

### President's Page (shared due to space)

January sure went by fast. We had a successful operational meet a few weeks ago. Hopefully, everyone that participated enjoyed it as well.

Thank you to all the volunteers that helped to take down all the Christmas decorations. We appreciate your help.

During our January Board and General meeting, we finalized and voted on our 2018 construction budget. This budget has been included in this month's STACK TALK. We also voted and approved 2018's Superintendents and Chairpersons. These names are also included in this STACK TALK. Our main focus this year will be to work and maintain all track branch lines. Your help is needed during the year for this to be accomplished. Dave and Joe continue to work on Pottsville subdivision. Also, the Engine Lead at Adobe Station switch and track have been replaced and leveled.

Looking ahead, we continue to plan for our Spring Meet on March 12-17th. We are also planning a work week March 5-9th prior to our Spring Meet. Please keep these dates open. Our Club can only operate with the help of volunteers. We all appreciate everyone's efforts.

A special thank you to all that came out on January 27th to help with the "Arizonans for Children" train rides. Good feedback kids!!

Our next General meeting will be February 10th at 12:30 pm. See you there!

Pete



### Vice President's Page



Greetings all.

I want to thank Jim Zimmerman for doing another operations meet that seems to have been enjoyed by all who attended. Jim, Mick, and Dave spent a considerable amount of time setting up, taking registrations, getting out cars, setting out signs, setting up schedules, and all that made it work, then, after it was done, take it all down and put it away. Other than a few minor faux-pas, no one was injured and everyone took home the same amount of fingers and toes they came with.

It is time to fill out your registration form for the Spring meet, and keep in mind that the evening meals are to be ordered and paid for in advance. This keeps the amount of food we buy to what is needed for this many people who registered. We are having people come up to us during the serving and asking if we have extra meals for sale. Sometimes we do, but most times we do not, unless someone calls at the last minute and tells us they prepaid for a meal, but can not make it. Then we will try to sell that meal. The participants of these meals like to sit and enjoy a dinner without having to leave the park, and be with friends from all over that they only get to visit with when they are at MLS. We want to continue to do this for the participants of the meet and make it a good time for all. We will continue to do lunches from 11:30 until 1:00, or until we run out of food, and these do not need to be prepaid. Bob Douglas will greet you and take your 7.00 dollar lunch cost, and this includes a drink.

(continued)

## Vice President (cont'd)

With near record temperatures in the Valley for the last month, you need to be very aware of your surroundings while out on the track. The snakes have come out of the ground thinking that it is Spring. Please be aware of your feet and, for heavens sake, do not put your hand in a hole in the ground. I say this for people who bring pets and children to the park. This brings me to another subject. This is a Maricopa County Park and the rules are that all animals are to be on leashes and held by a person. This is not an MLS rule, this is the Parks Department rule. Do not make us to be the bad guy when someone tells you to please put it on a leash. Another rule the County Parks department has reminded the Board about is ALL aviation products, i.e. drones, airplanes and helicopters, are to be flown only at the Arizona Model Plane Society. You will need to join their club and keep it in their airspace. Nothing is to be flown at MLS property other than a flag. Again, please do not make us to be the bad guy and request you join AMPS and fly in their airspace. This is not an MLS rule. This is our lease holder's demand.

Rule 220.4 says NO structure sale to any other member or outside non-member can be consummated without prior approval of the MLS Board of Directors. MLS always has the right of first refusal in any sale. Now, this serves another aspect of our club, to protect the interests of the owners of the containers, doghouses and structures. The club can only do this if we know who the rightful owner of the container is. If you sell your container to another person and the club is unaware of it, since there is no title or lien on the containers, you have violated the club BY-LAWS. It is simple to write on a piece of paper that you wish to sell the container and give to a board member. We have a list of people who are wanting space, and, you never know, you might end up with more money than you thought it was worth. But you can still sell it to the person you feel you want to sell it to. MLS is here to help and all we ask is that you abide by the BY-LAWS and club rules.

There is a number of people who have not paid their dues for 2018. Please be advised that you can not run a train on club track or pull public trains without current membership to validate our insurance policy. You still have access to your container and equipment but, again, do not make us the bad guy when we must say you can not run trains until you pay your dues. Please remember that your dues keep the doors open. They pay our insurance, electric to charge your electric locomotive or speeder, water to flush the toilet or keep the portable toilets on the property, pick up the trash, pay the county parks department our lease monies for the property we operate on, and the list is long.

Last, but not least, SAFETY FIRST. Please remember that most of the people out here working are over the age of 65. They do not heal fast. They bleed profusely when injured because most are on blood thinners. They do not move fast. We really do appreciate the people under the age of 65 who come out to help, because we need it. Keep a watchful eye out for some of our members, especially the ones who might be on the ground from a slip, trip or fall. Especially if it is me.

