



Maricopa Live Steamers

STACK TALK

FEBRUARY, 2020

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



President's Page

We just had a very successful operations meet with 136 registered participants. The weather was cool on Wednesday, but was perfect for the rest of the week. Everyone seemed to enjoy the operations. Jim Zimmerman had to put a few challenges in the mix, because we were not done with the rehab project on outbound Arntchoo from West Werner to Wiebolts Woods, but everyone seemed to enjoy the added challenges. **THANKS** Jim.

There have been quite a few people helping to get the work done for the Meet, and we all appreciate their efforts for the club. We had spurs that were not available to us before, but now, as usable track, they have made a vast difference in the switching. During the week prior to the Meets, we have a work week with parking available for RVs, which makes it possible for people to come out to help get things set up. **THANK YOU ALL** for your help.

The tie replacement program is in full swing. Manley Curve is being retied with concrete and steel rails right now, and will be done for the Spring Meet, along with some other spots where the termites have invaded the wood and made the track unstable. We are hoping that Arntchoo will be done for the Meet and back to standard directional traffic.

Last month we approved money for plastic ties and they are on the way. These will be for switches and the replacement of wood where we are not putting in concrete. This new UV rated plastic will be good for many years. The manufacture company rates it for 50 years of service, so this should end the 5 - 10 year cycle of replacement of wood ties near termite nests.

Over at Fisher, there is a rather large rehab project being done by Larry Kirchner and his helpers. This should make this industrial complex a really great place for switching operations and should be done by next year's Operations Meet. Some of the thru tracks are done now and, with all new plastic ties and good ballast, this will be premium track for many years to come. **THANK YOU** Larry, et al. Your efforts are seen and appreciated by everyone in the club.



Vice President's Page

We have made drainage channels to move the water so as not to damage our track structure and, with the bridge program, we have made new larger concrete block bridges that do not require ties, where we drill Tapcon anchors into the blocks to hold the track gauge. This should make a water flow channel that will not require any tie replacement or maintenance in the future. If you look around, you can see these at different places where we needed to replace the ties on a bridge, but installed these instead of using wood ties again, or using plastic ties, which are needed elsewhere.

Please watch for the closure signs on the board at the station, and in close proximity to where we are working and have the track out of service. We are changing aluminum to steel rail, and big sections are missing just beyond that red sign.

Cliff Fought made us a special type of plow that, when we affix it to the side of a loaded car of cement ties, it moves the ballast away from the edge of the ties, reducing the digging we have to do to get concrete ties installed. Dave Kulman and my back **THANK YOU** very much. We tried it out and it works superbly.

As you can see, the ground has turned green and will be growing even faster when the temperatures hit 80. When standing back and looking at some spots, it looks like a golf course fairway. This is unfortunate, because history tells us that we have an early fire ban to look forward to, when the weeds dry out.

The last item that I have this month is to say **THANK YOU** to **ALL** of the helpers. Just remember that people see what you are doing to help out and they, along with your Board of Directors, appreciate your efforts.

Hope to see everyone at the Spring Meet. — Joe

FEBRUARY CALENDAR

EVERY Saturday 7:00 – NOON General Work Day (VOLUNTEERS NEEDED at the SAWMILL DONATIONS of 2 x 4's are always NEEDED)

Sat. 2 / 1 11:00 AM Board Meeting

Sat/Sun 2 / 1-2 11 AM – 3 pm PUBLIC RUN Weekend (Sat and Sun / 1st & 3rd full Weekends)

Contact: SONDRA sondra.bronsard@gmail.com (SHOPKEEPERS NEEDED)

Contact: JOHN pluggie49@msn.com (ENGINEER CREWS & GATEKEEPERS NEEDED)

Sat. 2 / 8 12:00 NOON General Membership Meeting
1:00 pm Holiday Lights Committee (Matt Rockwell, Dennis Beatty, Team)

Sat/Sun 2 / 15-16 11 AM – 3 pm PUBLIC RUN Weekend

Train Mountain Railroad
PO Box 438 Chiloquin, OR 97624

[541-783-3030](tel:541-783-3030) <http://trainmtn.org/tmrr/index.shtml>

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!

2020 Train Mountain Train Meet Schedule

	<u>Work Week</u>	<u>Meet Week</u>
Polar Bear Train Meet	none	1/17 to 1/20
Spring Awakening Train Meet	5/2 to 5/7	5/8 to 5/10
Narrow Gauge Train Meet	5/23 to 5/28	5/29 to 5/31
Operations Train Meet	6/20 to 6/24	6/25 to 6/28
August Train Meet	7/25 to 7/30	7/31 to 8/2
Big Build Train Meet	8/29 to 9/3	9/4 to 9/6
Fall Colors Train Meet	none	10/9 to 10/12



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Superintendent

Dakota Clemens
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John Broughman
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Dennis Beatty**
Holiday Lights
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Send emails / photos to:
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MEMBER CONTRIBUTIONS!



