

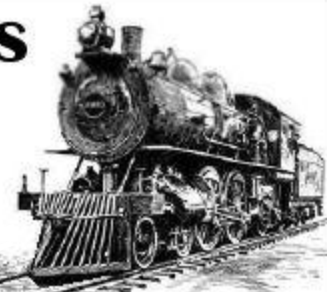


Maricopa Live Steamers

STACK TALK

DECEMBER 2017

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



President's Page



Merry Christmas to you all and have a Happy New Year 2018.

This is the last letter from the lame duck president. You have treated me very well this past year. Not too many hard questions to answer. I will leave (I'm not leaving the club, ha ha) you all in the good hands of Pieter Pennarts, Joe Schnyder and Mick Janzen.



This is the first year that we were ready for the Holiday Lights. Thanks to everyone that helped to put it all together. It looks great! Thank You! We had about 80 members and guests come and ride the train on Thanksgiving night for a preview.

Holiday Lights started on Nov. 24 and 25 and broke attendance records for the first night's run. 751 riders came and had a good time on the 6 trains Friday night. We had 724 riders on Sat. night and ran 5 trains. As usual the club could use some more help. **Needed are train crews, parking lot attendants, and a few more volunteers for the concession stand.**

Christmas lunch is Dec. 9 after the meetings. Its pot luck and always good food. Donna Hohm is running the lunch. If you have questions please call her. I'm sure she could use your help also.

The board is working on two projects that entail safety rules for remote (R/C) operated trains and trains that use propane. More and more trains are using propane, and R/C trains are up and coming. Just trying to be proactive and prepared. Any suggestions or comments are helpful.

It seems that we are still having a shortage of train crews on Sundays. Please don't leave this club high and dry on Sunday. The club needs your help desperately. I can't do it every weekend. We have some very dedicated volunteers but they need a break too.

Have a safe and great Christmas and a happy new year, and don't do anything I wouldn't do.

Safety First

Lame Duck President (and I promise not to take anything from the club house)

Perry



Pete's Corner



Here we are in December and the Christmas runs have started. The Fall meet is behind us and work continues on the park, as well as other projects. My head is spinning at how fast time flies.

All that said, we continue to move ahead and get things done. Thanks to all, who work so hard to keep the park going strong.

As we look ahead to next year, we are looking and asking our club member if there are any items you feel need to be done. We will continue with track work and switch replacements. There has been discussion that our parking lot could use some work, mainly for our Christmas runs. I would like to hear your input.

It has come to my attention that 2018 will be MLS's 50th year anniversary. We are looking at making our Spring Meet the time to celebrate this event. I am open to any suggestions on how we can make this event special. Since we decided to have the Meets a week long this year, we have time to plan something special.

Just a reminder to all supervisors, we need your budget for next year. Please turn it in ASAP.

Volunteers are needed. **It takes about 36 volunteers for each night we have the Christmas runs.** We can always use your help during this time of year. Please sign up. **We always need help on Sunday runs too.** Thanks to all that come out and help. These two train runs help us continue to make Improvements, as well as maintain the park. Volunteering is as much a personal reward for you, as it is for the club.

I am very sad to say we had fellow train club members pass away this year. Please remember them and their families during this Christmas season.

Thanks to all of our members for making MLS the club that it is.

Merry Christmas and a Happy New Year to you and your family.

Pete Pennarts



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

Joe Schnyder
Maintenance of Way
Superintendent

Greg Gorman
Tower Signal
Superintendent

Terry Liesegang
Road Signal
Superintendent

Bill Pardee
Boiler Inspector

Pete Pennarts
Safety

John Bergt
Past President - 2016

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

Ken Giordano
Stack Talk Editor

Send articles / photos to:
MLSnewsroom@gmail.com

DECEMBER CALENDAR

| every Sunday | NOON | Sunday Public Rides |
|-------------------|----------|---|
| Fri. 12/ 1 | 4:00 pm | and (please see article on Page 16) |
| Sat. 12/ 2 | 5:00 pm | Safety Meeting for Nighttime Runs (Pete Pennarts) |
| Fri-Sat. 12/ 1-2 | 6:00 pm | Holiday Lights Nighttime Public Rides |
| Sat. 12/ 2 | 5:30 pm | Mustang Night (Hank Gallo) |
| Fri-Sat. 12/ 8-9 | 6:00 pm | Holiday Lights Nighttime Public Rides |
| Sat. 12/ 9 | 10:30 Am | Holiday Lights Committee (Joe Kalisak, Team) |
| | 12:00 pm | Closed Board Meeting |
| | 12:30 pm | General Meeting |
| | 1:00 pm | Christmas Party / Pot Luck (Donna Hohm, Team) |
| Fri-Sat. 12/15-16 | 6:00 pm | Holiday Lights Nighttime Public Rides |
| Fri-Sat. 12/22-23 | 6:00 pm | Holiday Lights Nighttime Public Rides |
| Mon. 12/25 | all day | Christmas Day (Family) |
| Fri-Sat. 12/29-30 | 6:00 pm | Holiday Lights Nighttime Public Rides |
| Mon. 1/ 1 | all day | New Year's Day 2018 (Family) |

BOARD MEETING MINUTES

Nov. 11, 2017

(see note below)

130 people attended the Fall Meet 2017.

Registration deadline for the Winterfest 2018 Operations Meet is Dec 31st.

Terry L will write a rule for the safety and control of R/C electric locomotives.

