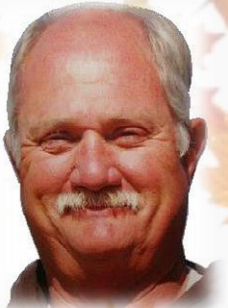




OCTOBER 2018

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

President's Page



It is already October and the Holidays are coming just around the corner. This is definitely the start of the busy season at our Club. We have Sunday Runs, the Fall Meet, and the start of placing our Christmas Lights.

I hope you all had a great Summer, and are looking forward to the Fall. The track work continues at the Station, including Landscaping, the Signal Systems, and the list continues.

Mike Grant installed some side panels at the Ford station patio area which prevents the Sun from shining through. Thanks Mike. We have a need for donations to help purchase and install fans in the Patio area.

Don't forget to register for the Fall Meet, and also to get your Engineer's test completed. Please take the time to sign up for our Sunday Runs, as well as the upcoming Christmas Runs. Signup sheets are located at the Club House.

Thanks again for all the hard work our members do around our Club.

Don't forget to come out and help during your free time. Our Club has plenty for you to do!

See you at the Park!

Pete



OCTOBER CALENDAR

every Saturday	7:00 AM	General Work Day
every Sunday	NOON	Sunday Public Rides – Public train crews needed
Sat. 10/13	10:30 AM 12:00 pm 12:30 pm	Holiday Lights Committee (Joe Kalisak, Team) Closed Board Meeting General Membership Meeting
Sat. 10/20	9:00 AM	Public Riding Train INSPECTION – Hostlers needed at 8 AM (contact: Hank Gallo -- hanksgt@yahoo.com)
Mon. 10/22 – Sun. 10/28		Fall WORK WEEK (Donna Hohm – Registration)
Sat. 10/27	9:00 AM – 1 pm	AMRS and SC SWAP MEET – Public train crews needed
Mon. 10/29 – Sun. 11/4		50th Anniversary Fall MEET WEEK (Donna Hohm – Registration)
Sun. 11/4 – Wed. 11/21		Holiday Lights Decorating (Joe Kalisak, Team)

From the Desk of: Terry Liesegang Road Signal Superintendent

Subject: Pottsville and Bobberg Signals are still OUT!

There are still NO SIGNALS anywhere on the Bobberg or Pottsville Branchlines.

DARK TERRITORY protocols must be observed along the entire length of both Bobberg and Pottsville. Only ONE TRAIN at a time is allowed on the Public Runs route. All movements will be coordinated by RADIO and with the STATIONMASTER.

Use radios and the Stationmaster to control movement.

From the Desk of: Hank Gallo Superintendent of Operations

Subject: Public Run Train Inspection – 10/20, 9 AM

Come one, come all. Please join us on **Saturday, October 20, at 9 AM** to inspect all of the Public Run equipment. The more people participating, the faster we finish. No experience necessary – Inspection checklists and instructions are provided.

Hostlers are needed at 8 AM to set the equipment out on the steaming bays.

Volunteers please contact Hank Gallo -- hanksgt@yahoo.com

Pete Pennarts
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Joe Fego **Mike Grant** **Dave Griner**
Members at Large

Cliff Fought
Superintendent
Construction

Hank Gallo
Superintendent
Operations

Dave Kulman
Maintenance of Way
Superintendent

Greg Gorman
Tower Signal
Superintendent

Terry Liesegang
Road Signal
Superintendent

Jim Zimmerman
Engineer Test
Administrator

Bill Pardee
Boiler Inspector

Dennis Beatty
Public Run Crew
Coordinator

Joe Schnyder
Safety

Joe Kalisak
Holiday Lights
Committee Chairman

Perry McCully
Facility Administrator

Donna Hohm
Membership
Committee Chairman

John Draftz
Advertising

John Bergt
Timothy Freeman
Web Masters

Al Ford
Construction
Superintendent
Emeritus

Ken Giordano
Stack Talk Editor

Send emails / photos to:
[MLSnewsroom
@Gmail.com](mailto:MLSnewsroom@gmail.com)

MEMBER CONTRIBUTIONS!

Fair winds and following seas. Of course you won't have to worry about weather when down under. Just hope your ascents equal your descents. John Lovely, Father of an AW - acoustics technician.

Nico, Congratulations and thanks for your service. The Navy has added a fine, quality person to its roster. John Draftz COL (Ret), AD, USAR

Congratulations to a future submariner!
Daniel Benton

Congratulations Nico . . . I am proud of you!!!!
From Anna Kysil and Ethan

Nico, Thank You for serving our great country. Take your vows to defend her very seriously. I too was Navy. Bill Myers

Congratulations Niko. Wishing you all the best for a bright future in the Navy Submarines.
Joe & Trish Kalisak

Hey Nico. So you are switching from a train to a ship? Quite a leap! We are proud to know you!
Donna Hohm

Congratulations to you Mick and to your grandson!! It's awesome that he has chosen to serve and protect our country. You must be very proud!!! John Marino



THANK YOU for Your Service

Nico, Congrats on your graduation and thank you for your service. You will learn skills that will be invaluable in your future. All the best. Hank G.

Wishing you the best during your tour, Nico. Will miss you at the track. Thanks for serving and making grandma proud of you.
Sincerely, Tom Harrington.

One of our fellow MLS members, my grandson **Nicholas (Nico) Janzen** graduated from Navy basic training on Sept. 7th. He is currently stationed in Groton, Connecticut, for submarine training. Photo by **Mick Janzen**

Congratulations Nico. We are all proud of you. Thank you so much for your service to our country. Keep up the great job.
Pete Pennarts – President MLS club

Congrats Nico! Always remember, when you board a sub, don't forget to close the door behind you.
Bill Unglaube

Congratulations Nico!! Best wishes to you in your pursuit. Myrna Brooks

Nico, Thank you for your service and sacrifice. You are a credit to your family and community.
Joe Kahan & Family

Good luck Nico and will miss having you at the trains, BUT THANK YOU FOR YOUR SERVICE.
Station Master Jerry Grundy / Gift shop Sandy Grundy

Nicholas, I salute you for your bravery and In respect for that uniform. You look good in it, by the way.
Ken Giordano



FOLLOWUP :
to April's article on
Tom Harrington's UP F units

Story and photo by Tom Harrington

For operations in Phoenix, the disruption of having to deal with the effects of purchasing these locomotives and getting this unit ready are over. My container is organized again and there is nothing hanging over my head that would be considered needing to be done. I can just come out and enjoy the park, the members and running the trains.