Willys Jeep – a staple during World War II

photos provided by Bill Myers

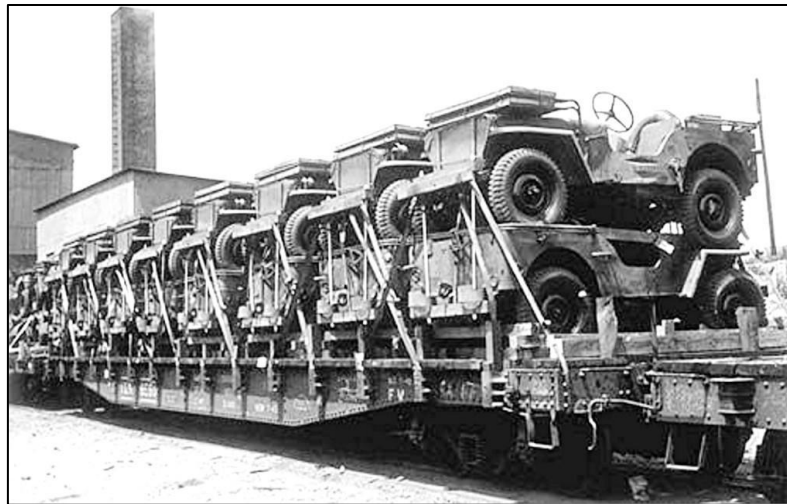
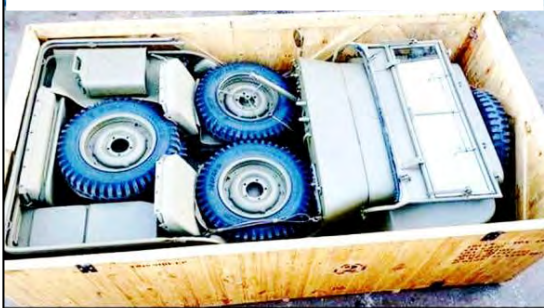
Since there are so many veterans in the club, I thought a little reminiscing would be of interest. I only considered sharing this because there are railroad tracks in several of the photos.

Wikipedia: The 1945 1/4-ton 4x4 Willys Jeep was the world's first mass-produced civilian four-wheel drive car. The success of the jeep inspired an entire category of recreational 4WDs and SUVs, making "four-wheel drive" a household term.

(left) The Jeep can be easily shipped anywhere in the world, with all of its parts included for easy assembly.

(below and lower right) Upon arrival in their destination country, final delivery to the troops is made easy using that country's own rail transportation system.

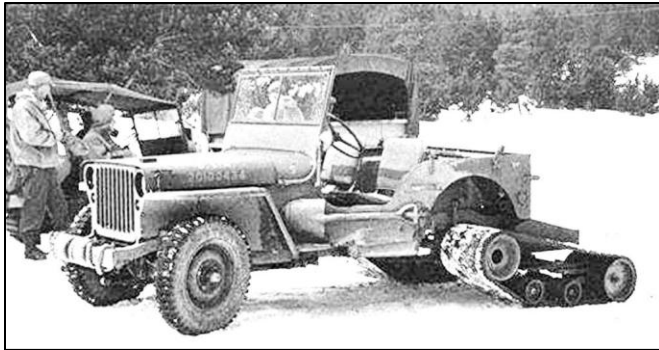
(upper right) Considering the tire ruts ahead of and behind the vehicle, these Jeeps could handle the worst of conditions, including this highly traveled main road.



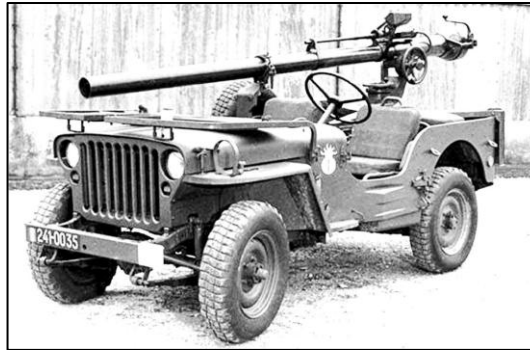
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JEEP (cont'd)

And they came with a wide variety of accessories.



Winterization package (above) or with mud flotation adaptors (below).



(above) Who wouldn't appreciate one of these to negotiate rush hour traffic.



(above) With one of these in the trunk, the occasional flat tire is handled quickly and easily. By the way, his name is Jack.

(right) Pick the color of your choice, between various shades of rusty green and valentine red.

(left) In that classic cross-country race of steam train (background) versus the Jeep, it looks as though the Jeep has a commanding lead.



Underwater Jeep

for the Sub-Mariners among us

Soldiers of WW II thought there was nothing the Jeep couldn't do. They were probably right. This is the newest Navy Jeep, water-proofed to go underwater as comfortably as on land, with intake and exhaust snorkels jutting above the water's surface. It could pop off a barge and travel right up onto an invasion shore (or shuttle troops from a nearby submarine???) Dive suits required.



Running K-36 Locomotives at “Friends of C&TS Railway”

story and photos by Bill Hobbs

First, a comment on the Ops Meet:

Let me say that the concept of an operations session is a very good one. It provides a chance to work on the line without just running in circles. I am also a modeler in S-scale and my favorite role when running trains is local freight and yard switching. I would enjoy doing this again in the future.