Safety members will be double-checking all trains during the Holiday Lights Runs.

John B will publish the tentative 24-month event schedule as agreed to.

2018 Board of Directors election results:

- | | |
|--|-------------------------------|
| Pete Pennarts – President | Joe Schnyder – Vice President |
| Mick Janzen – Secretary | Bob Douglas – Treasurer |
| Board Members-at-Large – Mike Grant, Joe Fego, Dave Griner | |

Terry L announced a new signal at Far Flung curve.

2017 Priority Tasks are being completed.

ISSUE: Volunteers must use the log books to record their working time on projects.

ISSUE: Transfer Table speed switch needs maintenance.

(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 Meeting, they are posted on the Members-only webpage.)

- Perry McCully**
President
- Pete Pennarts**
Vice President
- Mike Lewandowski**
Secretary
- Bob Douglas**
Treasurer
- Mick Janzen**
- Joe Fego**
- Mike Grant**
Members at Large
- Cliff Fought**
Construction Superintendent
- Hank Gallo**
Operations Superintendent
- Joe Schnyder**
Maintenance of Way Superintendent
- Greg Gorman**
Tower Signal Superintendent
- Terry Liesegang**
Road Signal Superintendent
- Bill Pardee**
Boiler Inspector
- Pete Pennarts**
Safety
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- 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



Merry Christmas!



Ken Giordano
Stack Talk Editor

Send articles / photos to:
MLSnewsroom@gmail.com

LETTER FROM THE EDITOR

I wish to thank the readers for your overwhelming outpouring of support for my first issue of the Stack Talk. It wasn't without errors, however, and now I wish to make those corrections. Never having been an Editor before, I broke the first rule of journalism -- double check all sources and verify all facts. That said, I wish to apologize to Hank Gallo for selecting the wrong photo from a past issue of the ST, having never met the gentleman. Secondly, I wish to apologize to John Lovely for printing the wrong version of his article, after he made changes to it due to my phone call asking him to clarify a paragraph. And finally, my choice of article placement gave the readers the wrong impression, which I wish to clarify at this time. My intent was to sectionalize the ST, with the Spotighting Our Members section to include all articles, activities, efforts and contributions made by or about any members of the MLS. Therefore, I wish to acknowledge all of the members that were meant to be recognized in the Spotighting section of the November issue -- Bill Unglaube and Bill Myers' for the photo and article sharing the spare tire idea with us; Joe Kalisak and Nick Connelly for the photos and article showcasing the Chief and Grand Canyon Railway for us; Dave Griner for his continuing effort writing the Steam Locomotives article; John Lovely for his continuing effort writing the High Ball article; Bob Rauperstrauch and Jim Zimmerman for the photos and article describing the Winterfest Operational Meet; and Perry McCully for the photos of the Fall Meet; as well as Hank Gallo's efforts contacting the Deer Valley Times, answering FaceBook inquiries, giving us the Mega-Tree info and the SmileAmazon info, arranging the Mustang Night and working the Jr. Engineer School. Thank you to all of these fine folks for their contributions which benefit the readers and the MLS. There are so many silent and unrecognized members whose hard work behind the scenes never gets acknowledged, but without whom our Park wouldn't be as spectacular as it is. I promise to find all of those members and honor them in future issues.

Ken



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President
- Pete Pennarts**
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MEMBER CONTRIBUTIONS!



Thank you to member Dan Todd for emailing Ken G to request training as an engineer. After receiving his email, in which he stated his desire to help with the Public Runs, Ken notified Jim Zimmerman, Dennis Beatty, Hank Gallo, and Perry McCully who lives near Dan, and arrangements have been made to build a training plan that would fit within his work schedule. Dan has been a member for one year, but did not know who to approach until he read the November 2017 Stack Talk.

WELCOME ABOARD DAN

I wish to acknowledge two emails I received after the November Stack Talk was published. The first was from John Draftz, an experienced photo journalist, who sent me his photos from the Fall Meet. What impressed me was that the file naming conventions that he used included the name of the person in the photo or subject matter, for example, photo-1-Smolykcake and photo-2-Kalisak. You know what they say – “You had to be there.” The problem with random photos is that I have no idea who is in the photo or the context in which it was taken. I replied back to him that his naming conventions were very helpful, and he responded with the details that you see printed with his photos on pages 7 and 8. It inspired me to call the other people who sent photos this month and ask for the names of the people in their pictures, since I have no idea, not having met anyone yet. Remember what happened last month with the photo that I chose for Hank!

The second email was from Rick White, who is the Houston Area Live Steamers (HALS) Stack Talk Editor. He sent me links to his club’s website and Stack Talk archives, which I thought some of my readers would enjoy reading. I was completely shocked to find daily journaling with project details that read like a how-to instruction manual complete with photos. Rick sure has his club members trained right. If the MLS would like to see that same level of news reporting in our Stack Talk, then I’m offering a challenge – “Hit me with your best shot!”

