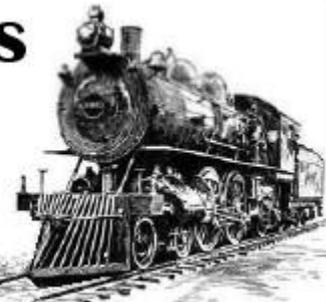


AUGUST 2018

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



President's Page



Well, summer is here in Arizona, and the temperatures are rising! We are still working at the club. We may be working slower during the heat, but we are still at it. Mother Nature's heat is again causing problems with the track on all of the branches. Please look at the Board in the club house for problem areas. Also, take a glance at the Route Board by the Station and note the branch routes that are closed.
PLEASE MAKE SURE YOU STAY HYDRATED / DRINK WATER.

The track crew has started installing concrete ties at Pottsville between Mad Dog and the turnout before the tunnel. The track crew has also been working on rail replacement on the Bobberg Branch.

Our signal crew continues to improve our signal system. New crossing lights have been installed on the Pottsville branch.

During the hot summer, the Tie crew keeps on cutting out ties and drilling holes for our Tie replacement program.

As September comes near, we need to start to gear up for Sunday Runs. Johnson Way still needs to be completed. We also need to schedule Train crews for our Sunday Runs.

PLEASE CONSIDER BECOMING PART OF THE SUNDAY RUN CREW.
YOU CAN CHOOSE YOUR DATES TO VOLUNTEER. GREAT SATISFACTION
COMES WHEN YOU SEE THE CHILDREN'S EYES, AS THEY SHOW SUCH JOY.

ALSO, remember to get your engineer cards renewed. I know this may be premature, but we need to start thinking about, as well as making plans for, the Fall Meet which is our "50th ANNIVERSARY".

During this summer, Joe and I had a chance to look at the train park as far as keeping things cleaned up and stored properly. We have several areas that need attention, so please help us keep the park cleaned up, this includes the container areas, too. If you want to help, I can tell you the areas that need particular attention, so please contact me.

Don't forget the Ice Cream Social is coming up on August 11th. The Board meeting and General meeting start again in August. We need your attendance at these meetings, so that all can be involved in the decision process. It is "YOUR CLUB", please be involved!

Pete



AUGUST CALENDAR

COME ONE, COME ALL, EVERYONE IS INVITED

Sat. 8/11 12:00 pm Closed Board Meeting

12:30 pm General Membership Meeting + ICE CREAM SOCIAL

Pete Pennarts
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Joe Fego

Mike Grant

Dave Griner
Members at Large

Cliff Fought
Construction
Superintendent

Hank Gallo
Operations
Superintendent

Dave Kulman
Maintenance of Way
Superintendent

Greg Gorman
Tower Signal
Superintendent

Terry Liesegang
Road Signal
Superintendent

Bill Pardee
Boiler Inspector

Joe Schnyder
Safety

Perry McCully
Facility Administrator

Al Ford
Construction
Superintendent
Emeritus

Jim Zimmerman
Engineer Test
Administrator

Dennis Beatty
Public Run Crew
Coordinator

Joe Kalisak
Holiday Lights
Committee Chairman

John Bergt
Timothy Freeman
Web Masters

John Draftz
Advertising

Donna Hohm
Membership

Ken Giordano
Stack Talk Editor
Send articles / photos to:

MLNewsroom@gmail.com

COUNTY
PROPERTY

NO
DUMPING
VIOLATORS
WILL BE
PROSECUTED

FROM THE DESK OF: **Perry McCully** Facility Administrator

ISSUE 1 The rolled roofing has blown off the Stables and Brewery.
(see photo below) I'm not sure who the container belongs to.

ISSUE 2 The club has received a lot of cardboard, to the point that the person who does the recycling of the cardboard can't keep up with its removal. Please do not bring your cardboard from home and leave it in the park.



MEMBER CONTRIBUTIONS!