As far as the two mating UP units that are back home in OK, they are working and being used moderately, but need the details put on them, like the belly tanks, steps, horn, etc. Other railroad tasks, like work on my track, are getting in the way of getting the detailing done. Bottom line, all is well, and, in due time, those locos in OK will be on the ready track in full dress.



On the ready track (less batteries)



The 10 am
"Early-Bird" class of
Jr. Engineer School

In the distance, the engineer waits for the brakeman (sorry, brakeperson) to align the switches for the classroom siding.



September 9th — Opening Day 2018



Special Jr. Engineers — closing shift. We closed early due to the heat, so Matthew (6) and Nathan (2) jumped at the chance to put Chessie in the barn for the night. They are frequent visitors so they knew just what to do. Matthew took the first shift out to the West Yard and Nathan took over from the turntable and put Chessie into the barn. Thanks for your help! — Hank Gallo

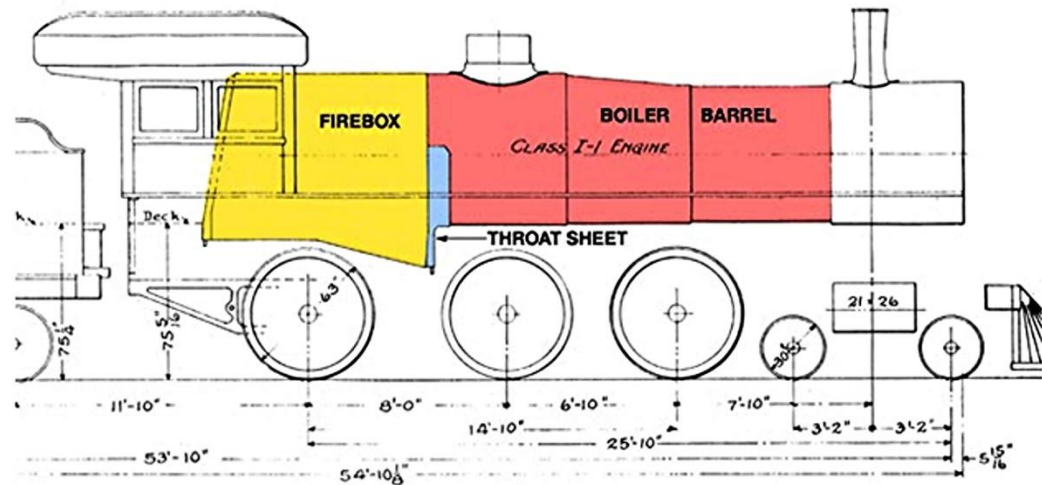
STEAM LOCOMOTIVES

BOILERS

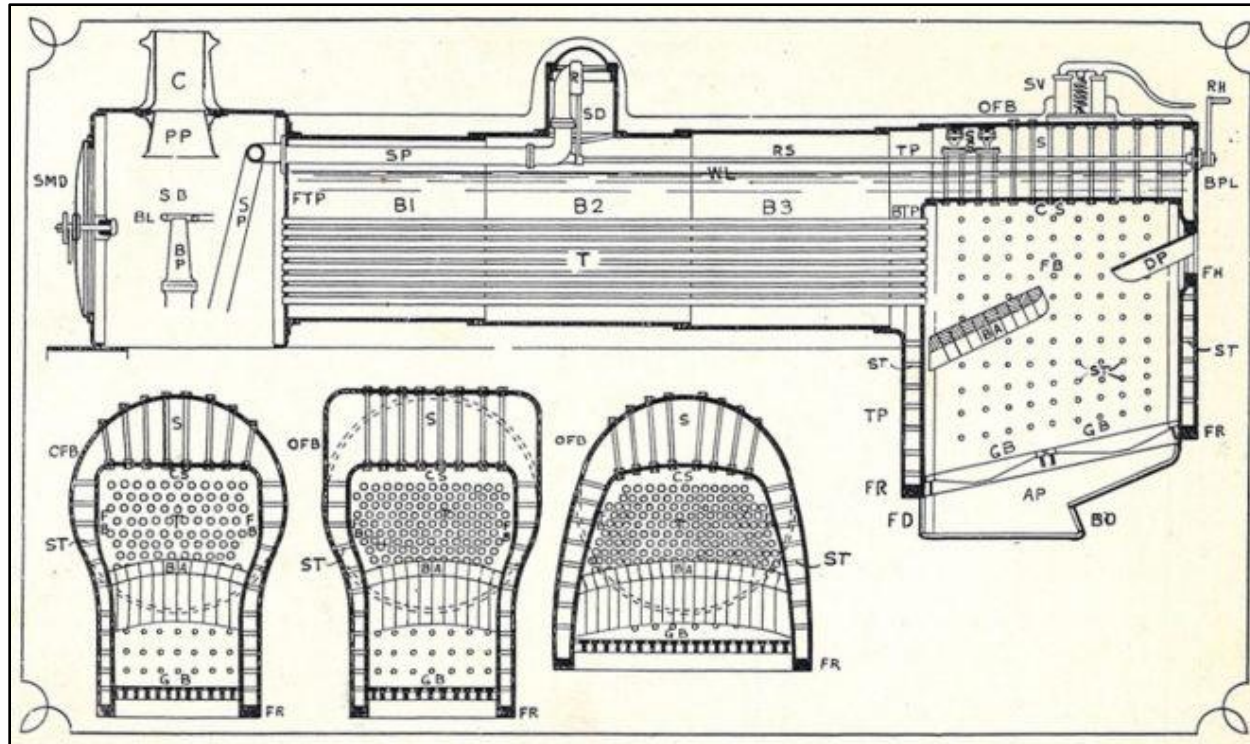
by Dave Griner



Well, one more time up the hill to learn more about our boiler. This time . . . it's the wrapper, the sheet connecting the throat, barrel and back head plates, shown in yellow in this illustration (top right).