<http://www.hals.org/stacktalk.html>

<https://www.facebook.com/groups/1424915724430631/>

Perry snapped this photo near the loading station just 2 hours before the Night Runs on Sat. 11/25



Thanks John and Rick for your inspirations. Ken

STEAM LOCOMOTIVES

BOILERS

by Dave Griner

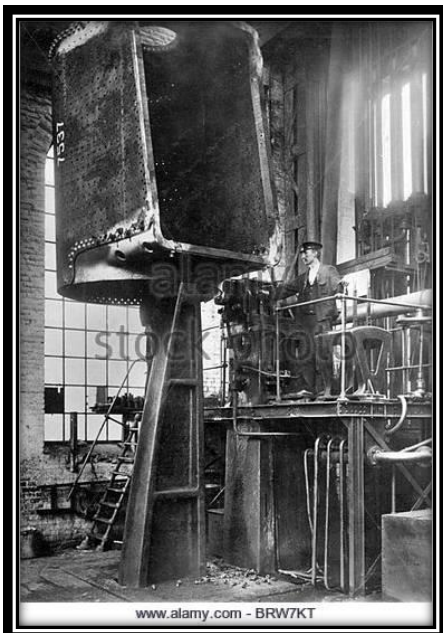
Well, here we are, just about to get out the Christmas tree. My, another year almost gone.

This time we're going to look at hydraulic (water/oil) riveting. The picture, to the right, shows essentially a large clamp, with a series of rods and levers connected to an actuating cylinder. When this machine was first introduced to the industry, water under pressure was the medium used to actuate the cylinder. But, as time went on, compressed air or oil supplied by a reciprocating pump became more common to supply the power. These machines could squeeze the rivet to its final shape in one even stroke without repeated hammering, along with completing the operation much more quickly than either the hand or pneumatic hammer methods. It also provides rivets driven to consistent pressures, resulting in higher quality riveted joints. The only drawback to this method is that, if not operated correctly, it can actually damage the plate by exerting excessive pressure, which then begins to squeeze into the plate. Tonnages had to be established through testing to prevent this type of damage.

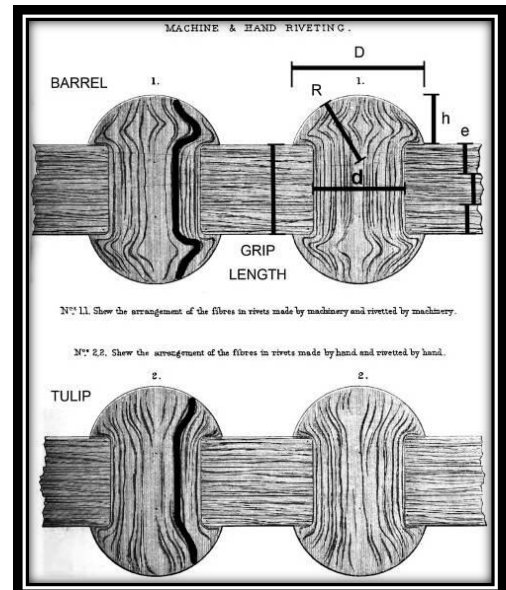


Pictured to the right is the "bull riveter" being set onto a hot rivet just prior to the squeezing operation.

The picture to the left is commonly referred to as a "riveting tower." This is one from England. Those in this country were significantly larger. I have a picture in the files of the one at Lima doing a boiler for a 2-6-6-6 Allegany. My sincere apologies for not being able to find it.



To the right is a cross section of driven rivets. Notice the fiber structure of those in the top row vs. those in the bottom row. It is quite clear that those driven by hydraulic machinery have a more definitive structure coincident while addressing the stresses involved in how a rivet functions when in service.



Next time we'll look at welded construction.

Take care.....Dave

HAPPENINGS PAST!



Two cakes were served after Jerry Smolyk's funeral was viewed live via the internet during the Fall Meet on Oct 27 – one a replica of Jerry's engine, and the other a replica of a casket with the Canadian/American flags draped over it.