In response to July's Special Issue on the tragedies at Philmont Scout Ranch, the Newsroom received this very informative email. Thanks, Jim.

— from Jim Brown, **MLS's Scouting Coordinator**

Thank you, Ken, for the Philmont Issue. You can also add to the story that Boy Scout Troop 526, sponsored by the MLS, was also scheduled to be at Philmont in June. The boys trained all year to go on this trek, only to have it canceled three days before they were to leave Phoenix. We took a crew there last year, and were supposed to take a different crew this year. The Philmont staff did offer us a replacement trek for next year, but, since we had already planned for a trip to the Boundary Waters in Minnesota next year, they gave us a full refund. Maybe we will try to get another slot for Philmont in 2020. We always take AMTRAK from Flagstaff (Ed. – to Raton, NM, where the Cimarron School buses meet the daily train and transport the incoming crews and their packs to Philmont, about a half-hour ride). AMTRAK was going to still charge a cancellation fee, but, once everything was explained, they also gave the boys a full refund.

We currently have around 85 boys in the Troop. Our Troop does a minimum of three summer camps per year. We always do an out-of-state camp for boys that have been in the Troop at least a year. We always pick a camp that has things to offer that we can't get here. This year was Camp Whitsett, in the Sequoia National Forest in California. A number of the displaced Philmont crew members went to this camp instead, as it was during the same time period. We just had to do a lot of last minute adjustment.

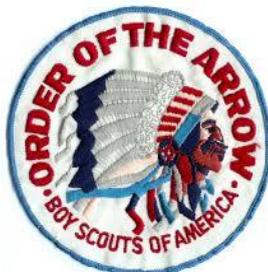
Some of the other out-of-state camps we have done, besides Whitsett, are Camp Alexander at Lake George

in Colorado, Camp Lost Valley in California, Ben Delator north of Denver, Rocky Mountain High Adventure in Colorado, Beaver High Adventure in Utah, Camp Fiesta Aquatics Camp in Mission Bay California, and we have also taken the boys to Alaska.

To finish our annual summer camp program, besides the out-of-state camp, we also do an in-state camp (such as Raymond, Geronimo or Lawton). This is open to all boys, including the new boys just coming in. In addition, we put on a weeklong camp ourselves, which is called Big Red (that is also the nickname of the Troop). This camp is for all the new boys just coming into the troop. We use this camp to get them started in the patrol method, working on their first rank advancements, learning to cook, etc. Besides the adults that go, we bring a number of older boys, 1st class and above to teach all the classes, be patrol guides, etc.

This summer, we were also going to do Philmont, and we have about 8 boys going to Indianapolis for the NOAC (National Order of the Arrow Conclave). This is held every 4 years, and we always bring back National Honors for our ceremonies team. Next year we will be doing Camp Emerald Bay (which is on Catalina Island), as well as the in-state camp and Big Red. We also have planned the trip to Northern Tier Canoe Base (Boundary Waters) and the National Jamboree in West Virginia.

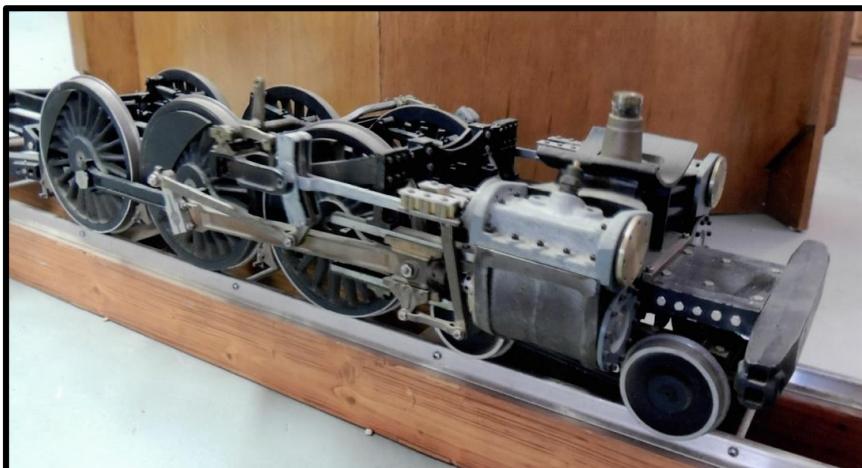
For service to the club we have scouts helping at the Christmas runs, we just painted all the CPs on the whole railroad, we sponsor numerous eagle projects at the park, and we are always willing to help out if the club needs a project done.