Thank You,  
Joe



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## FEBRUARY CALENDAR

**every Sunday**      NOON      **Sunday Public Rides**

**Sat. 2/ 10**      **10:30 Am**      **Holiday Lights Committee** (Joe Kalisak, Team)

                                 12:00 pm      Closed Board Meeting

                                 12:30 pm      General Membership Meeting

**deadline Mar 10**      Pre-register for the 50<sup>th</sup> Anniversary Spring Meet

## BOARD MEETING MINUTES

**Jan. 13, 2018**

As of 1/13/2017, 147 people had paid their 2018 dues.

The Executive Board voted for the following 2018 Superintendents and Adjunct Staff :

- Cliff Fought - Construction Superintendent
- Hank Gallo - Operations Superintendent
- Dave Kulman - Maintenance of Way Superintendent
- Greg Gorman - Tower Signals and Video Superintendent
- Terry Liesegang - Road Signals Superintendent
- Bill Pardee - Boiler Inspector with  
assistants Dave Griner, Frank Behrle, Billy Pardee
- Joe Schnyder - Safety Administrator with  
assistants Bill Pardee, Matt Rockwell
- Perry McCully - Facility, Building and Equipment Administrator
- Jim Zimmerman - Engineer Test Administrator
- Dennis Beatty - Public Run Crew Coordinator
- Joe Kalisak - Holiday Lights Committee Chairperson
- John Bergt - Web Master
- John Draftz - Advertising
- Ken Giordano - Stack Talk Editor.

Proposed 2018 Projects and Budgets were discussed and approved, including :

- Add tunnel extension, Install 2 new bridges
- Completion of Pottsville, Install crossing signals on Pottsville west of trailer
- Rail replacement on Bobberg starting at Fritz's Corner
- Install 2 charging stations in Schnyder Yard, Finish tractor area
- Bill Pardee proposed gas tractor needing minimal repair
- Install copper risers in steaming bays, Install new air compressor
- Install engine maint facility for 1" track, Install safety bars to riding cars
- Add lights to west side of parking lot (safety issue), Upgrade to LED lighting

The President thanked everyone who helped with the Holiday Lights Public Runs, with a special thank you to the Holiday Lights Committee. He noted that it took 40 members on each of the 12 nights to safely guide the 12,736 riders on/off 462 individual trains.

Riding cars must be inspected before all Sunday and Holiday Public Runs, add to calendar.

Terry L's new rule for the safe control of R/C electric locos was approved (see page 4).

**Member use of the clubhouse must be reserved through Perry via the website.**

Belinda Kulman and Donna Hohm are now the Spring and Fall Meet Coordinators.

**ISSUE: Sunday Public Run crews are urgently needed. PLEASE see Dennis Beatty to sign up. If everyone takes one shift per month, then no one has to suffer.**

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Revision 3.11

13 January, 2018

New Rules for Remote Control Equipment that were  
voted on and approved at the Jan. 13 meeting.

**Remote Control Rules Overview**

This document defines the operating rules for all locomotives, railcars, and speeders (“equipment”) that uses remote control operation on any track of the Adobe Western Railroad. Remote control being defined as such: No cable connecting the control box or panel to the equipment being operated is in use. The equipment being controlled is done by communication via radio frequency commands between the radio transmitter and the equipment being controlled. The commands can be transmitted by any means possible.

The goal of these rules is to provide safe operating conditions when using radio control of the equipment. All failure conditions must be addressed so they do not present a possibility of personal injury to the operator or any person in the area of the remote control operation.

Maricopa Live Steamers shall notify the RC Airpark that there is the possibility of trains operating by remote control any time during the year.

**Failure Modes of Remote Control Equipment**

There are two modes of failure with a radio control system listed.

1. Loss of transmitter (either total loss with transmitter batteries going dead or partial loss where the radiated power has been reduced, therefore limiting the range of the signal for proper operation of the receiver).
2. Loss of receiver (either a hard hardware failure of the receiver or loss of power in the receiving circuitry).

The installed system must be able to comply with the requirements listed below.

**Reguirements for Remote Control Equipment**

1. The maximum speed of the remote controlled equipment shall be limited to yard speed per Rule 532 when switching inside yard limits in remote control mode (operator not riding on equipment). During operation on the “mainline”, the speed shall be governed by Rule 532 (operator riding on equipment).
2. For equipment verification on the Adobe Western (MLS), the equipment must not pass one mile (165 feet) faster than 20 seconds.
3. For equipment verification on the Adobe Western (MLS), the equipment must stop in a reasonable and prudent distance after loss of transmitter or receiver.
4. For equipment verification on the Adobe Western (MLS), the equipment must have a master on/off switch to disable the remote control circuitry readily accessible so that run away equipment can be stopped safely before damage or injury occurs.
5. For equipment verification on the Adobe Western (MLS), the minimum distance the remote control system can control the equipment shall be the distance of approximately 165 feet (one mile).
6. For equipment verification on the Adobe Western (MLS), the equipment shall have direction control, horn, and speed control at a minimum. Optional equipment would be a flashing beacon on roof of equipment visible from all angles. For night operation, the equipment shall have a headlight for forward and reverse operation.

