



Maricopa Live Steamers

STACK TALK

NOVEMBER, 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

Here it is November and it is still warm here. The request for volunteers to help cut weeds so that we could safely run trains WAS VERY SUCCESSFUL because enough people showed up to get it done. There is still a great big pile of weeds on the property, but they are pulled back far enough from the track to get through safely. A **BIG THANK YOU** to all who came out to help. We couldn't have done it without each and every one of you!!!

We had a Board meeting because of the new guidelines set forth by the County Parks Department and, after a review by the Board and Meet coordinators, the consensus was that we will not be able to hold organized events with camping on the property or furnish meals for the participants. This will include cancelling all Meets and public rides or allowing non-members on the property for the foreseeable future or until the county discontinues their updated Covid guidelines. This does not stop members from coming out to run their trains, but limits it to club members only. Try to remember that I did not write these guidelines, so do not come complaining to me because you will not like my response. As Train Mountain writes every month in their newsletter, "Do not yell at me. I am a volunteer."

Vice President's Page



Here is my complaint. Your mother does not volunteer here, so clean up your own mess, turn off the lights, and if you got it out, put it away. Do Not bring your junk to the park and drop it off thinking it needs to be here instead of at your house. Since March, I have been cleaning the clubhouse, so as to avoid spending any monies for a housekeeper. I cannot believe --- well I am not going to say it, but you probably know what I am talking about. To put it straight, some of us are tired of cleaning up your messes and putting away the things that others get out.

This Fall Meet (now history) will be the last one for a while where we can get a permit to have RVs on the property or camping for the week before the Meet and the week of the Meet. Remember that the Club's Board of Directors did not make this decision; it was Maricopa County's requirement for being on their property.

A few people showed up for the Fall Meet, and I believe they had a good time. There really were not that many people here, but everyone had a good run, and the complaint Dave and I kept getting was "We sure miss the brats and burgers at lunch." I wish we could have put on a meal, but rules are rules and we are not going to do anything to bring criticism to the Board from the County Parks Dept.

(continued next page)



If you wish to be removed from this email distribution list, please "REPLY" to this email with a request to "UNSUBSCRIBE."
Please, DO NOT tag this email as JUNK.

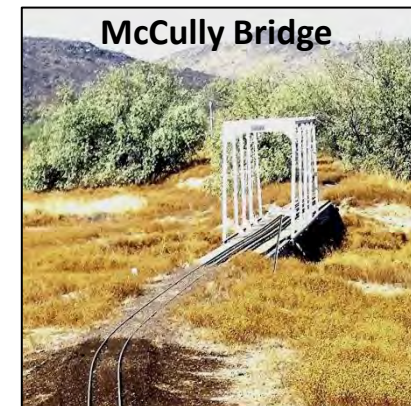
VICE PRESIDENT'S PAGE (cont'd)

I got help from some of our visitors on a few track problems we had, but they were very minor, and we were able to get them repaired right away so as not to close anything down while our visitors were here. Without having to do all the other normal Meet things, I actually got my train out and ran around. What a break from the usual duties of a Meet. I even saw Pete out on a train, and he looked like he was having a good time. The Monday and Tuesday weather was by my standards very cold and windy, but the guys from Colorado called me a wimp and said suck it up and go play. The weather after that for Wednesday through Saturday was very nice and sunny with some breezes to keep us cooled off.

John Draftz's switching session was well received by the attendees, and they seemed to enjoy the two days of switching. John did tell me that he will be doing it again when we have organized Meets again, so this is something to look forward to when we are able to have Meets with campers on the property.

Some donations were made to the club and the track fund during the Meet, and this will go a long way keeping us in material for the upgrade of our railroad infrastructure. We are really pushing hard on switch replacement with plastic ties and steel rails, concurrently with concrete ties being installed with steel rail. Every person that made a donation did so based on their available disposable income, and it sure added up when it was put all together. I wish to **THANK YOU** everyone for your donations because they all added up to make us able to keep buying material for our track renewal projects. Quite a few people came to me commenting about all they noticed had been done as far as upgrades to the track and switches. **THANK YOU** for your support of the club. Now that the meet is over, please watch the board at the tower for the route closures. We will only be closing one branch at a time for repair and renewal, but it might be a long way to back up when you run out of track. I need to keep access for us to get our work train to the job site, so all you will get is a red flag at the beginning of the branch and a red closed over the route board. It will be your warning about where we are working.