Sahuaro Central wants to sell this engine. What you see is what you get.

Buyer pays cost of shipping. 1200 or best offer. Two contacts:

Larry Allen 623.692.6359 cazarry@aol.com Jerry Oyler 623.670.1904 jerryoy147@msn.com.



**1" Scale Little-Engines chassis
Sahuaro Central Railway Historical Society in Phoenix**

Ed. – In response to July's report on the new concrete ties, the Newsroom received this very informative email. Thanks, Rick. But before presenting the email, Pete has asked me to explain the differences between our concrete ties (top photo) and theirs (bottom photo). Besides the size and shape differences, we must consider

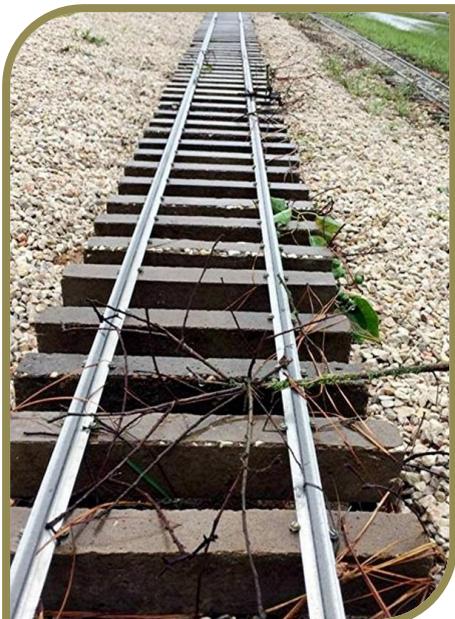
the differences in summer and winter humidity and temperatures between Phoenix (desert) and Houston (not so much desert), and how it wears on the concrete. Then, as you can see, there is a big difference in roadbed, which is the first defense against washouts. Not to mention Houston's flora, which looks like it has become one with the track. How do you kill that stuff? Sorry, I digress. The primary difference between their 2.5 lbs ties and our 12 pounders is the concrete mixture. MLS uses a 3,000 lbs per square inch mixture, which will resist chipping in the dry, Phoenix weather, while the weight will help keep the track in place, as our aggregate roadbed gets spread across the countryside. The track panels won't float anymore, but time will tell if any movement occurs due to flash flood wave action. This is also a test of the holding power of plastic mollies in concrete against the force of the rails buckling in the summer sunshine.

— **from Rick White, Secretary, HALS.org**

I like your heavy concrete ties. At the Houston Area Live Steamers, our concrete ties are only 2.5 lbs each. We have had 500-year floods on April 18, 2016, May 27, 2016, and with Hurricane Harvey in late August, 2017. The track that washed out in April, 2016, had wood ties, and none of the concrete tie material washed out. We replaced the wood with concrete ties, and none of those ever washed out in the May, 2016, or August, 2017, floods. See photo. Our first concrete ties were installed in January, 2005, and that 50 feet of track has never been touched – neither to align nor re-ballast. It just sits there and takes the traffic. Really great idea to use heavy concrete ties. The plastic tie plates are even better.

— **response from Hank Gallo**

Wow, that's great news!!! So happy we're doing it now, so my kids don't have to replace ties.



Dan Benton found this article about the MLS on a tourism website and shared it on our Facebook page.

Thanks to Dan for sharing this link and author Robin Jarvis for writing the great article!

