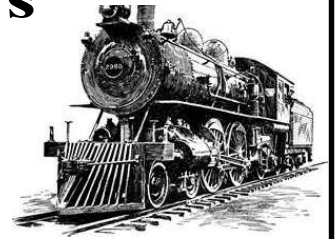


September 1, 2017

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



### President's Message

Sunday Sept. 10 is the starting day for giving train rides to the public. Come early for your safety briefing before giving rides. You have to have passed the engineer test. You should have that done by now. Saturday Sept. 16 is the board meeting at noon and general membership meeting at 1 pm. Only in September.

Our annual inspection by the county will be in Sept. Come out and clean up around your containers and inside (gas cans up on a shelf at least 5 feet high) your container.

Saturday Sept 16 we are asking anyone that can help with inspection of all of the club rolling stock and if you are going to donate cars for the Christmas run please bring them to the steaming bays to be inspected that day also.

Saturday Sept. 23 please come out and help trim trees in friendship gazebo, the birthday party area, and clean up the walkways to the loading station and steaming bays.

I was at the Oregon Coast Scenic Railroad two weeks ago. We boarded an American Prairie steam engine number 25 (2-6-2) built in 1925. Got on the train in Garibaldi in Tillamook Bay. We road up the coast to Rockaway beach. Got off the train and walked the beach. Got back on the train and backed the train 6 miles to Garibaldi. Needless to say the coast was beautiful. *Photos of engine on page 12.*



Adobe yard track is complete. Cheep rock will be laid in between the yard track to make it easy to walk thought the yard. Thank you all that helped to get it done. Also, Pottsville is not done yet due to a lot of bad ties.

Terry Liesegang has put an electric switch out at Artchoo Jct. Please read his article so you won't get lost. *Page 4-5.*

The club needs three people to run the nominating committee for next year's borad. Please be prepared to volunteer at the Sept. meeting. *More details page 3.*

Safety First

Perry

## Calendar of Events

## September 2017

Safety briefing, Sunday, Sept 10, 11:30 AM

Public Runs - first day Saturday Sept. 10 12:00 - 4:30

**Christmas planning committee meeting .....Sat Sept 16 9:30 AM**  
**Ford Station**

Bd meeting and Gen meeting: **3rd Saturday, September 16 12:00 PM**

Work week prior to meet has been approved October 16 - 22 (see page 17)

\*\*\*Fall Meet\*\*\*

October 25, 26, 27, 28, 29

First Christmas run. Sunday December 1, 6:00PM - 8:30 PM

**RUN CREWS ARE STILL NEEDED FOR FALL - PLEASE HELP OUT**

Abbreviated Minutes from  
August 12th

General meeting began at 12:00 PM

One minute of silence to honor Al Ford

County inspection in September - CLEAN UP BETWEEN CONTAINERS

Dave Griner to head up Planning Committee

Schedule to rotate equipment has been made -bottom of page 10

Looking into hydraulic motor for transfer table

New Procedure for reporting accidents See page 11.

Superintendent's reports:

**All reports status are of August 15th - see board at Ford station for any updates.**

Construction, Cliff Fought - See Pete's project list page 3.

Operations, Hank Gallo - Inspection of all rolling stock, Sat Aug 19th

Tower, Greg Gorman - Nothing new to report.

Maintenance of Way, Joe Schnyder - All branches are open? Pottsville has bad ties.

Boiler Inspector, Bill Pardee - nothing to report.

Safety, Pete Pennarts - **Fire ban is lifted**

Road signals, Terry L. - All signals have been standardized - see page 4 -5

Christmas Committee, Joe Kalisack - see page 5

WE NEED MORE ENGINEERS.

**We are still looking for a new editor for S.T. Contact Perry  
Sandy is retiring!**

Sandy Rauperstrauch, Stack Talk editor, thanks all who send photos and articles. Without you, there would not be a newsletter. Remember to submit articles and photos one week before the end of the month to allow for formatting in the newsletter. [braup@cox.net](mailto:braup@cox.net) or [srauper@gmail.com](mailto:srauper@gmail.com)

**2017  
MLS Board of  
Directors**

**Perry McCully**  
President

**Pete Pennarts**  
Vice President

**Bob Douglas**  
Treasurer

**Mike Lewandowski**  
Secretary

**Mick Janzen**  
**Joe Fego**  
**Mike Grant**  
Members at Large

**Cliff Fought**  
Construction  
Superintendent

**Hank Gallo**  
Operations  
Supervisor

**Greg Gorman**  
Tower Signal  
Superintendent

**Terry Liesegang**  
Road Signal  
Superintendent

**Bill Pardee**  
Boiler Inspector

**Pete Pennarts**  
Safety

**Joe Schnyder**  
Maintenance of Way  
Superintendent

**Al Ford**  
Construction  
Superintendent  
Emeritus

**John Bergt**  
Past President  
2016

**Timothy Freeman**  
Web Master

**Jim Zimmerman**  
Engineering Test &  
Card Administrator

**Sandy Rauperstrauch**  
Stack Talk Editor

## Safety at MLS

# Fire Ban Has been lifted!

### Pete's Corner

You all know how hot it can be during the summer months, this year hasn't disappointed. The heat just keeps coming. Even with the challenge of the heat, work at the train club keeps going. The tracks have been a big project this summer with all the kinking. Want to give a shout out to Joe, Bob, and Terry! They keep plugging away at replacing the kinked track. Thanks Guys!