With my crew, I tried to insist on the proper use of whistle signals, particularly insisting that the stop signal must be given when the loco is fully stopped and the brakes are set. I also emphasized that the engineer is responsible for the safe operation of the train and should always look around to determine where everyone is before setting the train in motion. Being around or working on the prototype makes one aware of what can happen if people are careless.

Again, congratulations on the concept and execution of the operations meet. — **Bill Hobbs**

Article:

One summer, while working with the Friends in the Chama yard, I noticed a group clustering around one of the K-36 locos. Soon they boarded the loco and started running out to the yard limits, and back. I asked, and found out that this was one of the fireman and engineer class groups. After reading the schedule of activities, I signed up to do the fireman’s school the next summer (one must do the fireman’s training before doing the engineer’s). Once that was finished, I combined fireman and engineer training for several summers, to ensure spending as much time in the cab as possible. I was not the only one to repeat these classes over and over!

The training includes a half day on safety and rules, followed by an afternoon of getting some hands-on feel by running out to the yard limits and back. The next day is spent going up and down to Cumbres Pass with a short freight train. The following day the train goes all the way to Antonito, and then back on the final day. It is the kind of experience most of us have dreamed about. Be prepared to be exhausted and excited at the same time.

The instructors taught us to divide the grate area into quadrants and examine each for weaknesses. Being left-handed, I had difficulty at first when firing. The floor pedal for the firebox door is set for right-handers and I had to be careful to not get off balance and miss my targeted area for the scoop. Going up Cumbres Pass, welding glasses would be an advantage because the fire is white hot! Given the altitudes (from 7800 ft. to 10,000 ft.) and our age, we switched off the shoveling duty a couple of times on the way up.



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K-36 LOCOS (cont'd)

The K-36s use non-lifting Hancock inspirators instead of injectors. Not sure what the technical difference is. Some folks had trouble with them, but I never had any problem getting them to pick up. I found they liked a sharp cut on of steam rather than a slow pull on the steam lever. Once working, the flow could be “fined” down to a replacement rate – very useful in going up to Cumbres.

Every loco I ran had a different engagement point for the throttle lever. It was sometimes difficult when first starting to determine whether the throttle valve had actually opened. The super-heaters were after the valve, adding a second or two to the time it takes steam to get to the cylinders when first starting. So pumping the lever is a way to prevent excess steam pressure to build up and cause slipping.

As you have probably read in old loco catechisms, you should use the reverser to control the loco as much as possible, staying in the “company notch” whenever possible. On some of the locos, that is marked with red paint.

The K-36s have the 6-ET brake stands. The loco is straight air with cut out valves for the loco, such that normally only the tender brake is in use. The train brake has Release, Running, Hold, Lap, Apply, and Emergency. They are identified by notches on the stand. Knowing exactly how much set to use takes a lot of practice. I was glad for help from the regular crewman overseeing my time at the throttle. The real challenge was always while coming down from Cumbres on the 4% grade. We always had retainers set on several cars so the train was never running free. The trick was to know when additional sets were needed and when to release them.

One interesting story happened when I was in the cab and we pulled into Osier for lunch. We shut down the engine as usual. After lunch, I was the first back in the cab and found the floor covered with ash. After looking at everything to see if we had forgotten something, I could find nothing wrong. It wasn't until our post course dinner at the Elk Horn that the facts came out. One of the students had his father's ashes and was going to let them blow out the stack. He opened the firebox door and tossed them in. But the blower was off and so they were thrown back all over the cab floor!

There are four major differences between running a live steam loco and the larger prototype. The braking system is the first. It is more complex because of the differences in scale. The second difference lies in the challenges to coal firing. Few live steam grate areas are more than one square foot in size. The K-36 is 40 sq. ft. in area. The third difference lies in the allocation of responsibilities between the engineer and fireman who must “work in harmony” in order to be successful. That requires back and forth communication. The final difference I noticed lies in the extent to which the reverser can be adjusted to control steam usage. This is a difference that just doesn't scale down easily.

If you are already comfortable in running live steam, the scaling up process will take a bit of time. But the basic skills required are the same. If you are interested in taking these classes, the link is below. Right now, there are no postings for classes in 2020, possibly because of the demands required for the 50th Anniversary celebration of the C&TS this summer. Be sure to also keep an eye on some of the “Victorian Steam” charters involving the 168, the Eureka, the Glenbrook, and the 315 (as the 425).

<https://cumbrestoltec.com/about-us-2/engineer-fireman-school-2/>

Bill Hobbs



TRACKING TRACKSIDE PROGRESS

2020

story and photos by Joe Schnyder



The photo (*right*) shows the new steel rail and concrete ties at the west end of Pieter Pass, where we had a rotten tie situation.

Welding rail for the 380 ft. long Manley Curve. The photo (*left and below*) shows the rail welding supports made for me by Cliff Fought, so that I could weld shorter rail sections together at the spot where they will be installed, saving me the need to drag long lengths of welded rail all over the park. Notice the car load of concrete ties at the back of the train ready to be installed in that curve.



