



STACK TALK

May 2007

The official newsletter of the Adobe Western Railroad,
Phoenix, Arizona, operated by the Maricopa Live Steamers
Railroad Heritage Preservation Society.

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News from the President



Jim Manley

It rained at my house for 10 minutes the other day and has been in the '90s since then. I guess spring came and went in those ten minutes. It even hailed so perhaps winter was mixed in there too. April showers have brought the May flowers and the weeds are thick around the park. Frank Behrle and a few other guys have been going after them. Thanks guys. If you're one of the lucky few who don't suffer from hay fever please consider helping out.

A tour bus load of railfans will be coming to the park this summer. It is imperative that we clean the park up. I would like to repair, clean up and/or paint at least the facades that face north before then. As guests enter the park that row of buildings gives them their first impression of it. I have talked with Bill Meyers about getting a crew together to tackle that job. There are about sixteen containers and five or six Saturdays in May and June that we have to do the work. I would like to get three facades done per Saturday. If you own one of those containers and would like to be involved with the clean up crew,

especially if you want your container to look a certain way, please let one of us know. I don't think many of the facades have been touched since they were first put up. We're not a ghost town (except maybe on Halloween) and we shouldn't look like it.

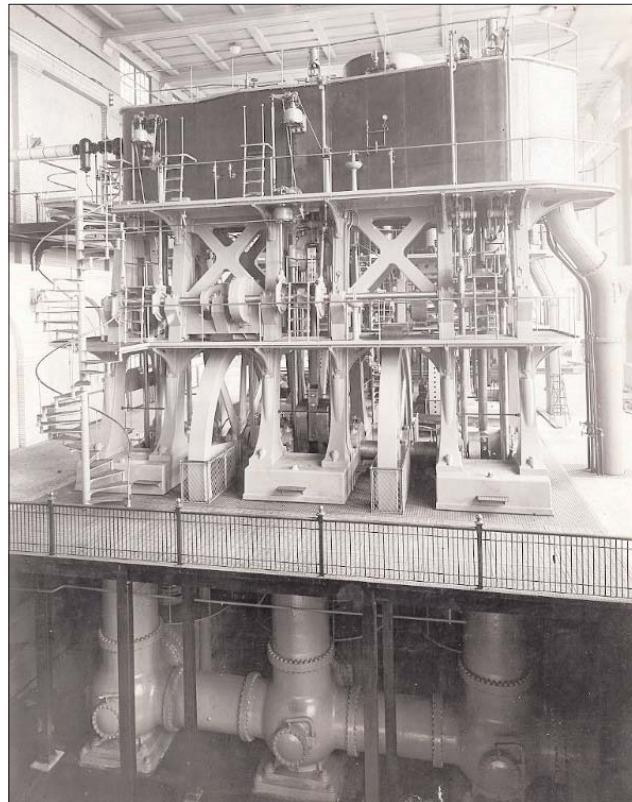
We're having a party to celebrate the end of another successful run season. It will be held after the General Membership meeting on May 12th. John Draftz has kindly agreed to put it together. Thank you John for the party and thank you for

making sure the run schedule slots got filled.

Cliff, Perry, Larry Messing, Pete and I don't know who else have been working like gangbusters on the west end transfer table. It is coming along nicely. Pretty soon, we're going to have to run a track lead up to it so the guys over on the "right" side of the tracks can get to the railroad a bit quicker.

That's about all the "may"hem I have for you this month. See you out at the park.

Jim Manley



The Golden Age of Steam

Allis-Chalmers steam engines drove the pumps in the Division Avenue Water Plant constructed in Cleveland, Ohio in 1916. These three-story engines were eventually replaced by electric motor driven pumps of the type that are still used today. The modern high capacity pumps are a fraction of the steam engines' size.

The Vice President's Corner



Bill Myers

Ok, winter is over, summer is around the corner, and you are home bored to death. Well, pilgrim, let me tell you what you can do for excitement to perk up your spirits and get away from the television set. Lets fix up the park! Bet you are saying to yourself right now, "Hey, I was just thinking about going out there this weekend and fix up my container."

As you all are aware of, (unless you have been on a mission to find Atlantis), our park is looking pretty run down. I realize the patina thing for antiques is cool, however we have way too much of it. Loose boards, missing roofs, really bad paint, broken doors, trees needing trimmed, all this is giving a bad impression to our public guests.

