

President's Page

Goodbye 2017, and Hello 2018

I would like to thank everyone on the 2017 MLS Board for all that they did last year to make the year a success. Our Train club accomplished so much last year, which helps to start the New Year with plans for continued success.

I would like everyone to know that each of you makes a difference to our club. The Christmas season was a huge success. We gave over 12,000 rides to the public. Our hot chocolate sales, junior engineer program, and concession stand were a hit to the public. This tradition takes months to plan and requires countless hours of member's and volunteer's time. It doesn't go unnoticed. Then to see the excitement in the young children's eyes makes it all worth the effort. A huge thank you to all who helped.

Just a reminder: January's "Al Ford Memorial" Operational Meet is just ahead. Then we will start to plan for the March Spring Meet.

I wish you and your family a Happy New Year!

Pete



Happy New Year



Perry's Page

The ex-lame duck president would like to thank all of you for the hard work you did to make the Christmas Holiday Lights a success. The Club came together to make over 12,000 people happy. You deserve a big round of applause. You are the train crews, maintenance people, parking lot attendants, concession stand workers, cocoa stand workers, and how about all the good food that was provided while running the trains. Then there are all of the people who helped load the trains, who went looking for cell phones and clothes dropped along the track, who helped put trains back on the track and who kept the North Pole up and running. Thanks also to those who donated the use of their own equipment for the rides. There were, on average, about 40 people that supported the Holiday Lights program on a nightly basis this year. Thank you very much for all of your volunteering.

Ken Giordano is the Editor of Stack Talk - NOT your sounding board. Please, if you have a problem with what is going on in this Club, you need to talk to the Board of Directors, NOT the Editor of the Stack Talk. Ken is directed by the Board. You don't have the right to jump down his throat for something the Board asked him to do.

Thank you to all that have put train related articles in the Stack Talk. I and most others have enjoyed reading them.

Happy New Year to everyone.

Safety First

Perry

Pete Pennarts
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Joe Fego
Mike Grant

Dave Griner
Members at Large

Cliff Fought
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Hank Gallo
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Terry Liesegang
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Past President - 2017

Al Ford
Construction
Superintendent
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Engineer Test
Administrator

Dennis Beatty
Public Run Crew
Coordinator

Joe Kalisak
Holiday Lights
Committee Chairman

John Bergt
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Ken Giordano
Stack Talk Editor

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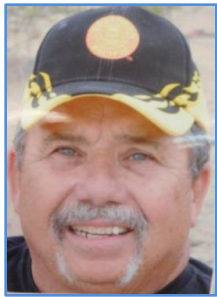
Out with the old, In with the new,
Cheers to the future and all that we do.

Happy New Year



JANUARY CALENDAR

every Sunday	NOON	Sunday Public Rides
Mon. 1/ 1	all day	New Year's Day 2018 (Family)
Sat. 1/ 13	10:30 Am	Holiday Lights Committee (Joe Kalisak, Team)
	12:00 pm	Closed Board Meeting
	12:30 pm	General Membership Meeting
Wed. 1/ 17	6:30 pm	Winterfest Check-In (Jim Zimmerman, Team)
Thu-Sat. 1/ 18-20	all day	Winterfest (Al Ford Memorial) Operational Meet
Sun. 1/ 21	all day	Open Running and Public Rides



Vice President's Pages

As we start the new year, I would like to thank all of the people who came out to help with the Christmas Lights night runs. We have grown to quite an anticipated event, from the first ones we did while Jim Manley was the President and instigator, which I think drew about 80 people.

About Saturday night:

As the VP, it has been told to me that I need to be the Director of Safety operations. With this being said, remember that the Engineer runs the train and is looking forward. It is up to the Conductor to watch the people riding on the train, and to stop the train when people stand up or are dragging their feet or a coat or blanket. The Conductor is our first line of defense from the guests being hurt on a train. You are to be looking forward, checking the feet and hands of the passengers.

Engineers and Conductors should not be on a cell phone checking a Facebook post or whatever, drawing your attention away from the most important job on the train, THE TRAIN'S SAFETY.

When you do stop the train for a rule violation, please remember to speak kindly to the person and point out that we do not want them to remember the park as the place where they got injured. You know how to talk to the public. Be Nice.

I understand this is an all volunteer group and that I can not ask too much of anyone or they might get upset and leave, but there are quite a few members who have invested considerable amounts of time and money in their rolling stock and locomotives, and do not wish to lose this place to run their trains.