This drawing (bottom right) shows end sections of different forms of firebox, i.e. "keyhole", Belpaire, and a wide type very close to a Wooten. Notice they all have the plate rolled to a different configuration relative to the type of furnace (firebox) being used.



BOILERS (cont'd)

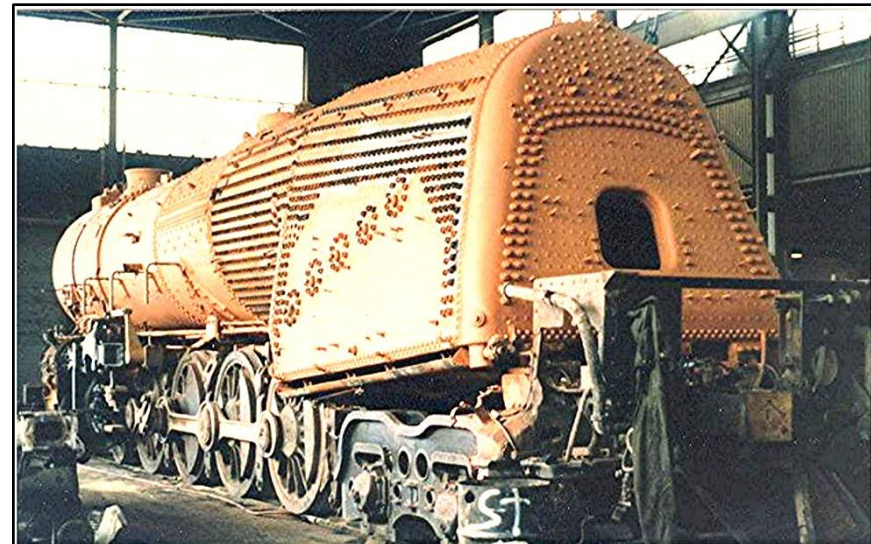
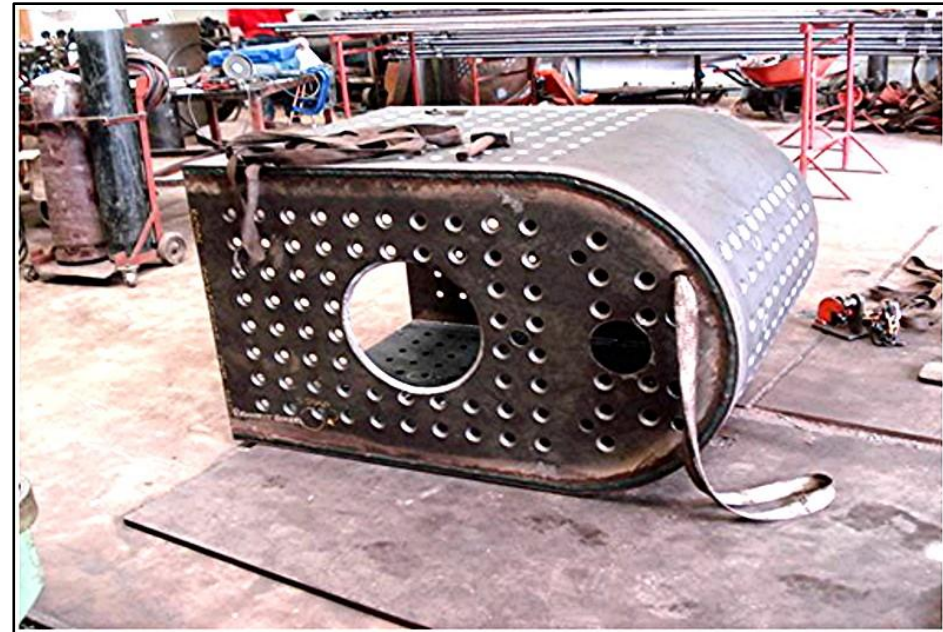
Here (top right), we see a wrapper for a small boiler. This is the end with the back head. The firebox has not been inserted, but the throat sheet has been welded in. In this instance, the complete wrapper is made from one piece. However, in the early years, the wrought iron plate makers did not have the ability to supply plates large enough to make a wrapper in one piece. That being the case, we find many older boilers with the wrapper made in three pieces. When steel began to become prominent, they also began to roll plates longer and wider until, in the last days of steam, enormous wrappers were made of one piece.

Here's an example of a multi-piece wrapper (bottom left).

And here is an example of one of those enormous wrappers . . . N&W 611 during overhaul (bottom right). The circular areas on the side of the wrapper provide access to the circulators applied to the firebox, we'll speak of them at a later time.

Well, that's about it for wrappers. Next time . . . the back head!!

Take care,
Dave



TRACKING TRACKSIDE PROGRESS 2018

Continuing progress report on the 2018 Project list, and that special group of members working it.

We sure appreciate your efforts!