The work at the club is never ending. Here is a list of small items that need to get done around the park.

1. Paint Station and Vendor area fencing.
2. Fill around the sidewalk concrete pads.
3. Cut and trim the branches on the Train Routes.
4. Help with Adobe yard work.
5. Clean transfer table track.
6. Clean steam bay areas.
7. Help at the sawmill with ties and panels.
8. Help with track work sidings and ballast.
9. Install new signs around the railroad.
10. Check the routes for missing mile markers.
11. Clean up between containers.

These are a few items that need to be done. If you have time and come out to help, please contact Cliff, Perry or myself. We need your help to maintain the Railroad. As the weather is very hot now, please remember to keep hydrated. Also, keep an eye out for the slithering visitors.

See you at the Park,  
Pete

We are announcing the start of the 2018 Officers and BoD members election process. Each year we nominate and elect seven positions. Four positions are the President, Vice-President, Treasurer, and Secretary. Three board positions are at large positions. These positions serve the Officers on special assignments that need to be addressed during the year. The process starts in the month of Oct. with nominations from the members. All nominations must be verified by the election committee. At the end of the month, the names are placed on the official election form and ready for distribution. You will have two weeks to cast your votes on the form and return it to a folder in the clubhouse or bring it to the Nov. meeting. Only signed forms will be counted. There are four ways to get a copy of the form: Stack Talk, clubhouse, website, or email blast. The counting of ballots will take place at the Nov. board meeting.

Regards, Mike Lewandowski. (MLS Secretary)

**Reminder: If you shop at Fry's Grocery, don't forget to re-new your donation form on line in Sept for MLS to receive donation dollars. Set your account up at Fry's, on line.**

## Route Selection at Racewatch

from Terry

A new function has been added at Racewatch on the East Werner subdivision. At the south (geographical) end the double track mainline, where it converges to single track mainline, a control panel has been added. See photo 1.

The control panel allows train crews or operators to select the route they want to take after leaving Racewatch. When approaching the control panel do not confuse the block signals with the control panel indicators. The control panel has two indicator lights and one route select switch. The green light shows the "NORMAL" route and the yellow light shows the "DIVERGING" route. The route select switch is a three position switch, top position selects "NORMAL" route select, center position is "OFF", and bottom position is "DIVERGING" route select.

There are two routes that can be selected by the train crew or operator.

The first route is to follow the mainline from Racewatch through Arntchoo Junction stopping at flashing red aspect, proceed per the rulebook Rule 363 and then proceed to Cobb Canyon where you will be entering West Werner subdivision. This is the "NORMAL" route that is the default when the signals are activated. The green aspect on the control panel indicates that the "NORMAL" route has been selected. In order to confirm that the "NORMAL" route has been set by the control panel, the train crew or operator should move the switch mounted on the control panel to the up or "NORMAL" route select position, and then return it to the center position "OFF". See Photo 2.

Photo 1



Photo 2





Photo 3

The second route is to take the “DIVERGING” route at Arntchoo Junction and proceed to the inbound Arntchoo mainline after stopping at “STOP” sign then proceed per the rulebook Rule 366, you will be entering the Arntchoo subdivision which is not signaled per rulebook Rule 351. The yellow aspect on the control panel indicates that the “DIVERGING” route has been selected. In order to confirm that the “DIVERGING” route has been set by the control panel, the train crew or operator should move the switch mounted on the control panel to the down or “DIVERGING” route select position, and then return it to the center position “OFF”. See Photo 3.



The reason for activating the switch each time on the control panel is to align the turnout to the correct position (as indicated by the green “NORMAL” light or yellow light “DIVERGING”) in case it has been moved manually by another train crew or operator.

Prior to passing through the turnout, visually verify that the points are set correctly (“NORMAL” or “DIVERGING”) and are aligned for proper operation through the turnout (maintain correct speed through turnout per Rule 532). Note when the signal system is off, the control panel is off also and the turnout requires manual operation.

Prior to passing through the turnout, visually verify that the points are set correctly (“NORMAL” or “DIVERGING”) and are aligned for proper operation through the turnout (maintain correct speed through turnout per Rule 532).