We have put in a few new switches with all plastic ties and steel rails and here is a picture of the one at the interchange between Far Flung at Smolyk and Pottsville at Perryview. This switch was in the crosshairs of termites and boy were they busy. On both sides of the switch are concrete ties, so when we start replacing the ties with concrete, the switches will be done already. Please be aware that we have ties spread out on Far Flung from Gamble all the way to Moore turn and new switches on the ground next to the track at Russell Creek and the west end of Martins Ferry, so watch out for tripping hazards when out walking around after dark.



Because persons operating the transfer tables were using the throttle wide open and using the deadman switch to move the table small increments, we have burnt out solenoids, so now the deadman switches have been removed. Now you can turn around in the seat and operate the throttle. We hope this will keep another incident of trying to move the table with a flap down, hitting a container. bending the frame of the transfer table and burning out another solenoid from ever happening again. Please be aware that the table will move while plugged into the charger, so you must unplug it and hang the cord before moving the table.

Don't forget to turn in your 2021 Officers Ballot before the November 14th meeting. Thank You.

— Joe

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 Desks of: Donna Hohm – Nominating Committee
Rich Moch – Nominating Committee

Subject: Elections for the 2021 Board of Directors

Election Ballots (attached at the end of the Stack Talk) for the 2021 Board of Directors election will be tallied at the November 14th membership meeting. Please fill out the ballot, sign it and return it via the address on the form. There is also a mailbox for Donna Hohm in the Clubhouse, if you would prefer to drop it off there. However you return it, be sure Donna gets it by Friday, Nov. 13th.

THANK YOU for your interest in the Club's leadership.

From the Desk of: Jim Zimmerman – Operation Meet Coordinator

Subject: 2021 Operation Meet in January

To all my Friends,

Thank you for your past support of the MLS Operation Meets.

I truly regret to inform you that we are not able to hold a 2021 MLS Operation meet in January. The reason is that we are currently experiencing a surge in COVID-19 cases in Arizona. The projections are that this will continue to worsen at least into February.

I am very sorry about this, as I look forward to seeing you each year and enjoying train operations. However, I truly believe that this is the best decision for everyone's health and safety. I hope to resume in 2022.

— Jim

jimzimmerman1@cox.net

Pete Pennarts
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Bill Cobb Dave Griner Terry Liesegang
Members at Large

Cliff Fought
Superintendent
Construction

Hank Gallo
Superintendent
Operations

Dave Kulman
Maintenance of Way
Superintendent

Matt Rockwell
Sawmill
Superintendent

Terry Liesegang
Road Signal
Superintendent

Dakota Clemens
Tower Signal
Superintendent

Bill Pardee
Boiler Inspector

Joe Fego
1-inch Operations
Superintendent

Joe Schnyder
Safety

Jim Zimmerman
Engineer Test
Administrator

Perry McCully
Facility Administrator

John Broughman
Public Run Crew
Coordinator

John Draftz
Advertising

Donna Hohm
Membership
Committee Chairman

Matt Rockwell
Holiday Lights
Committee Chairmen

**John Bergt
Timothy Freeman**
Web Masters

Ken Giordano
Stack Talk Editor

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

Hi everyone,

This is Linda Hershey, Frank Behrle's daughter.

My father was admitted to the hospital 2 weeks ago due to illness (not Covid), and is now in a rehabilitation facility until my sister arrives this coming week. He is doing much better, and I know that he wants to be at the Meet this week, but he will not be able to attend. I want to reach out to all of his friends and say thank you for your friendship with my father!! My sister and I appreciate it more than you know!!

Please keep him in your prayers, and knowing him, he will have my sister bring him down to the club, when he returns home!

If anyone would like to send get well wishes to him, it would be fine with me to receive emails from the club members.

I will definitely share them with him.

Thanks everyone!!

Linda Send your well wishes to Frank: LHERSHEY8@gmail.com



story and photo by Donna Hohm

Long time members Andy and Lu Saez bring bears here from Colorado to be sold at our concession stand.

We are always glad to see them, with or without the bears!!

~ Donna ~



A toddler smitten with a skeleton.

CNN's Jeanne Moos reports on a two-year old's bony buddy.

Source: CNN 2:17 mins.

CLICK HERE:

<https://www.cnn.com/videos/us/2020/10/20/toddler-skeleton-theo-benny-moos-pkg-vpx.cnn>

From the Desk of: Ken Giordano – Stack Talk Editor

Subject: Some good news and some bad news

First, the good news. This is my 36th issue of the newsletter, which means that I have survived 3 years as your Editor. I have worked very hard to produce a product that communicates everything happening at the Railroad Park in a way that is as interesting and entertaining as possible. Unfortunately, my inbox stays pretty much silent. For a Club with over 200 members, I am ashamed that I have not made more friends. Since I touch everyone's inbox every month, and more often when I send out a Blast, you would think that everyone would know that I am here. But I still get requests for things to be put into the newsletter from readers who forward their requests to me through Pete, Perry, Joe or Donna.

