR BRUSH FIRES

With the hot, dry summer weather coming, and its companion lightning storms, the Board of Directors thought it prudent to approve the purchase of four of the hard plastic, orange Indian Pumps pictured here. After discussions at the Membership Meeting on March 10<sup>th</sup>, the members with fire fighting experience suggested a readily accessible storage area at Adobe Tower for those Indian Pumps, along with other fire fighting equipment, such as rakes and shovels.

Remember: 9-1-1 must always be called first before using the tools.

Have the professionals already en route, just in case your efforts aren't sufficient.



## APRIL CALENDAR



every Sunday	NOON	Sunday Public Rides
Sun. 4/1	all day	Happy Easter to you and your family
Sat. 4/14	10:30 Am 12:00 pm 12:30 pm	Holiday Lights Committee ( Joe Kalisak, Team ) Closed Board Meeting General Membership Meeting

## BOARD MEETING MINUTES

March 10, 2018

(see note below)

Bob Douglas reported 172 families have paid their 2018 dues, **but 56 (25%) have not.**  
 New members: John Trembley (Santa Fe), Ben Renard (CA), A J Walberg Electric Co.  
 2018 Membership Roster is available on our website under "Member Documents."  
 Letter received from Emily (Parks and Recreation) congratulating our 50<sup>th</sup> Anniversary.  
 Approximately 100 people are registered for the Spring Meet. John Draftz reported that large Anniversary buttons will be given to all registered participants. Anniversary hats will be available for purchase at the Spring Meet.  
 Adobe Station sidewalk project needs more thought concerning the surface type, but stump removal and the shade structure build were approved and funded.  
 Perry McCully reported both transfer table engines need replacement, plus waterproof shields added to prevent rust. Funds from Jim Zimmerman's Ops Meet approved.  
 Dave Griner stated the Long Range Planning Committee will deal with the lease renewal.  
 Terry Liesegang reported Tower software fixes are needed before the Spring Meet.  
 Hank Gallo reported an anticipated donation from Heidt Lumber. Also, 4 pairs of trucks were repaired or replaced after Public Riding Car inspection. Thank you participants.

### ISSUES:

- Sunday Public Run conductors are needed. PLEASE, contact Dennis Beatty to sign up.
- Storage in Ford Station needs to be REMOVED and remain so.
- Everyone must take care of the equipment. Repair costs due to carelessness - wasteful. After using a golf cart, PLEASE, check the battery's water level and plug it back in.
- Joe Schnyder reminds members that only Board members have authority to discipline. Rest of us express ONLY kindness and understanding to new members and Public.
- In case of brush fire, DO NOT use a fire extinguisher. 4 Indian Pumps, shovels and rakes are stored by AJ Tower. Fire Dept. tour, brush fire training and fire plan to be set up.

(Note: Due to privacy issues, since the Meeting Minutes are for members only and the Stack Talk is a public document, these Minutes are intentionally just a general overview. Once approved at the next Board Meeting, they are posted on the Members-only webpage.)

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# HAPPY ANNIVERSARY



Thank you for celebrating my Six Month Anniversary with me. I know . . . you can't believe it's been that long already. Many pages have been generated since that infamous November issue, when I had nothing to report on the Fall Meet or Christmas Party. I guess, with a beginning like that, there was nothing else to do but succeed, since it couldn't get any worse.

But truthfully, it's been a labor of love. Through the emails, I have met many nice people, and have made many friends. The members have been opening up to me more as every month goes by. Everyone has a story of one kind or another. And I hope, from what you have read in the Stack Talk over the months, that you have come to know me better, and see that I make sure that the members' stories are presented with dignity and compassion. I say this with the hope that more members will feel at ease and contact me with their stories to share.

I would like to sincerely thank those members who have shared their stories with all of us over these past six months, because it made my job so much easier. If it wasn't for you, I would have only been able to produce a 5 page pamphlet each month. For that November issue, I reprinted only 7 pages from prior newsletters, because I received Special Feature articles from Bill Unglaube (*Spare Tire*) and Joe Kalisak (*The Chief*), and, of course, Perry's photos. I need to send a special thank you to Hank Gallo and Donna Hohm for their friendship and morale support during those first three months, so that I wouldn't feel alone. And to Hank, for all of the information that he gave me about the club, to which I was a stranger. Those little nuggets were the foundation for several short, filler pieces to fill the many blank, "white spaces" in my head, as well as on the pages.

For the December issue, I had to reprint only 4 pages from prior newsletters, and since then, there has been only an occasional single page reprint -- except for the Tribute to Al Ford in the March issue. I did not think that it could have been said any better than what had already been written -- especially the Serpentine story that was in Al's own words. Truly historic.

Before closing, I want to acknowledge the rest of the contributors from the past 6 months. Sincere thanks to my "monthly series" authors John Lovely, Dave Griner, Perry McCully, Pete Pennarts, Joe Schnyder, and now Jerry Grundy, as well as my Special Feature authors Chuck Finnilla (*Yuma Territory Live Steamers Fall Meet*), Joe Kalisak (*Holiday Lights Committee*), Hank Gallo (*Megatree, Holiday Lights and Jr. Engineer School*), Christian Berres (*Jerry Smolyk Memorial*), Dave Kulman (*Trackside Projects*) and Tom Harrington (*RRSC's UP units*). And finally, thank you for all of the photos received from Perry McCully, John Draftz, Donna Hohm, Dave Kulman, Mick Janzen, Mike Russell, Christian Berres, Hank Gallo and Tom Harrington. If a picture is worth a thousand words, then you've saved me from having to write volumes.

If you are still reading at this point, you are probably wondering why I've spent an entire page just to say thank you to these fine people. It's because this isn't just a mere thank you note. I took this job after having visited the park only 11 times in my life, and the last time was in February of 2014. Yes, that was 4 years ago. You can't imagine how it feels to be responsible for the main line of communication between the Board of Directors and all of the members of the club, when I have never formally met any of the members, except Bob Douglas who took my initial dues payment in 2008. Every face in those pictures that I print is a stranger to me. So, to me, the people who give me articles to print are my "life savers" and I owe them a lot, because I don't have any stories of my own (experiences at the park) to fall back on. Since I live in Chicago, I can't even go to the park and take my own pictures. Challenging! Maybe during the summer doldrums, when there isn't much else to write about, I will tell you my story of why I took this job.