We need to be good stewards of the property which has been entrusted to us, by not spilling oils or fuels on the ground or any hazardous contaminants, like battery acid or such items. This also means to be considerate of the other members by cleaning up every mess you make on a steaming bay, and dump your ashes in the ash pits, not in the steaming bays. Be considerate of the guy that empties the garbage cans. Perry is not getting any younger and seems to be getting weaker as he gets older. Thank you, Perry, for doing a job no one else wants to do.

(continued)

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Vice President

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Dave Griner
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Vice President (cont'd)

Now I would like to get to the **Thank You** portion of this note.

Welcome back Ray and Charlotte Hughes. Most people do not know them, but they have been coming out for the last 2 years fixing up spur tracks for the Operations Meet, and have they ever done a nice job. The Neuer boys have been doing spur rehabs when they get a few free minutes, and even put in a water tank at Neuer's nest at the end of Far Flung. I also heard they graduated college this month. Congratulations, guys.

There is a large group of people behind the scenes who do all the work to keep this club's tracks open and in passable condition. On any given day, you can come out and see them working on the different projects around the park, from building a switch to cutting and drilling ties that we use for the rehab projects. We are only 60% complete on the rehab of Pottsville branch, but you still get to run on it every Sunday, because the work is planned out to make sure that it's open by Sunday. The snowbirds that come out to help are back and thank you for coming back. We have done different jobs all over the park, and Daniel and Scott Mack have been helping me every Saturday, even during the heat of the summer. Now that Matt has acquired and set up the sorting tables at the saw mill, he is just getting into helping with track work, and is getting started with siding and runaround track rehab. Thanks, Matt. There are numerous people who just go about the park doing jobs no one thinks about or even realizes need to be done. These are the volunteers who hold the club together by getting all of the little things done. Every day I am out there on one project or another, and from October to April, Dave Kulman is right there helping me. Plus, with him and Mike Grant staying on the property, they are always around to help. Now lets offer our thanks to both of them. And not only does Mike help just about everyone in the park, he also works very hard to make sure the locomotives are running, and all of this while having to listen to Fred. Yes, Fred. The last train has left.

I would like to put out a special thank you to Hank Gallo. Not only does he do the Jr. Engineer School, but he does the megatree and the various electronics around the Christmas displays, in addition to being the Superintendent of Operations and Membership Committee Chairman.

I wish to thank all who help us make this a great park. During the last couple of Meets, we had questionnaires for our out-of-town guests to fill out, and the one comment that was on almost every form was that they liked coming to MLS because the people were so nice and helpful to them. This says a lot for our group. I have traveled across most of the US and Canada on motorcar trips and visited many 7 1/2" clubs along the way, and I have met the cream of the crop in good people and the world's best buttoholes. I do not want MLS to be in the second category, so keep up the good and friendly work, because it shows.

Joe Schnyder

Track Supt.

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MEMBER CONTRIBUTIONS!

From the Desk of the Treasurer
Bob Douglas

Official Holiday Lights rider counts

Night Rides		Sunday Rides	
Nov 24	781		
Nov 25	751	Nov 26	201
Dec 1	821		
Dec 2	1,165	Dec 3	196
Dec 8	1,302		
Dec 9	1,627	Dec 10	170
Dec 15	1,547		
Dec 16	1,516	Dec 17	124
Dec 22	874		
Dec 23	1,199	Dec 24	90
Dec 29	517		
Dec 30	<u>636</u>	Dec 31	<u>221</u>
	12,736		1,002

Welcome to our New Member Mark (and wife Linda) Parker from the Seattle, WA area. Mark enjoyed his recent Sunday train ride so much, he decided to join the club.

Also, a sincere THANK YOU to Gary and Donna Weschitz, who have been volunteering often during the Holiday Lights. They have been thinking about joining our club, but wanted to see if they would like it first.

The Board extends a warm WELCOME to both families, and hopes the MLS fulfills all of their hobby needs and social friendships.

Bob Douglas wishes to remind YOU, if you haven't done so already, **PLEASE PAY YOUR 2018 MEMBERSHIP DUES**

Have you seen this? They tell me it's the Arizona desert version of a Crop Circle!





STEAM LOCOMOTIVES

BOILERS

by Dave Griner

Hello again.

This time we'll take a look at welded construction of locomotive boilers.

There is a fascinating book, "WELDING, Theory, Apparatus and Tests," by Richard N. Hart, published by McGraw-Hill in 1914. This is a fascinating description of both the oxy-acetylene and electric processes, which were those primarily used in steam locomotive boiler work. The first process used was oxy-acetylene, also referred to as "gas welding," which had its origins noted by Wikipedia as follows :

Oxy-fuel welding (commonly called oxyacetylene welding, oxy welding, or gas welding in the U.S.) and oxy-fuel cutting are processes that use fuel gases and oxygen to weld and cut metals, respectively. French engineers Edmond Fouché and Charles Picard became the first to develop oxygen-acetylene welding in 1903.^[1]

Pure oxygen, instead of air, is used to increase the flame temperature to allow localized melting of the workpiece material (e.g. steel) in a room environment.