STEAM LOCOMOTIVES BOILERS

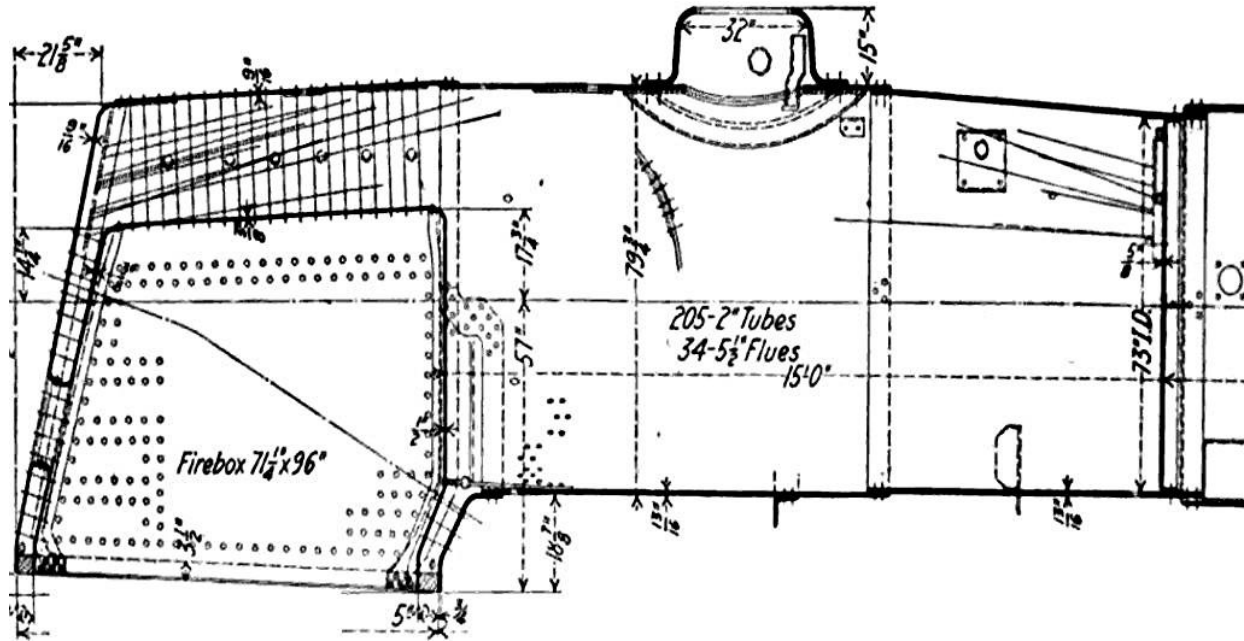
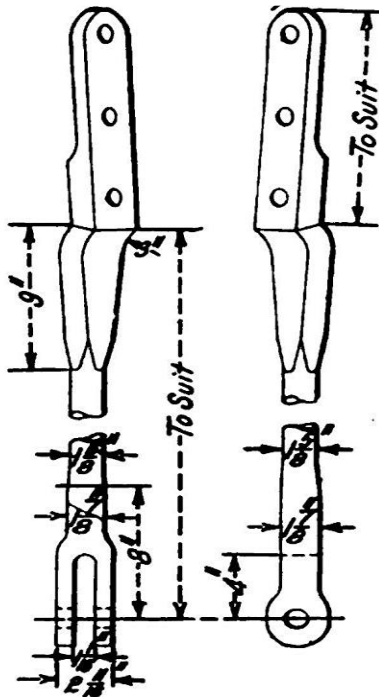
DIAGONAL STAYS

by Dave Griner



Hello again friends this time we'll finish up the discussion regarding staying.

There are three areas in a locomotive boiler that are designated as unsupported segments. They are found in the front tube sheet, the backhead and throat sheet. These areas are difficult to support using a straight stay, so it becomes a matter of using the side of the boiler as an anchoring point. Typically the stays are on an angle, hence the term diagonal stays.



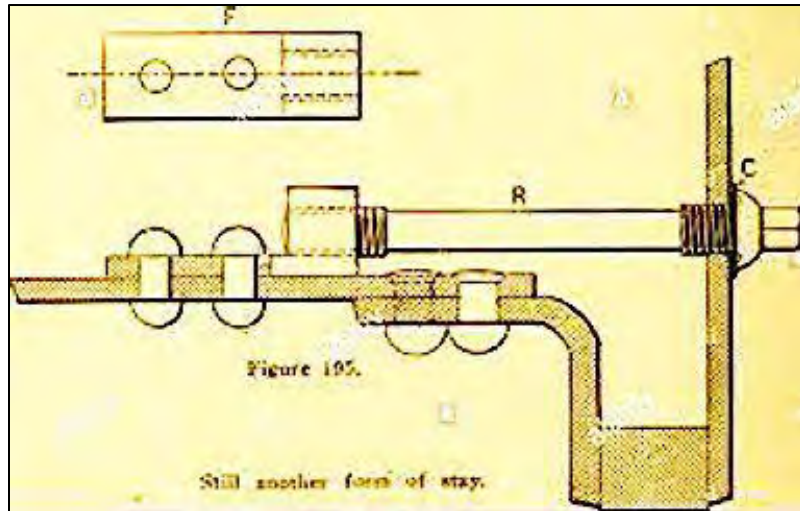
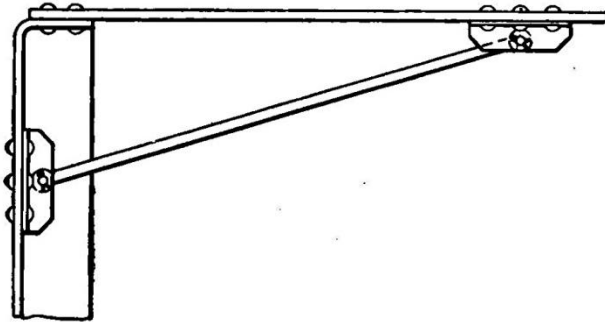
This drawing (*above*) shows diagonal stays for the front tube sheet and the backhead. It only shows the basic outline of where they are to be installed, without detail regarding attachment methods.