So in closing, a sincere and heart-felt thank you to all of my past contributors, and a sincere and heart-felt invitation to the rest of you to meet me by email. I love to look at photos of trains, so please share yours with me. We can simply chat via email about your photos, with no further commitments expected.

Until then,  
Ken

MLSnewsroom @ Gmail.com

# MEMBER CONTRIBUTIONS!



**GET WELL SOON!** to

Belinda Kulman, Chuck Plotkin  
and Fred Greenwald.

We all send our best wishes  
for a speedy recovery.

*Thanks to Hank and Jerry for being so helpful all afternoon on Sunday, and for getting me going on the locomotives last week. I had a blast engineering the 4403! You guys got me in the saddle way sooner than I was expecting! -- Stan Ferris*



**Any Green Thumbs out there?** This is the area between the entrance and exit walkways to Adobe Station. Kind of needs some life here. Anyone with ideas, please bring them to the April 14<sup>th</sup> meeting.

WDJK TV8 broadcasting streaming video of MLS trains 24 hours a day.




# The Truth Behind the Rumors that I Bought Dan Tack's UP F Units

Story and Photos by Tom Harrington



Sometime in late 1981, as a surprise for me, my wife Shelia ordered the 8<sup>th</sup> edition catalog from Railroad Supply Corporation, which I still have. She knew I always wanted to get into the outdoor railroad hobby, and apparently decided that was the time for action. Little did she know the effect that act of kindness would have on our lives.

When the catalog came, I was like a kid with a toy catalog. Shortly after the catalog arrived, I called RRSC to inquire if there were any clubs in my area, Muskogee, Oklahoma. Knowing nothing about the hobby, I wanted to learn what the hobby was about. The response was that the Tulsa Live Steamers were located just a 35 minute drive to the west of where I lived. After a few calls of inquiry, I was invited to visit the Tulsa track, and that was all that I needed to get started in this great hobby. The club consisted of 5 middle-aged guys (all of whom



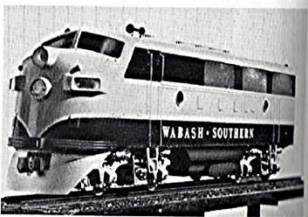
**EMD F-7  
PRIDE OF THE DIESEL LINE**

**A BEAUTIFUL POWER TRAIN**  
Built by Clifford Scherer, San Bernardino, Calif.  
Owned by Carl Shatzer, San Diego, Calif.

A real showpiece at any track. Authentic reproduction of the streamlined power unit that headed up many crack trains across the country. The Bowles developed power trucks are beautifully built with all wheels powered through gear boxes on all axles. The one piece fiberglass body shell encloses the primary power train—engine, fluid drive, disc brakes and forward—neutral—reverse transmission.

BD-282P	F7 "A" UNIT	Completely assembled—tested—ready to run	\$6150.00
		Length 80 inches, weight approx. 420 lbs.	
BD-283U	F7 "B" UNIT	Seat forward for engineer—ready to run—Unpowered	\$4450.00
B-300	"A" UNIT	Fiberglass body shell with belly tanks, ventilators & pilot	\$ 577.50
B-301	"B" UNIT	Fiberglass body shell with belly tanks, ventilators & pilot	\$ 632.50

73" or 73 1/2" gauge



have passed, and the track no longer exists), one of whom owned the track that was on his home property. It was this gentleman, Harold Staples, who took me under his wing and became my mentor. He had an RRSC GE 25 ton, 4 wheel switcher, along with an Allen Mogul steamer. When I asked him about purchasing a locomotive to get into the hobby, his recommendation was to purchase (what else?) an RRSC GE 25 ton, 4 wheel switcher, so that is what I did, having to take out a loan to do it. That was in July of 1982, and I have never regretted purchasing that locomotive, which is still in operation today on my Muskogee and Northwestern Railroad. That catalog was the major catalyst for launching me into the hobby.

But there is more about this catalog to disclose. EMD F unit locomotives are my favorite, and I had my sights on owning one or two. In that RRSC catalog was a letter from Terry McGrath, who lived in Texas and had the Anneta Valley track. He was explaining to RRSC how happy he was with the F unit A-B hookup that he had purchased from them. By some quirk, if you will, in July of 1983, just one year after purchasing my yard goat, my mentor told me that Terry's units were for sale. I had to have them, so with another loan and a nod of okay from Shelia, I bought them. They are the maroon units that I have

at the MLS track (left), that everyone tells me to paint. The paint scheme is GM&O and they are lettered for Anneta Valley. This was the second connection with that catalog, but there is one more.



(continued)



## The Truth . . . (cont'd)

When I received the catalog and started to look through it, one thing stood out that I coveted. Pictured in the diesel section of the catalog was a trio of UP F units, an A-B-A lash up. Oh boy! The picture of those units was burned into my memory, but I assumed that I probably wouldn't own them or anything like them in this life time. For one thing, RRSC had a fire and lost their shell molds, I was told, and they weren't producing them anymore. Another reason was that I didn't think I would ever be able to afford anything like that. I had come close to something like that with my maroon F units, and I was content with that. But, oh, wouldn't it be great to at least get a matching A unit for my current A-B set up? Thirty five years went by before I found out that Dan Tack had purchased these prized UP locomotives. When I learned that, I discussed the possibility of purchasing one of the A units, but he couldn't sell just one unit to me, as he didn't want to break up the set. No deal was made, since I didn't need a set of 3 units, so any talk of that purchase was put to rest . . . until this past December of 2017.

I developed the need to have a bigger locomotive here in Muskogee, after increasing the size of my track, which had grades that made my GE 25 tonner marginal for pulling and braking when I had a train full of passengers. I got the idea of contacting Dan, thinking we could make a deal now for my purchase of the 3 UP units. We were able to agree on terms, so the contract was written, and I took ownership of the units just before Christmas. The third important connection with the catalog had come full circle 37 years later.