A common propane/air flame burns at about 2,250 K (1,980 °C; 3,590 °F),^[2]

a propane/oxygen flame burns at about 2,526 K (2,253 °C; 4,087 °F),^[3]

an oxyhydrogen flame burns at 3,073 K (2,800 °C; 5,072 °F), and an

acetylene/oxygen flame burns at about 3,773 K (3,500 °C; 6,332 °F).^[4]

The "torch" was quickly accepted by the locomotive community, since everything up to then had to be done by hand, using hammers and chisels for cutting, with only forge welding to put things together. As early as 1913, the Lehigh Valley RR notes in the "Boiler Maker," 1922, page 168, that it constructed a completely welded (gas welding) firebox and that, to date (1922), had given no trouble! Repairs to worn parts were very difficult, but with torch welding, a whole new world came into being the possibilities were endless, including boiler work. Examples of gas welded boiler repairs are pictured in this book, from 1914, showing how fast gas welding had been implemented one of the few things the railways adopted QUICKLY!!

From 1877 electric welding was being brought into the mechanical world, but not until 1892 did a process using a metal electrode become a reality, as noted here by these references from Weldguru.com, "A Welding History" (a very interesting site).

The discovery of bare metal electrode welding was recognized in Europe in 1892. It was introduced in 1888 by N.G. Slavianoff. Slavianoff is credited by most historians for discovering the use of bare metal electrodes for arc welding.

C 1892 : patent for bare metal electrode arc welding process is awarded to L. Coffin is considered to be the pioneer of welding in the United States.

In 1907, Oscar Kjellberg received a patent for the electrode coating process called Shielded Metal Arc Welding. The coating helped to stabilize the arc, producing better welds than bare electrodes. Shielded metal arc welding uses an arc between a covered electrode and the weld pool. The process is used with shielding from the deposition of the electrode covering, and with filler metal from the electrode. It is from this invention that we today define this process as "Shielded Metal Arc Welding," and shortened to SMAW, commonly referred to as "stick" welding.

The first welded boiler in the US was by Combustion Engineering (CE), when they built a welded steam drum for a water tube boiler in 1931. It was not until 1935 that the ICC allowed an experimental all welded locomotive boiler to be constructed, and this by ALCO for the D&H Railroad, for Engine #1219.

Why was the ICC reluctant to allow this level of welding on a boiler? They allowed fireboxes to be welded why not the rest?? It had to do with weld quality. Up to that point welds were not CONSISTANTLY reliable. A stayed surface allowed welds to fail, but not catastrophically, unlike the unstayed portion that could.

By this time (1937), welding had progressed to the point where consistent safe welds were able to be produced by the builders. So the ICC was convinced to allow an experiment, hence the #1219.



Collection of Darren E. Hadley

When constructed, it was set on it's frame and wheels, pushed outside the shop and steamed for 6 weeks before they would allow it to be completed. Here is a photograph of the completed #1219. Pretty sharp engine. And yes, that is a true Wooten firebox.

This photograph distinctly shows the placards that inform any ICC or railroad inspectors of the conditions that have been applied to the boiler, which consisted of having the boiler completely inspected every 3 months there was never any leakage or any other problems. Quite impressive!

There were roughly 110 welded locomotive boilers built, all of them by ALCO due their having the only stress relieving furnace able to do the required heat treatment of a complete boiler (without tubes and appliances).

See the drawing from the 1941 Locomotive Cyclopedia, on the next page, that shows the #1219's boiler as built, along with all of the various joints and how they were constructed. This provides a fascinating insight into a "new" technology, which was more than a distinct departure from anything previously done for locomotive boilers.

We have not even scratched the surface regarding welded boilers, but this one was the first, spawning a new era of locomotive boiler construction. Later we'll explore more areas of interest and their history.