**Note: When the signal system is off, the control panel is off also, and the turnout requires manual operation.**

### Reminder for the Holiday Lights Committee

On Saturday September 16th, the Holiday lights Committee will be conducting an inventory of our Holiday Decorations. This will give everyone the opportunity to see the decorations we have for your responsible area. We will meet at Ford Station and leave at 9:30 am to go to the storage area. Please have a pad & pencil / pen to take notes of what we need to replace, fix etc. This should give us ample time prior to the BOD / General meeting.

Joe Kalisak

## The Best Friend Anyone Could Ever Have

“If it’s not written on a napkin, it’s not necessarily official.” This was a comment often heard in the early days of MLS because of Al Ford’s predilection for drawing track designs on napkins wherever he happened to be when the inspiration came to him. That inspiration often came at lunchtime, when a group would be discussing the new plans. Someone at the table would propose an idea to Al, the Construction Superintendent. Others would express additional thoughts to modify or improve on the idea. Al always listened to anyone’s ideas and encouraged everyone to contribute. As the concept grew, he would quietly begin to draw the design... on a napkin of course. Al had an amazing knack for looking at a piece of land and envisioning how it could be used to the best advantage. What eventually emerged was an elegant track plan that worked very well. Most of those designs are still in place and unchanged today.



Al Ford and Wonder Woman (Mick)  
Photo taken April, 2017

Al’s vision and dedication shaped the railroad, the club and the organization that we all love in every way. He was there every single day, working tirelessly to build his dream railroad into a reality. He drove an old pickup truck with a camper shell that had everything that could possibly be needed for the various projects inside; all one had to do was find it.

Al was an endless source of facts and knowledge about Railroads, especially his favorite, the Pennsylvania Railroad. He was always the person to go to with a question about how the “real railroads” did things. He wanted our railroad to be accurate. That is why he did not want interchange tracks between branches. He wanted to maintain each one as a separate line, connecting only at the ends like the “real railroads” did.

Al had a vision for our club that was different from the prevailing philosophy of the day. He wanted our railroad to be known as a friendly and welcoming place. His leadership, inspiration and example have made it so.

Al lived all aspects of his life wholeheartedly and with passion. He was a dedicated family man who adored his wife, Arlene, who became his perfect soul mate. They enjoyed all of their 48 years together, and raised 5 children. Arlene shared and supported Al’s hobby and dreams and unflinchingly cheered all his triumphs and accomplishments. They were a perfect couple.

Finally, Al was a special friend, the best friend anyone could ever have. He had a profound and lasting impact on our lives. His sparkling dancing blue eyes, kindness, gentle wit and sharp intelligence brought a richness to our lives. His bright humor brought out the funniness in everyone around him. We, who loved Al, will never forget him or the special times we spent with him.

Farewell dear friend. Having you in our lives has been an honor.

Jim Zimmerman and Mick Janzen

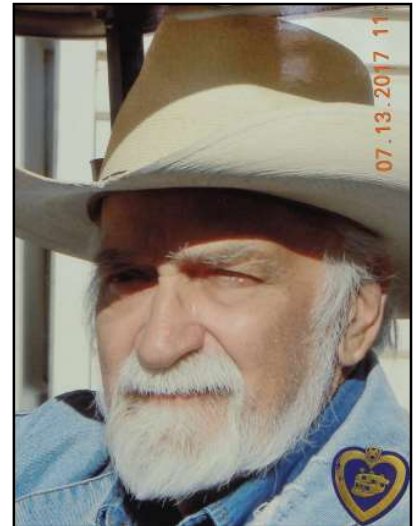
There will not be any service for Al, but there will be a memorial service at the club. Date to be announced

## MEMORIES of AL FORD

11/20/1934 to 8/5/2017

One Saturday afternoon my wife and I drove over to the Railroad Park in Scottsdale just to see what was happening. Please keep in mind that I was a new member and did not know many of the members and some of the rules.

I found Al sitting on bench in the shade looking at a set of box cabs with several cars coupled to them. Of course being very intrigued I started looking them over, at which time Al ask if I would like to run them, was I ever thrilled, not knowing I was being scammed into filling his obligation of running his train every month for 2 hours, which was required by the club.



Let us jump into my time machine and move forward about a year. At Saturday's club meeting, Al stood up and asked the club for \$50.00 to do some work at Adobe, (now this is the first time that Adobe was ever mentioned). You would have thought that Al had stuck a stick in a bees nest. After the meeting I went up to Al and ask what Adobe was all about. He gave me an address and told me to meet him there that afternoon, so I did.

When my wife and I got there Al was waiting for us. He said get in his truck and he would show me around. I opened the door on the passenger side - I thought I had just opened up Fibber MyGees closet. It took us 10 minutes to pick up the stuff that fell on the ground and another 10 minutes to make room for me to sit in the front seat of the truck - never could make room for my wife. Then off across the desert we went. He just said that there would be track here and there and everywhere, what a vision. This is how he got the name Adobe Al, it was his vision.