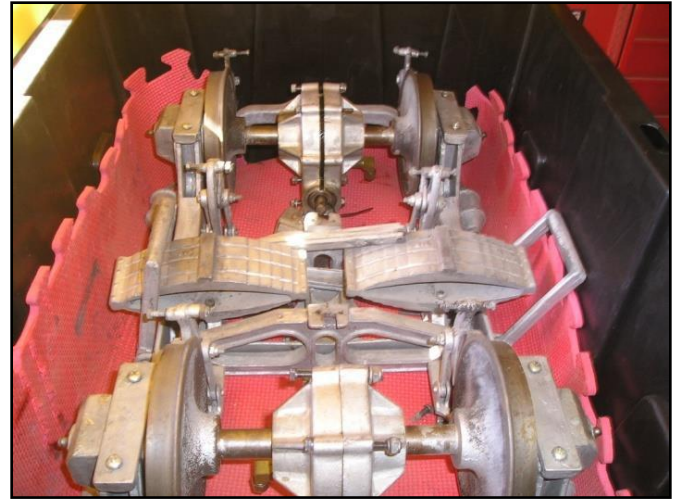
The plan for the 3 UP units is to have a powered A unit (above, #510), currently ready to operate, a dummy B (#410) and dummy A (below, #511). The operating A and the dummy B will come to Muskogee in June of this year, thanks to Bill Unglaube, who will be taking a trip north. This A-B set will satisfy the need for the bigger locomotive on my home track. The dummy A will stay at MLS to match up with my maroon A and B units for the A-B-A lash up that I have always desired.



(continued)

### The Truth . . . (cont'd)

There are three reasons for the UP units to come to Muskogee. First, they have cast iron wheels that will wear out quickly on the MLS track. The Anneta Valley units have steel wheels and will outlast me. Secondly, the UP units will not have the run time that my Anneta Valley units have. The UP units are 24 volt, whereas the Anneta Valley units are 36 volt. It is a matter of amp hours from the batteries. Lastly, the UP paint scheme will match the Union Pacific paint on the full-scale UP caboose Shelia and I have in our yard, something my wife noticed.



I know the question of painting will come up, for two reasons. First, the UP and the Anneta Valley units will not match. Back in the time period of these units, I don't think there was pooling / sharing of power like there is now, but I don't care about that. I like mixed consists. Secondly, if you like clean and shiny, these units are far from it. F units were work horses and the dirtier they look, the better they look to me. At this point, there are no plans for painting, but there might be hope. I can visualize these 3 units being painted in C&NW freight colors at some point. That would look magnificent in my opinion. You can pester me about painting, but don't be surprised if I hold out a coffee can to help fund the project! On the other hand, I don't want to permanently break-up the UP set, and painting one unit would do that.

When Nick Edwards, once an owner of RRSC, attended the January 2018 Ops Meet, I asked him how many F units RRSC built. His answer was about 20 or so. Based on that, I now own 5 of those 20 or so units, all because my wife gave me that RRSC 8<sup>th</sup> edition catalog back in 1981. My next mission is to find the other 15 or so units that are out there. Are there any ideas on how to go about achieving that?

(continued)

=====

Take a ride with Tom on his home track in Muskogee -- click on the link below. **All Aboard!**

<https://www.youtube.com/watch?v=tW6Hdb1aPu8&feature=youtu.be>

the operating A unit -- the shell (left) and the chassis (right)



## The Truth . . . (cont'd)



Original gas powered A chassis with freight trucks



B unit chassis

The operating A unit (previous page) was the only unit that was together. The other two units were in pieces and in a state of disarray. On the operating A unit, I had to remove the trucks and replace them with the original trucks. All six original trucks were in some state of disassembly, and had to be put together. It basically took me about 10 days or so to assemble them, so that I could tell if I had received all of the parts that were expected. As you can see from the photos, there is still much work to be done taking care of the details, such as steps, horns, etc., and general sprucing up. When I get the 2 units to Muskogee, that work will be done here, and when in Phoenix, work on the orphaned A unit will be done.

The chassis pictured above (left) was the original operating A unit chassis. The trucks under it are spare freight trucks. The chassis in the picture on the previous page (bottom right) is the new chassis that Dan Tack had built with the electric drive and used to replace the original chassis above (left) for the operating A. The electric drive matches the drive system in my maroon units.

At some point I will need to decide what to do with that chassis and the guts of the other two units, as all 3 were originally powered. The gutted chassis of each of the other 2 units is under its respective shell in the pictures on page 9. Just thinking out loud, I could gut this chassis and put a shell on it for another dummy A unit, but would have to purchase trucks, too. Not sure I can justify that expense.

(Ed. - Both a UP A-B-A and a C&NW A-B-A would be a worthy goal, from a value added point of view.)

A unit #511 and B unit #410 shells



A unit #510 shell



# TRACKING TRACKSIDE PROGRESS 2018

Stories and photos by Dave Kulman

Continuing progress report on the 2018 Project list, and that special group of members working it.  
**We sure appreciate your efforts!**



Rob Kulman is the new track apprentice at MLS. Here he is installing track screws at the Massie passing track on the Pottsville branch.

This young man with the power tool is the grandson of Dave and Belinda Kulman, and may be the future MOW Superintendent!

Scotty Brooks was out tuning the switches and getting them ready for the expected heavy traffic during the Spring Meet.



**HAPPY SPRING!**

**HAPPY EASTER!**



Stories by  
Jerry Grundy

# STATIONMASTER'S LOG

Photos by  
Hank Gallo

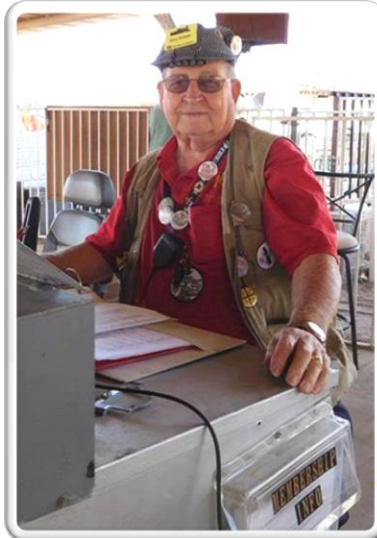
## A LOG OF THE ADOBE WESTERN RAILROAD EARNING ITS KEEP

**MARCH 4, 2018** - Today we had 214 riders. Thank you to my 3 crews. First crew, Mickey Janzen (E) engineer, and Jim Zimmerman (C) conductor. Second crew, Jim Theobald (E) and Chuck Larom (C). Third crew Ed Houk (E) and Bill Unglaube (C). In our Gift Shop, we had Myrna Brooks, Judy Grant, and manager Sandra Grundy. Running our Jr. Engineer's school was Hank Gallo, with many happy Jr. Engineer's. Jerry Grundy was Stationmaster, and Bill Unglaube helped when not conducting. Thanks to all who helped me have an easy day.