Take care,
Dave

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BOILERS: General Drawings, Welded Type

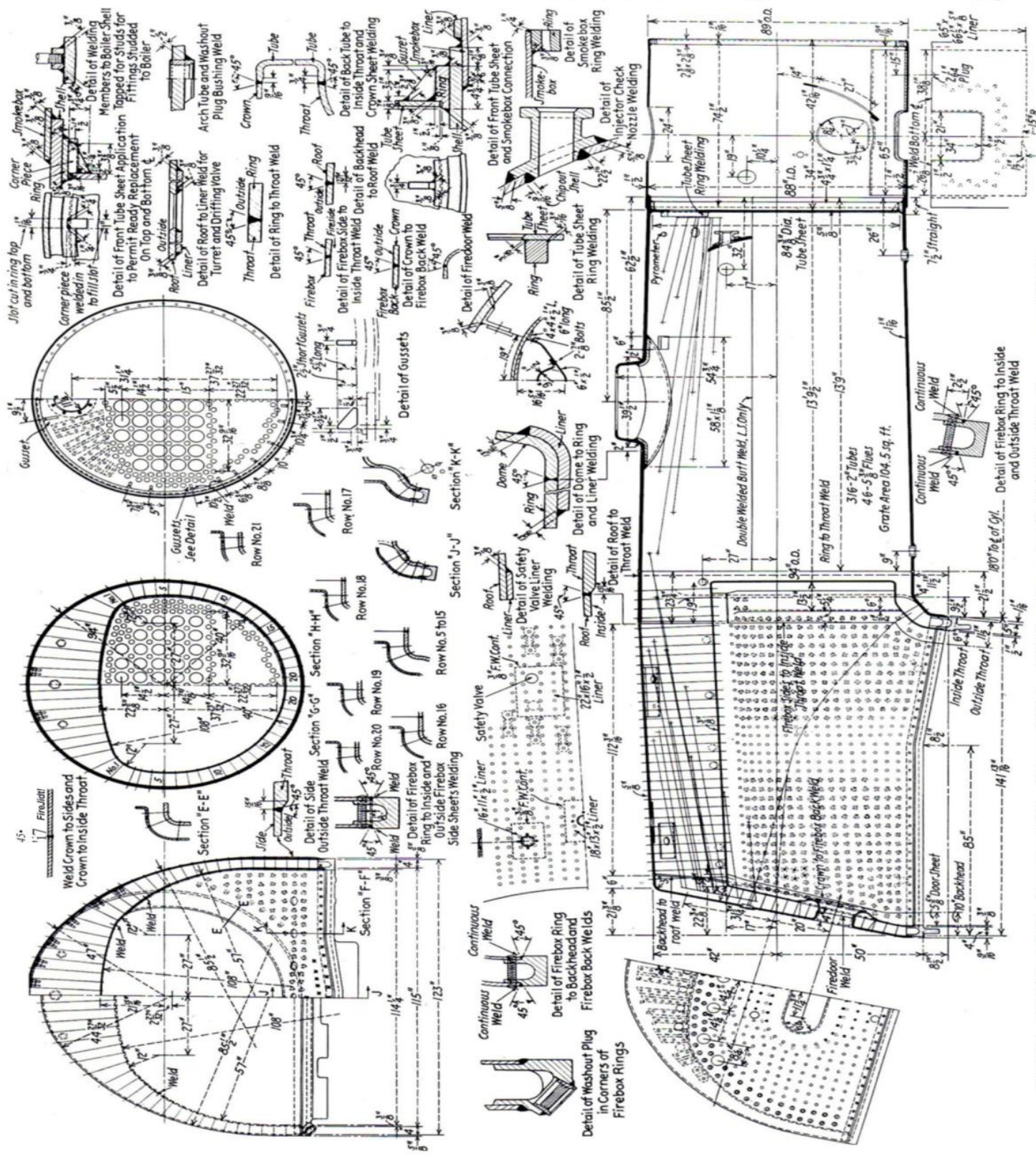


Fig. 3.08- A II- Welded Boiler (Experimental) for Delaware & Hudson 2-8-0 Type Locomotive No. 1219, Class E-6a. Steam pressure 225 lb.; Type A Superheater.

The scale was removed from this drawing on purpose, due to the fact that the drawing was compressed to fit on this page, making the scale inaccurate. If you need the original drawing with the scale for construction purposes, email me and I will send you a .jpeg of the uncompressed version of the drawing, which is 15" X 15".

HAPPENINGS PAST!

Christmas Party / Pot Luck luncheon

December 9th

To Donna Hohm, who graciously volunteered for this special event, and to her Christmas Assistants, Judy Edwards and Belinda Kulman, and to all of the members who brought food items and friendship to share with everyone,

Thank You!



Table and beautiful tree, courtesy of the Christmas Party Elves -- Judy Edwards, Belinda Kulman and Donna Hohm.