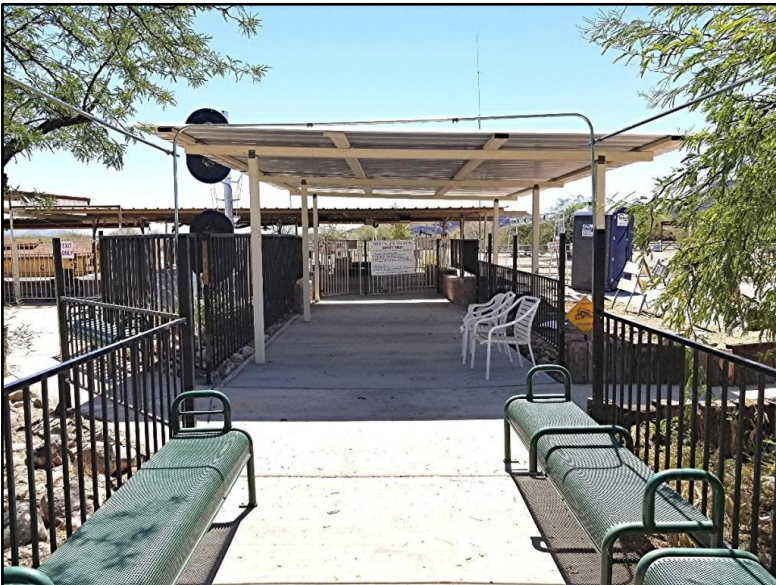
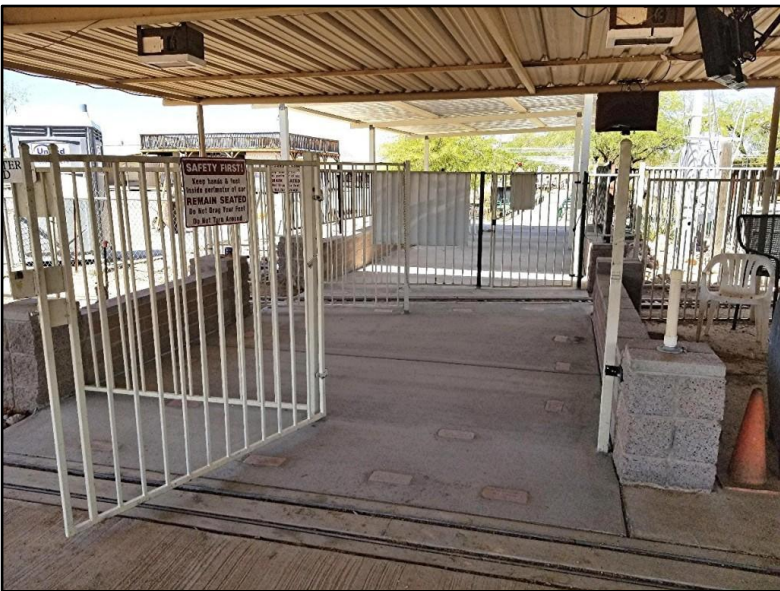


BEFORE

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AFTER



Photos by Pete Pennarts and Hank Gallo

TRACKING TRACKSIDE PROGRESS 2018

Continuing progress report on the 2018 Project list, and that special group of members working it.

We sure appreciate your efforts!



Fred Greenwald repairing Mega-tree light strings.

Photo by Mick Janzen



MLS locomotive UP 2001 getting ready for new wheels.

Photo by Hank Gallo



Joe Fego making track panels for a new industrial spur, in preparation for the Operations Meet in January.

Photo by Mick Janzen



This building has been repaired and painted, with new doors installed.

Here is Mick Janzen installing a new sign. Check out that smile.

You would never know that it's over 120° on that roof.

And how did she get up there? No big feat for Wonder Woman.

Photo by Mick Janzen

Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

A LOG OF THE ADOBE WESTERN RAILROAD EARNING ITS KEEP

SEPT. 9, 2018 - Opening Day, 2018 – Hank Gallo – Wish I could have taken more photos, but I was so wiped out from the heat. I went to the park at 10 am to check things out. Our first guests were there at 10, but since we don't open until noon, I let them take Chessie out of the barn and do Jr. Engineer school. We had a great turnout of volunteers to run trains, but not a great turnout of visitors. Mick and Jim took the first and only train out, and the loco derailed twice and the passenger cars 4 times. That put crews and guests in the sun for an hour or more. After a very short discussion and no one waiting in line (well, one gentleman who understood), we decided to close around 2pm. We should think about moving opening day to late September or early October, since closing is now the last Sunday in April. Bob D was asking the same thing about the derailments. It had to be from the heat. In the sun, the rails get up to 180 degrees, so they will expand. The BNSF rarely derails, so twice in a short distance is an indicator. And Shelby's caboose derailed twice just putting it away. I think we should plan on opening later next year. The weather patterns are changing and, with the influx of people to AZ, the heat continues to increase with the construction.



Jerry Grundy – Stationmaster



Joe Kalisak, John Broughman



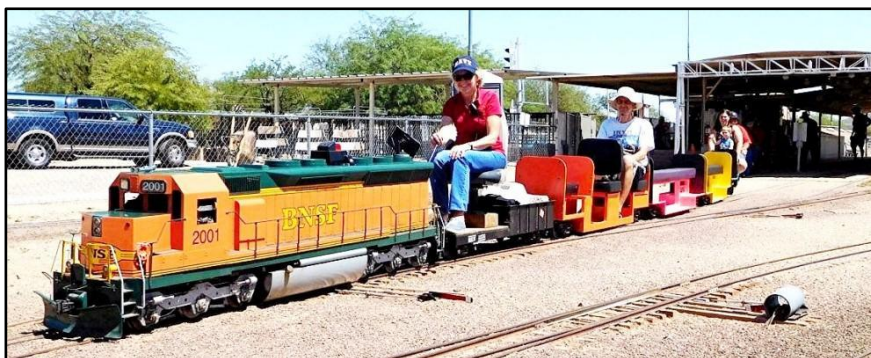
Paul Lator, Jim Theobald, Chuck Larom



New member Fred & Moe

Welcome

Jerry Grundy – Well, it's another year to run trains hauling the public. Today, only 6 riders came, as it was very hot. Mick Janzen and Jim Zimmerman ran one trip to the museum using Bobberg, since Pottsville is getting new cement ties and new track. There were two engine derailments and the riding cars kept coming off the track, too. It took an hour to complete the round trip. With the extreme heat, it was decided that it was best to cancel the runs. With the derailments and having the public sit in the heat, it was the best thing to do. I want to thank Sandra for opening the gift shop and Bill Unglaube for gate control. Also, thanks to Marty Simmon for bringing my engine out to pull the public, though we didn't need it. I also want to thank Marty for doing the pre-trip inspection on Bobberg and Werner East, and Larry Messing for helping put BNSF 2001 away. **BIG THANK YOU** to Sandra, Mick, JimZim, Marty, Bill, Larry, Jim T, Chuck, Paul, Joe and John for coming to the park to help on opening day!!! I don't think it is going to be any better next week. We'll have to wait and see.