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Revision 3.11

13 January, 2018

**Equipment Verification Checklist**

1. Verify master switch location and operation.
2. Verify transmitter fail operation and distance.
3. Verify receiver fail operation and distance.
4. Verify maximum speed per Rule 532.
5. Verify minimum range.
6. Verify horn operation.

**Remote Control Operating Rules**

1. The operator shall use appropriate remote control frequencies authorized by the FCC or any other legal forms of transmission.
2. If the operator is using remote control operation (riding on equipment) between Control Points, the operator must allow faster trains to pass safely at first possible location.
3. When operating by remote control, the operator shall not operate equipment close to unprotected people or equipment without notifying them.
4. When operating by remote control, safety zones must be established between equipment and non-operating personnel. Safety zone is defined as the track the equipment is operating on and a reasonable clearance for equipment to pass without hitting any personnel in the area.
5. No person shall interfere with the operation of another operator's equipment unless it is to prevent injury to personnel or damage to equipment.
6. When operating at night, the equipment must illuminate the area in front of direction of travel to prevent injury or damage to equipment. Operator must be in visual contact at all times.
7. The operator must maintain control during the entire operating session maintaining visual contact with equipment at all times. Cameras are not to be used to control equipment. Communication via radio with another person for train control is not allowed.
8. Any conflicts between operators regarding operating frequencies shall be resolved by the operators themselves. If no resolution can be obtained, the trainmaster / dispatcher / club official shall resolve the problem.
9. No Radio Control equipment shall be used to pull the public.
10. When the public is being pulled, the Radio Control operator shall use extreme caution when on the same subdivision as the public trains are operating. The public trains have right of way at all times. The Radio Control equipment shall not impede the public trains in any manner.
11. Ride on equipment operation:
  - a. When Radio Control operator is riding on the equipment, the operator shall be at the front of the train. The operator shall ride on the engine or an engineer car similar to those used for gas hydraulic equipment.
  - b. The speed limit when operating in this method is the authorized speed limit for operation per Rule 532.
  - c. The engineer must be able to verify the correct position of switch points and verify there are no obstructions on the track ahead for safety considerations of passengers and bystanders.

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**REQUEST:** I would like to get a count of how many families joined MLS because of a young person in the family attending **Jr. Engineer School**. If true in your family, please reply to the email in which you received your Stack Talk and include a quick note. Thank you. Ken  
MLSnewsroom@Gmail.com

**REQUEST:** This being the 50th Anniversary of the founding of the MLS, I would like to put together a 50th Anniversary Edition of the Stack Talk sometime later this year. I know it will take time for the members with stories to be interviewed, and for everyone to find and organize all of the pictures they have accumulated through the years. However, I think this occasion desires at least an attempt, and with the help of my new Staff Reporter, I believe something worthy of your time spent can be created -- to remember those who came before us, and to remember us after we're gone. If you have any thoughts on this, or would like to contribute a story or photos to the effort, please reply to the email in which you received your Stack Talk and include a quick note. Thank you. Ken MLSnewsroom@Gmail.com

### LETTER FROM THE EDITOR

Today, it gives me great pleasure and pride to introduce you to a young gentleman who, in response to my ad, emailed his desire to apply for the position of apprentice to the Editor. He told me that the skills he would develop in this position would help him in his Language Arts class at school. As you will read later in this issue, he has been in the hobby for several years, making close friendships and learning from the Masters among us. Having joined the MLS at the 2017 Fall Meet, he has already shown himself to be an asset to our club. Here he is at the woodshop drilling ties. When you see him around the park, please introduce yourself, and join me in making this gentleman feel welcome. I will let him introduce himself later within these pages. Ken



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# MEMBER CONTRIBUTIONS!

## Jr. Engineer Instructors



After training students last Sunday, instructors Ethan, Shelby and Chloe took a train ride to Pottsville, then around Werner to pick up some equipment, and then out to the Megatree to watch show sequences.

Story and Photo by Hank Gallo

## Last public train of 2017

Some guests arrived after the last scheduled train had already left the station, so Hank, Ethan and I decided to get a loco from the barn, attach a cut of cars and make one last run. We had a **FULL** train. Thank you, Hank, for everything you do. It is always a pleasure to crew a train with you!