Photos by Perry McCully



Photos by Hank Gallo



Mustang Night at MLS

Saturday, Dec 2

To the 18 folks in this photo of the Mustang Owners Club of Arizona, and to the other 8 - 10 members who were also in attendance, but didn't make it into the photo, **thank you** for joining us during our Holiday Lights show and for providing our visitors with the chance to view your classic cars, which a few of us sure remember from the good ol' days. And **thank you**, also, to Paul Lator for giving the entire group an enjoyable train ride pulled by your steam engine.

Story and Photo by Hank Gallo



YUMA TERRITORY LIVE STEAMERS

2017 FALL MEET

Dec. 1 - 3



SEE
NEXT
PAGE

It was a privilege and pleasure to host the YTLS Fall Meet and out-of-town guests on December 1st - 3rd. The Friday evening Pizza Feed and Saturday evening pulled-pork dinner were both well attended. The club's new motorized travel lift worked flawlessly for loading and off-loading, which helped make this an enjoyable and carefree weekend. Put simply, the meet emphasized the camaraderie we all experience during live steamer events.

Although I'm looking forward to our Spring Meet on March 2nd - 4th, I'm especially looking forward to being at MLS on March 12th - 18th to enjoy all the hard work your members put into that fine event. After all, it was an MLS Spring Meet about 9 years ago that got me into this hobby. That, and winning a set of couplers at the raffle that first Saturday dinner. I remember telling Leonard Houpt that those "free" couplers were really going to cost me. I was right, but it was one of the best things that have happened to me since relocating to Arizona.

Story by: Chuck Finnila
YTLS President
MLS dual-member

the "replacement"
engineer





YTLS Fall Meet 2017 (cont'd) Photos by YTLS club VP, John Schwartz

Here, the Saturday afternoon Parade of Trains is being led by MLS dual-member Leonard Houpt.

The hill behind the Parade is our western approach for a new 40 foot, double-track steel bridge being donated to the club. The track panels have not been installed yet, but are just roughly laid out for early January, when we will be installing the mainline turnouts that feed this side of the bridge. The grade is 1.5% on both the West and East approaches. All of the steel for the bridge arrived in December, and the fabricator plans on having it finished and ready to transport to the park around the 20th of January. But before the bridge can be installed, our structural engineer needs to finish the footer details and the club needs to complete all of the concrete work. It will definitely be a big deal to see when the bridge is craned into place. I will be sure to send photos.



Bill Hesse, training the "replacement" engineer on his Santa Fe diesel.

MLS dual-member Carlos Santos is riding on his new steam engine, while being instructed on its proper care and feeding by Brian Ratliff, of Joshua Tree fame.



HOLIDAY LIGHTS

supplement to last month's Megatree article

Stories and Photos by Hank Gallo

Last year, we agreed to put a track around the megatree and run a speeder around it. Well, the track never got put down. Yesterday I found the attached photo on our lighting group Facebook page – a video wall around the tree with an animated train. I will again request for the track crew to install the track, or maybe build our own train in lights. Of course, our tree is 70 feet in circumference – a little larger than the one pictured. And the megatree and spiral trees are already using in excess of 400 amps at 12 volts DC from 13 power supplies running off of a 5600 watt generator. Whew!



Photo by
Mike Russell



This photo of the megatree shows the 6 new spiral trees. Member Ben Smith and his friend DJ spent several hours with me at the park on Saturday 12/16 getting them debugged. They are choreographed to the music with the megatree.



These photos are of 2 of the 4 singing Christmas trees, with 400 dumb LED's in each one. Dakota Clemens helped me with the wiring, and we got them working today.



HOLIDAY LIGHTS (cont'd)

supplement to last month's Megatree article

Last Sunday night 12/10, 5 year old Eliza arrived with her dad and granddad to see Holiday Lights, not knowing they only run Friday and Saturday nights. I hadn't put Chessie away yet, so Eliza got to put Chessie away. And, as a treat, I took them out to the Megatree and fired it up, giving them a 10 minute preview of the show.



I hooked up the megatree stereo with 4 waterproof speakers, but got no audio. As a backup plan, Dakota Clemens brought his 4 foot tall loudspeaker, so we hooked that up. Now you can hear it all the way to the train station.



Stories and Photos by Hank Gallo

Our new Clark Griswold / Christmas Vacation inflatable was placed in front of the megatree. Ace Hardware put them on display, and they were sold out the next day.



The first photo is of the new AtmosFX 3-D Santa. He sings three Christmas Carols. Mike Grant and Fred Greenwald are planning to have him set up for Friday night 12/8, close to where the old Santa dummy was. We'll have to see how he looks with snow on or around him. The second photo is of the new HD Projector purchased by the club and a 40" monitor playing "Santa's Workshop" (a video donated by AtmosFX), showing Santa and the elves working at the North Pole. Joe Kalisak positioned the 3-D Santa for maximum effect for the guests viewing it. As always, we need more power for the sound system to hear Santa singing. We got all the wiring and equipment set-up in the afternoon, but had to wait until dark to do final adjustments, which happens to fall right when the rides start. Fred was sick, so I had to start the megatree, then drive to the North Pole to get the adjustments done, and then moments later, the first train rolled by.