Every weekend, we have an additional train consist on track 3. This 3rd train is regularly needed, so I always need a third crew to run it. I alternate between the 3 crews, so every crew will stay busy. Especially when we have a birthday party at the park, that third crew is very badly needed. If you are a new member, call me, and I will get you trained on how to operate the various engines. Don't worry if you didn't buy the locomotive package, it is not necessary for Public Runs. Just come and see me. I'm in the station during Public Runs, or you can catch me at the monthly membership meeting. Please remember, this is your train club. Today, there was no third train in the station, so I asked Gabe Zorbas to get me a train with riding cars. At the end of the day, when the trains need to be put away, Gabe Zorbas and Timothy Freeman always help out, and that is greatly appreciated. Thanks guys.



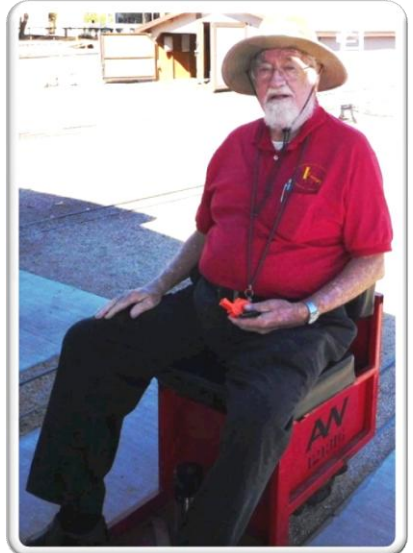
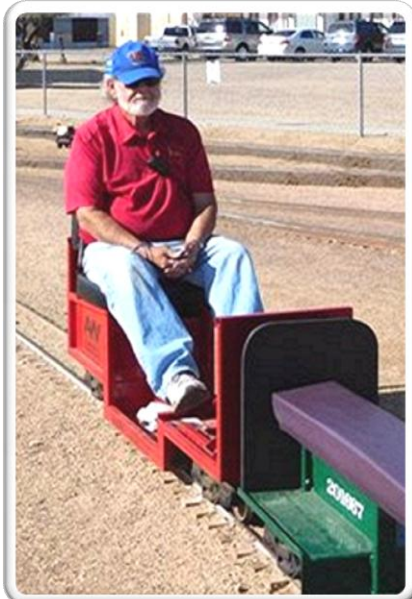
Mick Janzen (E)  
Jim Zimmerman (C)



Jerry Grundy (Stationmaster)  
Myrna Brooks / Sandra Grundy



Ed Houk (E)  
Bill Unglaube (C)



# STATIONMASTER'S LOG

(cont'd)

MARCH 11, 2018 - Today was a very busy day with 348 riders. A total of 17 trainloads left the station. We had 2 birthday parties, but it was supposed to have been 4. It was a mess, as the normal entry way into the rider briefing area is closed due to a tree root lifting up the bricks and causing a tripping hazard. People had to come in the exit gate, then wait in the briefing area until it was time for their ride, before getting their briefing. First crew, Jim Theobald (E) and Chuck Larom (C). Second crew, Mickey Janzen (E) and Ed Houk (C). Third crew, Jim Thiewes (E) and Dave Pulver (C) with his son Ethan as his assistant. Gabe Zorbas took over for Mickey while she was busy with a family matter. Gabe also made up a 4<sup>th</sup> train consist as a backup. When he wasn't busy as conductor, Bill Unglaube helped Bruno Goldsmidt with the gate that held the riders for their briefing. Timothy Freeman made up the consists and put them in the station to start the day. Thank you, Tim. The engineers put away their trains, and the extra consist was put away by Hank Gallo. The Gift Shop was run by Belinda Kulman and Sandra Grundy. Thanks gals. It was hectic at times. Hank also made a lot of kids happy at Jr. Engineer school.



Jim Theobald (E)  
Chuck Larom (C)

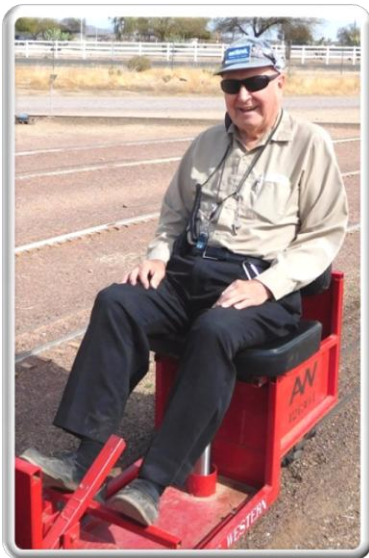


Bruno Goldschmidt  
Bill Unglaube



Dave Pulver (E) and son  
Ethan (Jr. Engineer Instructor)

Jim Thiewes (E)



Gabe Zorbas

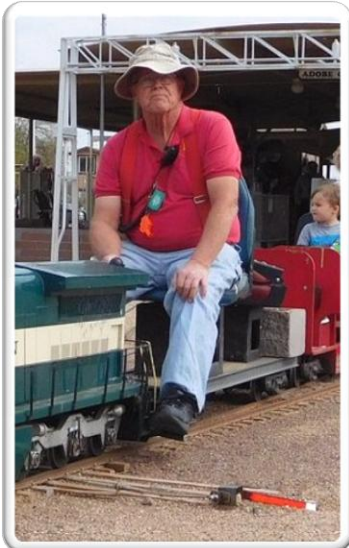


# STATIONMASTER'S LOG

(cont'd)

**MARCH 18, 2018** - This week, there was an AMRS Swap Meet. Between 10:00 am and 2:00 pm, I had 2 train crews that made a total of 9 roundtrips with a total of 156 riders. First crew, Perry McCully (E) and Ed Houk (C). Second crew, Jim Theobald (E) and John Draftz (C). Myrna Brooks had the gift shop open.

