

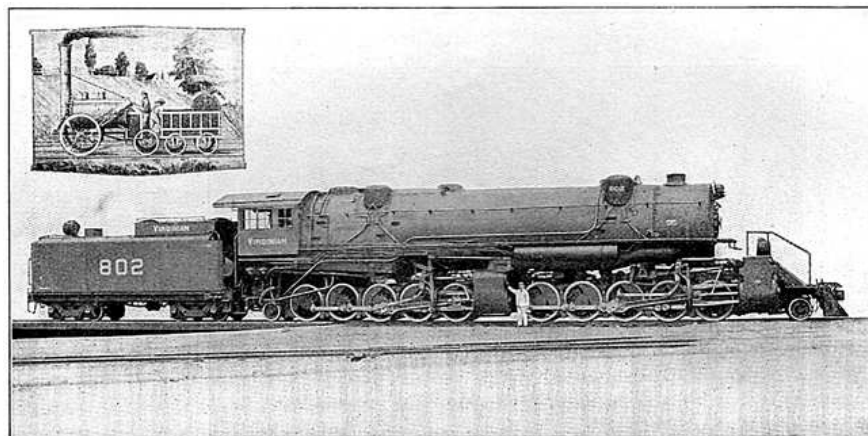
Yuma Clapper Rail



Public Rides, March to June *by Wm. Kent Corcoran Sr.*

Our spring public rides were well attended during our six dates of the Quarter; Beginning on March 13th with our Golden Spike Ceremony and ending on May 22d. During March and April we had two trains running for the majority of the day. Our Train was "The Running Tortoise Express" providing service to the mining districts around Yuma. We reserve Ramada #2 for our station that is adjacent to playground equipment and a Piñata pole. We have a passing siding for passengers loading & unloading between the Ramada and playground. There are many Eucalyptus trees that provide ample shade in the afternoons when we run our trains. These trees keep the passengers and crew cool while we traverse the park.

After the track was installed and tested, we still had piles of ballast at the four corners of the track that had not been used. For our rides we created signs for mines in the Yuma area. We use broken handles from the UP crews to display Fortuna, Obregon, Picacho, and American Girl mines. A building was created as a Hotel, Café, and Assay office. This building was made from 2x2 railroad ties that we received from track we purchase to start our railroad in 2008. This track came from the Pacific Northwest near the Canadian border, and it was well seasoned from the climate. These ties were removed from the switches and ripped into slats. The outer slats were used for the roof shingles and the inner slats were used on the siding of the building. The building is placed alongside our main line where the Yard lead connects. We tell the passengers that the building is used for assaying the ore that come from the mines, and then the ore is shipped out to the smelters on the Yard lead.



Spring Passenger totals: *by Wm. Kent Corcoran Sr.*

Special thanks to the many volunteers and supporters who have

March 13, 2011	197 passengers
March 27, 2011	69 passengers
April 10, 2011 Easter	161 passengers
April 24, 2011	120 passengers including 1 Hobo
May 8, 2011 Mother's Day	38 passengers
May 22, 2011	58 passengers
June 18, 2011	19 passengers

Finishing touches for the siding *by Wm. Kent Corcoran Sr.*

When we completed our track installation at Joe Henry Park we did not get the passing siding in perfect condition due to a lack of fish plates to join the tracks together. We used one fishplate instead of two just to keep it together but we did not put it into service during public rides. We did test the siding several times and had derailments, so we did not use the siding except to park the train on it.

After a work session at Dale Giles' shop we gathered the dozen fish-plates and other materials needed to complete the siding. We installed the second fish plates to the joints that were deficient and adjusted the grade of the track. Then we adjusted on the gauge of the track on the S.W. turnout. Finally we tested the track with the train to locate any areas needing fine tuning. Before too long we were routing the trains from the main line to the passing siding on our public trains.



Donated machine equipment by Wm. Kent Corcoran Sr.

With Leonard Houpt as our President and his connections to other Live Steam Clubs he has been able to procure donations from many different individuals that have improved our club in large and small ways. In January 2010 we received a donated Southbend lathe, drill press & air compressor with the aid from John Mueller, Roger & Babe Netz.

This spring we received a Hendey-Norton vertical mill, two punch presses and two large anvil stands along with miscellaneous tooling for the mill from John, Roger, & Babe. These items were in their storage locker and they needed to be cleaned out. We had to make two trips to Phoenix to bring this equipment to Yuma due to the gross weight of the items. Kent Corcoran Sr. conscripted his Father-in-Law to provide a truck and trailer to retrieve the items.