They are usually attached using a clevis and pin (*left*). The other end is called the palm, and is riveted directly to the boiler barrel.

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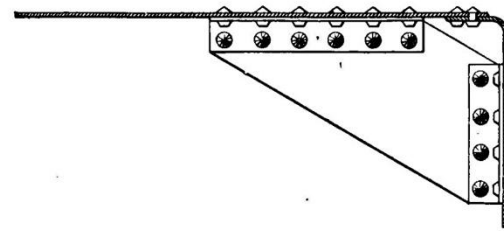
DIAGONAL STAYS (cont'd)

Sometimes there is a clevis on both ends with the support bracket riveted to both the barrel and the flat plate (*below*).



Finally, there are throat stays which, although typically not on a diagonal, are lumped into this category. They can be seen in the first drawing, attached by riveting – a forged piece that has threads through it to the bottom of the barrel, and then threading a stay through from the firebox side to engage it. The head of the stay on the firebox side is then riveted over. In the drawing (*above*), the firebox end has not been cut off and finish riveted yet.

Early boilers many times used what is referred to as a gusset stay which, as noted in the drawing (*below*), is simply a plate riveted to angle pieces which are then riveted to the boiler proper.



And (*above*) is a slightly different form, but makes it easier to envision exactly what is being done. By the way, this is a copper tube sheet . . . many dollars!!! The bolts will be removed one at a time and rivets driven in their place to finish the job.

Well, that about does it for this time. As it is said in Lake Woebegone . . . be well, do good work, and stay in touch. Take care, **Dave**

HAPPENINGS PAST!

MLS Weekend Public Rides

Saturday, January 4, 2020

Well, when we (Sandy and I) arrived at the station, there were NO trains in the station, so I went to the Board Meeting to get a crew together and, in turn, hoped they would get a train out. Matt Rockwell came to my aid and John Broughman would be the conductor. Later, John would also help me in the station. They ran 3 trips to the museum. In those 3 trips, they had 62 riders. After the Board meeting was over, John Bergt and Dan Benton came over and ran 3 runs, i.e. 2 to the Museum and 1 trip was over the Christmas lights run, as I wasn't sure the switches were not screwed down. We found out that the screws had been taken out, so it would have been safe to go east to west. They carried a total of 48 passengers. Sandra Grundy and Sondra Bronsard managed the gift shop. It was nice to see Sondra out and about. She is waiting for the doctor to set a time for her operation of the aorta valve, and he is waiting for the kidneys to get stronger. Tim Freeman got the safety briefing video up and running. Dakota Clemens was able to fix the switches at the east end of the train station. Dakota said that there is a message board on the tower door to make a note of things that need his attention.

Happy Rails. **Stationmasters Jerry Grundy and John Broughman**

MLS Weekend Public Rides

Sunday, January 5, 2020

The first train out was crewed by Mickey Janzen (E) and Jim Zimmerman (C) going to the museum. The next train was Jim Theobald (E) and Chuck Larom (C). Mickey and Jim ran 5 trips carrying 56 riders, and Jim and Chuck carried a total of 35 riders on 4 trips. John Broughman ran 1 trip for Jim, as he was grading a test for new member Emily Shelton. Sandra Grundy and Sondra Bronsard managed the gift shop. Jerry Grundy opened the briefing gates and the gate to the train boarding area. No one was available to put out the signs. Tim got the switches working, so we could work them from the train station.

Happy Rails. **Stationmaster John Broughman and assistant Jerry Grundy**

MLS Weekend Public Rides

Sunday, January 19, 2020

There were no Public Rides on Sat., Jan. 18 due to the Winter Operations Meet. The Meet started out by getting railroad cars out with the help of Dick Maddock, Duane Maddock and Bill Giess from Colorado. There were others that helped throughout the Meet with switching the crew cars at the end of the freight train to another consist of cars going to a different branch line. John Draftz was on the west end moving cars around. Dewey Mills was in the tower making up train consists. There were a lot of out-of-towners working the freight yards. That was great to see. Dakota Clemens was in the tower setting the train crews routes, and later, others relieved him, which was great.