Photo and description by John Draftz

2017 Fall Meet was October 26th - 29th

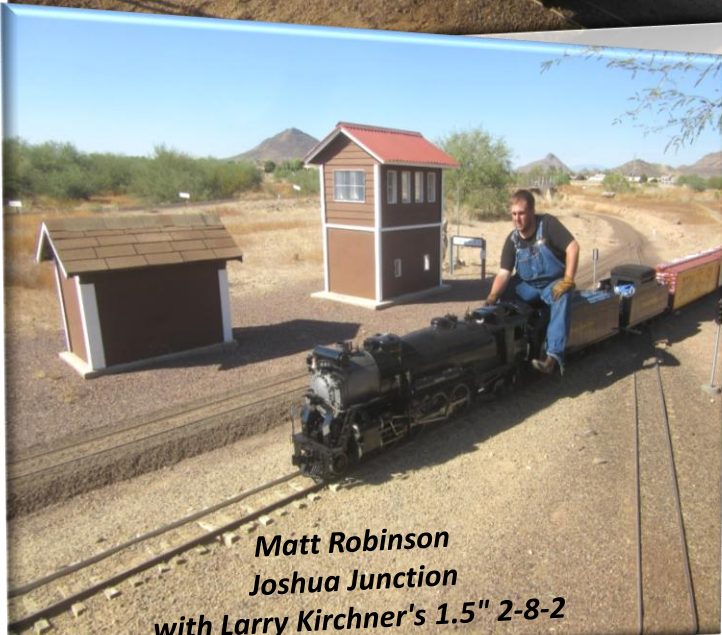
Photos by John Draftz



Joe & Trish Kalisak
Waylost with 1.5" SW1500



John Lovely **Massie with 1.5" 4-4-0**



Matt Robinson
Joshua Junction
with Larry Kirchner's 1.5" 2-8-2



Bill Severns
Bobberg Heights with 2.5" NG 0-4-0

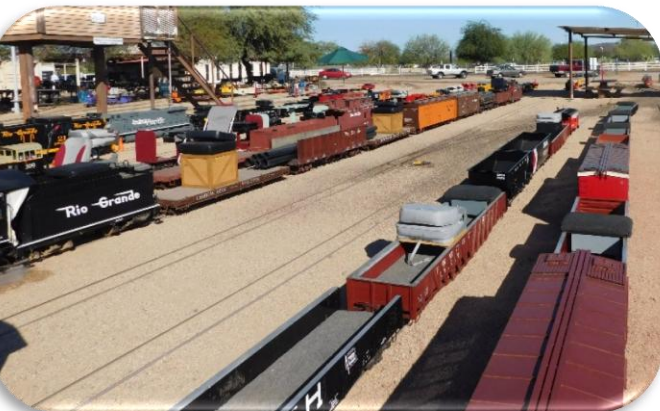


Photos by John Draftz

Phil Nilsson

Joshua Junction with 2.5" NG 4-6-0

more from the 2017 Fall Meet



Photos by Perry McCully



ONLY GOD CAN MAKE A TREE © Joyce Kilmer

Yeh, but ONLY HANK and his TEAM CAN MAKE A MEGA-TREE!

Photos by Mick Janzen and Hank Gallo

It's an MLS exclusive!

No disrespect intended.



Step #1 -- Install the 2 STARS

Each star is 4 feet tall and contains 180 LEDs.

Hank Gallo and Mick Janzen



Step #2a -- Attach 64 light STRINGS

Each string is 40 feet long and contains 120 LEDs, each spaced 4 inches apart.

Fred Greenwald, Ed Houk, Mick, Ben Smith and Hank



Perry McCully and Jim Zimmerman



Step #2b -- Stretch out each STRING

Again, each string is 40 feet long, and now there are 64 of them around the circle.

Watch where you step!

Ben Smith and Hank



Step #3 -- Almost ready to be raised

Looks like 8 groups of 8 strings each. 360° circle / 64 strings = approx. 5.6° angle between strings.
 The tree has a 70 foot circumference. $70 \text{ feet} / 64 \text{ strings} = \text{approx. } 1.1 \text{ feet}$ between strings at the base.

Above – Hank and AJ Wahlborg (soon to be member and sponsor of the Hot Chocolate Trolley)

Below – Mike Grant and Jim Zimmerman



Step #4 -- While raising the tree, the LED Strings must be kept untangled and evenly spaced.

ALL HANDS ON DECK!

Donna Hohm and everyone already mentioned



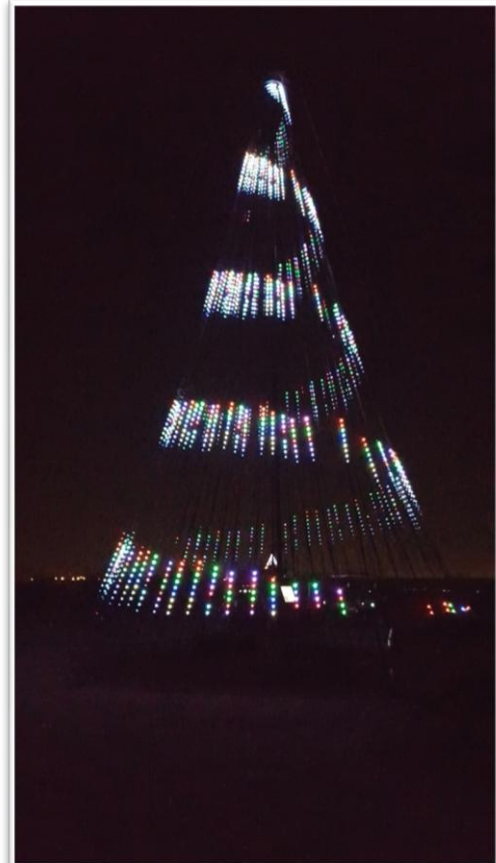
Step #5 -- Now comes the hard part, connecting the 5.6Kw power generator, computer and controller to each of the LED light strings in the proper order.



The control box houses the Lenovo Q150 Windows 7 computer, Falcon F16v3 light controller and fifteen 360watt 12volt power supplies that produce in excess of 400 AMPS of current at 12 volts DC. It even has a monitor, keyboard, mouse & speakers inside. Just flip the lid shut and it's all packed up for the night.

Each LED has three colors in it, requiring 3 programming channels. So 8,000 LEDs use 24,000 channels of programming through xLights software, which allows each LED to produce any of 16.7 million colors.

They are so bright, we run them at 40% power.



HOLIDAY LIGHTS COMMITTEE

Written by Ken Giordano on behalf of Joe Kalisak
Photos by Perry McCully and Hank Gallo

The Holiday Lights Committee has monthly meetings all year long. They are necessary to coordinate the planning and execution of the annual Holiday Lights display, which is showcased during the Holiday Lights Nighttime Public Rides – 6 pm every Friday and Saturday night between Thanksgiving and New Year. This year, 2017, this period, which usually includes only 10 Public Ride nights, actually has 6 weekends, allowing us to offer 12 Public Ride nights. Although 2 of the 10 nights had rain last year, the riders still came. In 2016, nearly 12,000 riders were served within 10 nights, breaking all prior attendance and donation records. So this year, with 2 additional Public Ride Nights **AND** the largest Holiday Lights display ever, pandemonium and thousands of really happy kids are expected.