We need to be proactive on keeping up our reputation for the Parks Department also. Jim and I have been trying to figure a way to make the work thing an event instead of an ordeal. Lets face it. WE NEED MORE BODIES ON THE WEEKENDS HELPING! Yep, we are begging like a junk yard dog for a bone. This has become overwhelming to the 13 or so individuals who tirelessly, every weekend, and some during the week, keep not only what we have running, but also putting in the Far-Flung branch so everyone can brag to their brother back east, how many miles of track we have "now," and how cool it would be for them to come and visit. Would free food after the work day entice more people? How about holding a large picnic free to all who put in their time? How about movies after we all have about killed ourselves in the heat, and settle in for popcorn, soda and train movies of how the west was won? We are open to suggestions from every-

one.

First off, We need your help, period. Second, we have people coming from train groups in a couple months, WE have an urgency to fill.

Third, we have some safety issues that need to be addressed on some members containers right away.

Fourth, have you all noticed that when you are out running your locomotives, we are not having as many problems with the track? Thanks to the track crew, signal crew, maintenance crew, some with crew cuts, we have about got the problems in check. Many hours and labor have been given to achieve this. In order to follow out our long range plans, everyone that is able needs to be involved. Don't think for a minute your help, no matter how insignificant it may seem to you, goes unnoticed. We do thank you.

Take some time, let us know if you can help on a paint crew, cement crew, track crew, tree trimming crew, weed killing crew, landscape crew, lumber crew, tie crew, and no, you don't need to have a crew cut to enjoy working!

Much thanks,
We're pullin for ya,

Bill Myers

Treasurer's Notes



Bob Douglas

The Adobe Western Railroad's track construction crews are nearing completion of Phase One of the Far Flung Flats Subdivision. Track installation is complete from AJ Tower to Wesley Wye. The track ballast and track leveling crews are close behind. The track is expected to be open to limited traffic in the near future. Phase Three will start after the completion of some high priority park improvement and maintenance projects.

During the month of March, MLS Sunday train crews made 54 round trips carrying 901 passengers. In April they made 64 round trips carrying 1046 passengers. Thank you to the dedicated station and train crews.

MLS extends a warm welcome to the following new members who have joined recently.

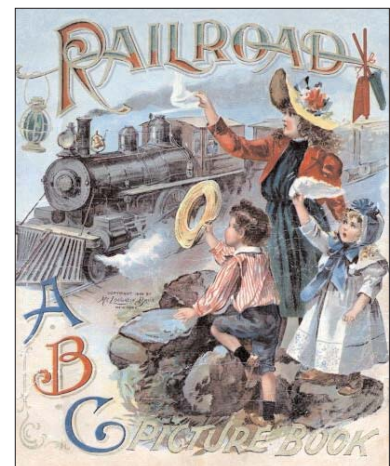
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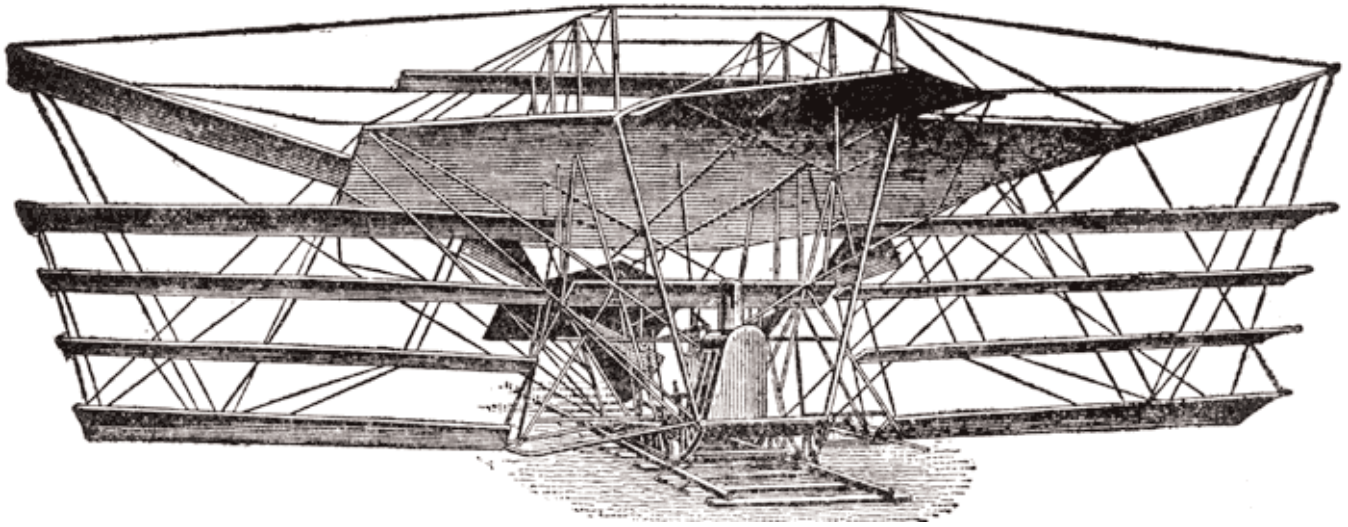
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Trial of Maxim's Steam Flying Machine

