



# Maricopa Live Steamers

## STACK TALK

SEPTEMBER, 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

Well, here it is September, and here it is still 110 degrees plus. Oh Boy, am I looking forward to cooler temperatures. The club has still been able to maintain a Saturday work day and get some things accomplished, even as hot as it is. But a lot of that is due to getting started very early. A couple of us are out there during the day trying to get some things done before it is too hot to pick up anything made of metal, or things sitting in the sun. I was surprised how fast a plastic screw gun heats up while in my hand. I believe that all the people out doing volunteer work at the park are heeding the warning of keeping themselves well hydrated. We need to be aware of this and watch out for the other guy also.

Donna Hohm and Rich Mock are taking nominations for the board offices voting positions for the up and coming election. So if you have a person or yourself to nominate get in touch with either one of them to put the name on the ballot. I do not have anything to complain about so this is all I am going to write this month. I am heading off to cooler areas to play with my motorcar. — Joe

### Vice President's Page



## Building Walls Go UP

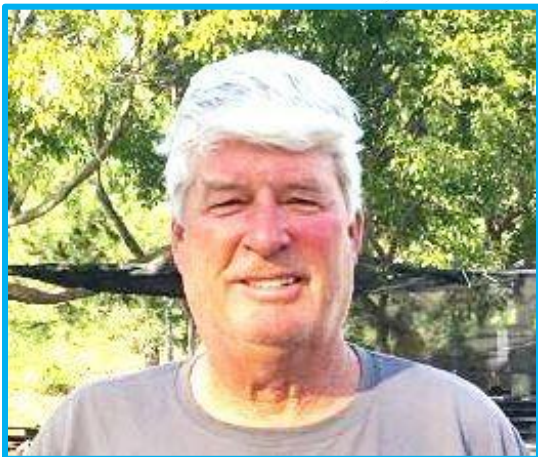


### STACK TALK – March, 2004

The first two walls of the new Ford Station were set into place on Saturday, February 21st. Dewey Mills and Bob Diehl, with the help of one Reach Forklift and several other members, did the work. The material for the other two walls has been purchased and Dewey will start assembling them next week. They should go up a little faster because they are not as complicated as the North and South walls. It took Dewey and Pete Pennarts several hours of work to create the arches on the top of the walls.

Welcome

to our NEW MEMBER



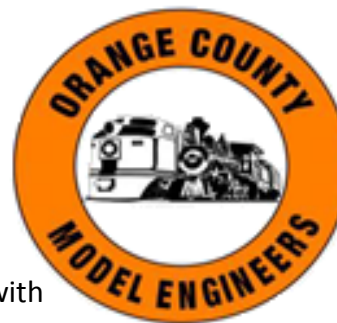
**Gary Gorman**

Gary joins us from his previous home with

“As many of you know, I have moved to Scottsdale, AZ. For the last four months, we have been spending all of our time making this house a home. I have also been working on modifying a portion of our three-car garage to a machine shop where I can complete my Ten-Wheeler.

I have joined the Maricopa Live Steamers and, as the temperature drops, I will be spending time there.”

**Way Freight** Vol. 38, No. 2 | July, 2020  
<http://www.ocmetrains.org>



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[MLSnewsroom](mailto:MLSnewsroom@gmail.com)  
[@Gmail.com](mailto:MLSnewsroom@gmail.com)

**COVID-19 RESTRICTIONS are still in place.**

**For members' health and safety, until further notice, all social activities at the Park have been cancelled.**

State mandates are still in place prohibiting gatherings of more than 10 people, and everyone must stay at least 6 feet apart.

**ONLY members / immediate family can be at the Park. NO parties or gatherings of any type may take place.**



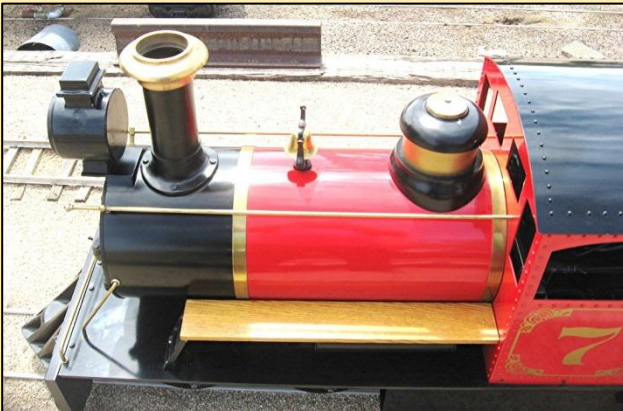
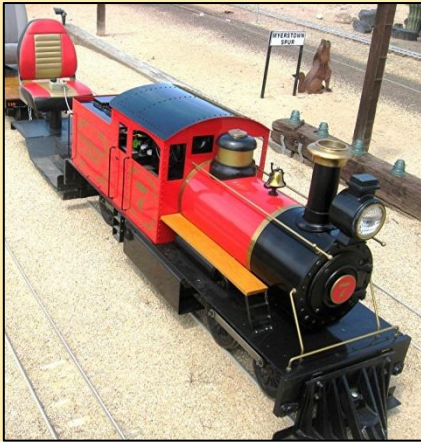
From the Desk of: Joe Schnyder – Consignee

**Subject: Rolling Stock and Engine FOR SALE**

This is all 2.5" scale equipment, 7.5" gauge.  
All have RMI trucks and couplers.

Engine -- Phoenix sound, Electric drive,  
Custom made in Houston, Texas.

Please call for prices. **Joe Schnyder 623-332-0238**







## 2 TRAIN RACKS FOR SALE

These racks are:

- ❖ 12 feet long
- ❖ full rack should hold eight 6 foot cars
- ❖ cut-out rack should hold six 6 foot cars
- ❖ fits only 1.5 inch scale equipment, with 7.5 inch gauge wheels
- ❖ all aluminum frames
- ❖ very well built with tie downs for the cars
- ❖ came out of Terry Cummings' toy hauler trailer

The club is asking \$500 each.

Pete Pennarts is in charge of selling these racks.

Please contact him at [penn620@cox.net](mailto:penn620@cox.net).





From the Desk of: Bruno Platzer– Engineer

Subject: **Entire Steam Train for Sale**

This is 2.5" scale equipment, 7.5" gauge. All items are D&RGW.  
K-27 steam locomotive, coal or propane, super detail.  
Includes 7 freight cars and 1 long caboose.