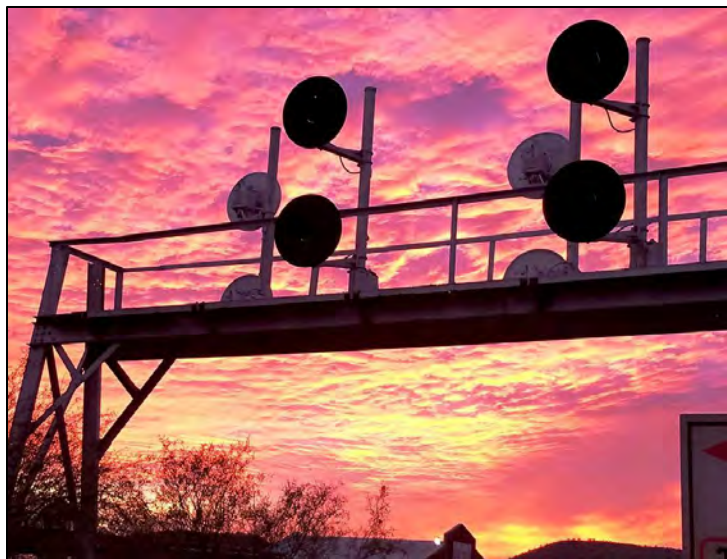
Ok, now for the Sunday Public Rides. It started out with having 3 train crews. The first train to leave was crewed by Jim Theobald (E) and Chuck Larom (C). The next to leave had Marty Simmon as Engineer and John Draftz as Conductor. Marty wasn't traveling, so he was in town. The third train to leave was Tom Prescott (E), who was here for the Meet from WI, and his Conductor was Jim Thiews from MN. These guys are always wanting to pull the public for me every time they are in town for the Meets. Tom was also helping get the train consists for the Ops Meet. It was nice to have 3 train crews, since there were 2 birthday parties. The trains were always on the move. The riders for the day was 267 due to the birthday parties. There was a very short time for the riders to wait for a train, due to the fact of having 3 train crews. Perry McCully and I ran one last train for the birthday party, as everyone was putting away their trains. I rather enjoyed it. John Draftz put out the signs and brought them back in. John Broughman and I were Stationmasters. The gift shop was managed by Betty Ann McCully, Sandra Grundy and Sondra Bronsard. At the gates were Donna Hohm, who also helped Jim Zimmerman with the Meet registrations and a whole lot more. John Draftz made the Meet buttons which he usually does.

Until next time, Happy Rails. **Stationmaster Jerry Grundy**

WINTERFEST 2020

OPERATIONS MEET

January 16 - 19, 2020



An auspicious start for the Operations Meet
above photo by Mick Janzen



photos by Hank Gallo



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Ops Meet (cont'd)



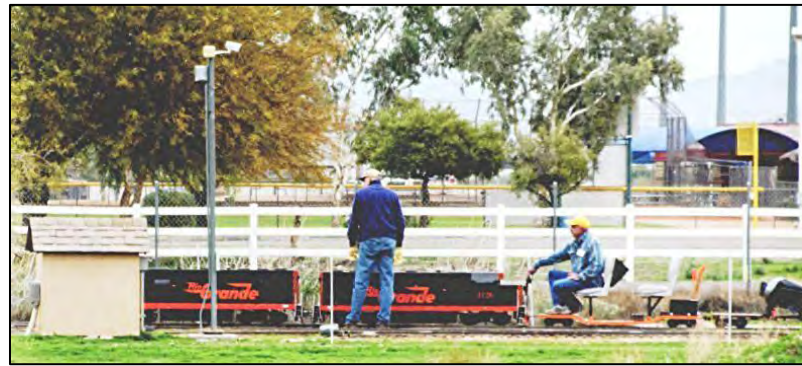
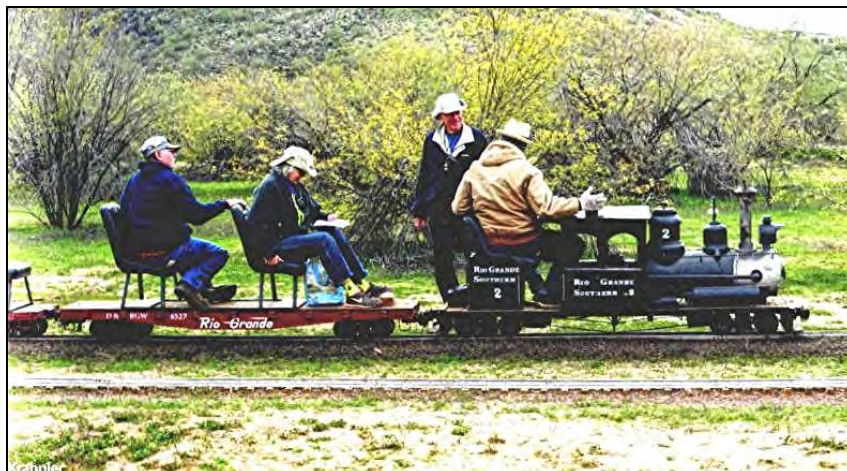
photos by Hank Gallo



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Ops Meet (cont'd)

photos by Ken Krahulec



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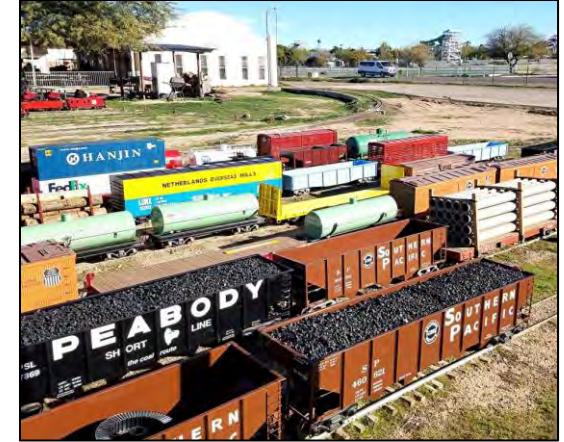
Ops Meet (cont'd)



photos by Ken Krahulec

photos by Mick Janzen

SUNDAY MORNING -- AFTER the Ops Meet



STEP 1: Schnyder Yard is full of members' cars waiting to be sorted.