Mick Janzen (E)
Jim Zimmerman (C)

Bill Unglaube,
Larry Messing,
Marty Simmon



Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

SEPT. 16, 2018 - Sunday Public Runs cancelled due to continued heat.

SEPT. 23, 2018 - Today, there was a total of 4 runs and 23 riders. Only had 1 train running. The engineer was Larry Messing and conductor was John Draftz. John left at 2:30 and Paul Lator was the conductor for the last 2 runs. Jim Theobald and Chuck Larom were on standby, but were not needed. Timothy Freeman had the yard switches working, so that I could use the control buttons by the Stationmaster's desk to throw the switches leading into and out of the station. Sandy had the gift shop open. Hank brought Chessie out and was available for Jr. Engineer School. Larry also made up the trains and, at the end of running, put them away. We did not make any runs to the Museum due to switch problems, and all runs were done on Werner. Still, there were a couple of derailments.

Reported by Stationmaster Jerry Grundy.

Happy Rails Everyone!!



Larry Messing (E)
Paul Lator (C)



Jerry Grundy (Stationmaster)
and Sandra Grundy (Gift Shopkeeper)



Paul Lator (C), Jim Theobald, Chuck Larom



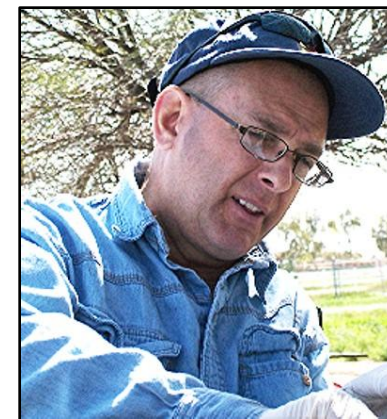
John Draftz (C)



Timothy Freeman



Hank Gallo





VACATION PHOTOS

shared by: **Bill and Michele Myers**

These photos are from our trip to the Royal Gorge. We rode in the cab along the canyon from Cañon City, Colorado. Engineer Jordan and rear conductor Dave made the ride special. As we were under way, Dave brought each of us a "Cab Ride" certificate along with a photo of us in front of the locomotive. Jordan let us stay in the cab on the return trip. Normally we would have gone back to the observation car for the return trip to Cañon City. Jordan, by the way, was a certified

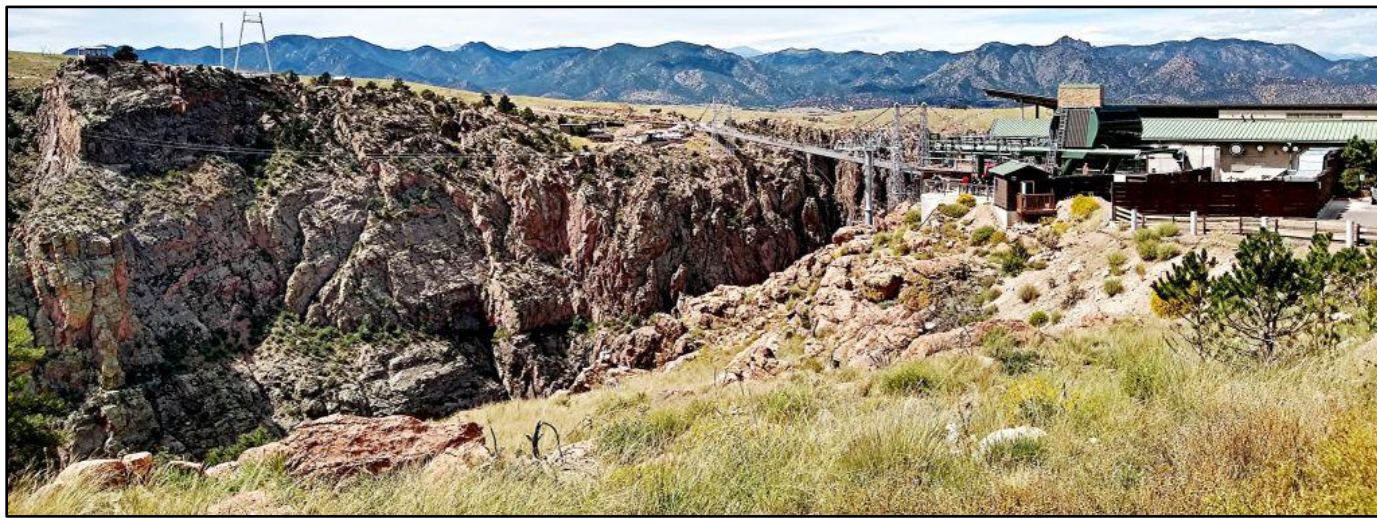
welder hired to work and restore the passenger cars. He was offered an engineer job at the age of 26, which he has been doing for 2 years now. He is engaged to Shelly, and both are from Cañon City, Colorado. Michele, my beautiful wife, is enjoying her cab ride looking over the river. Her smile has been permanently implanted on her face ever since.

The "F" units have been restored with fresh paint and . . . air conditioning put in. The orange paint was prototypical of the Royal Gorge railroad back when it was Denver and Rio Grande Western, which started in 1870 as a 3 foot narrow gauge line. Surprisingly, D&RGW was not built by the Rio Grande. Instead, the Atchison, Topeka and Santa Fe built it. Santa Fe needed the line to haul silver from the mines around Leadville.