Scientific American—September 15, 1894

On Tuesday, July 31, for the first time in the history of the world, a flying machine actually left the ground, fully equipped with engines, boiler, fuel, water, and a crew of three persons. Its inventor, Mr. Hiram Maxim, had the proud consciousness of feeling that he had accomplished a feat which scores of able mechanics had stated to be impossible. Unfortunately, he had scarcely time to realize his triumph before fate, which so persistently dogs the footsteps of inventors, interposed to dash his hopes.

The very precautions which had been adopted to prevent accidents proved fatal to the machine, and in a moment it lay stretched on the ground, like a wounded bird with torn plumage and broken wings. Its very success was the cause of its failure, for not only did it rise, but it tore itself out of the guides placed to limit its flight, and for one short moment it was free. But the wreck of the timber rails became entangled with the sails, and brought it down at once. The machine fell on to the soft sward, embedding its wheels deeply in the grass, and testifying, beyond contradiction, that it had fallen and not run to its position. If it had not been in actual flight, the small flanged wheels would have cut deep tracks in the yielding earth.

The chief interest centers on the boiler, as, unless this be made exceedingly light, it is hopeless to expect that the machine will soar. There is a very close resemblance between the Thornycroft boiler and Maxim's

boiler. In each case there are two wing drums, connected by a large number of curved tubes with a steam and water drum, and there are also downcomers to facilitate the circulation.

The casing is also made of straight tubes. In the boiler of the flying machine a feed heater is placed over the steam drum, but it is not shown in the engraving. The feed heater is constructed of steel tubes three-sixteenths inch bore and one-twelfth inch thick; the water is pumped through it at a pressure 30 lb. higher than the pressure in the boiler, and is delivered through an injector-like nozzle into the top of the downcomer pipe.

The incoming water delivers its surplus energy to the surrounding liquid, creating a rapid and powerful current in the pipe, and consequently maintaining an active circulation in the small tubes in which the steam is generated. The feed pumps are placed on the deck beneath the engines, and are of variable stroke, so as to be adapted to the needs of the boiler. As they work at high speed, the valves are of large diameter—larger than that of the plungers. Pounding is prevented by a rubber bag on the suction and spring pistons on the discharge. The total quantity of water in the boiler only amounts to 200 lb., so that it is necessary that the amount of feed should be accurately adjusted.

There is a very ingenious water level

indicator. A small pipe is led in a loop from front to back and from back to front of the furnace. It is then taken to the steam and water drum, and led backward and forward through that in the same way, below the water line. The whole is filled with water, and forms a closed circuit having two loops—one in the furnace and one in the water. Now, so long as the upper loop is in the water the pressure does not rise greatly beyond that in the boiler, because the heat taken up in the furnace is conveyed, by the circulation, to the water in the drum. But if the water level falls in the drum, then there is no outlet for the heat; the pressure, consequently, rises most rapidly, and shows itself on a gauge attached to the pipe. By this most ingenious device an open-faced pressure gauge is substituted for the usual gauge glasses. The weight of the boiler, with casing, feed water heater, dome, and uptake, is 904 lb.; with burner and water it is 1,200 lb. The heating surface is about 800 square feet, and the flame surface 30 square feet.

The fuel burned in the boiler is gasoline, of a specific gravity of 72 degrees Baume. It is carried in a copper vessel on deck, and is pumped through a vaporizer into the furnace. The pipe from the pump is led into a vessel having a large gasoline burner beneath it. In this vessel the spirit attains a pressure of 50 lb. on the square inch, and a corresponding temperature, in which condition it is, of course, highly inflammable.

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is the official newsletter of the
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We welcome your comments,
suggestions and submissions.

MLS CALENDAR

Saturday, May 12

- 9 a.m. board meeting
- 10 a.m. membership meeting followed by an
End of Run Season Party