As for the bad news, every so often I send out the newsletter and get my email returned from someone's email service provider stating that their inbox was full and could not receive any more email right now, or that the email address no longer exists. Please, please, please remember to notify me OR Donna Hohm (Membership Chairperson) whenever your home address, phone, or email address changes. We both keep the information and we both share the information between ourselves. It's our only lifeline to contact you, so please remember to keep us informed.

Likewise, MLSnewsroom@Gmail.com is your lifeline to contact anyone on the Board and, whatever your request may be, I will always forward your request to the person responsible. Keep my email address available for emergencies, such as earlier this year when several members who used their office email address to receive the Stack Talk suddenly found their email inaccessible after they were furloughed from their job due to the pandemic.

Now for more bad news, you may have noticed that the Blasts that I've sent out since mid-October did not have the email addresses hidden. Unfortunately, Google (owner of Gmail) has cracked down on bulk spammers. I used to be able to send Blasts or the Stack Talk to all 200+ members in one email with all email addresses hidden. When I went to send out the Blast in October, I was not able to use the BCC (blind copy) feature to hide the email addresses, nor was I able to send to more than six recipients at a time. That meant that I now have to send 35+ separate emails each time I have a Blast or Stack Talk to send out.

The error message that Google gives me when it rejects my email with more than 6 recipients is that my recipients have tagged my email as "JUNK" or "SPAM," but it doesn't tell me who or how many recipients did that. It suggests using on all future bulk emails the message that I have included on page 1. But that doesn't help me because I can't undo the damage to MLSnewsroom. Two weeks ago I even tried using a new email address MLSnewsroom2, but the spam restriction was applied automatically to the new email address too, so the restriction must be applied by email owner or source internet address. Incredible how much damage a click of the mouse can do. If you don't want to get any more emails from me, please, please, please just tell me and I will remove your email address from my distribution list.

Now I have to find a work-around, and most are time-consuming, from spending 1.5 hours sending 35+ emails to six recipients at a time every month, to entering my entire contact list of 200+ members into Google Groups (Google's normal bulk email facility), or something else I haven't thought of yet. Any ideas? Whatever happens, you'll be the first to see it in your inbox.

... I love my job ...

... I love my job ...

... I hate computers ...

— Ken

From the Desk of: Joe Schnyder – Consignee

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

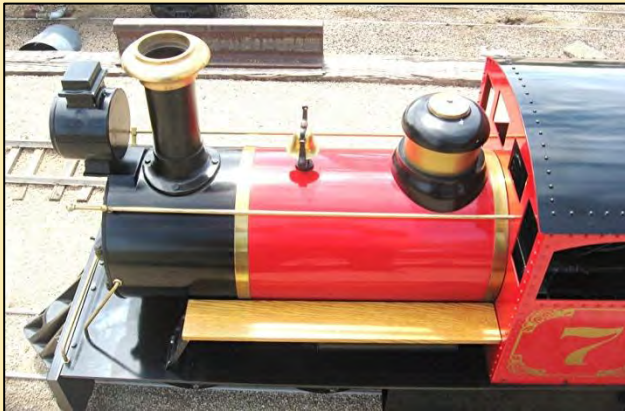
This is all 2.5" scale equipment, 7.5" gauge.

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.



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



FOR SALE \$4000 BUNDLED



- * Red Trains 1930's
Industrial Locomotive #15L1
battery powered, serial #84 \$3000
- * One 5 ft long Flat Car with 2 seats \$500
- * One 6 ft long Flat Car with 3 seats \$600
- * Storage Building #64 with 20 ft long
elevated track in front of building \$500