Al liked to straighten track, he did that by kicking it with his right foot, how could you tell this, by looking at his right shoe. The toe was all worn out but his left shoe looked brand new. I could just see his closet full of new left shoes and old beat up right ones. This went on for years until he broke a toe.

There are many more stories that can be told, so I will leave room for others to share there stories.

Thank you Al, the club and the hobby and I will miss you.

Cliff and Judy

## “Adobe Al’ Ford’s Dream

Byline: Bob Douglas

My story about ‘Adobe Al’ started in 1998 with my wife, Rose, who met Tom Sellards at Paine Webber across the street from McCormick RR Park. He mentioned that he was a member of Maricopa Live Steamers who was in charge of the track and that I should contact him. Rose told me to get off the recliner and join MLS and do something useful. So, the next day I joined MLS and helped Tom work on their dual-gauge track.

Later, Al Ford introduced himself as Construction Superintendent and invited me to meet him at the new RR park at 43rd Ave. and Pinnacle Road. I met Ray Massie, the Track Superintendent. I helped him lay track outside of the compound gate. Ray told me that he was moving back to St. Louis in the next week.

Al Ford arrived and gave me a two hour tour of the proposed track routes in his Ford truck which had more tools and stuff in it than most people owned. He drove straight then to the left and to the right for miles. I asked why the zig-zag route. His reply was that we will not remove any trees. His goal was to have four single track sub-divisions with passing sidings and a two track main line. He gave me a copy of the entire plan which is attached. He appointed me as the new Track Supervisor since I had one day’s experience and to get started.

Every day at lunch, he would draw a part of a track plan on napkins, then copy the final plan in a note book and gave me a working copy.

I asked him how do I know where to lay the track panels. His reply was to drop them in the center of his well-worn tire tracks. Switches were to be placed where he put red irrigation flags. I could not believe that 100 foot radius track panels and switches fell right in place. The work train consisted of a speeder which went only forward, one hopper and a shovel. Al soon got more equipment from Scottsdale.

MLS had 35 members in 1998, five who wanted to work on the track. I said to Al. “How can we ever finish the job of building your goal of the largest club owned railroad park in the country.” His response was, “Build it and they will come.”

The Pottsville and Bobberg subdivisions were opened for the first Fall Meet in 2000.

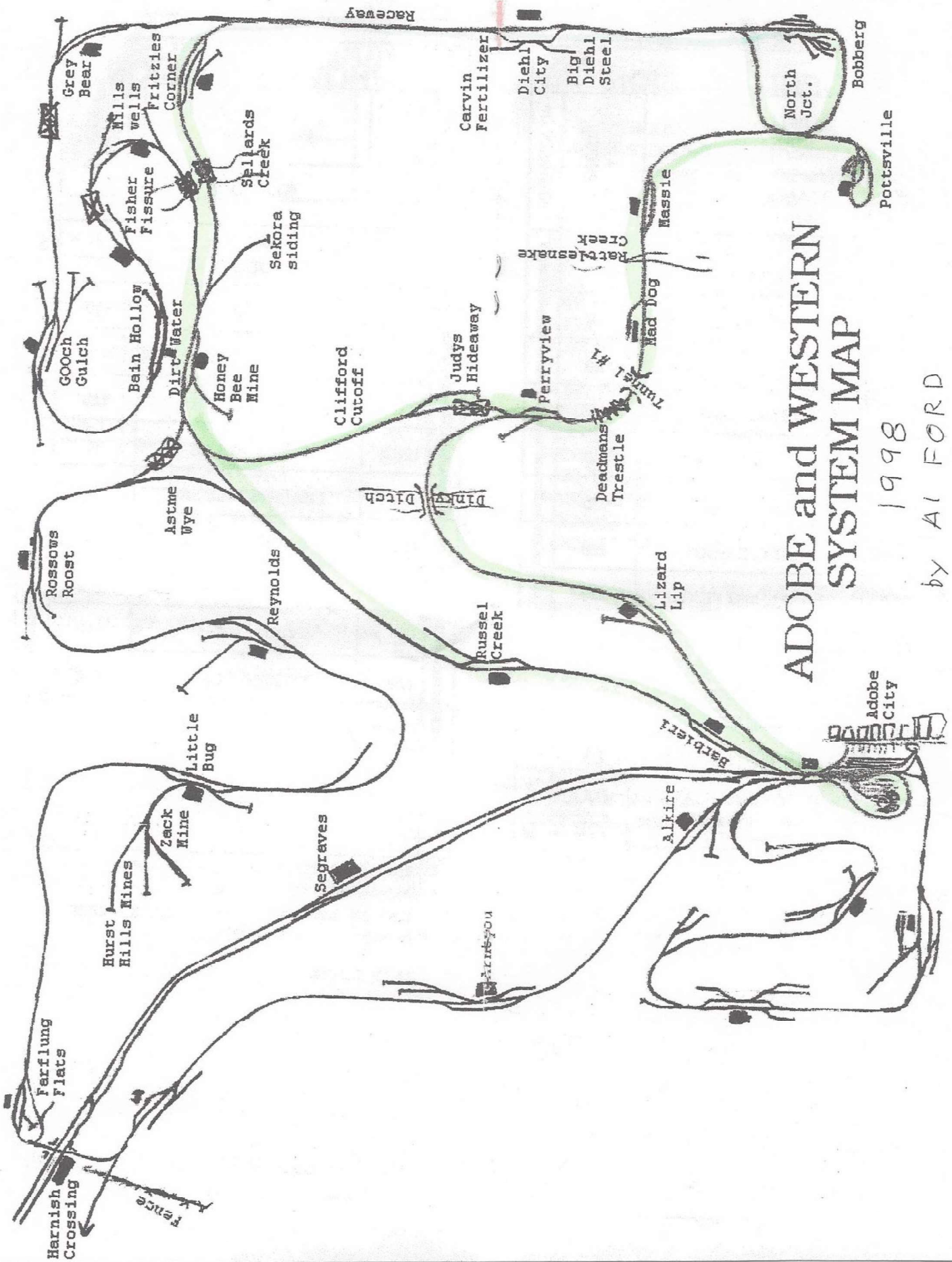
“Adobe Al’s” dream of The Adobe Western RR. the Largest club owned 7.5 inch scale railroad came true on October 14, 2010. He said, “I never thought that I would be alive to see my dream come true.” It took 12 years and 200 members to complete the railroad park. At that time the track team had grown to 24 workers and three work trains with 30 cars.