All for \$155,500 Bruno Platzer 702-371-6397





From the Desk of: Dick Wieboldt – Engineer  
Subject: For Sale: Winton Consolidation

Superscale fittings and injectors. Running gear recently rebuilt professionally. Current Maricopa Live Steamers boiler certificate. Extras, including 500 lbs of coal. Email: [dgwrailroad@earthlink.net](mailto:dgwrailroad@earthlink.net)  
Asking \$14,000 Cell: 614-361-1235



## Engineers

**TIME TO RENEW YOUR CERTIFICATION**  
*for the 2020 – 2021 railroading season*

CLICK: [MLS Safety and Operating Rules - rev2018](#) (printable PDF format)

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

**NO COMPUTER? NO PROBLEM –**  
See any Board Member at Ford Station for a paper copy.



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, 2020

# MEMBER CONTRIBUTIONS!

## Between retirement and anniversary, I am truly blessed

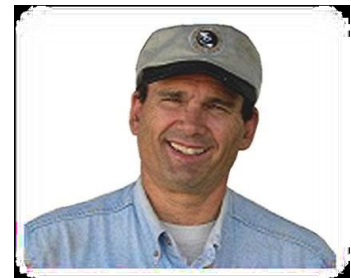
story by Tom Harrington

I officially retire from Georgia-Pacific on 9/2. I am 72 now and have been working a part time gig at GP for the past 7 years, which was 75% at work and 25% off. That translated into me having 82.75 days off per year that I could pretty much schedule at will, along with full bennies. Two things happened just at the same time. I told GP that it was time for me to retire and leave the nest for greener pastures, when only a week later they announced a voluntary severance package for salaried personnel. What's a guy to do in a case like this? No brainer but to retire. Covid-19 is playing a part in this cut back, in that the mill where I work has machines that produce commercial products for the travel industry. That part of the business is down and the machines can't be readily converted to make consumer products for the home. For me, this is great, but for others, it can be bittersweet - not so cut and dried, as it is for me. Of course, I will miss the friends that I have made at work over the past 23 years. Now, it is my time to be like my personal idol Frank "Who" Behrle!!

My wife and I will celebrate our 50th anniversary on 9/12. I might add that my mother gave the marriage 6 months. Too bad she isn't here to witness the 50th year. As far as the years with my wife, Shelia, it has been quite the ride. Never a dull moment one way or another. We have had a lot of fun together over the years and shared some close calls health-wise, but came out on the other side in good shape. The marriage was founded on the principle of opposites attract. That can make for interesting discussions and thought processes. In 1981 or so, she ordered me a Railroad Supply 1.5 scale model railroad catalog. Talk about opening a Pandora's box! Though she has tolerated my enthusiasm for the hobby, I know at times I may have been over zealous with my toys. I am afraid to ask her whether ordering that catalog was a mistake, and I don't plan to either. The bottom line that has brought us to this point is that we simply love each other, even though at times one might think differently. We both made a commitment to make it work in those times of "for better or for worse." In doing so, we both have been blessed not only with each other, but with some good things in life, like a home in Phoenix where we can come and visit our daughter and family, and friends at MLS.

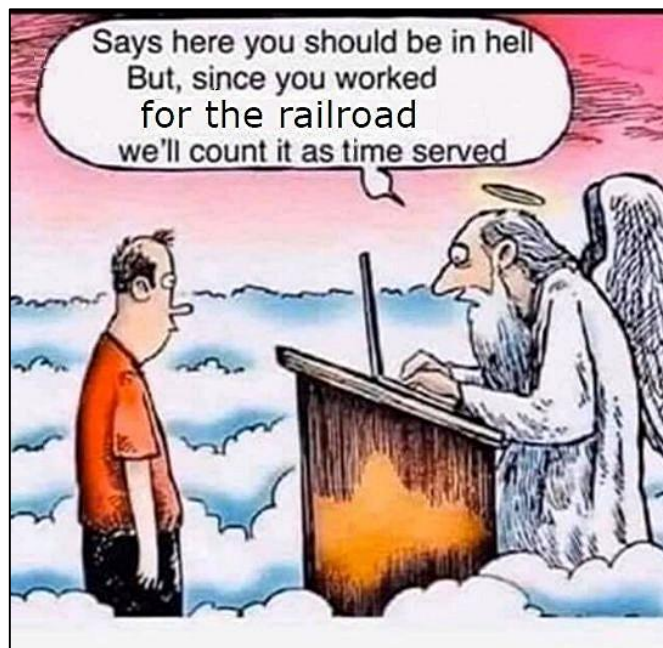
Speaking of which, we will be flying to PHX on 9/9 and returning 9/15. Might spend some time in Tucson for our anniversary. My plan is to be at the track Saturday for the club meeting. I also have batteries to get charged. It's been awhile since I have officially been there. Get the place ship shape for me?

*Congratulations  
Tom*





## LINKS OF THE MONTH



Submitted by Bill Myers / Joe Schnyder

### Meeting of Two Giants – 22 mins.

Only one train will fit in the passing siding – barely.

<https://www.youtube.com/watch?v=jM6YIG5Q8Ns>

### P Way Junction renewal – the old fashioned way – 20 mins.

<https://www.youtube.com/watch?v=vwHKOMq5WzI>

### Abandoned Railway Deep In The Woods Of Maine – 1 hour

After hiking in through the woods, he takes us inside a steam engine's firebox and a tender's water chamber. Also investigates the logging company's tramway system.

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

### James May's Toy Stories: Longest EVER Toy Train – 1 hour

A race between an English Team and a German Team running OO gauge trains over a 10 mile track. Exciting, Funny, Memorable.

<https://www.youtube.com/watch?v=MHbPFhZKOF8>

### Wunderland Hamburg: A Paradise for Model Railway Fans – 49 mins.

<https://www.youtube.com/watch?v=w-AvGfN4bJ0>

### Union pacific ribbon rail train: Tunnel 15, Moffat Route, Colorado – 3 mins

<https://www.youtube.com/watch?v=RPTIdiv0cdA>

### NS Track & Surface Team 2 surfacing a turnout in Harrisburg NC – 33 mins

They sure make swapping out ties look easy.

<https://www.youtube.com/watch?v=9Y2ZyPmdz4M>

### Moffat Subdivision in 8 Minutes (Tunnel to Rocky CP) – **only** 8 mins. **What a Ride!**

Muting the sound is suggested. No speech, just awful techno-music.

<https://www.youtube.com/watch?v=LBkh1TIthXQ>



# TRACKING TRACKSIDE PROGRESS 2020

## ARNTCHOO

story and photo by Joe Schnyder



**8/15** – Here is the track between Harnish Valley and Arntchoo crossing at Werner. This is outbound Arntchoo Milepost 310 to MP 313. As you can see, it is being replaced with concrete ties at this stretch where there were wood ties that had been in the track since 2002. The track to the left is inbound Arntchoo that was replaced with plastic ties just about 4 months ago. The outbound side is part of the Holiday Lights run so it will

get the best we can do for longevity and durability. Here you can see the ties are being string lined [a] to get it as straight as we can before we start to shovel the ballast back on and level and tamp this section. Because of the extreme temperatures we will only be doing about 50 feet at a time – covering it up and then level, line, tamp and water for compaction. Any more than that takes more than one day to do and we cannot cover the track with ballast without immediately leveling, tamping and watering to lock the track from movement.