HOLIDAY LIGHTS (cont'd)

supplement to last month's Megatree article

Photos and Stories by Hank Gallo

The megatree committee does a lot. Donna Hohm and Judy Edwards pushed all 8,000 LEDs through the plastic strips, and that is painful on the thumbs and hands. Cliff Fought, Pete Pennarts and Mike Grant were the main fabricators on the pole, concrete and guide cables. I provided the 50' of pipe to hang the stuff on. Matt Rockwell made the water jet cut and powder coated dual steel rings for the topper, and Mike Grant created and welded the star frames. Sorry to say, except for this weekend's help from Ben and DJ, I'm the sole electrical and electronic engineer and programmer on the project. I dreamed up the project, did the layouts, ordered the custom made LED's and cables, and assembled it all. After getting their hands into some of it this weekend, Ben and DJ can't believe I pulled it off. For laughs, I should have logged the time spent over the last 3 years. Six hours in November unpacking, testing, repairing, retesting and packing the 8,000 LED's in 40' runs. Each song takes 1 hour of programming for 1 minute of song. Singing faces take 3 hours of programming for 1 minute of song. That is why there are less singing faces' songs. Both members and guests like the new projected video of Santa's Workshop and the 3-D Santa at the North Pole, thanks to Joe Kalisak's blessing to tap the approved lights budget.

Thought you would enjoy these pictures of Bill Pardee's new engine...the Prairie!

Santa had 171 sit on his lap Friday night 11/24 and 179 on Saturday night 11/25.

Facts and photo by Mike Russell

Is Santa considering trading in his Sleigh for a Pardee train?

(no disrespect intended, Bill)



Bill Pardee on his new Prairie steam locomotive (ex Ken Bain). Bill and son Billy worked all summer to complete it for the Holiday Lights rides. It and all the other steamers are crowd favorites. It hauled 30 passengers without breaking a sweat. It hauled the first Holiday Lights run of passengers, which included myself (Hank), as I was filming the 2017 Holiday Lights video.



Cody (Pete Pennarts' grandson) helps run Jr Engineer School during the Holiday Lights night rides. Saturday night 12/16 we brought out both trains, so we could handle double the students.



HOLIDAY LIGHTS (People in the Trenches)

Written by Ken Giordano with much help from Joe Kalisak and Hank Gallo
Photos by Perry McCully, Hank Gallo and other Facebook Contributors

For the past 2 months, I have been trying desperately to get the names and photos of all of the people who work tirelessly to make the Holiday Lights program a reality for this club. In the December 2017 issue, with Joe Kalisak's and Hank Gallo's help, I believe I was able to name at least a good majority of the people who helped during the Decorations Phase. I apologize if I missed anyone. Every one of you deserve our deepest gratitude. The Holiday Lights Committee has monthly meetings all year long to coordinate the planning and execution of the Lights display, which reaches its conclusion in November (after the Fall Meet) when all of the lights must be removed from storage, tested and repaired, and then hung and displayed by Thanksgiving Day.

Then, between Thanksgiving and New Year, the Public Rides Phase requires many, many more volunteers to service and protect the public visitors while finding a parking space; waiting in line for up to an hour in the cold night with a hot drink; while safely entering the station, boarding the train, and exiting the station; safely riding the train through the Lights for 20 mins; and then (if the train ride and seemingly endless 3/4 mile light show wasn't enough), while making an awesome childhood memory with an experience at Jr. Engineer School, with memorabilia from the gift shop and a visit with Santa and Mrs. Claus in Friendship Park.

Can you imagine safely servicing 12,736 people (at least half being anxious children) in the course of 12 nights -- a total of ONLY 36 hours!!! It's a sight to behold. During those 36 hours, 462 trains left Adobe Station. Doing the math, that averages to 27.5 riders per train, with one train leaving the station every 4.6 minutes. Spectacular, considering all of the trains are traveling the same single track. Who knew it was possible? The reason for our emphatic requests for additional volunteers should be strikingly evident. PLEASE help in 2018 !