As Chairman of the Holiday Lights Committee, Joe Kalisak would like to thank each and every person who participated in any way in the success of this year's Lights. Although certain people had the primary responsibility for decorating specific areas of the park, there were so many folks who helped out wherever they were needed, just to make sure everything was ready for opening night on November 24th.

Joe & Trish Kalisak – Return Loop Christmas Tree
Donna Hohm – wherever needed including Mega-Tree
Tim Freeman – wherever needed including Mega-Tree
Dave Kulman – wherever needed including Werner
Dakota Clemens – wherever needed
Mike & Helen Lewandowski – wherever needed
Mike Grant & Judy Edwards – Hot Chocolate Trolley
Jerry & Sandy Grundy – Stationmaster / Gift Shop
Mick Janzen & Jim Zimmerman – Entrance Walkway and Adobe Station
Hank Gallo & Mike Grant – Mega-Tree and Exit Walkway from Adobe Station
Joe Schnyder – Werner through North Pole
Mike Grant & Fred Greenwald – North Pole through Adobe Tower
Mike & Judy Russell – Wilson Bridge and Santa Claus Gazebo
Fred Greenwald & Donna Hohm – Ferris Wheel
Perry McCully – Candy Canes



From Hank Gallo,

Here is a shot from the Lights Committee Chairpersons Joe & Trish Kalisak's dinner hosted for the team. Yummy steak with all the trimmings and dessert. Awesome dinner, thank you both!

After dinner, we went out to see Santa's workshop in Friendship Park (modeled by Mick J). Then to the station to see the decorating Mick J and Jim Z completed.

Pictured from right to left:
Joe & Trish Kalisak,
Mick Janzen,
Jim Zimmerman,
Donna & Harold Hohm,
Mike Grant & Judy Edwards,
Tim Freeman, and
Mike and Judy Russell

Not in attendance:
Joe Schnyder, Dave Kulman,
and Gabe Zorbes







Mike Grant & Judy Edwards decorating the Hot Chocolate Trolley they will be using to give hot chocolate to the riders waiting in line for their train ride.

Photos by Donna Hohm



HAPPENING NOW!

**Holiday Lights
Nighttime Public Runs** Every Friday and Saturday Night
6 pm -- 8 pm through December 30th

ATTENTION! DID YOU ATTEND THE SAFETY MEETING?

Every engineer, conductor, stationmaster, and crowd control officer, that is, **EVERYONE** who plans to work at a Holiday Lights night **MUST** attend the Holiday Lights **Safety Meeting**.

If you plan on working in Dec. but missed attending one of the two held last week, Pete Pennarts is willing to have just two more, if needed.

They would be held Friday, Dec 1 at 4 pm and/or Saturday, Dec. 2 at 5 pm, but **you MUST CALL Pete now (602-616-1027)** to let him know that you need one.

Last year, the Holiday Lights nights averaged 1,000 riders per night during those 2 hours, so you can understand why extra coordination is needed to maintain everyone's safety. This year, like last year, we are expecting to break attendance records.



YUMA TERRITORY LIVE STEAMERS



2017 FALL MEET Fri - Sun DEC 1ST - 3RD

Track Location
Riverside Park, Yuma, AZ
by the Old Yuma prison on prison hill road off of Giss Parkway



If you can't make it to this event,
please visit during our Public Rides.

YTLS Members at MLS Spring Meet 2009



YUMA TERRITORY LIVE STEAMERS

We offer rides to the public of all ages for their enjoyment while we preserve the history and the importance that railroads have contributed to the development of our country.

We are located off of Giss Parkway on Prison Hill Road just below Yuma Territorial Prison. Our rides are the 2nd and the 4th weekends, Saturday & Sunday from 10:00 am to 3:00 pm, from October through May.

We are a Non-profit 501(c)3 organization and we ask for a \$2.00 donation for each rider.

We can also host special events: Birthday Parties, Family Events, Company Picnics, and Holiday Theme Train Rides.

You can follow us on Facebook at Yuma Territory Live Steamers or our web page.

www.yumalivesteamers.org

COME JOIN US FOR A TRAIN RIDE, we will be glad to run you around on our tracks



(928) 782-1988



Web: www.yumalivesteamers.org

Facebook: Yuma Territory Live Steamers

Mustang Night at MLS

Saturday, Dec 2 5:30 'til 7pm

Like last year, at 3pm, 20 parking spots will be blocked off near the entrance to the train rides from the exit gate back to the maintenance barn.



Paul will take us on his steamer again. Several other Mustang clubs have been invited as well.
Hank Gallo



Christmas Party / Pot Luck luncheon

You are invited. Please join us.

December 9th

12:30 pm - following the general membership meeting

In order to ensure a variety of food items,
you are asked to follow the list below.

The initial of your last name
will determine what you are asked to bring.

- A – F Desserts, Rolls or Bread
- G – L Appetizers, Pasta or Potatoes
- M – R Meat, Meat-pasta or Meat-potato dish
- S – Z Vegetable or Salads

Questions, please contact Donna at donnaohm@yahoo.com

Thank you for participating



Perry's Christmas Wish was
for Santa to be at the Luncheon



HAPPENING SOON!