In the distance you can see where the rails are off to the side [b] and, as we screw them down, we will line it straight to account for expansion. This section here is straight and will remain aluminum rail, as I transposed it to give it a new running surface. In 18 years there was no appreciable wear so it will last for many years in tangent track application. Now, if this was a curve, it would be changed to steel rails all welded together so as to get rid of joints in curves, which are always a problem spot in 7-1/2 inch railroads and the prototypes, also. Some call it CWR (Continuous Welded Rail) and some, like me, call it ribbon rail for the continuous ribbon of steel. If you ever get the opportunity to watch a ribbon rail train unload on a YouTube video or in person, it is very interesting to see. When I first started working, I got the job of unbolting the clamps in the middle of the train that holds the rail on the car. The train is 2100 feet long and only one clamp on the middle car holds the rail from sliding off the train while in transit, because the rail has to move as they go around curves and in a sharp curve the ends of the rail might move up to 3 feet back and forth as you go around.

The next spot of any distance we will work is Pieter Pass where it is in a curve and it will get welded steel along with new switches at both ends. The West end has termite damage and the East end was damaged badly when a train going a bit too fast could not stop because of rocks in the points and it derailed and tore up most of the switch ties. Now they will be plastic switch ties, so hopefully they will be able to withstand derailment damage with only a flange mark without breaking and splitting the tie like what happened to the 11 year old wood ties.





# TRACKING TRACKSIDE PROGRESS 2020

## AND STILL ANOTHER HEAT KINK at Massie on the Pottsville this time

story and photo by Joe Schnyder

**8/28** – This is one of the spots that decided to kink on us, so it is getting concrete ties to help hold it down. It seems like this is all I have been able to get done – repairing kinks and trying to get Arntchoo outbound back to usable condition out to Wiebolts Woods. The good side of this is that the concrete ties are holding the track in place. And by locking the rail in during 110 degree heat, the rail is fully expanded to its maximum length and should not kink in the future. The afternoon temperature of the rails is between 170 and 180 degrees, which is hot enough to burn me when I accidentally put my hand down on the rail. With gloves on, my hands are not nimble enough to pick up the washers and screws, so I work until I can no longer hold the tools or pick up anything made of metal.



**From the Desk of:** Terry Liesegang – Track Team member

**Subject:** Pottsville Branch is **CLOSED** until further notice

**8/31** – There are three bad kinks on the Pottsville Branch :

1. Massie curve downhill (*photo left*)
2. Lowe bridge area
3. Southwest corner of the Museum loop

These will be repaired when Joe Schnyder returns from his well deserved vacation.







# STEAM LOCOMOTIVES

## BOILER Appliances and Attachments

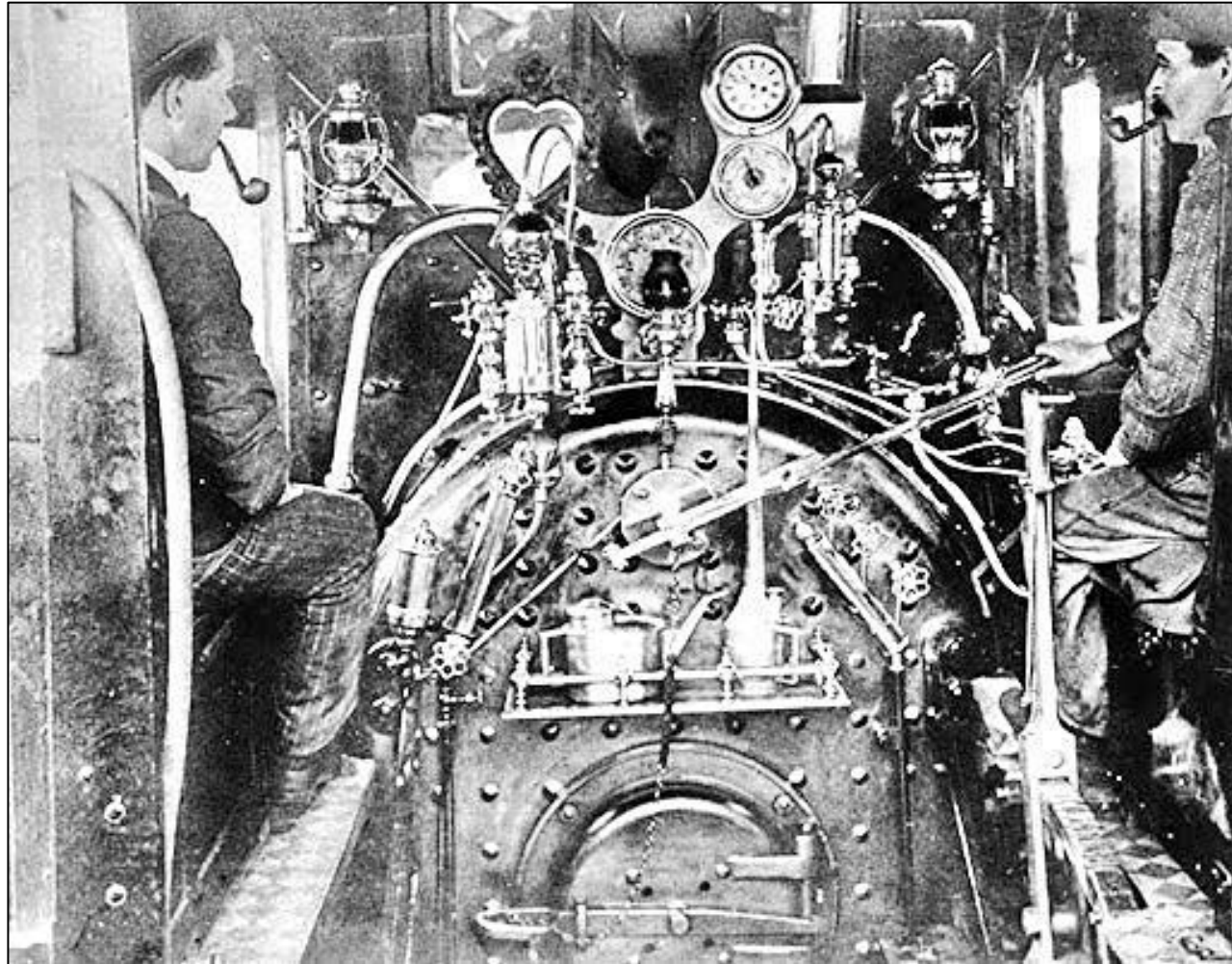
Fire Doors

by Dave Griner

Hello again. Here we are after a brutal August, and on to hopefully a better September. We're going to start addressing all of those things used to operate the engine and boiler. Thought we'd start with the fire door - seems an easy place to begin.