STEP 2: The cars are brought to Adobe Yard and sorted by owner.

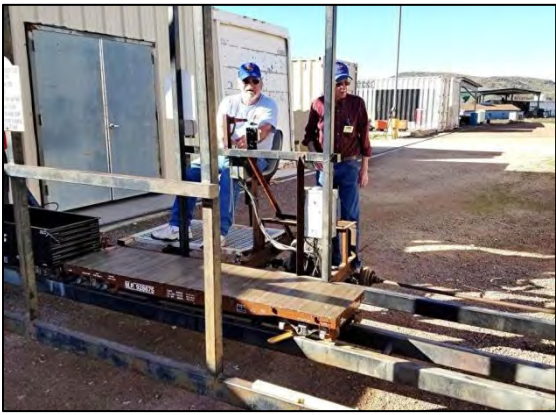
STEP 3:

Dave Kuhlman pulls each owner's string of cars to the loading ramp.



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Ops Meet (cont'd)



STEP 4: Then begins the slow process of putting the members' cars away in the proper containers.
photos by Mick Janzen



JUST TURNED 8 YEARS OLD

Junior Engineer School

Jan 18, 2020 – Due to our Operations Meet (with guests from around the country), we didn't have Public Train Rides today, but we will tomorrow, Sunday, Jan. 19. However, Jr. Engineer School was held in the West Freight yard with students getting a chance to operate the "Chessie" over the turntable. Lots of fun with all new students. As always, students of all ages are welcome to operate the train. Great job engineers!

Stories and photos by Hank Gallo



Jan 25, 2020 – Jr. Engineer Trainer Za'vion was out on his and his sister Shelby's "Chessie" train today. Great day for a train ride. He visited AMRS to see what was new in N-, HO- and G-scale railroading, and to meet the members that Shelby grew up with. He was welcomed with open arms.



Arizonans for Kids Day at the Park

with Special Guests

501st Legion and Mandalorian Mercs

January 25, 2020



Arizonans for Children

Helping foster children since 2002.

from their Homepage:

Arizonans for Children, incorporated as a 501(c)(3) non-profit, exists to facilitate opportunities and provide effective solutions to alleviate hardships and improve the fragile lives of the abused, abandoned, and neglected children in foster care. As of July 2019, there are over 13,400 children in foster care in Arizona. While removing children from their dangerous family setting provides needed safety, entering the foster care system does not assure a "normal childhood." This challenging journey often involves multiple moves, inconsistent care giving, and emotional trauma stemming from feeling helpless and isolated.

952,485 People served from 2003 to Dec. 31, 2019

Website: <http://arizonansforchildren.org/programs/events-special-programs/>

TRAIN PARK PICNIC

During the month of January, from 2004 - 2020, in conjunction with the AZ Model Railroading Society, Arizonans for Children held picnics at the Adobe Model Train Park. In addition to being served a hot picnic lunch, the children played with the numerous model trains and were instructed about their operation by members of the model train society. Five trains, on which both the adults and children can ride, operate continuously during the picnic. Each train holds 25 people and each ride lasts for 30 minutes. The trains travel into the desert through miniature cowboy towns, ranches and farms. As soon as the ride would end, the children would get right back into line for the next train. This is an annual event.

Train Park Video: <https://youtu.be/YvdDH1jRr5M?t=6>



The 501st Legion is an all-volunteer organization founded in 1997 to unite costumers with a penchant for STAR WARS™ villainy. One of our real-world missions is to bring happiness to our communities through volunteer charity work. The 501st is always looking for opportunities to brighten the lives of the less fortunate and to bring awareness to positive causes on both a local and global scale.

Website: <https://www.501st.com/charity/>



The Mandalorian Mercs is a worldwide costuming organization comprised of and operated by STAR WARS™ fans and volunteers. Founded in 2006, one of our main aims is to make life better for those who need our help. Actively seeking opportunities to raise money for local and international charities during our events, MMCC is currently the only costume club to have formed its own 501(c)(4) charity: Little Warrior International. Members felt that no child should go through life without even the faintest glimmer of hope. Who better to bring these children hope than the very heroes they dream about – STAR WARS™ characters.

Website: <http://mandalorianmercs.org/who-we-are/charity/>



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Arizonans (cont'd)

As shown on their website, Arizonans for Children is proud of their affiliation with the Train Park. Their video, which features MLS in many scenes, and their emphasis on the 17-year history they have shared with us is evidence of their pride. We should be proud that a highly respected organization, such as Arizonans, appreciates how much the programs at the Train Park benefit their children, which prompted them to advertise that fact to the world through their website. In addition, two other philanthropic organizations have chosen to join us every year and share our program honoring the children.