<https://www.onlyinyourstate.com/arizona/maricopa-live-steamers-train-park-glendale-az/>

This Magical Arizona Train Park Is An Adventure You Can't Pass Up

Posted in [Arizona](#) July 28, 2018 by [Robin Jarvis](#)

There's a magical train park where kids can be kids – and grownups can also be kids – hidden in plain sight just north of Phoenix nearby to Interstate 17. It's part of the Maricopa Live Steamers, a train club where members make their own small scale locomotives (diesel or steam) and then run them all over the 18 miles of track in the park.

But what fun is having a fully-functional small scale train if no one rides it? This is precisely why this fun-lovin' railfan club gives FREE rides on Sundays (from September to May). On any given Sunday, in season, there are at least four of these kitschy trains running along the miles and miles of track in this expansive park. The rides are on a first-come, first-served basis and last a whopping 30-40 minutes!

The trains run continuously between noon and 4:30. What fun it will be to hop aboard one of the custom train cars! Our faves are probably the ones with the cushy bucket seats that seem to be recycled from automobiles. You'll find a variety of custom cars and seating on the many trains in the park.



Additionally, there is a multitude of fun trains running each Sunday, and they may also differ from Sunday to Sunday. It's also worth pointing out that just because it's free, doesn't mean they won't accept a donation. All donations are applied to the upkeep of the park and track.



You'll find this charming and kitschy train park next to Wet 'n' Wild in Phoenix - which probably explains why you may not remember having seen the trains... you were too distracted by the water park!

The Maricopa Live Steamers Railroad Club is located at 22822 North 43rd Ave., Glendale, AZ. The club is open to train-loving enthusiasts (and members) year-round, however, due to excessive summer heat, the free public train rides are only offered from September to May. The first Sunday this year for free public train rides will be Sunday, September 9, 2018. Free rides will be offered between 12 noon and 4:30 p.m. on a first-come, first-served basis. More information about this fun family activity can be found on the [official website](#) of the Maricopa Live Steamers Club.

Love trains? [Here's another train park in Arizona](#) that definitely belongs on the bucket list!

STEAM LOCOMOTIVES

BOILERS

by Dave Griner



Well, here we are again . . . another month closer to Christmas!!

We're going to start on the rear of the boiler, and will discuss the foundation ring, or better known as the "mud ring".

From the drawing used in the beginning of this series, it will be remembered that the firebox is enclosed by the wrapper, backhead and throat sheet, i.e. a box within a box, for visualization.

It then becomes important to provide some method of connecting the inside box with the outside one. As can be seen by the drawing below, sometimes, in the early boilers, the firebox plates were bent in what is referred to as an "ogee" configuration (see part D in Fig. 16 and part B in Fig. 17), thus providing the connection desired.

In addition, they used a "zee section" member (see picture below right) that was riveted to the firebox first, then, after it was inserted into the boiler, it was riveted to the bottom edges of the wrapper.

As an aside, Figure 18 shows how the door opening was accomplished . . . we'll discuss this later on.

There was a serious objection to this type of connection, being it was very prone to accumulating mud and scale, which was then extremely difficult to completely clean, leading to the plate directly exposed to the fire to burn out very quickly.

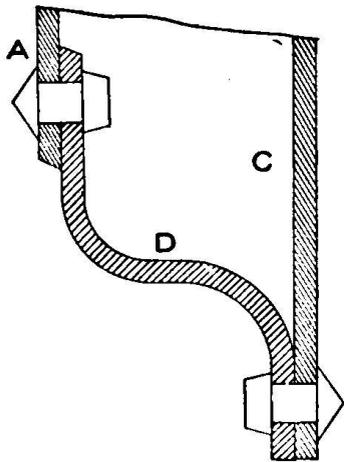


Fig. 10.

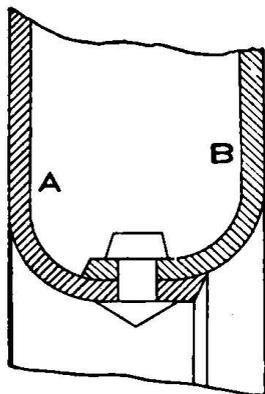


Fig. 18.