In the beginning, it was very straightforward, a simple swinging door attached to the backhead. These fellows certainly took pride in their engine - notice the linoleum on the floor. Also a close examination of the picture shows a chain from the door handle to the throttle bracket. This allowed the engineer to operate the door as the fireman fed the furnace with either wood or coal. Imagine what would happen when the engineer missed the pull - more opportunities for excitement on the rails!!

This type of fire door stayed in use right to the end of steam, since some engines never developed a need for quicker action.

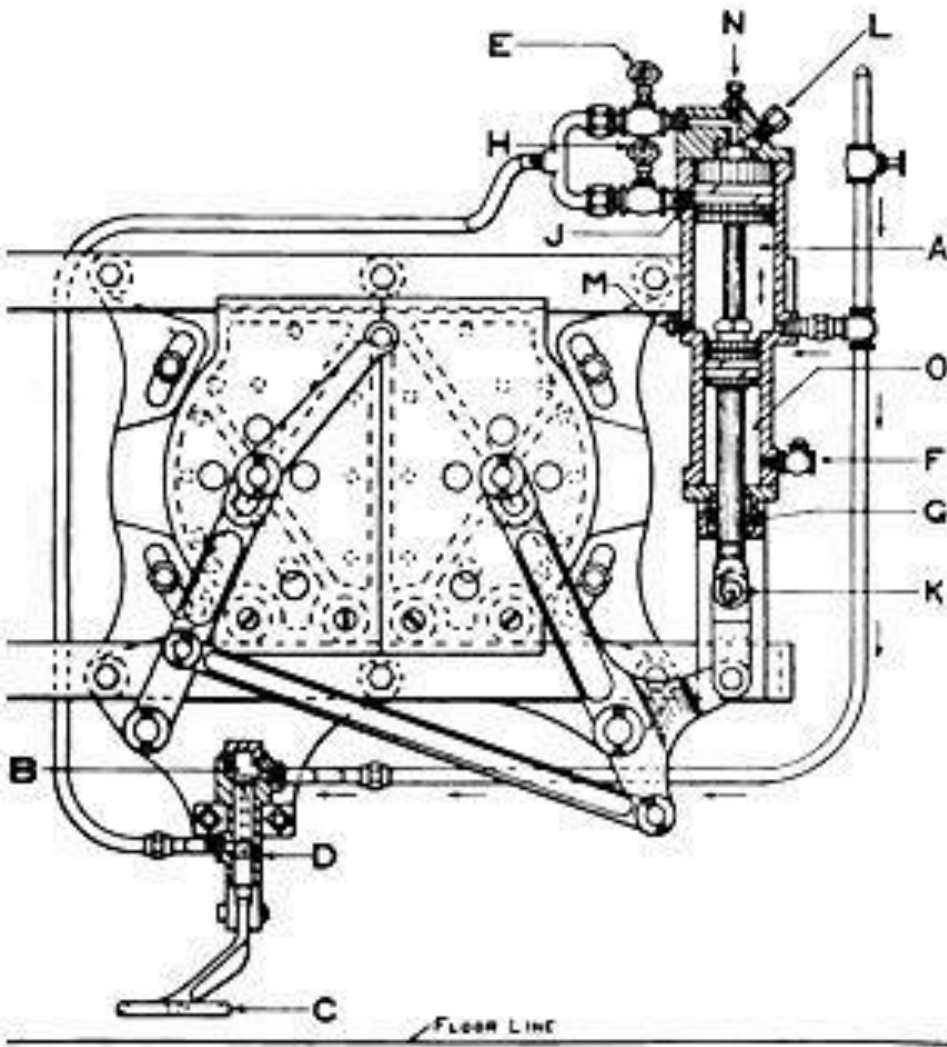


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**FIRE DOORS** (cont'd)

As time went on, it became a necessity for the fireman to be able to manage the door himself. One of the earliest is this, a sliding horizontal split door (Shoemaker).



Shoemaker Pneumatically Operated Fire Door, Closed Position; The National Railway Devices Company.

A variation on the theme was a vertical split door from Franklin.



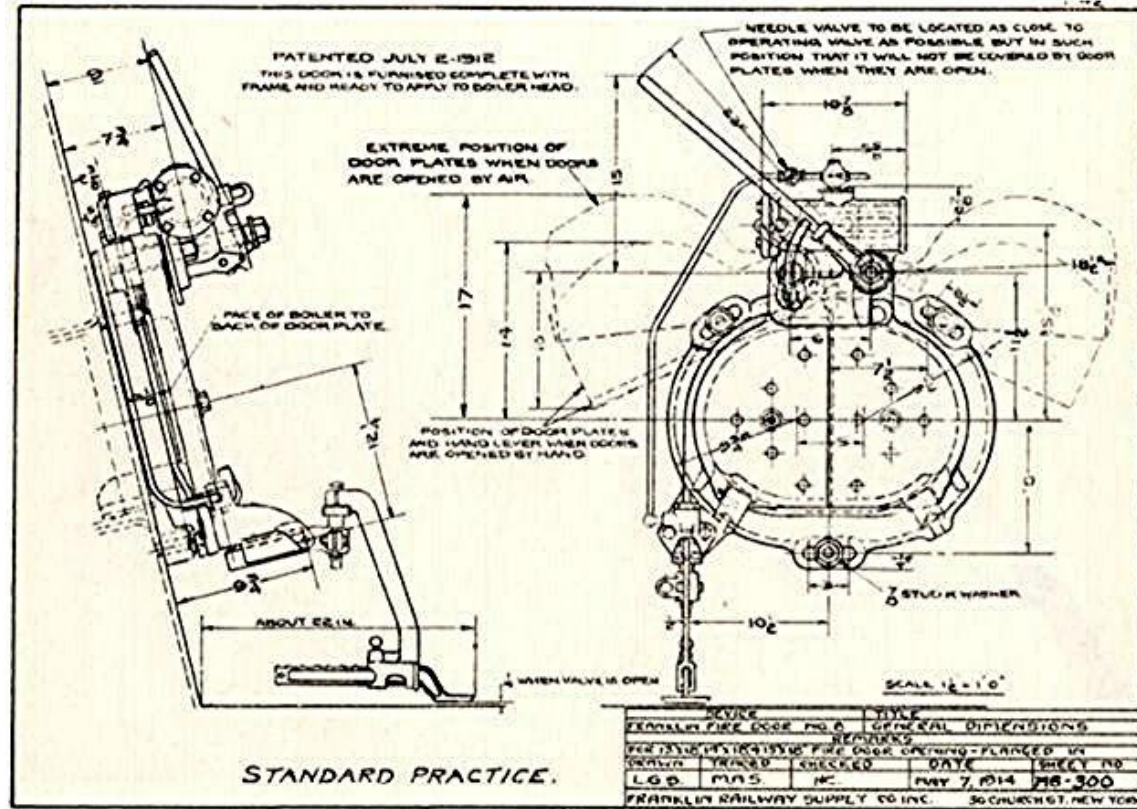
Franklin Pneumatically Operated Vertical Fire Door. Franklin Railway Supply Company.