Winterfest, 2018

January 17th – 20th, 2018

HURRY! Registration Deadline is Dec. 31st (necessary for pre-ordering the caterers)
Both engineers and passengers will be accommodated.

please see the next 4 pages



Winterfest, 2018

12th Annual Operational Meet January 17–20, 2018

A RIDE ON THE ADOBE & WESTERN RAILWAY

Photos and story by Bill Mellors

Some of you may recall reading my past article in which I tried to describe what it was like to participate in an MLS Operations Meet, where all trains operate in accordance with the Meet's timetable. At the 2017 Meet, however, I did not participate in the train operations, but chose to participate as a passenger on a passenger train. So, here we go for a ride on the Adobe & Western Railway.

It was a cold desert morning when I boarded train #602, the "Sneaky Snake North," scheduled to depart Adobe City main station at 9:20 am. Although I was wearing several layers of clothing and my toque, I was concerned that I might be chilled enough to have to get off and walk home. Our engineer made his selection for the Arntchoo Subdivision and soon received a green light. He then whistled off to begin our journey on time. As soon as we cleared the station canopy, I felt the warmth of the desert sunshine and knew it would keep me from being chilled.



The Arntchoo Subdivision is double-tracked and not signaled, so we had no trouble making our first station stop at Wesley Crossing ahead of schedule. No passengers there, or at Harnish Valley and Seagraves, so we continued to Arntchoo, where we had an 8 minute layover before our scheduled departure. Note that, apart from those of us full scale people who chose to ride the trains, passengers during these Operations Meets are cardboard tickets and the station waiting rooms are plastic sandwich containers!

Time passed quickly as I chatted with other riders, and soon it was time to depart. Still no passengers on the trip to Pardee Point, so we arrived slightly early to find about 15 feet of the track under water! I noticed that water had accumulated in most of the washes on the railway due to the previous day's rain storm, but this was the only track that had been flooded. However, upon receiving reassurance over the radio, our engineer decided to carry on, which we did with no problem. He also used the radio to announce our intention to enter the Serpentine Subdivision. The Serpentine is a single-track, radio-controlled railroad, so passenger trains must state train number, location and direction when they enter.




(next page)

(continued)

We received replies from a freight train switching Southbound on Serpentine and from passenger train #601, which was also on the Serpentine headed in the opposite direction! The freight would wait at Waylost for us to clear Arntchoo Subdivision before he proceeded. The passenger train would meet us at Big Mistake, where there is a passing track. No problems, we were off!

As we entered Serpentine, the freight that had contacted us earlier was clear of the main and waiting patiently. We did find a few passengers at several stations on Serpentine, but arrived at Big Mistake slightly ahead of schedule for our meet with #601.


He soon appeared and cleared the main onto the passing track, and we were on our way again. After crossing both tracks at Arntchoo, we had an uneventful run through the rest of the Serpentine, arriving on time at Far Flung Flats 24 minutes later.



For our return trip to Adobe City, we were designated train #502, the "Flat Iron." We were now in the Far Flung Flats Subdivision, and I was beginning to hunger for a coffee and snack! After a quick look at the schedule, I realized I was going to have to wait at least 30 minutes before our arrival back at Adobe. So, five minutes after our arrival, we departed Far Flung on time, reaching Neuer's Nest a couple of minutes later. Although timetable scheduled passenger trains have the authority, some freights do not always clear the mainline before the passenger trains arrive.

There were lots of freights switching cars on the railroad – fortunately for my coffee craving, they were in other subdivisions. We had green lights all the way to Mills Wells with no passengers to be picked up or dropped off. I'm good! We did have passengers at Joshua Junction and Margaret Ann's Meadows, but managed to arrive at Wesley Crossing slightly ahead of schedule. Then, just a very short wait at AJ Tower, while other arriving and departing trains cleared, and we had the green to proceed to the approach tracks for Adobe.

(I swear I could smell the coffee!) So, just over 2 hours after leaving Adobe City, we unloaded our passengers and, while the train crew planned another journey, I headed straight for Ford Station and the club room to enjoy a hot coffee and hunger-satisfying snacks. Mmmm!



Winterfest, 2018

12th Annual Operational Meet January 17–20, 2018

by John Lovely

HIGH BALL!

from the Conductor's
Point of View



A correction to last month's column – my comment about speed – When I was running main line schedules, it really didn't matter if I arrived a few minutes early at a depot, I just waited for time to leave. But on the commuter runs, I didn't have much opportunity to stop and kill time in light traffic. Sundays were the worst, either drive 15 mph and hold up the little traffic there was, or pull into a stop, without people on or off, and feel the hostility rise among the few people on board. Like, "what in the h.... are you doing driver?" On our passenger runs in our scale, it is OK to arrive a bit early at a station. Just depart on time.

As we are getting ready for Winterfest 2018: (Hint: Print this page and take it to Winterfest)

I thought I could add a few minor suggestions to make your runs more enjoyable. For the passenger conductor you need to have a routine to save time. Mine is to have the departing passengers sorted out and ready to drop into the depot box. I turn the tickets to the next destination just as we approach the stop. At the depot, I pick it up, carefully remove the lid and place in on my table, pick up all the passengers inside, drop my departures in, then sort through the new ones to find my train number and look for tickets not turned. Next, I drop the (dare I say) rejects back in the box and snap the lid in place (just two corners are enough). I then count the number boarding and write that on my Conductor sheet in the left-hand column. Then I sort them in order and tally their destinations. Sometimes I get quite a stack of sorties to work on because our stations are so close together. Number **ON** should equal number **OFF**. Don't add them together, they only count once. I know some crews try to run each trip twice and take the highest score, but you cannot add them together. Or maybe I should allow averaging the counts? Hmmm. I will have to think about it.