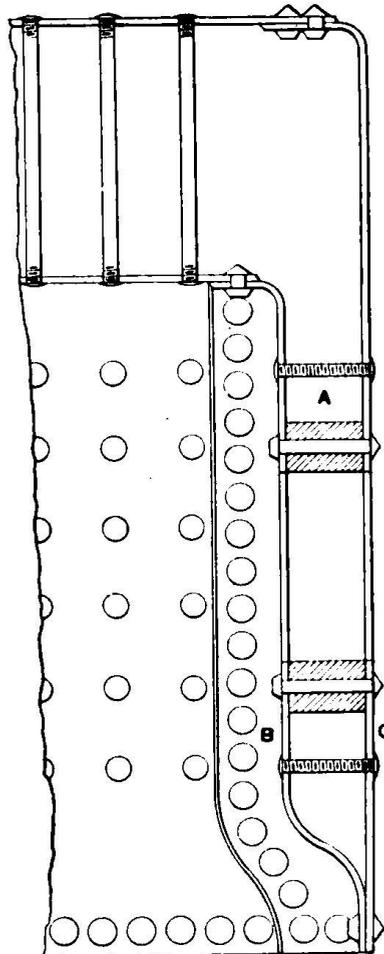
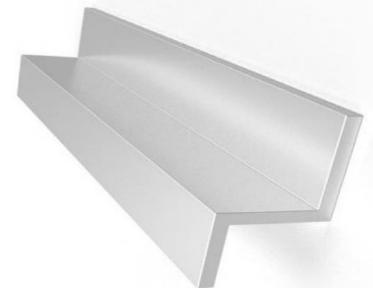


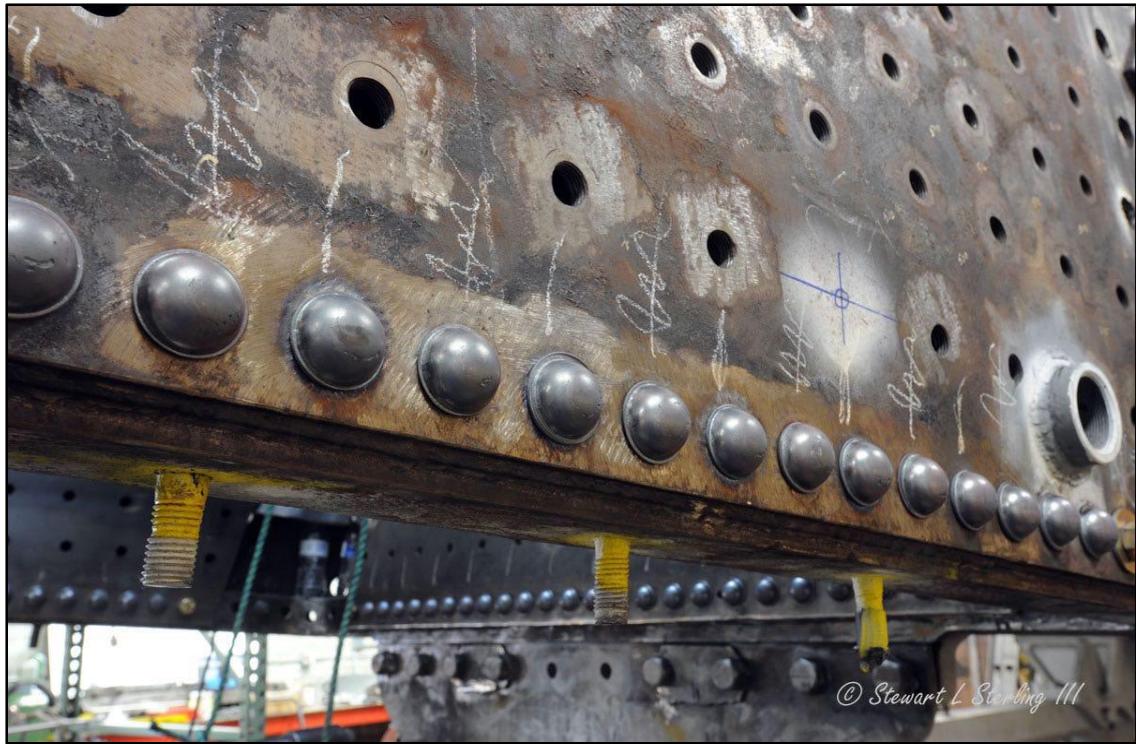
Fig. 17.