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### FIRE DOORS (cont'd)

(right) Then came the “butterfly” door, again from Franklin. This door became very popular and was used right to the end of steam. Very nice operation and a most reliable mechanism. It takes a bit to get used to working the foot pedal in time with the swing of the scoop, but after a bit of spilled coal and angry engineer, it becomes easy to use. But even then, now and again a missed pedal set ends with the scoop running right into a closed door, scattering coal all over because we’re in full swing to get the coal where it needs to be . . . oh my, the language you can learn here!! All of these doors are air actuated by a floor operated pedal. A touch of the foot opens the door as you make the swing with the scoop, very handy and makes things much easier.

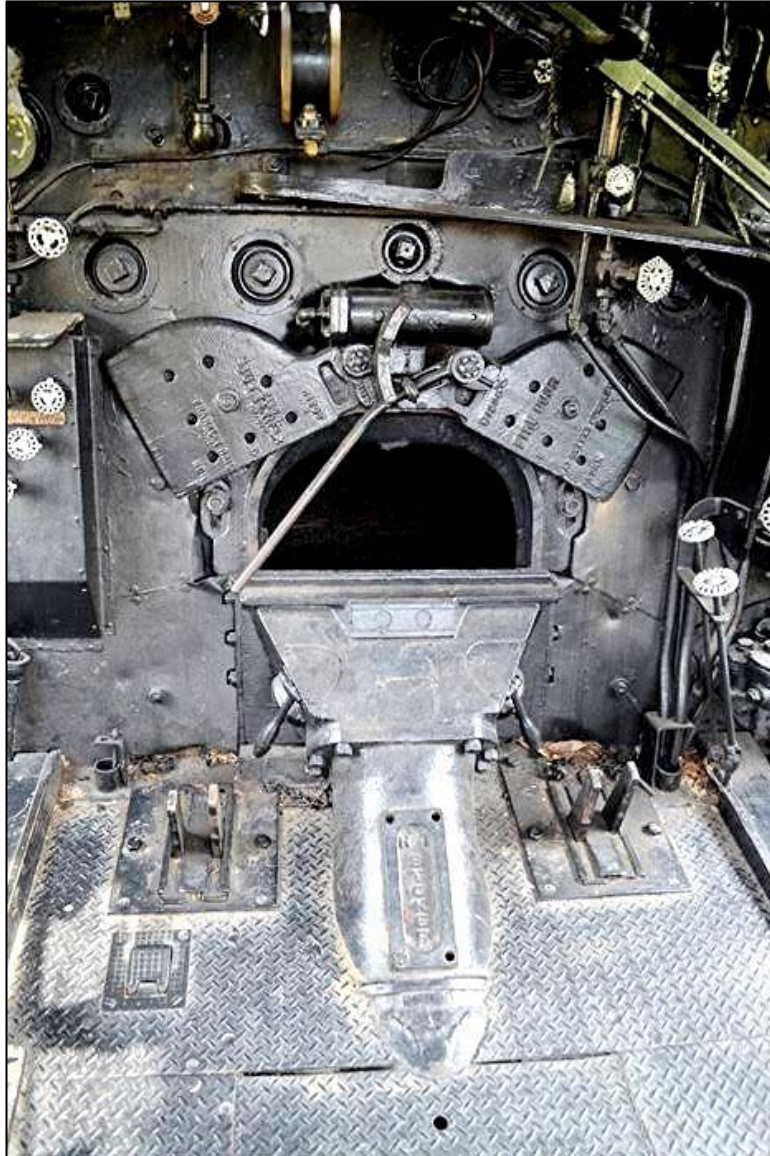


(left) Here are the left and right doors showing the gearing that makes them work simultaneously.



**FIRE DOORS** (cont'd)

(right) Notice the door handle that operates the door manually, and also note the notch in the frame to put the door half open, referred to as being on the latch. This fire appears to be being banked.



(left) On stoker fired engines, there is still a need to hand fire, so this is an example of how the "butterfly" door is applied over the stoker table. The hand firing is used to fill up the corners (which the stoker has a hard time doing well) and touching up thin spots when they develop.

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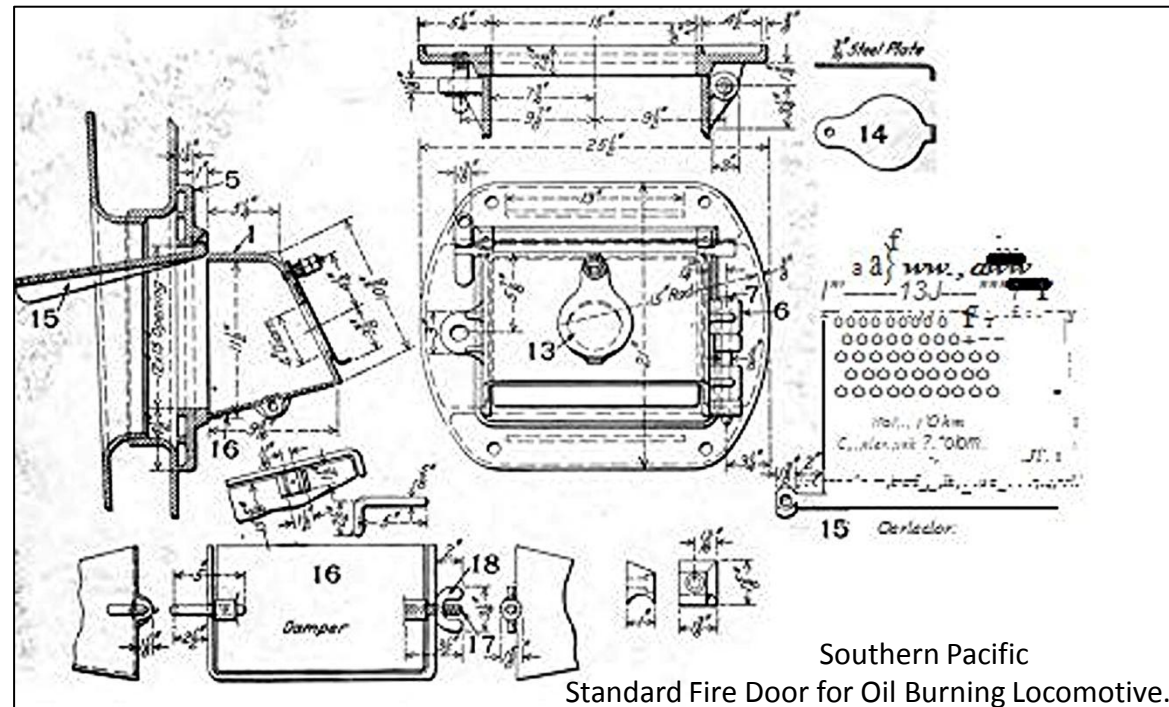


**FIRE DOORS (cont'd)**

Here is another variation on the theme (diagonal tear-drop).