The Mission Statements of all three of these organizations can be found on their respective websites. They all basically state that their program relies on the commitment of volunteers to contribute both their time and resources for the benefit of others. From what I have seen, the members of these organizations fulfill their membership commitments and live up to their organization's Mission Statement.

Report on ARIZONANS for KIDS Day at the Park

I'm sorry to say that this may have been the last year that MLS participates in Arizonans Day at the Park. Perry McCully asked for volunteer crews at the January Membership Meeting two weeks earlier, but on the day of, only Perry, Mike Grant, Hank Gallo and Donna Hohm showed up to help. At noon, there was a long line of riders already forming. Donna worked the gate while Hank worked as Stationmaster, and Perry and Mike crewed the train. After about an hour, Bill Mellors offered to assist, so then Perry and Bill crewed one train and Mike and Hank crewed a second train, leaving Donna to run the station on her own.

What made the situation so strange was that there were other certified engineers present at the Park during that time, but they did not offer to help crew a train to reduce the waiting line. This was surprising since a vote was taken 4 months ago which, instead of reducing the number of Public Ride days, just rearranged them and added summer Holiday Rides.



photos by Hank Gallo



(continued next page)

Arizonans (cont'd)



Perry's first excursion



**This month's PUZZLE PHOTOS
by Hank Gallo**

**Try to put the train segments back
together in their proper order.**

**If you get confused,
look left to right in diagonal rows
from top to bottom.**

(continued next page)

Arizonans (cont'd)



Perry's second excursion

photos by Hank Gallo

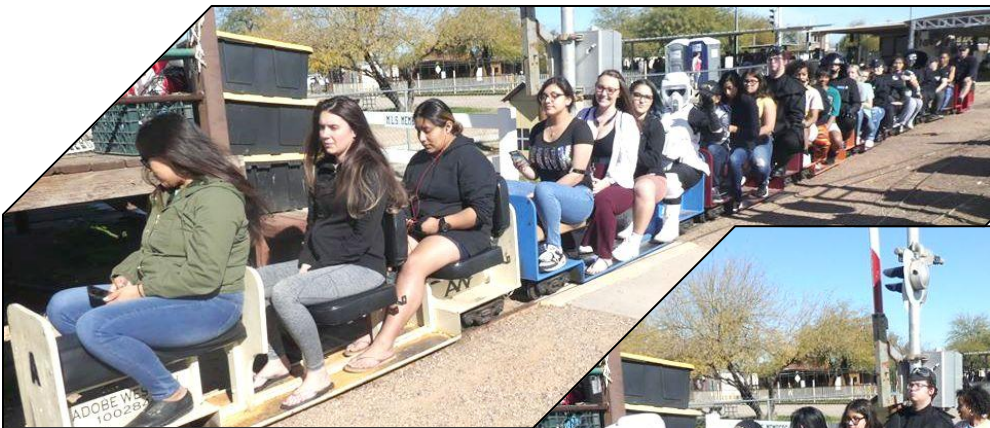


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Arizonans (cont'd)

Perry's third excursion

photos by Hank Gallo



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Arizonans (cont'd)



Catching a view of Perry (E) and Bill (C) in passing at Perryview

photos by Hank Gallo



HAPPENING NOW!

MLS Spring Meet 2020

Work Week -- March 9th thru 15th

Meet Week -- March 16th thru 22nd

You are invited to participate in the Spring Meet, which will be held March 9th – 22nd, 2020, at Maricopa Live Steamers in Phoenix, AZ. This is an open invitation meet, but everyone attending must pre-register regardless of their participation.

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

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.

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

Dinner on Friday will be potluck. If you choose **not** to bring a dish for the potluck, there will be a \$10 charge per person, which must be **prepaid** with your Registration Form.

Please note, you must pre-register and pay for the PotLuck Dinner by March 9.

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.

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

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 9th through March 22nd.

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. If the county sees disregard of the rules, they will tell us to pick up our track and go home. We don't want that to happen, do we? For more information, visit www.maricopalivesteamers.com.

Any questions please contact Belinda Kulman at bkulman09@gmail.com

or Donna Hohm at donnahohm@yahoo.com.

Thank you.



**Maricopa Live Steamers
2020 Spring Meet
Registration Form
Monday March 16th-Sunday March 22nd
Work week begins Monday March 9th- Sunday March 15TH**

Pre-register by March 9th

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

Additional family members: _____

Address: _____

Cell number: _____

Email address: _____

*All steam engines must have a current boiler inspection and solid fuel engines must have spark arrestors.

*All steam engines under fire must not be left unattended.

*All train operators must attend 1 safety meeting.

*RV's are permitted March 9th-March 22nd Dry Camping only, no water, no electric, and no sewer.

*No discharge of any water on the ground.

Pot Luck Dinner will be Friday March 20th at 5:30

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

Item	# Of people		Cost		Total
No dinner meals will be available					
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 18th -21st ****

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 cash only at the door

ALL ATTENDEES MUST ATTEND ONE SAFETY BRIEFING.

Briefings will be held on Monday through Saturday at 8:30am and 1:00pm

ALL COUNTY RULES IN EFFECT. ALL DOGS MUST BE LEASHED!

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