Story and Photo by Dave Pulver 12/31/2017

*Introducing our New Members Bob and Judith Berres and their grandson Christian. They joined the MLS during the 2017 Fall Meet, but were just recently brought to the attention of the New Member Committee. Being members of the Scottsdale Live Steamers, they were right at home here, and have already begun to meet and build friendships with numerous MLS members. They are usually at the park on weekends running steam. From the entire membership,*

**WELCOME**



### Special Birthday Junior Engineer

3 yr old Libbey and her 9 yr old brother Joseph got to run the Chessie on a long run around the yard for her birthday. Happy Birthday from all of us at MLS !



## Birthdays of the Month

# JUST TURNED 6 YEARS OLD

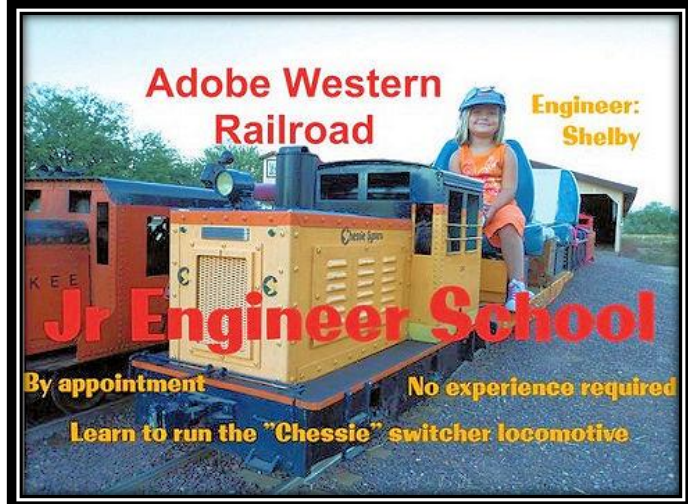
Stories and photos by Hank Gallo

### Junior Engineer School

(condensed from Stack Talks 2012 Feb and 2017 May)

Mid 2011, I converted my family's "Chessie" switcher from a 5 hp gasoline engine to twin electric motors. The joystick control and delay circuit made it very easy for youngsters to run. Watching my 5 year old daughter enjoy being engineer was just great. She invited many friends to the park and let them share the fun with a turn driving the train. Hmmm, an idea was brewing.

I put together a basic plan on how it would work and presented it to the Board of Directors -- let the visitors' children (of any age) run the train (about 10 minutes) and then they get a postcard stating that they are a **Jr. Engineer Graduate**. In December 2011, they said give it a try. On New Year's Day, 2012, we opened School. Since it was New Year's Day, we didn't plan on opening the park at all, but 5 of us met at the park to see if any visitors would show up. Good thing we did, since we didn't know the Arizona Republic had printed an article in that Sunday edition declaring us one of the top 10 best family destinations to enjoy on the holiday. We had 700 riders that day! On that first Sunday, we began by selecting one child from the line of people waiting for a train ride, and brought him out to the East yard to run Chessie. As soon as that student engineer got on the train, more "students" started lining up.



Many families return regularly for more "schooling". We average 50 children per Sunday, where I walk about 5 miles in a day, 100 feet at a time. For the past several years, I have been taking photos of the children and posting them on the MLS Facebook page ([www.facebook.com/trainrides](http://www.facebook.com/trainrides)). The only down side is that I am the only one with a train that will bring it out just for the kids to use. But, it has been a great recruiting tool. By getting the children interested, we have had more than 7 families join the club.



## FAREWELL MEMORIAL TO A DEAR FRIEND

### Jerry Smolyk

Hi everyone,

This is 15 year old **Christian Berres** reporting for Stack Talk. As I explore the railroad, with one of my steam locomotives, and progress on learning about the Maricopa Live Steamers club, I have noticed a huge problem, not just in the club, but in the entire hobby of live steam. The population of young boys and girls, such as my age, younger or a little older, is not high, and the fact that "this is a dying hobby" is sadly true. As a club, we need to avoid this. Such a huge wealth of valuable people, that know so much about steam, diesel and electric locomotives, can teach the youth, such as myself, the valuable information. But the opportunity can not last forever. Most weekends since I joined the club, I fire up and run my 4-6-0 steam locomotive, and usually take a high school friend, that has no experiences or knowledge of trains, with me. Believe it or not, kids have just as much fun running the train than riding the train. Trust me, I can tell you from first hand perspective.



So, as I write this article for Stack Talk, let's take a look back to March, 2011, Scottsdale, Arizona, home to my other live steam club, Scottsdale Live Steamers.