Now we come to doors for oil burners. They have a distinct form and outline, mainly due to the incorporation of a damper, as noted on the drawing. This damper allows air to be admitted to the fire, helping to attain complete combustion of the oil. A peep hole can be seen that allows viewing of the fire and provides an opening to introduce sand when the engine is working hard that scours the tubes and flues of soot. The soot reduces heat transfer, hence making the boiler produce less steam.



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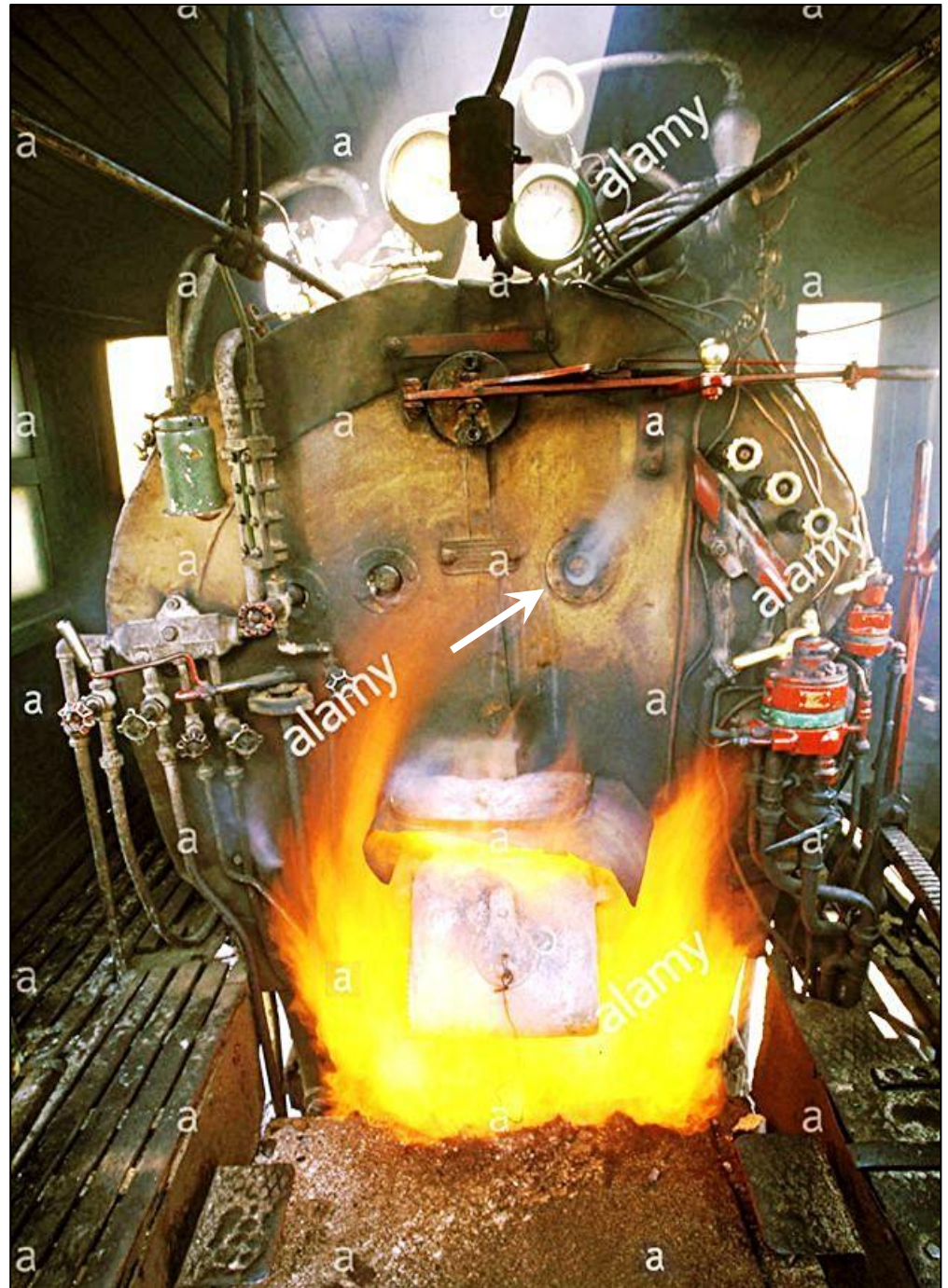


**FIRE DOORS** (cont'd)

Here we have an oil burner that is wildly out of whack. Typically, the fire seldom comes out of the door, but here, through a myriad of errors, it is operating this way on a regular basis, as noted by the door and shield being white from heat burning the carbon out of the soot. Also note the leaking washout plug (*arrow*). Believe this to be a locomotive used in Cuba when steam was winding down at the sugar mills. Would keep us toasty on those chilly days though!!

Well, that covers the high spots on fire doors, so we'll say goodbye for now and take care.

- Dave







C.M .Bell Studio Collection/Library of Congress

# SPECIAL FEATURE!

## *Pullman Porters*

Feb. 15, 2019

HISTORY.COM EDITORS

**Perry McCully suggested this story. Thank You, Perry.  
This is a feel good, happy ending story.**

### **The Perfect Servants**

George Pullman was open about his reasons for hiring Negro porters: He reasoned that former slaves would know best how to cater to his customers' every whim, and they would work long hours for cheap wages. He also thought that black porters (especially those with darker skin) would be more invisible to his white upper- and middle-class passengers, making it easier for them to feel comfortable during their journey.

"He was looking for people who had been trained to be the perfect servant," the historian Larry Tye, author of *Rising from the Rails: Pullman Porters and the Making of the Black Middle Class*, told NPR in 2009.

"He knew they would come cheap, and he paid them next to nothing. And he knew there was never a question off the train that you would be embarrassed by running into one of these Pullman porters."

But despite the undeniable racism behind Pullman's employment practices, he ended up giving advantages to people who desperately needed them. In the early 1900s, a time when many other businesses wouldn't hire African-Americans, the Pullman Company became the largest single employer of black men in the country.