Please contact Lisa Rost @ 719.681.1328

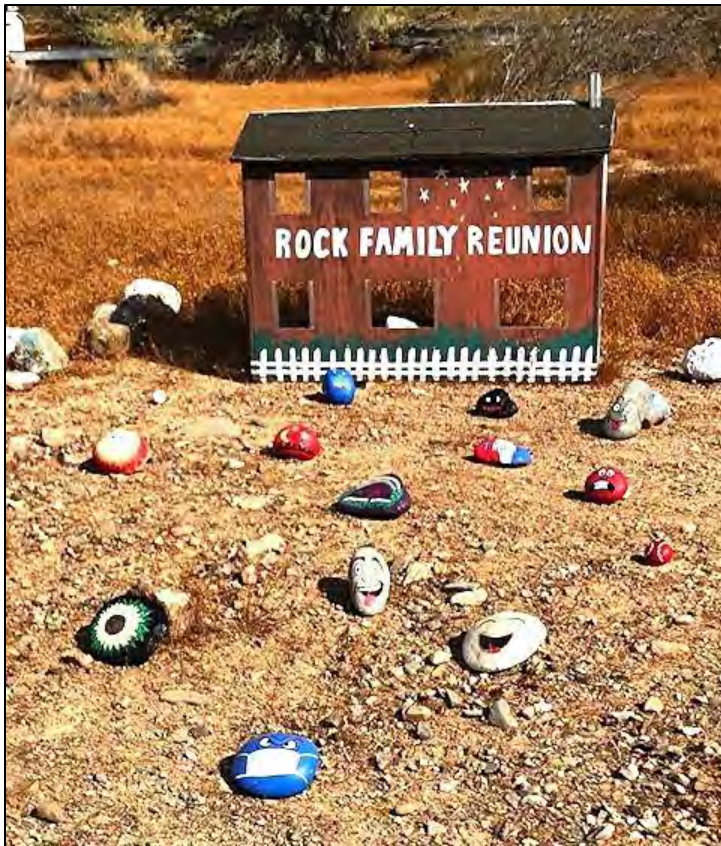
* Track is property of Maricopa Live Steamers



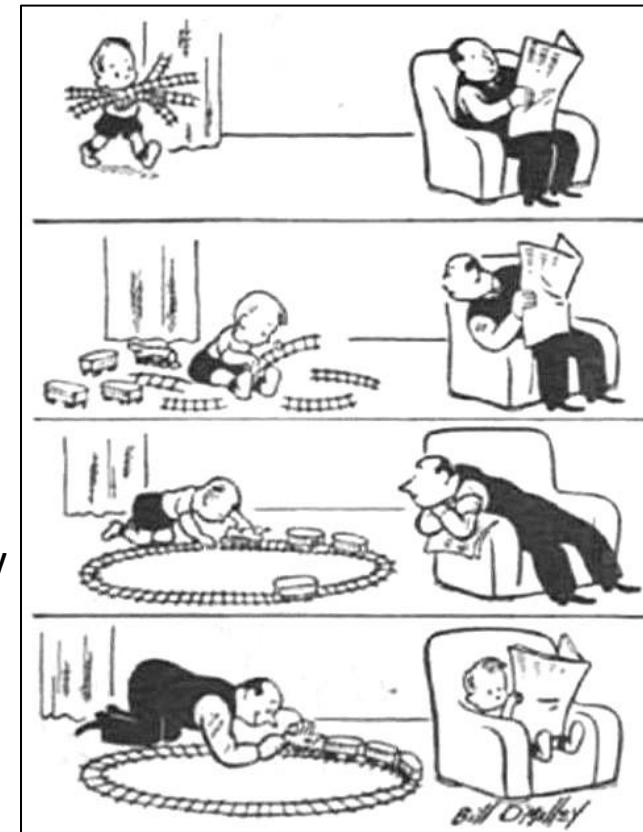
MEMBER CONTRIBUTIONS!

story and photos by Donna Hohm

I've been painting rocks to add to the 'Rock Family Reunion.' Check it out if you pass by Martin's Ferry. ~ Donna ~



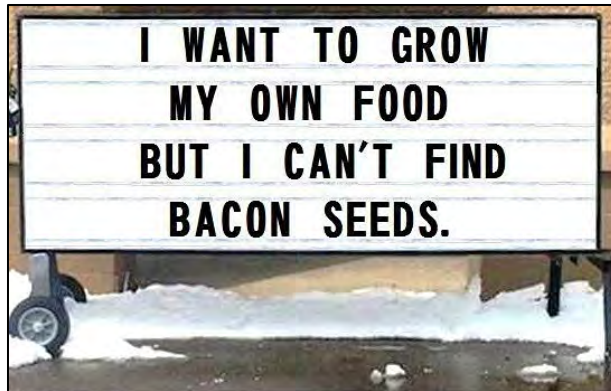
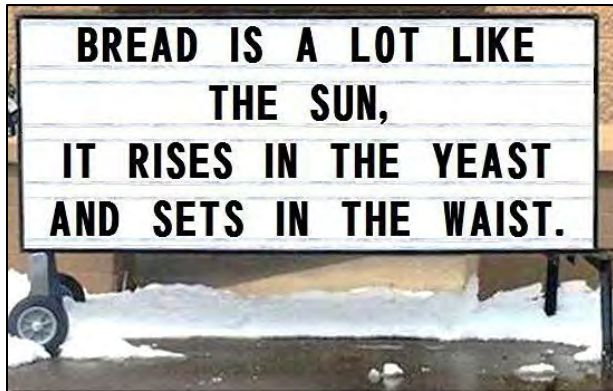
WE NEVER REALLY GROW UP



jokes submitted by Geronimo Vidales



jokes submitted by Bill Myers



more jokes submitted by Bill Myers

"Hey guys! Let's take one more picture together before we get fired."