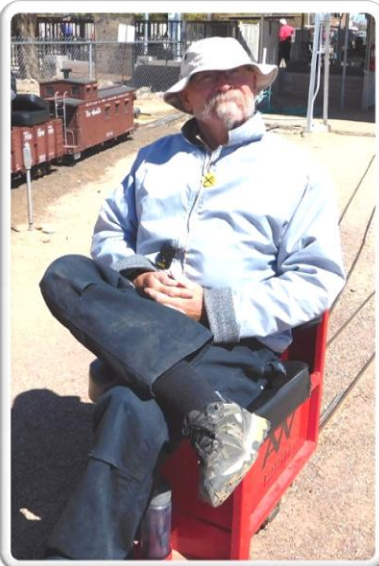
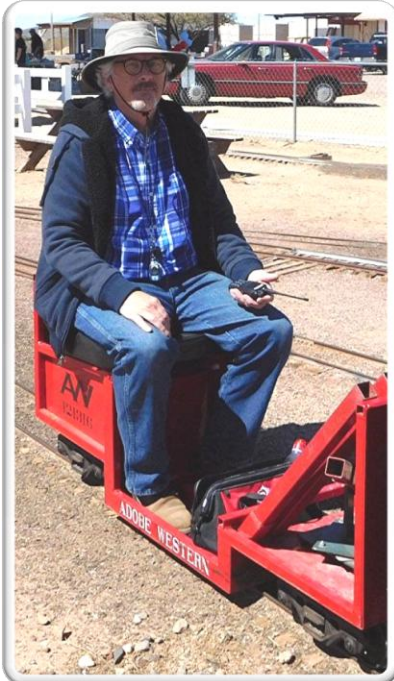
During the afternoon, I had 3 train crews for the regular Public Rides. First crew, Marty Simmon (E) and Ed Houk (C). Second crew, Mickey Janzen (E) and Jim Zimmerman (C). Third crew, Perry McCully (E) and Stan Ferris (C), who is a new member, and also wants to learn how to run the engines. Thank you, Stan. Engineer Dave Pulver switched with Perry during mid afternoon, and Dave had his son Ethan as his helper. Stan Ferris stayed on as the conductor. The Gift Shop was run by Betty and Mary Jo McCully, Sandra Grundy and Eileen Goldsmidt. The gates and safety briefing was taken care of by Bruno Goldsmidt and Bill Unglaube. Stationmaster was Jerry Grundy. Jr. Engineer School was run by Hank Gallo, with both Shelby's Chessie and Arlene Ford's switch engine that she donated for use by Jr. Engineer's school. All the day's engineers put away their consists. We finished the day with 16 roundtrips totaling 304 riders. I will miss Ed Houk, as he is heading back to Wyoming until October.



Perry McCully (E)  
Stan Ferris (C) (New Member)

Marty Simmon (E)  
Ed Houk (C)

Myrna Brooks  
Mary Jo McCully / Sandra Grundy / Betty McCully



Ed Houk's last ride  
until October

# STATIONMASTER'S LOG

(cont'd)

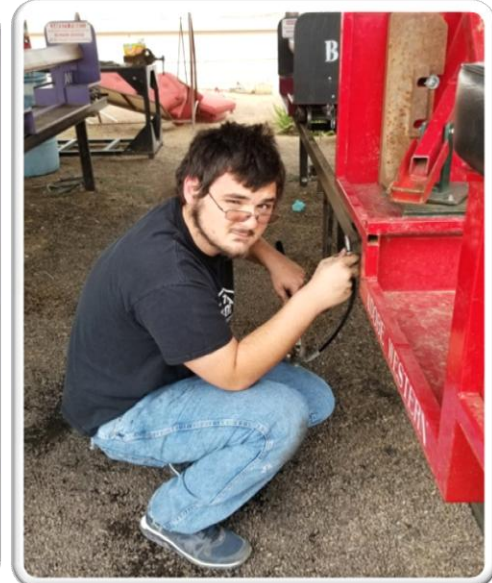
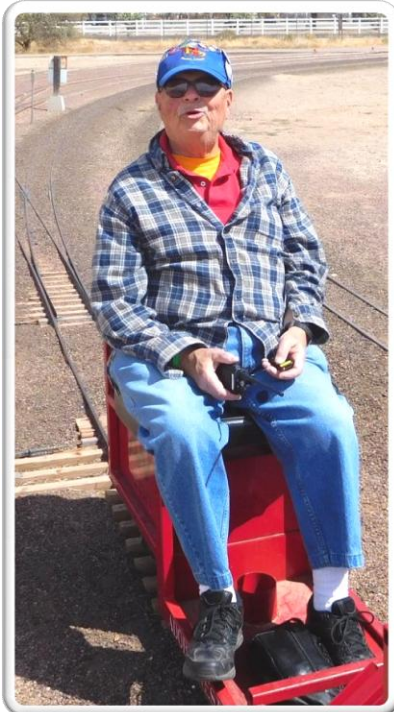
MARCH 25, 2018 - I had 3 train crews, and they were really welcome. There was a drop-in birthday party at the gazebo with a very large group that rode the train numerous times. We had 370 riders totaling 17 roundtrips. First crew, Stan Ferris (E) and Bruno Goldschmidt (C). Second crew, Mickey Janzen (E) and Jim Zimmerman (C). Third crew, Jim Theobald (E) and Chuck Larom (C). The gates were manned by Bill Unglaube. Jerry Grundy was the Stationmaster, and also helped with the gate to the safety briefing. Sandra Grundy handled the Gift Shop. Belinda Kulman was supposed to help, but was unable to for health reasons. Get well Belinda, wishing you a speedy recovery from everyone. This week, we had a new member working as an engineer, instead of being a conductor. A great big THANK YOU to Hank Gallo for his time showing Stan Ferris the operation of the club engine. Stan did a great job engineering his train. Tim Freeman put away the train consist that Jim Theobald was using. Thank you, Tim.