### **The Life of a Pullman Porter**

Working as a Pullman porter became a coveted job, even a career, and many brothers, sons and grandsons of porters followed in their footsteps. Porters were paid more than what many other black workers made at the time, and the work was not backbreaking, when compared to field labor. More importantly, they got to travel the country, at a time when this was unthinkable for the vast majority of Black Americans.

Just a few years after the Civil War, the Chicago businessman George Pullman began hiring thousands of African-American men, including many former slaves, to serve white passengers traveling across the country on his company's luxury railroad sleeping cars. While they were underpaid and overworked and endured constant racism on the job, the Pullman porters would eventually help to fuel the Great Migration, shape a new black middle class and launch the civil rights movement.

### **Rise of the Pullman Palace Car Company**

In 1859, as the railroads were expanding their reach across America, Pullman convinced the Chicago, Alton and St. Louis Railroad to let him convert two old passenger cars into new and improved sleepers. These more comfortable, luxurious sleeping cars were an instant hit, affording wealthier passengers the amenities they were accustomed to at home and allowing middle-class travelers to enjoy a taste of the good life.

The first Pullman porter began working aboard the sleeper cars around 1867, and quickly became a fixture of the company's sought-after traveling experience. Just as all of his specially trained conductors were white, Pullman recruited only black men, many of them from the former slave states in the South, to work as porters. Their job was to lug baggage, shine shoes, set up and clean the sleeping berths and serve passengers.

*(continued next page)*



## PULLMAN PORTERS (cont'd)

As Pullman porters became famous for their superior service, many former porters moved on to jobs at fine hotels and restaurants, and some even moved up to the White House. Porter J.W. Mays first served President William McKinley in his sleeping car; he would later spend more than four decades in the White House, serving McKinley and the eight presidents who followed him.

But, along with the opportunities they enjoyed, Pullman porters undoubtedly had to put up with a good deal of prejudice and disrespect. Many passengers called porters “boy” or “George,” after George Pullman, regardless of their real names. This was an uncomfortable throwback to slavery, when slaves were named after their owners.

Pullman porters often worked 400 hours a month, with little time off. While their salaries were envied in the black community, they were among the worst-paid of all train employees. Tipping was built into the pay structure, which saved the company money, but encouraged porters to solicit tips, fueling their later reputation as grinning “Uncle Toms” who exaggerated their servitude to increase their tips.

### Porters Form First All-Black Union

By the mid-1890s, the American Railway Union had organized most Pullman employees, but refused to include black workers, including porters. Formed in 1925, the Brotherhood of Sleeping Car Porters (BSCP) was organized by A. Philip Randolph, the social activist and publisher of the political and literary magazine *The Messenger*.

Due to strong opposition by the Pullman Company, Randolph and the BSCP had to fight for more than a decade before securing their first collective bargaining agreement (and the first-ever agreement between a union of Black workers and a major U.S. company) in 1937. In addition to a big wage hike for porters, the agreement set a limit of 240 working hours a month.

Randolph and other BSCP figures would go on to play key roles in the civil rights movement, helping to influence public policy in Washington D.C. that ultimately led to passage of the 1964 Civil Rights Act. Edgar D. Nixon, a Pullman porter and leader of the local BSCP chapter in Montgomery,

Alabama, was instrumental in starting the bus boycott in that city following Rosa Parks’ arrest in December 1955. Because he was often out of town working as a porter, Nixon enlisted a young minister, Martin Luther King Jr., to organize the boycott in his absence.

### Pullman Porters Legacy

While the mid-1920s marked the high point of business for the Pullman Company, the emergence of the automobile and the airplane as alternative modes of transport cut significantly into railroad business over the decades that followed. By the 1950s, passenger train service was on the decline, and in 1969 the Pullman Company ended its sleeping car service.

By then, however, the impact of Pullman porters had stretched far beyond the railroad, with lasting economic, social and cultural effects. From the beginning, porters had served as change agents for their communities, carrying new musical forms (jazz and the blues, for example) and new radical ideas from urban centers to rural areas, and from North to South. Their influence undoubtedly helped fuel the Great Migration, during which some 6 million African Americans relocated from the South to urban regions of the North and West.

By viewing the lives of wealthier white Americans up close, Pullman porters were able to see clearly the differences between those lives and their own. Armed with this knowledge, many porters saved up money to send their children and grandchildren through college and graduate school, giving them the education and opportunities they hadn’t had themselves.

In turn, these children and grandchildren would form the nation’s growing black professional class, many of them going on to become outstanding figures in a vast array of different fields, from law (Supreme Court Justice Thurgood Marshall), politics (San Francisco Mayor Willie Brown, Los Angeles Mayor Tom Bradley) and journalism (Ethel L. Payne of the *Chicago Defender*) to music (jazz pianist Oscar Peterson) and sports (Olympic track star Wilma Rudolph). Though those social gains had a cost, the Pullman Porters “figured out how to understand the mores of the larger society and maintain a sense of dignity,” as told by Smithsonian.com. That history - one of resilience, resistance and pride - is well worth remembering. ♦



# ALMOST ANCIENT HISTORY!

## WERNER BRANCH EXPANDS



## RAILS REACH REYNOLDS



## The History of West Werner

### Stack Talk – February, 2004

The Werner Branch will be expanded by an additional 4,000 feet. This will bring the total trackage to over 8,000 feet. The first siding will be Cobb Canyon. Cobb Canyon is named after member Bill Cobb. Bill donated several hundred feet of rail to get the project going. The next siding going railroad West is Little Bug. Reynolds is the third siding. Reynolds is named after longtime member Larry Reynolds.

The branch then makes a balloon to create the Western most town of Rossows Roost. Rossows Roost is named after the Rossow Family who are also members. There is a short spur before Little Bug that goes to the famous Hurst Mines in the Hurst Hills. The Hurst Hills are named after one of our past Presidents Greg Hurst. Bill Pardee and Paul Arnt have almost finished the final grading. Bill Lowe, Bill Osband, Bob Douglas, Jim Thiebold and Jim Brown have made over 1,000 feet of track Panels. Al Ford, Mort Wilson, Nate Wilkens and Jim Brown have completed the East Switch for Cobb Canyon. The track gang headed by Robbie Diehl will be connecting the panels as soon as Bill and Paul complete the final grading. Special Thanks to Phil and Jackie Werner and Bill Osband for donating the Funds to make this all Possible.