Click to view that day:

<https://www.youtube.com/watch?v=o3YAfxTnGel>

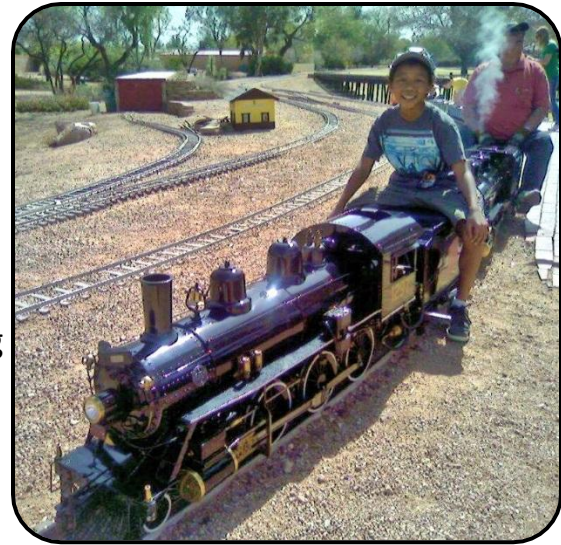
We have a public train running Sunday with two steam locomotives doubleheader this day. On the head of the train, we have Jerry Smolyk, and behind him, we have Jerry Humbryd. Now, lets really open the throttle to Mr. Smolyk. Jerry Smolyk, who I'm sure you all know well, was an amazing man. Jerry was not just a spectacular man, but a great man when it came to kids. If it were not for Jerry, I would have not pursued an interest in trains at all, and be where I am today. When I first met and visited Jerry, the year of 2011, he was pulling the Sunday public Scottsdale train with his Canadian National 4-6-0 steam engine. I remember my first encounter seeing a 1.5 scale steam engine. It was mind blowing. That day I rode the train with my grandfather, Bob Berres. At the time, I was 9 years old, and had actually used an old phone to record the train ride from a riding car on the train. As the train was coming out of the tunnel, I remember Jerry blowing the whistle. As the train came into the station, my grandfather and Jerry were talking about the upcoming MLS meet that year. As soon as the conversation ended, I asked Jerry if I could blow the whistle, and he said yes. It was the best experience a 9 year old me had that year. After that day, I went home, plugged my phone into the speakers on my 4x8 HO scale train set, played the recording and let my imagination go wild.



(continued)

## Jerry Smolyk (cont'd)

Now let's fast forward to the MLS meet. My grandfather and I met Jerry again and, of course, go for a train ride on his big CN F7 set. I believe this was a public train. Interestingly enough, the car I was in derailed multiple times on the run. After rerailling it multiple times, Jerry yelled for me to come up, and as this train waited, I sat in his lap with the controls and ran a public train. I remember, after coming into the station, one of the best memories was Jerry taking a CN pin off his hat and giving it to me. Man, I'll never forget that moment. It was just one of the best.



Alright, now fast forward years later. It's 8th grade year. I'm 13 years old, and have been screwing around with HO and ON30 model trains. As I take a quick trip to Scottsdale with my grandparents, like we did regularly, I just so happen to think how fun it would be to join the club. After MUCH convincing to my family to let me join the club, I attend a club Meet, as does Jerry. He explains how #6060, his brand new 4-8-2 steam locomotive, is basically replacing the little 4-6-0 ten wheeler he owned. Well, at that time, I was told by my family I wouldn't get a steam locomotive. When Jerry mentioned selling his ten wheeler to me and my grandfather, my grandpa told Jerry, "If you sell it, call me." Well, a week went by, and the engine was for sale. Jerry calls up my grandpa and tells him its up for sale. After a long conversation of price negotiations, due to the condition of the engine and its brand new boiler built by Billy Pardee, my grandpa bought the locomotive for us. I can remember laying on the floor, trying to hear under the door whether I had an engine or not. Well, time goes on, and events happen, and I run the locomotive mainly every weekend. One great memory was when I had fired up and had the whole train and consist out, and Jerry stopped by unexpectedly. Man, that made the week.



So, as I have just shared with you some of my memories of my great friend Jerry Smolyk, I'm sure we can all look back and smile and laugh at the times we had with such an amazing friend to us and our railroad club. Jerry always said, "He who dies with the most toys, wins." Well Jerry, you won, not just the toys, but all of our hearts.



(continued)

Jerry Smolyk (cont'd)

### Jerry Smolyk (1945 - 2017)

Heck, if it wasn't for Jerry, there wouldn't be a 15 year old writing this Stack Talk article, or running steam most weekends. I know this was a long report, but I thank all of you who have stayed to read this to the end. And please come take a ride on one of Jerry's riding cars being pulled behind his original Canadian National steam locomotive he owned.



I run a lot on the route of Far Flung Flats, so please be ready for the unexpected stop at the siding of Smolyk, where I stop and blow a long, loud whistle for your and my great friend Jerry.

Thanks for reading.

See you soon, with steam in the air!

Christian Berres

Staff Reporter, MLS Stack Talk





# STEAM LOCOMOTIVES BOILERS

by Dave Griner

Hello again. This month we will be looking at how to determine the size of the boiler we're going to build, since this is the basis for everything we do regarding construction. The design of the boiler has to provide the necessary grate area and heating surface to provide the steam necessary to supply the cylinders under all conditions of service. In order to accomplish this, it bears some insight into the history of how the proportions are determined.