Stan Ferris (E) (New Member)  
Bruno Goldschmidt (C)



Belinda Kulman / Eileen Goldschmidt  
Timothy Freeman





# STEAM LOCOMOTIVES BOILERS

by Dave Griner



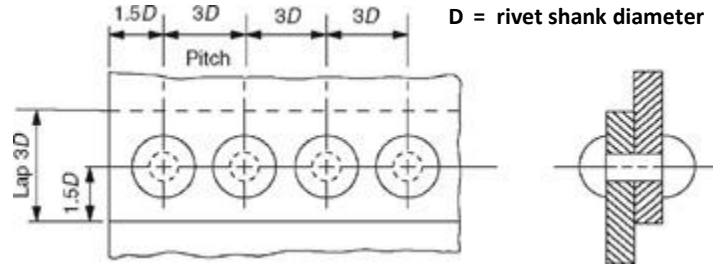
Well, time to saddle up and do some more boiler stuff !

Last time . . . we talked about the stresses in Longitudinal (Long.) and Circumferential (Circ.) seams.

This time . . .

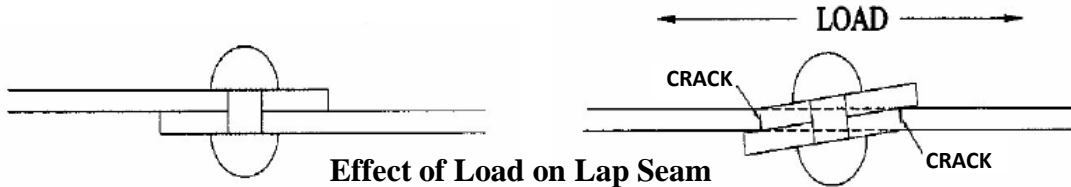
we are going to have a look at the different methods a riveted seam can develop the needed efficiencies.

To begin, there are several methods of constructing the Long. Seams, being referred to as lap and butt . . . and here are examples of each -- the first being the single riveted lap seam.



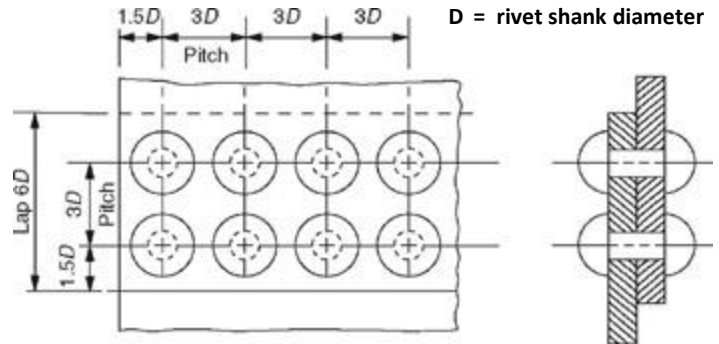
Single Riveted Lap Seam

Here is why the lap seam came into disfavor . . . it can be readily seen that when the plates are in tension, the joint deforms, creating a point where cracking can begin, ultimately resulting in a serious failure.



Effect of Load on Lap Seam

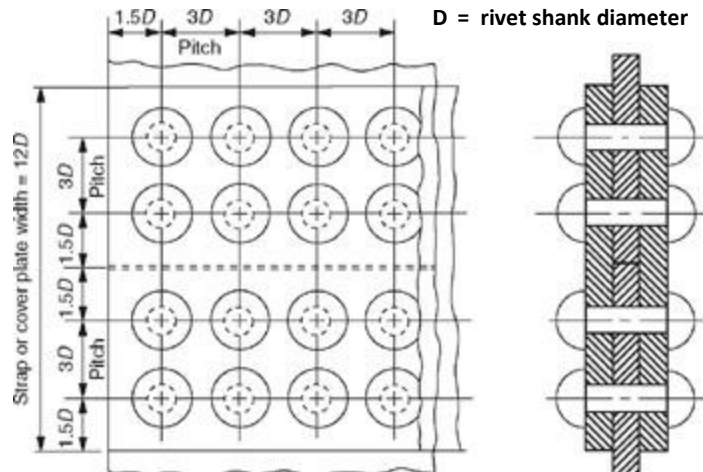
The double riveted lap seam is a slight improvement, but is still subject to the same problem noted above.



Double Riveted Lap Seam

Here is an example of a "butt" joint, since the plates butt together rather than lapping each other. This design brings a whole new approach to the problem. As can be readily seen, the plate forming the shell / barrel is brought together on its center line, then welt plates are applied inside and out. Now the tensile load is distributed in a straight line, resulting in the plate not being twisted under when in service, practically eliminating the cracking found in lap joints.

This particular butt joint is referred to as a "double riveted" seam because there are two rows of rivets on each side of the seam centerline, as viewed in the left hand drawing.



Double Riveted Butt Seam

## BOILERS (cont'd)

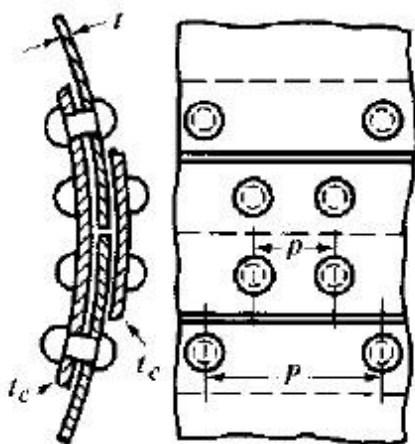
Here is a very nice example of a real double riveted butt joint. Notice how the rivets alternate with each other in the rows on each side of the center line. This is referred to as a zig-zag pattern. When they are not alternating, i.e. in line with each other, it's referred to as a chain pattern.



The vertical line of rivets make up the circumferential seam. Later, we'll discuss why the "circ." seams can be lapped without a problem.