### Stack Talk – March, 2004

The Werner Branch has expanded by 2,140 feet in one Month. There have been 107 track panels put down by Bob Douglas and Robbie Diehl. The panels were built by Bill Lowe, Bill Osband, Frank Behrle, Pete Pennarts, Jim Zimmerman, Jim Theobald, and Mike Nelson. They put 32,880 screws into 8,220 ties to create 137 panels in one month. Robbie Diehl and Jim Brown have put in 3,000 feet of data line for the signal system and another 3,000 feet of low voltage wire to power the Signals. Jim Brown made 40 signal Heads from used CD's. Jim Brown and Bob Martin made four new buildings to house the signal Electronics.

1,000 feet of the new track has been ballasted by Cliff Fought, Perry Mccully, Robbie Diehl, Fred Wilson, Jon Thompson and Richard Harris. The Little Bug siding is completed as is the Reynolds siding. Cobb Canyon is ballasted and signaled. The final leveling and aligning of the track will be completed soon. It is 1500 more feet to the balloon track and four more turnouts plus one siding to complete the branch. Thanks to Paul Arnt, Cliff Fought and Bill Pardee for Machining and manufacturing the switch frogs.

*(continued next page)*



WEST WERNER (cont'd)

## Stack Talk – March, 2004

# WORK'N ON THE WERNER



Track Team making track panels.



Ballast train West of Cobb Canyon.



One of the Signal Control Points built by Jim Brown and Bob Martin.



East end of Little Bug siding.



# HAPPENING SOON!



## MINI-OPERATIONS SWITCHING SESSION

Tues, Oct. 27 and Wed, Oct. 28

John Draftz

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**Maricopa Live Steamers**

**2020 Fall Meet**

Meet dates are

Oct. 27<sup>th</sup> through Nov. 1<sup>st</sup> 2020

Based on feedback from guests, an operations segment will be part of our open Meet again this year. The goal of the 2-day segment is to give guests/members experience switching cars on a branch following prototype procedures, i.e. not moving cars by hand. The segment would be challenging enough so that veterans of operations Meets would still enjoy participating, but simple enough for those learning what operations is all about.

The Adobe Yard has 2-car cuts ready for spotting on a branch. On the branch are two other cars to be brought to the yard. Additionally, there is one car on the branch that is to be moved from point A to B. Since crews work with only five cars, it enables smaller engines to be used. An added “wrinkle” to the switching is that it is done in “dark territory”, i.e. the signals are off on the branch thus crews must use radio communication while switching.

The switching session is Tuesday, Oct. 27, and Wednesday, Oct. 28, from 9am – 5pm. The branch is otherwise open to anyone. All engineers must view one safety/orientation briefing prior to participation. Briefings are offered on Tuesday and Wednesday at 8am.





## MARICOPA LIVE STEAMERS

### 2020 FALL MEET

#### Covid-19 Reminder

This is for those who may be planning on attending our Fall Meet.

**Before choosing to attend we strongly encourage that you read this in its entirety.**

As I'm sure you are all aware these are interesting and difficult times, but that doesn't mean we can't have a little fun! But in doing so we must be cognizant that there is a virus that is spreading throughout the land and that we must be diligent to try to minimize its spread. As the CDC has stated, "In general, the more people you interact with, the more closely you interact with them and the longer that interaction, the higher your risk of getting and spreading COVID-19. Indoor spaces are more risky than outdoor spaces..." So as we gather we would like to remind and recommend to you some things you can do to minimize the risk of spreading this virus.

**1: If, at any time after October 5<sup>th</sup>, you or anyone that you interact with, become ill in any way or have a fever, or have been exposed to the virus, or you believe for any reason that you are at an elevated risk of carrying the virus, please do not attend. WE REALLY HATE TO HAVE TO SAY THIS BUT FOR EVERYONE'S SAFETY THIS YEAR WE MUST.**

**2: Maintain appropriate social distance whenever possible.** Doing this is one of the best ways to minimize the spread. Being outside on 140 acres will help this and being diligent about proper distancing will help accomplish this goal.

**3: When in close quarters with others you should properly utilize a mask.** That being said, Maricopa Live Steamers will not be "policing" the premises and we ask that everyone take whatever precautions they deem necessary to protect themselves and others. We also ask that you do not "police" others as well nor should you discourage, chastise, or make fun of others who may be using a mask as well or practicing social distancing to protect themselves. I understand there are strong opinions on this issue but in the spirit of having fun we ask that you keep your opinions to yourselves. So, recognize that there may be a considerable number of individuals who choose to not wear a mask so please take that into consideration before choosing to attend.

**"CDC recommends that people wear cloth face coverings in public settings and when around people who don't live in their household, especially when other social distancing measures are difficult to maintain."**

**4: Wash your hands frequently and clean off surfaces before and after your use.** We will attempt to supply the appropriate soap but please assume that there may not be an adequate supply and bring your own sanitary materials (not talking about toilet paper!).

Last, but not least, recognize that anyone choosing to attend this meet and/or bringing under age family members or other minor children to this year's Fall Meet is taking full, complete and undeniable responsibility for their choice in doing so and should anyone, during or after the meet, become infected with the virus, that they understand that the choice to attend and/or bring others is yours as are the risks of doing so. The Maricopa Lives Steamers Board of Directors as well as all members are in no way liable should you or anyone at the event contract this virus. **If you find this document in any way unacceptable, please do not attend.**





**Maricopa Live Steamers  
2020 Fall Meet**

**Registration Form**

Meet dates are October 27<sup>th</sup> through November 1<sup>st</sup> 2020  
Work week is Monday October 19<sup>th</sup> through October 26<sup>th</sup> 2020

Your name and the number of people in your party. (We will not be providing badges; this is only to get a count of people who plan to attend). \_\_\_\_\_

E-mail address: \_\_\_\_\_ Cell number: \_\_\_\_\_

\*Please check the box if you are bringing any equipment to be run on our 1500ft of 4 3/4" gauge track

\*Please check the box if you are planning on participating in the switching session (details on page 2)

**\*THE COUNTY WILL NOTIFY US IN SEPTEMBER IF CAMPERS WILL BE ALLOWED\***

**\*NO MEALS WILL BE SERVED\***

**\*THERE ARE MANY LOCAL EATERIES AND GROCERY STORES\***

**\*THERE WILL BE NO REGISTRATION FEE, HOWEVER ALL DONATIONS WILL BE GREATLY APPRECIATED\***

**\*DRINKS WILL BE AVAILABLE FOR \$1.00\* .**

**We are inviting everyone to come ride trains and enjoy**

**Maricopa Live Steamer's 2020 Fall Meet**

There will be NO scheduled safety briefings

However a Switching Session Safety/Orientation Briefing will be at 8:00am Tuesday and Wednesday

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

Please mail this form along with any donation payable to Maricopa Live Steamers to:

Donna Hohm  
10705 North 109th Way  
Scottsdale AZ, 85259

**Any questions contact:**

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