The next Monday “Adobe Al” picked up a pile of napkins and a pen and to draw more track plans. “Al what are you doing?”

Al’s reply was “You have not seen anything yet”.

But this is a story for another day.” There are eight million stories in Ford Station and this is only one of them.”





**ADOBE and WESTERN  
SYSTEM MAP**

1998

by AI FORD

Al joined the MLS some time prior to our move away from Scottsdale. He was a friend of Bob Martin and together (I think) they became aware of the Adobe property's availability from the city of Glendale. It was largely through their efforts that the MLS began developing the Adobe site. The rest is history. Our club (at Adobe) grew at an astounding rate the few, if any, of us expected. I think that the two most significant contributions were the false-front decorated shipping containers and Al's unique ability to use aerial maps and physical visits to the property to design track & turnout locations that gave us an incredibly versatile railroad that was built with minimal alteration to the natural resources on the property. The MLS is blessed with more than one hundred acres of land to work with. The bigger blessing was Al Ford's ability to provide us with eighteen-plus miles of track that don't appear crowded, yet can support operation of more trains than I can count.

Bill U

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### **An update for Run Crews**

Since the September meeting has been moved to 9/16/17 (third Saturday) we will have the run crew safety briefing Sunday 9/10/17 at 11:30am in the club house. There is a sign in sheet for all attending. You must watch the video and have an up to date engineer card before hauling the public as an engineer or conductor. For anyone who cannot attend, the video will be available to play any time in the club, but you must see me to complete the sign in sheet.

In order to have every volunteer who hauls the public gain practical experience on every club loco, there is a rotation sheet for locos. This ensures everyone will get a day to run each loco. If you are on 4402 this week, next week it will be 4403 and the following week BNSF 2001, then UP 2001. A new loco tip sheet is hanging in the engine shed, that points out the minor differences of each loco. If a loco is down, use the next loco on the list.

### **Public Run Loco Rotation:**

1: 4402 AW	4: 2001 UP
2: 4403 AW	6: 7282 AW
3: 2001 BNSF	7: 6005 PW

Everything is setup, so it is just a matter of confirming with folks that they are still available for their shifts. Sign up sheets for Sunday and Holiday Lights runs are posted in the club house and response has been good. We have added space for a relief crew, so the crews can get 20 minute breaks. The Stationmaster will control the crews and loco rotation sheets. Jerry Grundy will be on vacation at the beginning of Sunday runs, so John Broughman will fill in as Station Master.

## Photographing an accident while pulling the public for Maricopa Live Steamers

This document will provide guidance for Supervisors and train crew members in the event of an accident on the Maricopa Live Steamers (MLS) railroad while pulling the public.

In the event of an accident on the MLS while pulling the public, no action should be taken until a Board member or designated appointee has assessed the situation. In the case of a life threatening injury, 911 should be contacted immediately.

There are three possible courses of action to be taken in the event of an accident and injury while riding a MLS train.

### Case 1:

If the injured person has an open wound and is bleeding or a broken bone, the Board member or designated appointee should call 911 immediately after getting permission from the injured person. If the injured person is a minor, then the parent or guardian must give permission. The Board member or designated appointee should assess the situation and direct the crew to take appropriate pictures. Pictures should be taken of the accident scene, equipment, and surroundings. No pictures are to be taken of the injured person. The emergency personnel will document everything about the injury on the spot and the emergency room will also document the injury as the injured person is brought in.