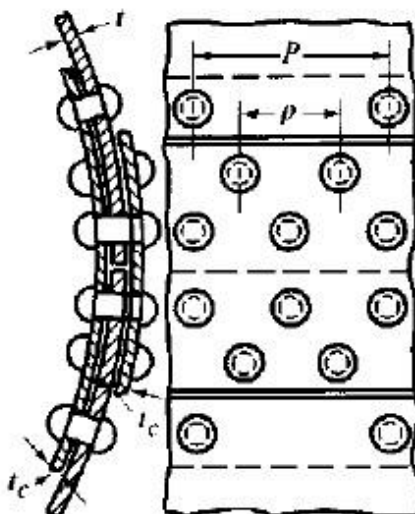
Here are some of the calculations used to develop the seam efficiency for this joint design:

### Double-Riveted Butt-Joint



- (1) Resistance to tearing at outer row of rivets =  $(P - D)tS_t$
- (2) Resistance to shearing two rivets in double shear and one in single shear =  $\frac{5\pi d^2}{4} S_s$
- (3) Resistance to tearing at inner row of rivets and shearing one rivet of the outer row =  $(P - 2D)tS_t + \frac{\pi d^2}{4} S_s$
- (4) Resistance to crushing in front of three rivets =  $3tdS_c$
- (5) Resistance to tearing at inner row of rivets, and crushing in front of one rivet in outer row =  $(P - 2D)tS_t + tdS_c$

### Triple-Riveted Butt-Joint



- (1) Resistance to tearing at outer row of rivets =  $(P - D)tS_t$
- (2) Resistance to shearing four rivets in double shear and one in single shear =  $\frac{9\pi d^2}{4} S_s$
- (3) Resistance to tearing at middle row of rivets and shearing one rivet =  $(P - 2D)tS_t + \frac{\pi d^2}{4} S_s$
- (4) Resistance to crushing in front of four rivets and shearing one rivet =  $4dtS_c + \frac{\pi d^2}{4} S_s$
- (5) Resistance to crushing in front of five rivets =  $4dtS_c + dt_cS_c$

## BOILERS (cont'd)

It is important to understand the terminology used to define different aspects of a riveted joint.

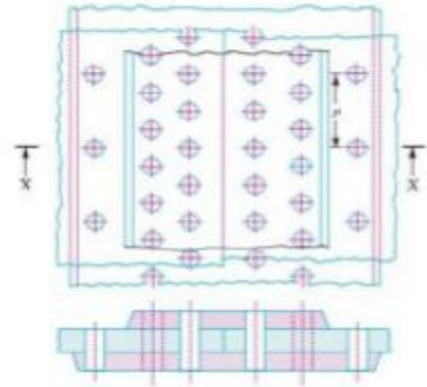
### Important Terminology Used in Riveted Joints

**Pitch.** It is the distance from the centre of one rivet to the centre of the next rivet measured parallel to the seam as shown in Fig. It is usually denoted by  $p$ .

**Back pitch.** It is the perpendicular distance between the centre lines of the successive rows as shown in Fig. It is usually denoted by  $p_b$ .

**Diagonal pitch.** It is the distance between the centres of the rivets in adjacent rows of zig-zag riveted joint as shown in Fig. It is usually denoted by  $p_d$ .

**Margin or marginal pitch.** It is the distance between the centre of rivet hole to the nearest edge of the plate as shown in Fig. It is usually denoted by  $m$ .



Here's how the shearing stress of rivets in different configurations is calculated.

These stresses need to be within the material capabilities of the rivet in order to function properly and safely.

Let  $d$  = Diameter of the rivet hole,

$\tau$  = Safe permissible shear stress for the rivet material, and

$n$  = Number of rivets per pitch length.

Shearing area,  $A_s$  =  $\frac{\pi}{4} \times d^2$  ... (In single shear)

=  $1.875 \times \frac{\pi}{4} \times d^2$  ... (In double shear, IBR)

$\therefore$  Shearing resistance or pull required to shear off the rivet per pitch length,  $P_s$  ... (In single shear)

=  $n \times \frac{\pi}{4} \times d^2 \times \tau$

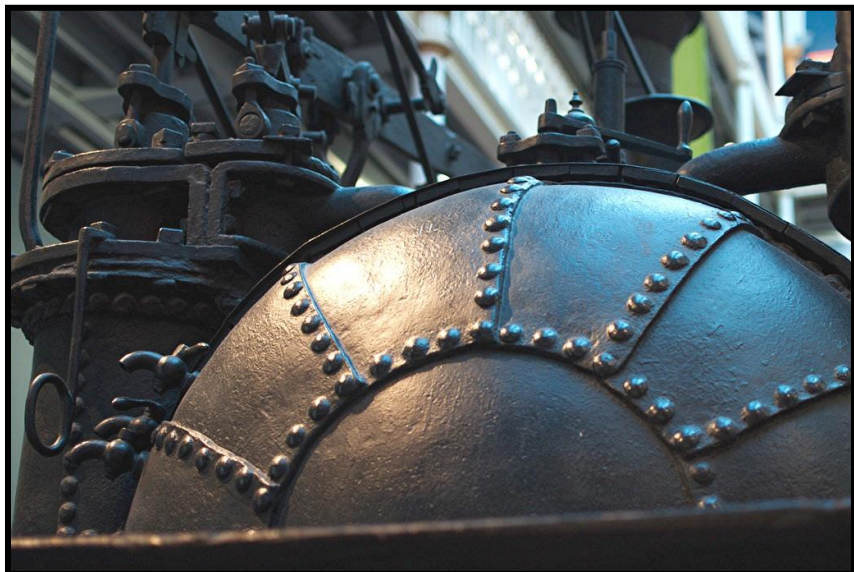
=  $n \times 1.875 \times \frac{\pi}{4} \times d^2 \times \tau$  ... (In double shear, IBR)

Here is an example of some very early lap seam joints used to form the end of the boiler. This is some very difficult work, necessitated by the lack of larger sized plate materials. In some places, three plates are joined together. Some serious boiler making here!!!!

Thought you might enjoy seeing some of our discussions in real life!!!

Well, that'll do for this trip . . . so much more to discuss. Until next time, take care.

Dave





# GLOBAL NEWS

Courtesy of Tom Harrington

Hugh Keen from the Tulsa Live Steamers had this caboose built. Thank you, Hugh, for sharing this beautiful piece with us.