Looking down from the suspension bridge you see the modern day locomotive, which they also run with the "F" units, being a GP40, an SD9, and a GP7. They have over 2 dozen passenger cars, but on a normal day they have 9-10 cars in the consist. The suspension bridge was the tallest in the world when completed, at over 955 feet tall with an 18 foot wide wooden deck, at a cost of \$350,000. It spans 1260 feet across the Arkansas River, and was put in service on June 5, 1929. (pictured looking up, top of next page)

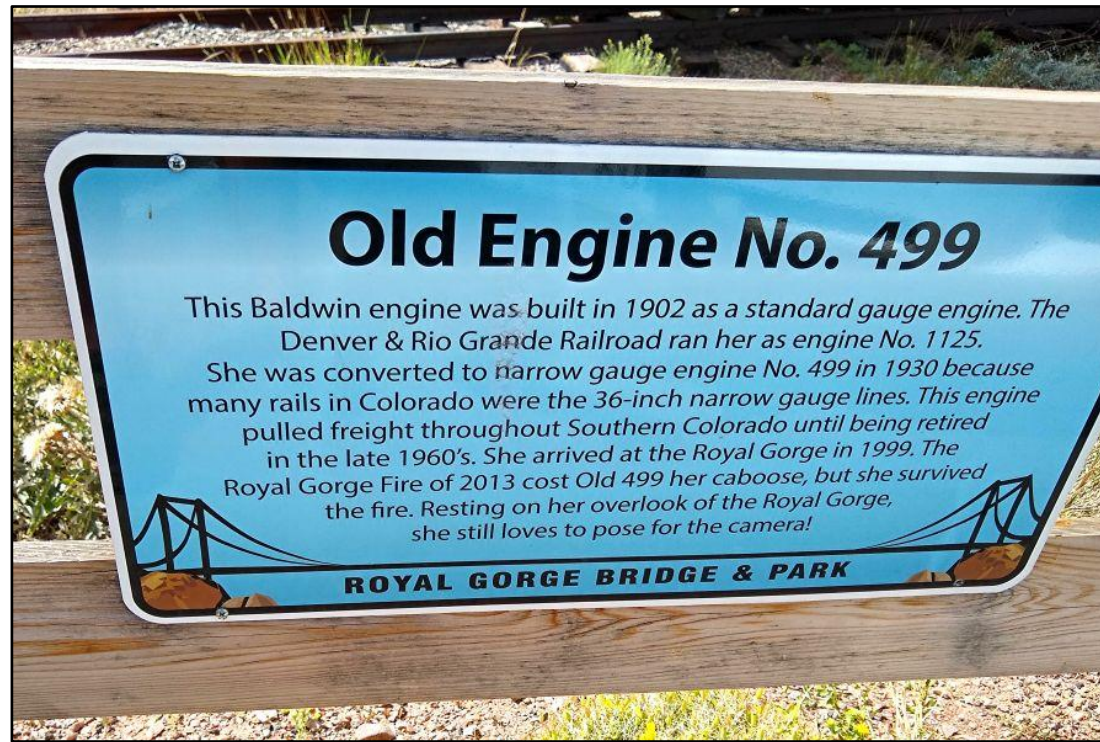
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VACATION PHOTOS (cont'd)



Here is a 3 foot gauge old steamer from the Royal Gorge.
Description is on the blue plaque.

(continued)



Old Engine No. 499

This Baldwin engine was built in 1902 as a standard gauge engine. The Denver & Rio Grande Railroad ran her as engine No. 1125. She was converted to narrow gauge engine No. 499 in 1930 because many rails in Colorado were the 36-inch narrow gauge lines. This engine pulled freight throughout Southern Colorado until being retired in the late 1960's. She arrived at the Royal Gorge in 1999. The Royal Gorge Fire of 2013 cost Old 499 her caboose, but she survived the fire. Resting on her overlook of the Royal Gorge, she still loves to pose for the camera!

ROYAL GORGE BRIDGE & PARK



VACATION PHOTOS (cont'd)

During our road trip this summer, we were fueling up at Dancing Eagle Casino, just west of Albuquerque, NM, on I-40, and in rolls this lady driving a pink Peterbilt. Her name is Tami Fawcett . . . out of Yakima, Washington. She and her dog "Blue" have run 3 million miles coast to coast hauling produce, mostly apples east out of Washington state and produce or groceries back to Seattle in her truck "Miss Dolly", which, today, was loaded with avocados out of the Rio Grande area in Texas. She was a real trip to talk to, very friendly, funny, nonstop with what she had been through with her husband being laid up for quite a while with back surgery.

She started driving trucks after running away from home at the age of 14, hauling logs out of Oregon to the mills. It was all off-road, so she didn't need a license. She loved the freedom, the responsibility of the rig and the loads, and seeing the country. Tami saved up enough money to buy her first rig at 21. Imagine having the guts and the drive to go into business for yourself at that age. She said she never looked back, and would do it again, if she had to.

On the rear of her trailer, and on the side of her sleeper is the Santa Fe War Bonnet "F" unit. They were EMC model E1 diesels with a slant nose cab, which evoked speed. In November, 1935, Santa Fe took delivery of two 1800 horsepower, box cab diesels to update the "Chief." The paint scheme was created by Leland A. Knickerbocker, an artist who worked for General Motors. During the mid 1930's, the company needed a matching livery to the Native-American themed train that the Santa Fe was about to debut. The name of the train . . . "The Super Chief" went on to become famous for the paint and the name it bore. In 1995, it was officially retired.



(continued)

VACATION PHOTOS (cont'd)

If you notice, the rear doors have the saying "Look out, there she goes." She would have truckers marvel at how she drove her truck by herself, and always seemed to be in the "Hammer Lane," as truckers refer to the left, or passing lane. If you are out there passing other truckers, you "Have the hammer down," as we say! She was told one day that the only thing that could pass her was the Super Chief, and that was her inspiration to put it on her truck.