"Zee" section used in lieu of an "ogee" joint, both were almost completely gone by 1850, being replaced with square or rectangular bar, formed and forge welded into the required shape.



(continued)

BOILERS (cont'd)



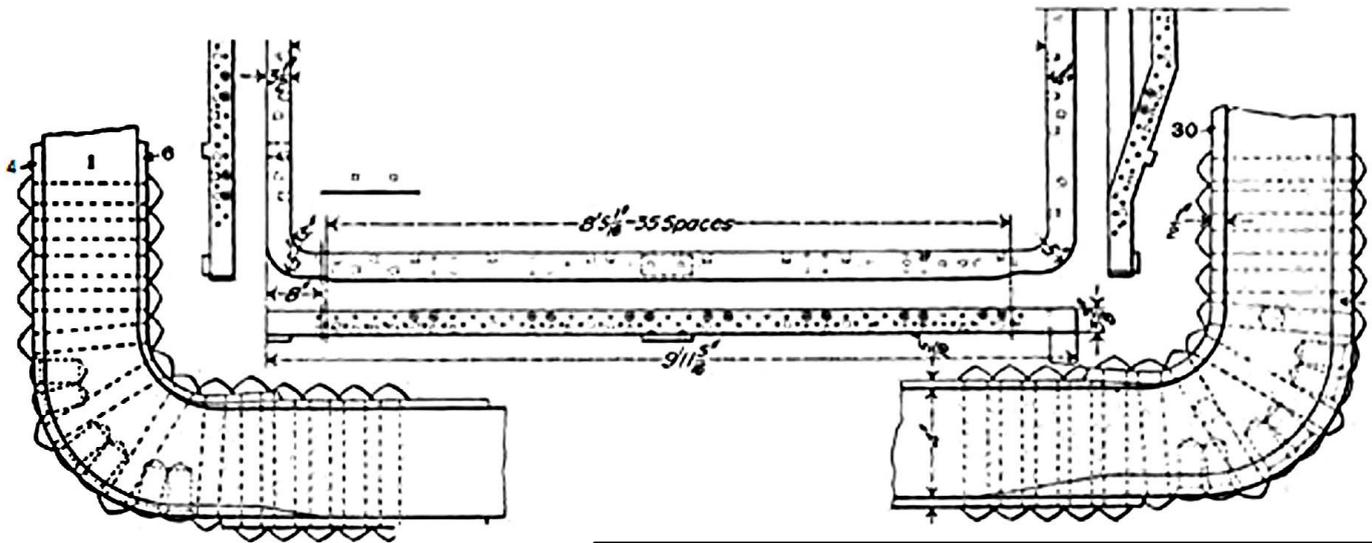
© Stewart L. Seabring III

After 1850, the “mud ring” was made from a square or rectangular section of wrought iron bar, formed and forge welded to the required shape, with holes then being drilled completely through it, and both sheets riveted as shown to the right.