In the early days, up until 1870, the boiler size was limited to that necessary to keep the total locomotive weight down, due to track structure limitations. It was readily recognized that boilers were undersized considering the cylinder requirements, but there was not enough engineering experience to provide the data needed to properly proportion the boiler. The relationship between cylinder volume dimensions and boiler size was accomplished by "rule of thumb" in this era.

It was not until 1897 that specific rules for determining boiler size were established by the American Railway Master Mechanics Association (ARMMA). Quoting from *The Steam Locomotive in America*, A.W.Bruce, 1952, pg. 143, "These proportions propose only certain minimum relations between cylinder volumes, heating surface, and grate area, and do not include any means of calculating the boiler evaporation itself. Comparative performance data (if available) must be used in addition to the relationships indicated." These first real design rules gave some help in developing boilers to meet the needs of the cylinders, but still left much to be desired in solving the problem decisively. (As a footnote, A.W.Bruce was the Chief Engineer of ALCO, beginning his career in 1908 and staying with ALCO to 1946, when he retired.)

The next method of designing came in the form of the "Cole Ratios," developed by F.J.Cole, an engineer with ALCO, in 1912, and published in ALCO Bulletin # 1017, in 1914. In the opening paragraph of this Bulletin, Mr. Cole remarks, "Methods generally employed for proportioning locomotive boilers require modification and revision because of the great increase in the power of locomotives which has taken place in the last few years. These changes have necessitated a departure from the older rules (read ARMMA rules of 1897) in order to produce consistent results."

Mr.Bruce continues his remarks by saying, "This method permitted the establishment of the boiler capacity curve and gave reasonably good results on boilers not equipped with combustion chambers. However, for larger boilers fitted with long combustion chambers and large grate areas, this method became very erratic and produced results which were much too low."

## BOILERS (cont'd)

A third method was introduced in 1932 by A.I.Lipetz, titled ***Tractive Effort of Steam Locomotives (Locomotive Ratios)***, published in the ASME Transactions, volumes 55 and 56, papers R-55-2 and R-56-6. (Another footnote here, Mr.Lipetz was Russian, having significant input into the design of their 2-10-0's, in addition he was a consulting engineer to ALCO by being associated with Purdue University).

Mr. Bruce again comments, "This method follows the second method, except that the factor of constant heat release per cubic foot of firebox volume is added. This addition provides for all boiler proportion relations existing between grate area, firebox volume, and heating surface. It also establishes, at first, only one point on the boiler-capacity curve, but this point is for a definite ratio between the amount of coal burned and evaporation obtained for a boiler of any specified proportions."

A final set of references regarding boiler design come in the form of ***Steam Locomotive Design Data and Formulae***, E.A.Phillison, 1936, and ***The Steam Locomotive***, R.P.Johnson, 1st Ed., 1942. Both of these works discuss boiler performance in light of engineering research and conclusions based on practical experience. Neither of these resort to "cookie cutter" methods but provide detailed information to be used to enhance those answers found by applying the ratios noted above. They are exhaustive works requiring significant study to be able to apply their information properly . . . quite daunting but interesting to wander about looking at this and that!!

For those interested, I can make scans of the "Cole Ratios" and the Lipetz work. Just send an e-mail to [dgriner@arizonamechanicalengineering.com](mailto:dgriner@arizonamechanicalengineering.com).

Building a boiler is fairly straight forward, but the whys and wherefores regarding what we will be doing is very important in getting things done correctly, so that's why we'll just leave this to stand alone not to be overshadowed by other thoughts for the moment.

Until next time, take care.

Dave



Cumbres & Toltec

# HAPPENINGS PAST!



As the sun sets, making way for the January moon, we remember the Megatree and the spectacular Holiday Lights season it gave us, and say farewell until November.

Photos courtesy of Hank Gallo



On Sat, January 27, Arizonans for Children made their annual Pilgrimage to the MLS, with 300 of their charges, to enjoy an afternoon on the train. Sharing the day with them were the members of the Mandolonian Mercs Costume Club. Thank you to all of our kind members who came out to provide these special kids with a memorable ride.