I have included several photos to show the organized chaos among the crowds at the station. And if you haven't seen the 2017 Holiday Lights 10 minute video, please click the link below:

<https://www.facebook.com/TrainRides/videos/vb.207790662604769/1677067745677046/?type=2&theater>



Marty Simmon, Engineer



Dave Pulver, Engineer

Gabe Zorbas, Crowd Control
and
Jerry Grundy, Stationmaster



Larry Allen,
Crowd Control
and
Fran Neuer,
Engineer



Pete Pennarts, Crowd Control



Mick Janzen,
Engineer

John Draftz,
Engineer



HOLIDAY LIGHTS (People in the Trenches) (cont'd)

As Chairman of the Holiday Lights Committee, Joe Kalisak would like to thank each and every person who participated in any way to the success of the Public Rides phase of this year's Holiday Lights program. He has compiled this list from memory, so if he has unintentionally missed anyone, please accept his apology.

Station attendants, Concessions, and Traffic Control :

Donna Hohm, Betty Ann and Mary Jo McCully, Sandra Grundy, Belinda Kulman, Myrna Brooks, Nancy Behrle, Helen Lewandowski and Mrs. Paul Lator.

Jerry Grundy, Pieter Pennarts and grandson Cody, Perry McCully, Cliff Fought, Larry Allen, Mike Lewandowski, Mike Russell, Scotty Brooks, Carlyle Rossow, Scott Mack, Daniel Mack, John Bergt, Frank Behrle, John Draftz, Dakota Clemens, Tim Freeman, Ben Neuer, Jim Brown, Gary and Donna Weschitz, MLS Chartered Boy Scout Troop 526, John Broughman (Alternate Santa Claus),

and very Special Guests Mr. & Mrs. Santa Claus (Wendell and Diane Gist).

Track Patrol - Signals and Lighting Maintenance :

Dave Kulman, Joe Schnyder, Fred Greenwald, Terry Liesegang, Greg Gorman, and Jeff Hickman.

Train Crews :

Paul Lator, Bill and Susie Pardee, Billy Pardee, Bill and Judith Cobb, Marty Simmons, Fran Neuer, Mick Janzen, Jim Zimmerman, Jim Theobald, Chuck Larom, Matt Rockwell, Dennis Beatty, Larry Messing, Gabe Zorbas, Dave Pulver, John and Cynthia Lovely, Ed Houk, Tom Harrington, and Joe and Trish Kalisak.

Junior Engineer School and SFX (Special Effects) Coordinator :

Hank Gallo.

Hot Chocolate Trolley (sponsored by Wahlborg Electric) :

Judy Edwards and Mike Grant.

And a "Special Thanks" to
Mr. Bob Douglas – Treasurer,
for having to count those donations!



Santa and Mrs. Claus
with the Veprek boys



Sandy, John, Nancy Behrle and Mrs. Paul Lator

John Broughman, Sandy Grundy and Helen Lewandowski

Joe Kalisak, Engineer Dave Kulman and Perry McCully, Crowd Control



As far as the volunteers, we don't leave until every guest has had a ride. Last Sunday we were short on volunteers, but did what we had to do, like Stationmaster Jerry Grundy riding as Conductor on the last train to make sure those folks got a ride. And now on Sundays, we'll be short on crews due to all the folks that were out Friday and Saturday nights working the Lights rides. Mick Janzen and Jim Zimmerman are at the park every moment it is open for public runs. Amazing. I'm lucky I'm only 10 miles from the park – Perry almost lives in East LA and commutes too many days a week.

– Hank Gallo

Pete Pennarts, Crowd Control and Cliff Fought, Engineer





Dennis Beatty, Engineer and Matt Rockwell, Engineer
Jim Theobald, Engineer



Tom Harrington, Engineer



Gabe Zorbas, Engineer

Dave Kulman,
Crowd Control

Larry Allen,
Crowd Control



HAPPENING NOW!



the Al Ford Memorial Operational Meet

Winterfest, 2018

January 17th - 20th, 2018

Both engineers and passengers will be accommodated.

Jim Zimmerman would like to thank Belinda Kulman for coordinating the food with the caterers, Dave Kulman for working the freight manifest, John Lovely for working the passenger manifest, along with anyone who stepped up to help in any way at any time when it was needed, and especially the participants, who come from far and wide to make this the best reality game show in town.

Thank You!

please see the next 2 pages

HIGH BALL! [additional info to last month's article](#) by John Lovely
 for Winterfest 2018: [PLEASE print this page and take it to Winterfest](#)

WERNER – Trains 401 – 402 and 403 – 404 will operate the length of the branch, since we now have good track all the way. Remember, this is the only branch where west and east stations are the same.

RULE: Do not board east bound passengers you discharged going westbound. There will be a paperclip in the depot box, put it on the arriving passengers, and consider the others to have completed their visit.