It really helps to have a clipboard or table for handling passengers. On my caboose, I have magnetic clips on a steel table. I also use

several rubber bands and/or paper clips to keep them together. It also helps to have a passenger attendant and a conductor on you crew.

The rules say you need to run each passenger run once. Please sign-up for only one set of runs at the Wednesday meeting so we can spread the fun around. You can always take a second trip that is not covered at train time. Or, you can always go as a second section. You don't have to do the passengers, but you do need to hold schedule.

On freight runs it is helpful if your cars are blocked in the order you need to set them out; trailing point cars at the front, facing point at the rear. They may not be blocked when you leave main yard, and you know that Yard Master is always yelling at you to get moving. A good conductor will at least mentally block the cars, and/or take the time to sort them at the first yard outbound. Of course, that means you really must know the industries well, or study the switch charts closely.

When you make a set-out, you are supposed to place the way bill at the back of the stack in the little white box, then pull the front card to pick-up. We usually forget to mention this rule, but it keeps cars rotating through the system and adds to the challenge and fun.

I hope to see you all in January. (Note: John is the one responsible for scheduling the passenger traffic during Winterfest)

Maricopa Live Steamers Winterfest 2018, 12th Annual Operations Meet

You are invited to participate in the 12th Annual Operations Meet to be held January 17th – 20nd, 2018 at Maricopa Live Steamers in Phoenix, AZ. This is an open invitation meet but all attending people must pre-register regardless of their participation. (If you are bringing your wife, girlfriend, children, etc, they must also be pre-registered even if they do NOT plan on participating in the operation sessions. Everyone must be pre-registered by January 1st, 2018.

Lunches will be your responsibility. Dinners will be catered on Thursday, Friday and Saturday evenings. Money for catered meals must be sent with your registration. If you need to cancel, please do so before January 1st, 2018 to receive a refund on your meal money. You do not have to sign up for the catered meals but if you do not, you will be responsible for your own dinners on those nights. Please note that you will not be able to sign up for catered meals past January 1st, 2018.

We look forward to seeing you in January. Please RSVP as soon as possible with a check or money order. We can only guarantee 90 operating positions. If we receive more than 90 participating registrants, we will rotate the additional participants in to the operation sessions.

We use FRS radios with assigned channels from 3-10 with privacy code 10. Exact channel assignments will be listed in the operation time table. You will also want to bring a flashlight, warm clothing, rain gear, (it does rain in Phoenix *occasionally*) (ask our 1st operation participants) and anything else you need to have fun in the cooler winter temperatures. Please review our operating and safety rules on our website. www.maricopalivesteamers.com

Track plan information can be found on the MLS website as well as a map to MLS. RV parking and camping is available but there are no RV hookup facilities. Upon arrival to MLS, please check in at Ford Station to pick up your information packet. You must be unloaded on the 17th, and ready to run card order on the 18th. Pre-registered but late arrivals will be accommodated as much as possible.

NOTE: BREIFING MEETING ON WEDNESDAY 17TH 6:30PM

Maricopa Live Steamers is on one of Phoenix's natural parks. There are coyotes and other critters living here. We ask that you not bring pets for pets safety's sake.

| | |
|--|--|
| Wednesday, January 17 th | All Day - Check In (Open Running) BREIFING MEETING 6:30PM |
| Thursday, January 18 th | 8:30am - 12:00pm Card Order Running 1:00pm - 4:30pm Card Order Running 5:30pm - 6:30pm Pizza Food Dinner 6:30pm - 9:00pm Card Order Running |
| Friday, January 19 th | 8:30am - 12:00pm Card Order Running 1:00pm - 4:30pm Card Order Running 5:30pm - 6:30pm Chinese Food Dinner 6:30pm - 9:00pm Card Order Running |
| Saturday, January 20 th | 8:30am - 12:00pm Card Order Running 1:00pm - 3:00pm Card Order Running 3:00pm - 5:00pm Pick Up Cars 5:30pm - 6:30pm (Bar-B-Que) Dinner |
| Sunday, January 21 nd | All Day - Open Running (Note: Public will be present for our public run day) |

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

Top Priority

(because the Holiday Lights/Nighttime Runs program
is the club's **BIGGEST annual fund raiser and income generator**)

We are trying to avoid raising your dues to pay for hired temporary help, so please offer **some** assistance.

Nighttime Run Engineers / Conductors / Stationmasters

**60 certified Engineers/Conductors
and 3 experienced Stationmasters,**
to spend only four evenings this holiday season
doing what you do best. The goal is
to have 7 train crews and 3 relief crews per night.



The November dates have a critical shortage at this time.

Dates: November 24, 25, and December 1, 2, 8, 9, 15, 16, 22, 23, 29, and 30.

Please contact: Dennis Beatty 480-628-1275 to schedule your work days.

Dennis prefers that everyone contact him so that he can manage the schedule rather than having too many show up on one night and not enough on another. Thank you.

Hot Chocolate vendors during the Holiday Lights Nighttime Runs

12 people, age 16 years and older, to spend only four evenings this holiday season
making hot chocolate for the cold visitors waiting for their Holiday Lights train ride.

No experience necessary. Training and supervision will be provided. **Families welcome!**

Dates: November 24, 25, and December 1, 2, 8, 9, 15, 16, 22, 23, 29, and 30.