Tami is a legend out there on the road, even today. I had seen her going in the opposite direction up on I-90 a couple of times, and heard truckers talk about "This Lady Trucker" over coffee at a distant truck stop somewhere. They would always say, "Man, that woman can put men to shame the way she handles that Pete." When she came rolling in to get fuel, it was like a dream come true to meet this lady in person. My wife, Michele talked her arm off for 30 minutes, while we both fueled, exchanging stories of the road, husbands, places both of us have traveled and . . . Oh my gosh, the pictures, I look at these and proudly say to myself, isn't it ironic, the trains and the truckers helped to build our nation, and the countless people on both sides never get the recognition they have earned through sleepless nights, being away from their families, and braving the elements to keep the freight moving, just like "our Joe Schnyder," retired from the Union Pacific, and who is in charge of track maintenance and is the current Vice-President of MLS.

On the number board of the "F" unit, it has 1947. That was the year Tami was born, and it seemed fitting to see that after meeting her. She has been pushing a rig down the road for over 57 years now, she just turned 71. I know the feeling Tami and I share, the long nights out on the interstates, long lines of traffic threading thru a strange town, the solitude of being somewhere different every day, by yourself. We call it "windshield therapy," and every trucker has experienced it at one time or another. As with Tami, and so many thousands of drivers like her, we have a bond that only a trucker knows about. We, like engineers or conductors share our stories over a cup of coffee, a slice of apple pie in some far off café, and for a moment, we are like brothers. Oh, sometimes, after years out there, we will meet again for a brief period of time, try to catch up on loads we've hauled, weather that kept us snowbound on Donner Pass for a couple days, and maybe a family member who, like Tami, is still out there somewhere up the road, and then we close the door, turn up the country music, let out the clutch and another adventure is born, another memory is conjured up. Just like when I saw Tami roll into the fuel stop. We became family for a short time, and I will never forget our chance encounter that day. Roll on Tami, 'til we see ya up the road again.

My pen name . . . "Ol' Whiskers"

The new folks won't have a clue . . . the older members will roll their eyes and laugh.



HAPPENING NOW!

**Don't
FORGET!**



50th Anniversary Fall Meet 2018

Work Week – Oct 22nd thru 28th
Meet Week – Oct 29th thru Nov 4th

**Please find the Fall Meet
information and registration form
at the back of this newsletter.**

Please don't forget this, if you are coming to run trains.



ENGINEER
CERTIFICATION

This certifies that

IT'S EASY TO GET YOUR NAME HERE

is a certified engineer at the Maricopa Live Steamers

This certification expired on
May 31, 2018

**PLEASE
CLICK**

[MLS Safety and Operating Rules](#) (printable PDF format)

[MLS Online Engineer's Test](#) (online entry, auto-submission)

From the Desk of: Ken Giordano Stack Talk Editor

Subject: *My Temporary Phoenix Office*

For two weeks, between Sat, Oct. 20 and Sun, Nov. 4, the **MLS NEWSROOM** will be temporarily located in Ford Station. Please stop by to say "hi." I will be the crabby, eccentric old man behind the computer screen (not to be confused with the lovely ladies at the check-in table). I will be there for several reasons:

50th Anniversary related

- 1) to scan and digitize the MLS' extensive Stack Talk paper archives;
- 2) to scan and digitize any member's (MLS related) paper photographs, **so bring as many as you can find buried in your closet;**
- 3) to copy MLS History photos and files from your computer to mine, **especially all pre-2011 Stack Talks on your computer**, to save me the time I would have to spend scanning the paper copies – **If they may still be sitting in your email inbox, please FORWARD them to me. Find them by sorting your inbox by "FROM SENDER" and look for Jim Ashcraft then reset your inbox by sorting it by "DATE RECEIVED"**
- 4) to have a strategy meeting with my 50th Anniversary History Team;
- 5) to get a 50th Anniversary Fall Meet button and buy two 50th hats;

Stack Talk related

- 6) to publish the November issue on Nov. 1;
- 7) **to teach anyone interested how to use MS Office Powerpoint or Word and/or how to Photoshop photos without using Photoshop; there will be a sign up sheet to reserve a time with me**
- 8) to accept YOUR compliments, complaints and criticisms about the Stack Talks that you have been receiving (or NOT receiving), such as [this](#) new landscape format, which is being tested now because the page fits better on today's narrow laptop screens.

HAPPENING SOON!



Santa's Helper is here looking for those good boys and good girls who are willing to help Santa and Mrs. Claus this year, by providing the public with the best Holiday Lights experience ever.

That means moving the public quickly and painlessly through our program, so we need as many Station Attendants and Trains as possible, PLEASE.



Badly Needed! Trains and People for the 2018 Holiday Lights

Last year our members provided rides for over 12,000 passengers during the 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 show off your equipment to the public, and most of all, to have fun. Steam trains are everyone's favorite, too!

This year's dates are Nov. 23/24, Nov. 30/Dec. 1, Dec. 7/8, Dec. 14/15, Dec. 21/22 and Dec. 28/29
– **another 12 night show.**

We are asking each of you for at least one evening, just 3 hours for a really good cause. Training provided.

Thank you for helping make the Lights program a success.

Merry Christmas to you!

Joe Kalisak jojo1208@cox.net

Holiday Lights Committee Chairman



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

ANOTHER PAGE FROM MLS HISTORY!

In the Spirit of the 50th Anniversary:

Switches Galore by “Maestrowe” Bill Lowe

article reprinted from: **STACK TALK** May and June, 2011

story and photos by: **Bill Unglaube**

When I was only five months old, I received a Lionel train set for my first Christmas. I was forever to be fascinated by anything that moves, lights up or makes noise. The train running around its standard oval of track kept me happy for many years. Then two cruel events of fate occurred. I learned how to read, and someone left a Lionel catalog where I could find it. Way in the back of the book, I found a picture that would influence my dreams for the rest of my life. It was a pair of remote control switches, which immediately began filling my head with track plans. Alas, this began a period of unrequited love, for the cost of these treasures far exceeded my means.