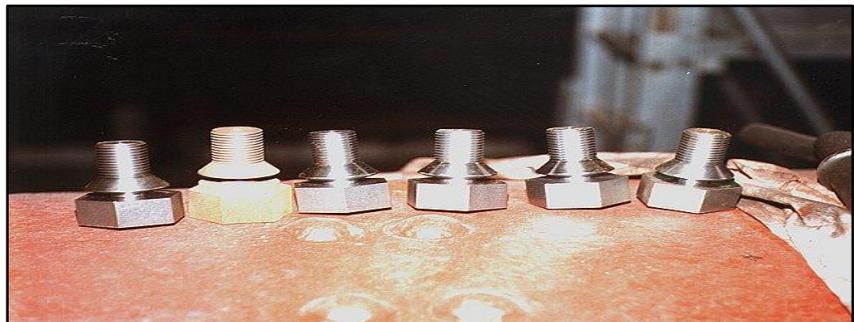
The use of wrought iron for the ring lasted at least into 1900, thereafter being made of cast steel. This casting was then machined to the proper final dimensions.

The picture shown above is a single riveted ring. The ring shown in the drawing below is a double riveted ring. Double riveting became more prominent as engines became larger, with the loading subsequently becoming greater, hence a thicker and wider ring.

The drawing below also shows quite distinctly how the turn at the corners were made. Notice some rivets do not go completely through the ring, these “short rivets” were in fact what is called a “patch bolt”.



They look like this before installation. Notice the hex on the head. This was used to turn in the bolt . . . you kept turning until the hex snapped off. Then the remains were dressed down and the edges caulked.



Well so much for mud rings.
Have a good month and take care, Dave

TRACKING TRACKSIDE PROGRESS 2018

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

The cement tie project is slowly taking shape on the Pottsville branch.
The termites are going to starve to death now.

Photos and text by Perry McCully



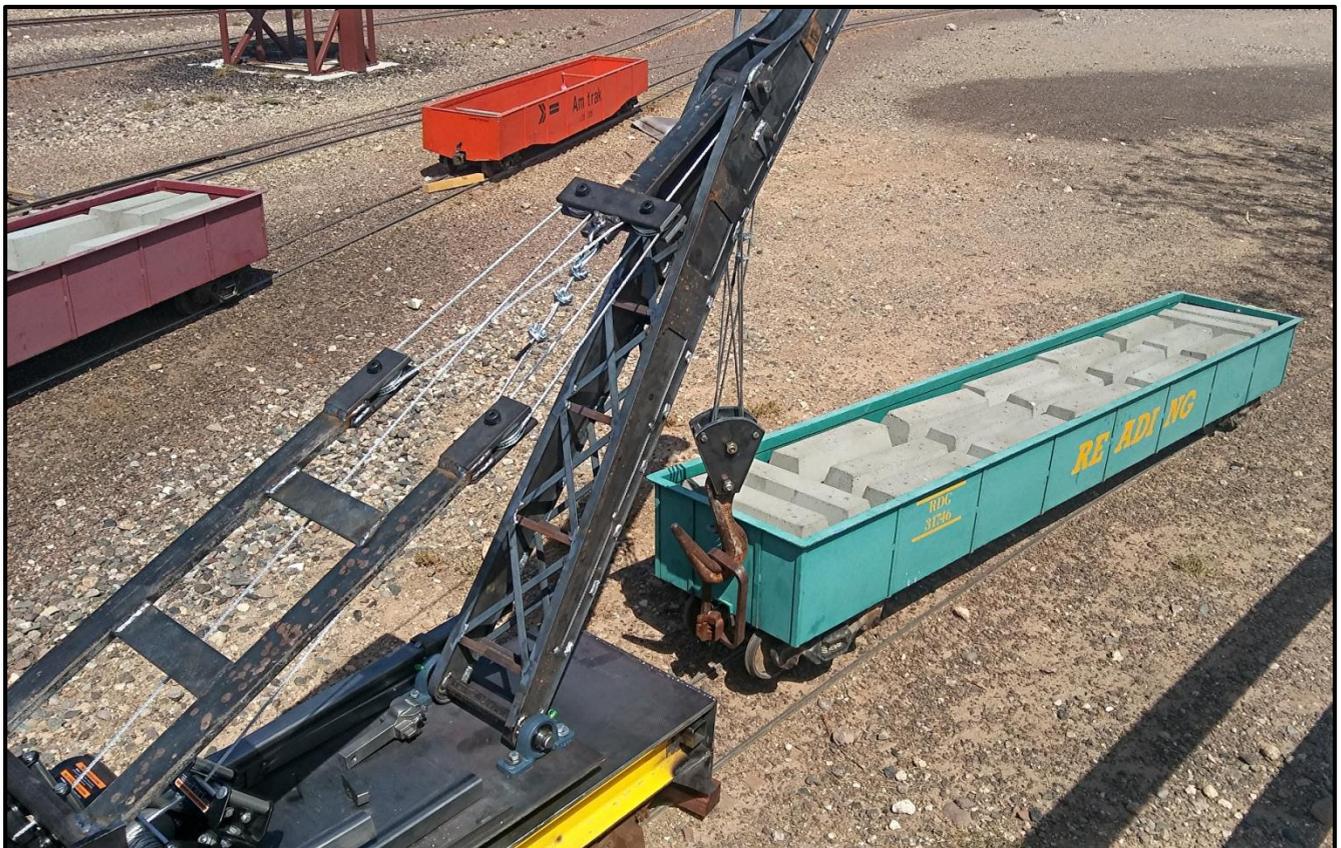
This photo is an example of the termites having lunch on us.
No more!!! — by order of the very frustrated BoD.