The storage locker was packed with the bits and pieces of projects not completed. The first thing to do was to clear a path to access the donated items. Once the aisle was opened we backed the trailer towards the storage entrance. First to be loaded were the punch presses on a furniture dolly, and then the anvil stands were rolled out and onto the trailer using pipes as rollers. Once the equipment was secured for travel we headed to Yuma and unloaded the equipment at Dale Giles' shop.

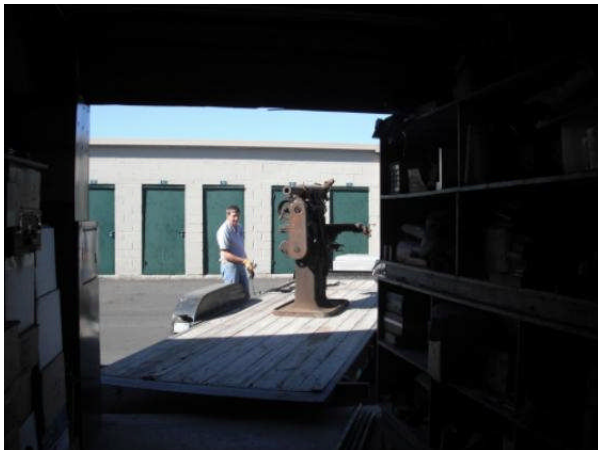
The next weekend we returned to Phoenix to for the rest of the equipment. This time Chuck Finnilla borrow a tilt bed trailer from his employer, DPE Construction and Ray Henry provided the truck to tow it. Employing the tilt bed trailer, the pipes for rolling, & a come-along winch, the Mill was loaded with ease. We did need stronger straps to secure the mill and insure it would stay on the trailer. When leaving Phoenix we were passed by a D.P.S. officer who slowly passed us and stared at our cargo. We could see a confused look on his face as he processed what he was seeing and trying to determine what it was we were moving.

Once we returned to Yuma the mill was unloaded at Dale's shop in reverse order. Then the mill was tucked into a corner until we could restore it back to operation.





Loaded down at the storage locker and resting at a truck stop with the other cargo.



The mill in its corner for way too many years before it is loaded to be reborn again.

Above the anvil stands and punch presses loaded. Below they await the chance to be productive again.



Track Improvements *by Wm. Kent Corcoran Sr.*

When the track was installed at Joe Henry Park we had two grade crossings for vehicles to cross the track into the centre of the track. As usual the small details seemed too small to worry about. From the start these grade crossings were a problem. When large trucks with trailers in tow crossed over the trailers would catch the grade crossing and pull it out of position.

The first time this occurred was when our balast material was delivered. Since the track was being installed it was not that big of an issue. The second time was on the day we were going to do our final track testing. On that day Taylor Farm was having a company picnic and one of the trucks with Port-A-Potties yanked the track out from this crossing.

We extended the ramps over the crossings to make an easier slope and used the ballast rock that was left over from installing the track so that the grade crossing is easily identified.



The Container lead was put together in a temporary fashion so that we could move the consist into and out of the container for storage. Because it was a temporary design, rail cars needed to traverse the rails one at a time on the Container lead. The rolling stock would derail at any point on this track causing delays in set-up and retiring the train.

We scheduled a work session to rectify these track issues for a Saturday morning. From the Container lead to the Yard lead, it was stabilized and leveled. The Container lead crosses the drainage ditch and after crossing the street the Yard lead is precariously close to the retention basin. When the project was completed the derailments were reduced drastically.



Yuma Territory Live Steamers
1336 S. 4th Avenue
Suite A
Yuma, Arizona 85364
www.yumalivesteamers.org

928-782-1988
928-782-2069 fax
Email:
livesteamersofyuma@yahoo.com

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Secretary	Kent Corcoran Sr.
Treasurer	Marsea Petry
Train Master	Dale Giles
Track Superintendent	Kent Corcoran Sr.
Yard Master	Vacant
Safety Committee	Vacant

Public Rides will be provided on the 2d and 4th Sundays of the month from March until the end of May. The train departs at 12:00 noon and retires at 4:00pm

Special thanks to all of our supporters and volunteers who have helped us build our railroad; Al Epp, Ted Mottle, Buck Erickson, Michael & Irene Firomski, Brian Lee, Les George, Chuck Andrews & Family, Dave Florence, Paul Skidmore, Tim Gilliland, Les Dent, Russ Wood. Corporate donations from DRB Mining, Pacific Steel, David's Custom Welding, and DPE Construction.