ARNTCHOO – Trains 303 – 304, I moved the 5 minute layover to Waylost JCT. Yes, I renamed it for this meet. Waylost Junction is the whole area. If you need water for your steamer you will have time to take it on.

SERPENTINE – Trains 501 – 601 and 602 – 502, you also have a 5 minute stop at WAYLOST JCT. If you need water you will need to pull/back into the junction tracks to take on water. When I put new hoses there, I think they were long enough to reach the track from Serpentine, but I am not sure about now. I have adjusted the south running times to aid in the meet at Big Mistake, but we may need to reschedule that meet to Bloody Basin. Of course we will all be on Channel 8-10 and talking to each other.

POTTSVILLE/BOBERG – Trains will still go one way on Pottsville Branch and return via Bobberg. Bobberg trains do the opposite. You should meet at Pottsville.

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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 don't 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 your 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.

Fun time is rapidly approaching. I hope to see you all there, and have those GCR passes again. – John

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)



HAPPENING SOON!

TRAIN MOUNTAIN RAILROAD – Oregon 2018 SCHEDULE

Polar Bear Train Meet	Friday, 1/12 - Monday, 1/15 (NO Work Week) (Banquet is 6:00 pm Saturday Evening)
Spring Awakening Work Week	Saturday, 4/21 - Thursday, 4/26
Spring Awakening Train Meet	Friday, 4/27 - Sunday, 4/29 (Banquet is 6:00 pm Saturday Evening)
Narrow Gauge Work Week	Saturday, 5/19 - Thursday, 5/24
Narrow Gauge Train Meet	Friday, 5/25 - Sunday, 5/27 (Banquet is 6:00 pm Saturday Evening)
Triennial Work Week	Saturday, 6/16 - Sunday, 6/24
Triennial Meet	Monday, 6/25 - Sunday, 7/1
Operations Set Up & Work Week	Saturday, 7/21 - Thursday, 7/26
Operations Meet	Friday, 7/27 – Sunday, 7/29 (Banquet is 6:00 pm Saturday Evening)
Big Build Work Week	Saturday, 9/1 - Thursday, 9/6
Big Build Train Meet	Friday, 9/7 - Sunday, 9/9 (Banquet is 6:00 pm Saturday Evening)
Fall Colors Train Meet	Friday, 10/5 - Sunday, 10/7 (Banquet is 6:00 pm Saturday Evening)

Train Mountain Railroad [541-783-3030](tel:541-783-3030)
PO Box 438 Chiloquin, OR 97624

<http://www.tmrr.org/>

You do not need to be a member to visit Train Mountain or to attend events, but you must be a member to bring your equipment to Train Mountain. Members may bring equipment at any time. It is not necessary for you to wait for a meet or workweek to run your train or to volunteer your time at Train Mountain. We look forward to seeing you here!



HELP WANTED

MONTHLY LISTING OF WHERE THE CLUB NEEDS YOU
PLEASE LEND A HAND IN SUPPORT OF YOUR CLUB
MANY HANDS MAKE FOR LIGHTER LOADS

Wanted! **Trains and Train Crews for the 2018 Holiday Lights**

It's time to start planning for next year. Meetings are held at Ford Station, 10:30 Am on the 2nd Saturday of every month, before the General Membership Meeting. Join us **NOW** to participate in the planning from the beginning.

This year our members provided rides to over 12,000 passengers during 12 nights of operation. As our Holiday Lights program grows in attendance each year, we need more Trains, Train Crews and Station attendants to make this happen.

Those of you who have a Steam Engine or Diesel Locomotive, this is the perfect opportunity to participate, while showcasing your equipment to the public, and most of all, while having fun. Steam trains are everyone's favorite, too! We would appreciate your consideration for next year's program and to help keep the MLS the greatest Model RR club in the USA.

Thank you to everyone for their time and effort in making the 2017 Lights program a success.

For information, contact:

Joe Kalisak jojo1208@cox.net
Holiday Lights Committee Chairman



Wanted! **14-25 yr old Child or Grandchild of a resident MLS Member with an interest in Writing or Photography to go to the Park**

No experience necessary -- just an interest in telling stories in words or pictures

These high school to young adult aged apprentices will accompany their MLS Member parent, grandparent, aunt/uncle . . . to MLS events as observers (not participants) to document the activities they see and submit their stories to the Stack Talk Editor.

Guidance and lots of praise will be provided.

Fringe benefits include potential career field experience, social training while interviewing non-threatening adults in a controlled environment, and an introduction to a possible hobby.

For information, contact: Ken Giordano MLSnewsroom@Gmail.com
Stack Talk Editor