TRACKING TRACKSIDE PROGRESS 2018

250 ton crane makes a test run at MLS

Photos by Pete Pennarts



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!

Part-time Mechanics --

**Adults with some mechanical experience
to help with club locomotive repairs.**

**Some mechanical knowledge and engine repair
experience preferred, but will train an apprentice.**

The Maintenance Department (Hank Gallo, Mike Grant, Fred Greenwald, Gabe Zorbas, and Timothy Freeman) needs an adult or two to handle occasional, mechanical repairs on the club locomotives. Apprenticeship available for those willing to learn.

Please, email HanksGT@yahoo.com or call 602.300.3396.



**PLEASE
CLICK**

[MLS Safety and Operating Rules](#) (printable PDF format)

[MLS Online Engineer's Test](#) (online entry, auto-submission)

NO COMPUTER? NO PROBLEM – See any Board Member at Ford Station for a paper copy.

**Maricopa Live Steamers
50 Anniversary Fall Meet
Registration Form
October 29th-November 4th
Work week begins October 22nd**

Pre-register by October 15th.

Name as you want it to appear on your name tag: _____

Additional family members: _____

Address: _____

Cell number: _____

Email address: _____

**Due to dry conditions, solid fuel engines require spark arrestors.*

**RV's are permitted from October 22nd through November 3rd*

**Dry Camping only, no water, no electric, and no sewer*

*I will participate in the pot luck dinner: Yes: _____ No: _____

Item	# Of people		Cost		Total
Pizza Pre-pay only		X	\$9.00	=	\$
Chicken Pre-pay only		X	\$12.00	=	\$
Pot luck Bring a food item or pay \$10.00		X	\$10.00	=	\$ or food item
Registration Administration fee Non refundable		X	\$5.00	=	\$
Each additional family members administrative fee Non refundable		X	\$2.00	=	\$
Total enclosed with RSVP					\$

****Breakfasts and lunches will be served Wednesday through Saturday 10/31-11/03****

Continental breakfast of coffee and donuts will be served at a cost of \$2.00 per person

Lunch and a drink will be served at a cost of \$7.00 per person.

ALL ATTENDEES MUST ATTEND ONE SAFETY BRIEFING.

Briefings will be held on Wednesday, Thursday, Friday and Saturday at 8:30 and 1:00.

Please mail this form along with a check or money order payable to Maricopa Live Steamers to:

Donna Hohm
10705 North 109th Way
Scottsdale AZ, 85259

Any questions contact:
Belinda Kulman: bkulman09@gmail.com
Donna Hohm: donnahohm@yahoo.com