Many years have passed, many bridges have been crossed, and one day I found myself a member of the MARICOPA LIVE STEAMERS. That picture (bottom left column) still lives in my mind, but it has been joined by the MLS' switch number 400.



That is MLS' switch number 400 lying next to the Adobe Yard lead (below). This switch was completed on (or about) April 12, 2011, and will be ceremoniously installed on Saturday morning, April 16. In my wildest dreams, I never imagined a model railroad this huge!



When the MLS first moved into the park in Scottsdale (1974), our first several switches were purchased for about \$700 each. That price was just about a full year's income back then. So, MLS' answer to the PEP BOYS: Lenny, Mel and Ken (that's Rossow, Gooch and Bain, for you newcomers) began building switches, rotating to their personal shops, and then hauling the finished product to the park.

Eventually, someone got the clever idea to gather the necessary parts at the park and construct the switches there. Thus began an era of uncontrolled obsessive-compulsive switch building that continues today.

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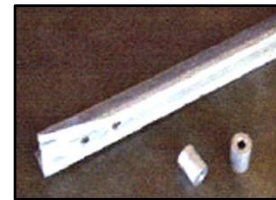
Switches Galore (cont'd)



Pictured is the switch barn, with switch number 401 on the bench.



The throw mechanism for switch number 401.



(Above) a #9 point, and a guard rail with spacers. (Below) the welded-up frog.



Not shown are the hundreds of pre-cut ties and the machined stock rails. Many hard-working members have provided these components to Bill Lowe's switch barn, where the "maestrowe" can turn them into a completed switch in about four hours. He frequently gets help with assembly from other members, but then it takes a little longer. When he runs out of switch parts, Bill amuses himself by cutting wood for ties at the lumber mill, and assembling 20-foot track panels there. His objective is to not let our superb track installer, Bob Douglas, run out of track and switches.

We had an excellent turnout (pardon the pun) on April 16th for the installation. That's Bob Douglas seated on the track, while connecting switch number 400 to the yard lead, with Bill Lowe getting a leg up on the switch. As I finish this article on the 21st, switches numbered 402 and 403 have been completed, and the parts for two more are ready. Is this a dream? I'll pinch myself just in case.

(continued)

Switches Galore (cont'd)



Photos by Jim Ashcraft

It has been decided that, from now on, all switches will be all steel, because it has been found that our switches have been wearing out too fast. Not only does steel provide less wear on the rail, but the switch is much more solid when all the parts are welded together. Bill Lowe is quickly becoming an expert welder.

Be sure to say “thanks” to Bill Lowe, Bob Douglas, and all the other members who have helped make the MLS a premier railroad to belong to, or to visit. Switch component contributors include Bob Alkire, Frank Behrle, Cliff Fought, Mike Grant, Chuck Laron, Bill Pardee, Ken Bain (deceased 2016), Al Ford (deceased 2017), Mel Gooch (deceased 2000), Lenny Rossow (deceased 2008), Tom Knorr (deceased 2014), and Bud Waterworth (deceased 2015).

I apologize if you've been left off this list,
but thanks to you unsung heroes, too.





50th Anniversary
Fall Meet 2018
 Work Week – Oct 22nd thru 28th
 Meet Week – Oct 29th thru Nov 4th



You are invited to participate in the Fall Meet, held October 22nd – November 4th, 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 October 15.
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 October.

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 October 22nd through November 4th.

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.

Any questions please contact Belinda Kulman at bkulman09@gmail.com
 or Donna Hohm at donnaohm@yahoo.com. Thank you.

**Maricopa Live Steamers
50 Anniversary Fall Meet
Registration Form
October 29th-November 4th
Work week begins October 22nd**

Pre-register by October 15th.

Name as you want it to appear on your name tag: _____

Additional family members: _____

Address: _____

Cell number: _____

Email address: _____

***Due to dry conditions, solid fuel engines require spark arrestors.**

***RV's are permitted from October 22nd through November 3rd**

***Dry Camping only, no water, no electric, and no sewer**

*I will participate in the pot luck dinner: Yes: _____ No: _____

FINAL NOTICE

Item	# Of people	Cost	Total
Pizza Pre-pay only	X	\$9.00	= \$
Chicken Pre-pay only	X	\$12.00	= \$
Pot luck Bring a food item or pay \$10.00	X	\$10.00	= \$ or food item
Registration Administration fee Non refundable	X	\$5.00	= \$
Each additional family members administrative fee Non refundable	X	\$2.00	= \$
Total enclosed with RSVP			\$

****Breakfasts and lunches will be served Wednesday through Saturday 10/31-11/03****

Continental breakfast of coffee and donuts will be served at a cost of \$2.00 per person

Lunch and a drink will be served 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 mail this form along with a check or money order payable to Maricopa Live Steamers to:

Donna Hohm
10705 North 109th Way
Scottsdale AZ, 85259

Any questions contact:
Belinda Kulman: bkulman09@gmail.com
Donna Hohm: donnahohm@yahoo.com



2019 MLS Annual Membership Renewal Form

Please complete this application and mail it to:

Maricopa Live Steamers
Attn: Membership Committee
22822 N. 43rd Ave
Glendale, AZ 85310
donnaahohm@yahoo.com

You must pay your dues by December 31st to be included in the 2019 Roster

All 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 support club operation and facility maintenance only. All club improvements and railroad expansion are supported by public and club member contributions, which are tax deductible.

New Member Application:

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

PAYMENT

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

Resident Renewal or new membership:

Single Membership _____ \$170

Spouse Membership _____ \$35

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

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

Single Membership _____ \$40

Spouse Membership _____ \$10

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 and plastic ties.

Please consider a tax deductible donation to the Track Maintenance 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: _____ Email: _____

Member's Cell: _____ Junior Member Name (s): _____

Spouse Name: _____ Spouse Email: _____

Address, City, State, Zip: _____

Home Phone: _____ Club Key # _____ I own a container: Yes _____ No _____

SUGGESTION: PAY YOUR 2019 DUES AT THE FALL MEET