## *the Al Ford Memorial Operational Meet*

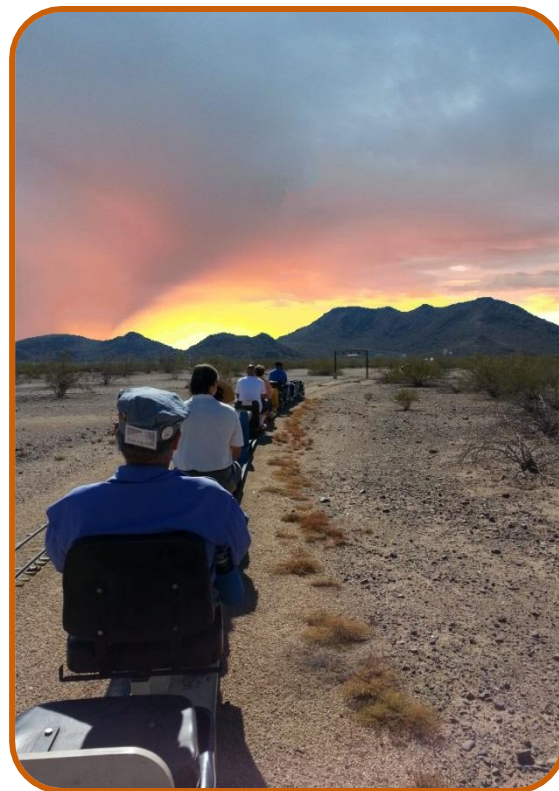
### As the sun sets on Winterfest, 2018

Jim Zimmerman would like to thank:

Belinda Kulman, Donna Hohm and Judy Edwards for helping to feed the group, Dave Kulman, Mick Janzen, John Lovely and Nick Connelly for spotting the freight and coordinating the train movements to keep everything organized, and anyone else who saw a need and stepped up to help in any way before, during or after the event.

It was a huge success. *Thank You all!*

## **HIGH BALL!** by John Lovely



A great Winterfest / Operational Meet was enjoyed by many on January 17 – 20, with 155 people registered for the Meet. At least 59 passenger runs were made, according to the sign-up sheets, and probably more that didn't register their departures. I did not make a total tally on the number of passenger moves, but it must be close to a thousand. No tally is kept on the freight side. There were 254 freight cars available to move, and the freight trains were moving in and out of the yard regularly.

The weather was great on Thursday and Friday, but Saturday turned a bit cold for Phoenix. Fortunately, there was little wind that day. But, as I was running steam, my glasses kept getting fogged up, so I couldn't see. But then who needs to see? The train just follows the track, right? The track crews are to be commended for good main track conditions. I heard of only a few major glitches. The industry tracks were another story, though. Many of our hundreds of switches are thrown only once a year, and the weather sure had taken its toll on so many spurs. Volunteers are tackling repairs to the spurs as they can, but it is a **BIG** job.

Crews did a good job returning switches to normal during the meet. However, during the car pick-up process, some neglected their duties. As Cynthia and I traveled the layout retrieving our depot boxes, we had to stop several times to reset them. Even though all our switches are spring loaded, they don't always work well because of the infrequent use. On the prototype, crews are required to hold a job briefing to ensure all switches are properly aligned and report them to the dispatcher. So many accidents have happened due to misaligned switches, that there are rules in the book covering the procedure.

Next is the spring meet in March. Then I will be getting ready for Triennial and Operations at Train Mountain. Hope to see many of you there.



Careful morning and evening maintenance prevents mid day breakdowns during those complex freight movements or during those tight passenger schedules.

Photos courtesy of Hank Gallo







Enough motive power to meet the demands of the day. Check.

Freight sorted into consists, based on their destinations, and ready to roll. Double check.



Photos courtesy of Hank Gallo

It seems that some of the motive power has been brought in from other railroads to handle the workload today.





As Shift Superintendent for the weekend, Jim Zimmerman has walked the length of these yards several times already today. His thoughts right now, "Just one more consist to be picked up, then I can sit down for a coffee break."

Photos courtesy of Hank Gallo

Joe Schnyder, Vice President of the railroad, is always welcome on the front lines. He's known throughout the neighborhood for his tasty menu of Joe's Burgers and Brats.





This is the paperwork necessary to run a railroad for 3 days.

Photos courtesy of Hank Gallo



Here is Yardmaster Nicholas Connelly. None of the freight in the yard moves without his authorization. Over the three days, no shipments were lost. Well done!





Here is John Draftz, Engineer, pushing a freight consist into Adobe Yard. Since it is noon, he has just enough time for lunch before his next freight departure scheduled for 1:00.

Photos courtesy of Hank Gallo

Donna Hohm, Judy Edwards and Belinda Kulman are Masters when it comes to feeding the crews of an entire railroad. After a hard day on the rails, everyone enjoys a great meal, good friends and a chance to share their stories of the day.



# HAPPENING NOW!



## 50th Anniversary Spring Meet 2018



**Work Week -- March 5th thru 11th**

**Meet Week -- March 12th thru 18th**

You are invited to participate in the Spring Meet, which will be held March 5th – 18th, 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 spouse, girlfriend, children, etc., they must also be pre-registered, even if they DO NOT plan to participate.

During the week of the Meet only, the following meals will be provided.

A continental breakfast of coffee and donuts will be available on Wednesday, Thursday, Friday and Saturday at the nominal cost of only \$2.00 per person.