### Case 2:

If there are no open wounds or broken bones and the injury is a scratch, the Board member or designated appointee should assess the situation and direct the crew to take appropriate pictures. Pictures of the injured person should be taken which show the injury and identify the victim positively. The injured person should be checked for hidden injuries and those should be photographed accordingly. Pictures should be taken of the accident scene, equipment, and surroundings.

### Case 3:

This applies to Case 1 and Case 2, if the injured person (parent or guardian if a minor) declines permission to call 911 or medical assistance at MLS, the Board member or designated appointee will direct what pictures of the injury should be taken. The injury should be fully documented and noted that the injured person (parent or guardian if a minor) refused treatment or assistance. There should be an inspection of the injured person for unseen or hidden injuries.





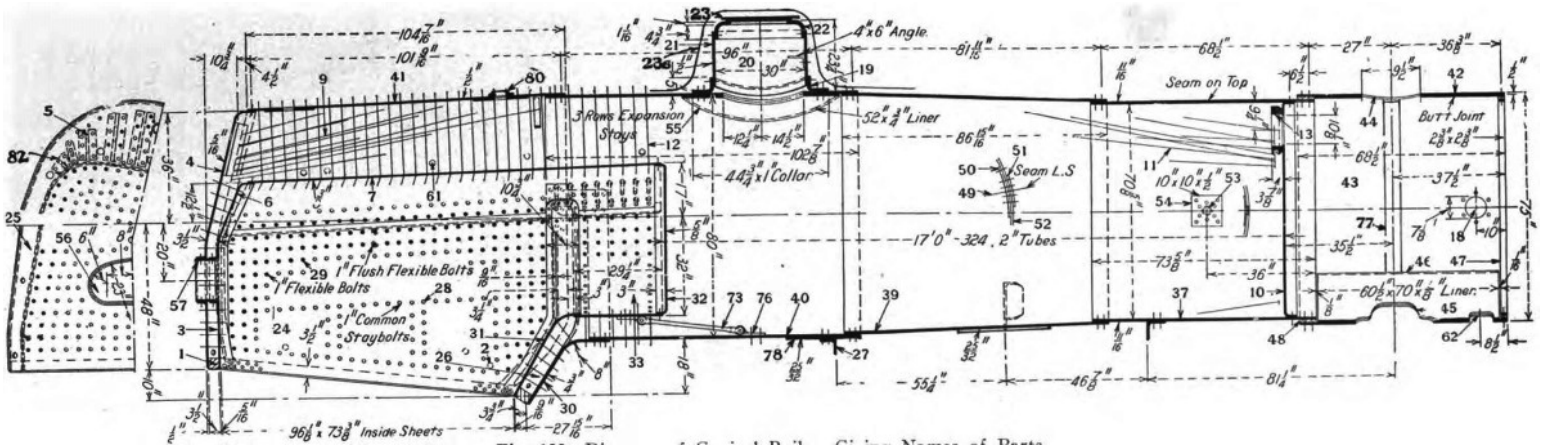
Once again Perry got away this summer, this time to Oregon. Notice the jacket! We won't see those here for a few more months. Was that a ride in the cab, or just a photo op? Good for him, either way!

Oregon Coast Scenic Rail Road

## STEAM LOCOMOTIVES BOILERS

Hello again. This time we will continue the work of building our locomotive, that now directs our attention to the boiler.

As we pursue that end, we will need to be familiar with the terms used to define the various parts of the boiler and to that end we have a drawing from the 1912 Locomotive Dictionary (Cyclopedia) that illustrates said parts and associates them by number with the proper term for that part. (Apologies for the drawing being small, it's the best I could do.....)



This particular drawing provides the basics for discussing boiler construction, however, as the work proceeds we will encounter different construction methods and parts, but we will illustrate and define those as we encounter them

For now, a careful study of this information will help bring clarity to the discussions in the future. Looking forward to that first 90 deg. day.....take care.