Please contact: Judy Edwards and Mike Grant 602-751-3205 **for more info and to schedule your work days.**



Gift Shop vendors during the Holiday Lights Nighttime Runs

15 people, age 16 years and older, to spend only four evenings this holiday season
selling memorabilia and gifts to the visitors after their Holiday Lights train ride experience.

No experience necessary. Training and supervision will be provided. **Families welcome!**

Dates: November 24, 25, and December 1, 2, 8, 9, 15, 16, 22, 23, 29, and 30.

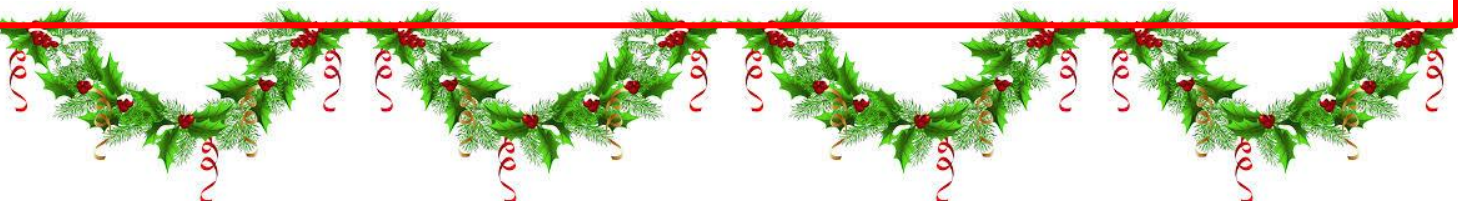
Please contact: Sandy and Jerry Grundy 623-975-2236 **for more info and to schedule your work days.**



Christmas Party Room Decorators

People are needed to help Donna with the Christmas decorations to set the mood for the Pot Luck luncheon occurring after the Dec. monthly Membership meeting. Includes set up before and take down after the party.

Date: **December 9.** Please contact: Donna Hohm 773-802-0223



Maricopa Live Steamers Winterfest 2018, 12th Annual Operations Meet Registration Form

Name:

(As you want it to appear on name tag)

Additional family members:

Will They be participating? Yes _____ No _____

Additional family members:

Will They be participating? Yes _____ No _____

Address:

City: _____ State: _____ Zip: _____

Phone: _____

Email Address

(This will only be used to send you a confirmation.)

Will you be bringing any equipment? Yes _____ No _____

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

Motive Power

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

Rolling Stock (to be switched) _____

FINAL NOTICE

| Item | # of people | | Price | | Total |
|---|-------------|---|---------|---|---------------|
| Pizza Dinner Thursday, 1/18 5:30pm | | X | \$9.00 | = | |
| Chinese Dinner (Catered by Panda Express) Friday, 1/19 5:30pm | | X | \$9.00 | = | |
| BBQ Catered by Famous Dave's BBQ Saturday, 1/20 5:30pm | | X | \$19.00 | = | |
| Registration Administrative Fee (Non Refundable) | 1 | | | | \$5.00 |
| Additional Family Member's Administrative Fee (Non Refundable) | | X | \$2.00 | = | |
| Total Enclosed with RSVP | | | | | |

Please make a copy of this form for your records.

Please make check payable to Maricopa Live Steamers and send to,

Jim Zimmerman
7301 E Garfield St
Scottsdale, AZ 85257



2018 MLS Annual Membership Renewal Form

Please complete this application and mail it with your check to:

Rdouglas9@cox.net

Maricopa Live Steamers
Attn: Bob Douglas
17017 N. 12th St. Apt. 1045
Phoenix, AZ 85022-2089

You must pay your dues by December 1st
to be included in the 2018 MLS Roster.

All resident MLS members over the age of 18 are charged a Park Usage Fee of \$10.00 which is included in your dues. Your annual dues supports club operation and facility maintenance only. All club improvements and railroad expansion are supported by public and club member contributions, which are tax deductible.

PAYMENT

New local member application ONLY

Initiation Fee for New Resident Member (includes name badge) _____ \$ 50 _____

Anyone with **personal equipment stored on MLS property** must pay Resident Membership dues.

Resident membership

Single Membership _____ \$165 _____

Spouse Membership _____ \$ 35 _____

Junior Membership (\$10 per child) _____ Qty _____ x \$ 10 _____

Non-Resident Membership (more than 75 miles from Phoenix)

Single Membership _____ \$ 35 _____

Spouse Membership _____ \$ 15 _____

Junior Membership (\$10 per child) _____ Qty _____ x \$ 10 _____

Stand-alone Junior Membership (must have a Sponsor)

Sponsor's Name _____ \$ 10 _____

Optional Fees

Club Locomotive Use Fee (First Year Only) _____ \$150 _____

Annual Locomotive or Rolling Stock Use Fee _____ \$ 50 _____

New Name Badge _____ \$ 10 _____

MLS is in the process of upgrading the track and switches to steel rail.

Please consider a tax deductible donation to the Track Maintenance Fund. _____

Please consider a donation to the Front Gate Welcome Sign Fund. _____

TOTAL PAYMENT \$ _____

The following information will be used to produce a membership roster.

It is not made public and is only distributed to MLS members.

Member Name: _____ Spouse: _____

Junior Member Name(s): _____

Email Address: _____

Address, City, State, Zip: _____

Home Phone: _____ Cell Phone: _____

Club Key # _____ Do you own a container?
NO YES If yes, it's #/location: _____