Lunches will be available Wednesday, Thursday, Friday and Saturday at the nominal cost of only \$7.00 per person.

Dinners will be prepaid per the Registration Form. Dinner on Saturday will be potluck. If you choose not to bring in a dish for the potluck, there will be a \$10 charge per person. Money for the meals must be sent in with your registration.

**Please note, you must pre-register and pay for the dinner meals by March 10.**

**Please use the registration form at the end of this newsletter.**

Please RSVP as soon as possible with a check or money order.

We look forward to seeing you in March.

We use FRS radios with assigned channels from 3-10 with privacy code 10. Exact channel assignment 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) and anything else you think you may need.

Track plan information can be found on the MLS website, as well as a map to MLS.

RV parking and dry camping is available March 5th through March 18th.

Upon arrival to MLS, please check in at Ford Station to pick up your information packet.

Maricopa Live Steamers is one of Phoenix's natural county parks.

There are coyotes, rattlers and other critters living here. We ask that you not bring pets for safety's sake. If you do so, your pet must be on a leash at all times. This rule is a county park rule. For more information you can visit [www.maricopalivesteamers.com](http://www.maricopalivesteamers.com).

Any questions please contact Belinda Kulman at [bkulman09@gmail.com](mailto:bkulman09@gmail.com)

or Donna Hohm at [donnahohm@yahoo.com](mailto:donnahohm@yahoo.com).

Thank you.

# 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](mailto:jojo1208@cox.net)  
Holiday Lights Committee Chairman

One of these trains  
could be YOUR'S  
for the evening!



## 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.

Need two more, please help.

For information, contact: Ken Giordano [MLSnewsroom@Gmail.com](mailto:MLSnewsroom@Gmail.com)  
Stack Talk Editor



Jerry Grundy  
Stationmaster and Engineer



2018 AND 2019  
**CALENDAR OF MEETS**



SPRING MEET 2018	<b>WORK Week</b>	Mon 3/5/18 -- Sun 3/11/18
	<b>MEET Week</b>	Mon 3/12/18 -- Sun 3/18/18
FALL MEET 2018	<b>WORK Week</b>	Mon 10/22/18 -- Sun 10/28/18
	<b>MEET Week</b>	Mon 10/29/18 -- Sun 11/4/18
Operations MEET 2019	<b>Briefing Meeting</b>	Wed 1/16/19 Evening
	<b>OPS MEET</b>	Thu 1/17/19 -- Sat 1/19/19
SPRING MEET 2019	<b>WORK Week</b>	Mon 3/4/19 -- Sun 3/10/19
	<b>MEET Week</b>	Mon 3/11/19 -- Sun 3/17/19
FALL MEET 2019	<b>WORK Week</b>	Mon 10/21/19 -- Sun 10/27/19
	<b>MEET Week</b>	Mon 10/28/19 -- Sun 11/3/19

Registration information for the various events will be published as time grows near.



**Maricopa Live Steamers  
50th Anniversary 2018 Spring Meet  
Registration Form  
March 15, 16 & 17, 2017**

Please pre-register by March 10, 2017.

Name (As you want it to appear on name tag): \_\_\_\_\_

Additional family members: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

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: \_\_\_\_\_

Are you bringing an RV? Yes  No

RV's are permitted from Mar 5<sup>th</sup> to Mar 18<sup>th</sup> only.

**DRY CAMPING ONLY: NO ELECTRIC, NO WATER, NO SEWER**

Item	# of People		Price		Total
Pizza Dinner and Drink March 15 <sup>th</sup>		X	\$9.00	=	
Chicken Dinner and Drink March 16 <sup>th</sup>		X	\$12.00	=	
Pot Luck and Drink Saturday March 17 <sup>th</sup> Bring an item or pay \$10.00		X	\$10.00	=	(list item you will bring)
Registration Administrative Fee <b>(Non-Refundable)</b>		X	\$5.00	=	\$5.00
Each additional family members administrative fee <b>(Non-Refundable)</b>		X	\$2.00		
Total enclosed with RSVP					

Continental breakfast of coffee and donuts will be served March 14<sup>th</sup> through March 17<sup>th</sup> at a cost of \$2.00 per person.

Lunch and drink will be served Wednesday, Thursday, Friday and Saturday at a cost of \$7.00 per person.

**ALL ATTENDEES MUST ATTEND ONE SAFETY BRIEFING.**

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

Please send this form and a check/money order payable to Maricopa Live Steamers to:

Donna Hohm  
10705 N 109th Way  
Scottsdale, AZ 85259

Any questions please contact Belinda Kulman at [bkulman09@gmail.com](mailto:bkulman09@gmail.com) or Donna Hohm at [donnahohm@yahoo.com](mailto:donnahohm@yahoo.com).