# HELP WANTED

MONTHLY LISTING OF WHERE THE CLUB NEEDS YOU  
PLEASE LEND A HAND IN SUPPORT OF YOUR CLUB  
MANY HANDS MAKE FOR LIGHTER LOADS

**Wanted! Grease Monkey --**  
**Adults with some basic tool sense to do oil changes, charge batteries, check filters and top-off fluids in club locomotives, and advise management of needed repairs.**

**If you are trainable, then NO experience is necessary.**

**Future advancement is probable. Salary is priceless.**

The Maintenance Department (Hank Gallo, Mike Grant and Fred Greenwald) needs an adult or two to handle periodic, routine maintenance check ups and oil changes on the club locomotives based on each loco's log book, level of use and engine hours. Training will be provided. Please, email [HanksGT@yahoo.com](mailto:HanksGT@yahoo.com) or call 602-300-3396.

# HAPPENINGS PAST!

## WEBELOS CROSSOVER

March 3, 2018

Sorry, folks. My jungle drums, teletype and email inbox have all been silent concerning this event. I'm sure everyone was busy with the Spring Meet, Spring Break with the kids, and Easter preparations.

## Inspection of Public Run Equipment -- *Thanks everyone!*

March 10, 2018

Photos by Hank Gallo



Timothy Freeman



Dave Griner



Paul and Dean Fillmore



Mike Grant



Scotty Brooks



Bill Mellors



# 50th Anniversary - Spring Meet

March 12 - 18, 2018

Photos by Perry McCully



Chef of the Day -- Dave Kulman



Spring Meet 2018 (cont'd)

Steam Division

Photos by Hank Gallo





Spring Meet 2018 (cont'd)

Steam Division

Photos by Hank Gallo



Spring Meet 2018 (cont'd)

Diesel - Electric Division

Photos by Hank Gallo



Chris Cheely's brand new electric engine, the first electric engine ever built by Titan Trains, well known as a mountain car company. - Hank Gallo



Spring Meet 2018  
(cont'd)



Photos by Hank Gallo  
and Perry McCully

Tie for FIRST PLACE in the  
"Human-Powered" Category



FIRST PLACE in the Passenger Comfort Category

Someone's interpretation of a Pullman Sleeper,  
or just a stray hobo who couldn't find an open box car?



This gentleman needs to buy his gondolas in size extra long.

3-way Tie for FIRST PLACE in the "CUTE" Category



# Spring Meet 2018 (cont'd)

Photos and descriptions by Christian Berres



Steam Doubleheader -- John Barter and Jon Thompson



Dave Griner's Plantation



Steve Nelson's D&RGW



Bill Pardee's Atlantic



Phil Nilsson's RGS

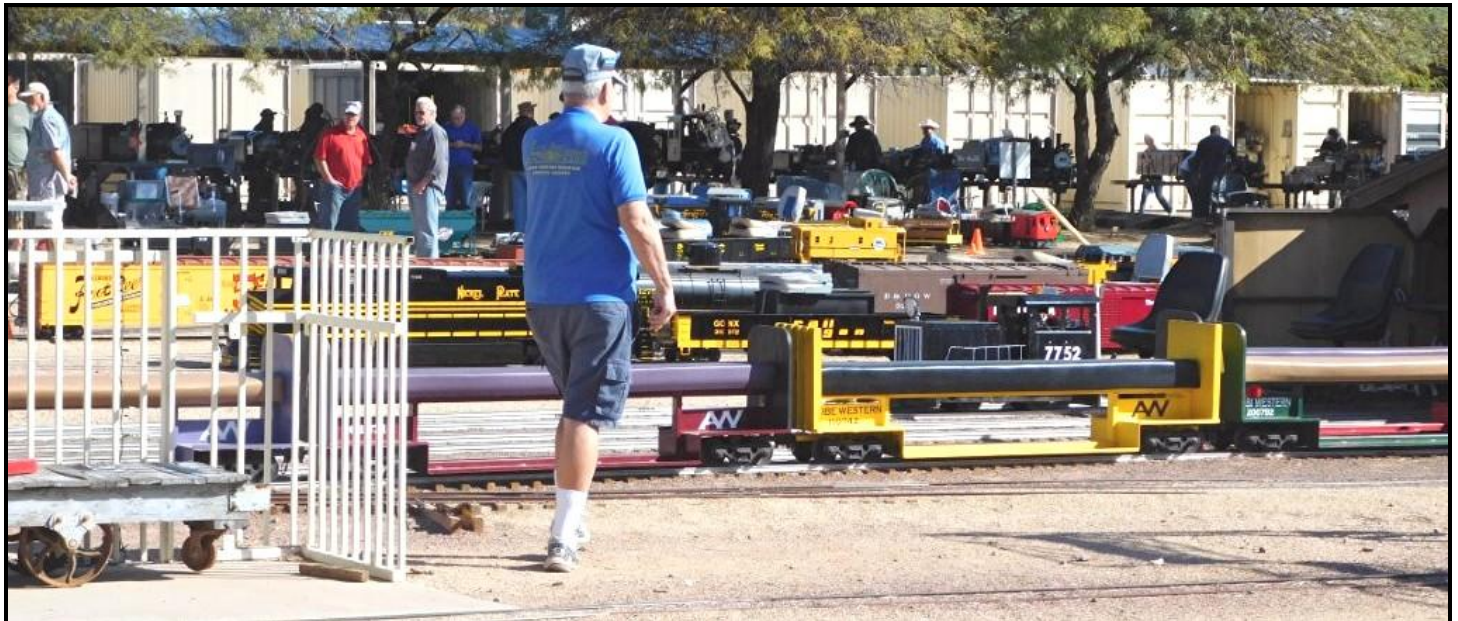


Bill and Billy Pardee's Prairie

Spring Meet 2018 (cont'd)

Perry's Panoramas

Photos by Perry McCully



# Spring Meet 2018 (cont'd)

Photos by Perry McCully

Larry Messing



# Spring Meet 2018 (cont'd)

Photos by Perry McCully

Steve Bible and Timothy Freeman



# Spring Meet 2018 (cont'd)

Photos by Hank Gallo



Joe Fego and Dave Griner



Matt Robinson and Christian Berres



Bruno Platzer and Marty Simmon



Joe Fego and Rick Frese



Rick Frese