Dave

## *Names and Parts of Boilers*

- |   |  |
|---|--|
| 1. <i>Foundation of Mud Ring</i>          | 43. <i>Smokebox</i>                        |
| 2. <i>Blow-off Cock Hole</i>              | 44. <i>Smoke Stack Opening</i>             |
| 3. <i>Back Water Space</i>                | 45. <i>Steam Pipe Opening</i>              |
| 4. <i>Back Head</i>                       | 46. <i>Smokebox Bottom Liner</i>           |
| 5. <i>Back or Door Sheet of Firebox</i>   | 47. <i>Smokebox Front Ring</i>             |
| 7. <i>Crownsheet</i>                      | 48. <i>Smokebox and Shell Ring</i>         |
| 8. <i>Outside Firebox Sheet</i>           | 49. <i>Longitudinal Stay</i>               |
| 9. <i>Back Head Brace</i>                 | 50. <i>Inside Welt</i>                     |
| 10. <i>Front Tube Sheet</i>               | 51. <i>Outside Welt</i>                    |
| 11. <i>Front Tube Sheet Brace</i>         | 52. <i>Shell Plate</i>                     |
| 12. <i>Radial Stay</i>                    | 53. <i>Check Valve Hole</i>                |
| 13. <i>Stiffening or Tube Sheet Ring</i>  | 54. <i>Check Valve Hole Pad or Liner</i>   |
| 14. <i>Sling Stay</i>                     | 55. <i>Dome Liner</i>                      |
| 15. <i>Sling Stay Tee</i>                 | 56. <i>Fire Door Hole</i>                  |
| 16. <i>Crownbar</i>                       | 57. <i>Fire Door Hole Ring</i>             |
| 17. <i>Crownbar Bolt</i>                  | 58. <i>Arch or Water Tube</i>              |
| 18. <i>Smokebox Cleaning Hole</i>         | 59. <i>Arch Tube Plug</i>                  |
| 19. <i>Dome Base, Flange or Collar</i>    | 60. <i>Brick Arch</i>                      |
| 20. <i>Dome</i>                           | 61. <i>Wash Out Plug Hole</i>              |
| 21. <i>Dome Shell</i>                     | 62. <i>Cinder Valve Hole</i>               |
| 22. <i>Dome Cap</i>                       | 63. <i>Grate Bar Thimble</i>               |
| 23. <i>Dome Cover</i>                     | 64. <i>Dash Plate</i>                      |
| 23a. <i>Dome Casing</i>                   | 65. <i>Dry Pipe Hanger</i>                 |
| 24. <i>Firebox</i>                        | 66. <i>Grate Water Tubes</i>               |
| 25. <i>Side Water Space</i>               | 67. <i>Wash Out Plug Hole Flange</i>       |
| 26. <i>Front Water Space</i>              | 68. <i>Firebox Side Sheet</i>              |
| 27. <i>Waist Sheet Angle</i>              | 69. <i>Combustion Chamber Course</i>       |
| 28. <i>Common Short Stay Bolt</i>         | 70. <i>Safety Valve Dome or Turret</i>     |
| 29. <i>Flexible Staybolt</i>              | 71. <i>Safety Valve Turret Swash Plate</i> |
| 30. <i>Throat Sheet</i>                   | 72. <i>Injector Delivery Pipe Hanger</i>   |
| 31. <i>Inside of Firebox Throat Sheet</i> | 73. <i>Combustion Chamber Brace</i>        |
| 32. <i>Back Tube Sheet</i>                | 74. <i>Belly Wash Out Hole</i>             |
| 33. <i>Combustion Chamber</i>             | 75. <i>Belly Wash Out Hole Flange</i>      |
| 34. <i>Throat or Belly Brace</i>          | 76. <i>Boiler Brace Foot</i>               |
| 35. <i>Tube</i>                           | 77. <i>Smoke Box Joint Ring</i>            |
| 36. <i>Flue for Superheater Unit</i>      | 78. <i>Waist Sheet Angle Liner</i>         |
| 37. <i>First Course</i>                   | 79. <i>Water Gauge Cock Hole</i>           |
| 38. <i>Second Course</i>                  | 80. <i>Whistle Flange</i>                  |
| 39. <i>Conical or Gusset Course</i>       | 81. <i>Gusset Stay</i>                     |
| 40. <i>Dome Course</i>                    | 82. <i>Crow Foot</i>                       |
| 41. <i>Roof Sheet</i>                     | 83. <i>Boiler Cross Brace</i>              |
| 42. <i>Smokebox Shell</i>                 |  |

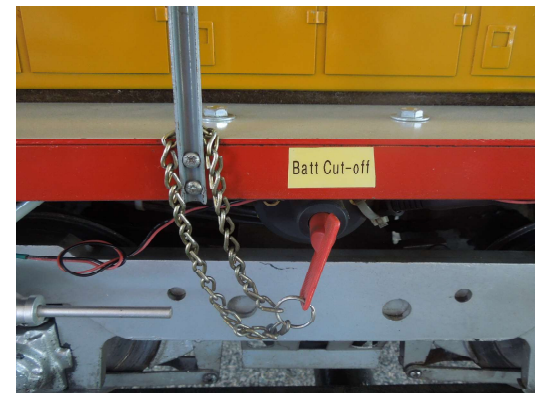


## MLS Loco Tip Sheet 8/2017

**General:** Check oil and add fuel (you must provide your own fuel if using for private use). Fuel fill is generally on the left or right belly tank. Generally inspect loco looking for leaks, loose wires or hardware. If anything is noticed, do not use loco and mark with red tag (include problem, date and your name). Red tags are in station master desk and work shop. You must log in/out hours and time in the loco log books, stored on either side of the club loco container. All locations are based on sitting in the engineer's seat. Yellow identification labels should be prominently displayed. All locos have a control stick for direction with a center neutral (Locos have a neutral safety switch) and have a throttle lever on the joystick for engine RPM. 7282 has two sticks, left stick for engine RPM. All horn controls are on the joysticks of the locos.

**2001 BNSF (16 hp):** This loco is reserved for public runs only. Battery cut-off switch above right side front truck. Turn to off (vertical) when loco is stored. Choke is on rear pilot marked "ETHER COLD START". Pull to activate choke. Ignition key and light/fan switches are on rear porch. 1 gallon fuel tank. New in 2001.

**2001 UP (16 hp):** Battery cut-off switch above right side front truck. Turn to off (vertical) when loco is stored. The riding car is a powered slug. 2 gallon fuel tank. New in 2001.



**411 SF (16 hp):** Battery cut-off switch at the rear of the loco, below body. Turn to off (vertical) when loco is stored. This unit had Tom Bee air brakes installed on the engineer car in 2016 for testing. Air brake controls are on the joystick. 2 gallon fuel tank. New in 2000.



**4402/4403 AW (16 hp):**

Choke in right side cab window, pull out to activate. Oil dipstick Left side cab window. Battery cut-off switch above right side front truck. Turn to off (vertical) when loco is stored. Lights and ignition switch on rear porch. 3 gallon fuel tank. New in 2002/2003.

**6005 PW (8 hp):** New in 2005. Battery cut-off is under the rear most fan. Choke is under the body, right side above the front truck.



**7282 AW (8 hp):** Hydrostatic drive for smooth control. Fan removed to show fuel filler. Left stick is engine RPM control. Small .75 gallon fuel tank. New in 1982.



Public Run Loco Rotation: 1: 4402 AW, 2: 4403 AW, 3: 2001 BNSF, 4: 2001 UP, 6: 7282 AW, 7: 6005 PW

## Maricopa Live Steamers 2017 Faall Meet      Oct 25-29, 2017 Registration Form

Please pre-register by October 20, 2017

Name:

(As you want it to appear on name tag)

Additional family members:

Address:

City:

State:

Zip:

Phone:

Email Address

Arrival Date \_\_\_\_\_ Departal Date \_\_\_\_\_

Will you be bringing any equipment? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes Please list the type and car number (if applicable).

Motive Power \_\_\_\_\_ Rolling Stock \_\_\_\_\_

(Note: Due to dry conditions, solid fuel steam engines require spark arrestors.)

**Are you bringing an RV? RV's are permitted from October 23 to October 29**

**DRY CAMPING ONLY: NO ELECTRIC, NO WATER, NO SEWER** See page 17 for work week info.

Item	# of people		Price		Total
Pizza Dinner + Drink Thursday Oct 26		X	\$8.00	=	
Fried Chicken or BBQ + Drink Friday Oct 27		X	\$9.00	=	
Pot Luck + Drink Saturday Oct 28 Bring an item or pay \$10.00		X	\$10.00	=	List item you will bring
Registration Administrative Fee <b>(Non Refundable)</b>	1		\$5.00		<b>\$5.00</b>
Each Additional Family Member's Administrative Fee <b>(Non Refundable)</b>		X	\$2.00	=	
Total Enclosed with RSVP					

Continental Breakfast will be served on Saturday morning at a cost of \$2.00 per person.

Lunch with drink will be served Wednesday through Saturday at a cost of \$7.00 per person.

ALL ATTENDEES MUST ATTEND ONE SAFETY BRIEFING.

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

# 2017 FALL WORK WEEK

## 10/16 - 10/22

### MARICOPA LIVE STEAMERS 1ST ANNUAL WORK WEEK REGISTRATION FORM

We are having our first annual work week this year. It will be before the fall meet, 10/16 - 10/22. We will be working from 7:00am until 2:00pm every day. We have a lot of little and big projects that need to be done. So bring your shovels, tree trimmers, rakes, and cordless drills, and/or paint brushes and put your name on your tools.

Listed below are a few items.

1. Track ballasting
2. Tree trimming
3. Track panel making
4. General clean up
5. Painting

Just to name a few. You can even enjoy running your trains after working. If you are available during this time come out and help.

Are you bringing an RV? \_\_\_\_\_ License # \_\_\_\_\_

RV camping is dry camping only

(If you come for work and the meet you can have your RV there both weeks.)

Please let us know so we can have a job ready and supplies available.

Lunch will be served each day for \$5.00 but no breakfast or dinner. (Sorry about that.) We will have coffee.

NAMES \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_

PHONE \_\_\_\_\_ E-MAIL \_\_\_\_\_

DO YOU PLAN TO HAVE LUNCH \_\_\_\_\_ HOW MANY \_\_\_\_\_

PLEASE SEND REGISTRATION form TO:

MARICOPA LIVE STEAMERS  
22822 NORTH 43RD AVENUE  
GLENDALE AZ 85310

Or Pete Pennarts: penn620@cox.net