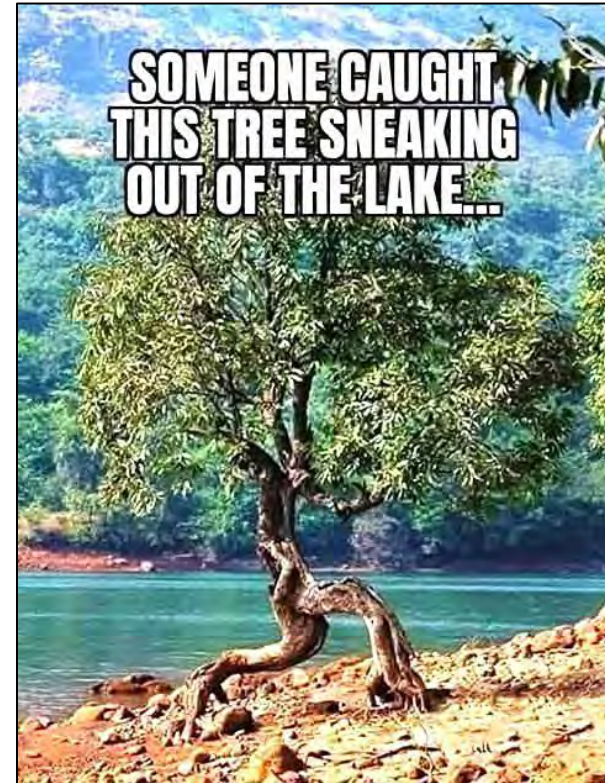
**Electrician wanted.
Experience required, this time.**



Forget frying an egg on the sidewalk, it's not Florida hot until your kayak melts in the sun.



ONLY IN AMERICA



BEST of 2010-2020 TRAIN CRASH COMPILATION Accidents & Close Calls of the Last DECADE! – 18 mins.

FOR EDUCATIONAL PURPOSES. We condone SAFETY and awareness. Stay off the Railroad tracks!

<https://www.youtube.com/watch?v=4J5kMZcR0Us>

CAB VIEW TRAIN ACCIDENTS #1 Close Calls First Person View Railway Crashes Compilation! – 10 mins.

Experience this compilation of Cab View Train Accidents and close calls. A First Person view of failures, crashes and Near Misses!

<https://www.youtube.com/watch?v=2stPtCtqtA4>

The Way It Was: Florida's Tropicana Juice Train 1997 – 45 mins.

Ride in the cab from Tampa to Baldwin, FL, the first leg of the Juice Train's route to New Jersey.

<https://www.youtube.com/watch?v=-j9jbUSRUPQ>

HOW RAILROADS WORK: Tropicana Juice Train, Ice Cold Express & Cryogenic Reefers – 34 mins.

Moving perishable commodities such as fruits and vegetables takes special expertise and equipment.

<https://www.youtube.com/watch?v=Dwyw-RQxc6I>

World's Most Extreme Railway | Megastructures – 50 mins.

This is the story of the battle to build a railway across some of the most extreme environments on Earth. To lay down over a thousand kilometres of track in a remote wilderness. To drive 7 tunnels and to raise 675 bridges all at an altitude where even a simple breath is nearly impossible to come by. 140,000 workers and 2000 medics struggled for 5 years to conquer this hostile environment to complete the Qinghai-Tibet railway, the highest, most extreme railway in the world!

<https://www.youtube.com/watch?v=uTSpdD6MswA>

LINKS OF THE MONTH**Four Dimensional Maths: Things to See and Hear in the Fourth Dimension – 1 hour**

Comedian Math Teacher discusses knots and cutting paper shapes. It drags on a bit, but **very interesting for teachers and home-schooled kids to recreate the paper shapes.**

https://www.youtube.com/watch?v=1wAaI_6b9JE

Human coronaviruses ‘inactivated’ by mouthwash, oral rinses: study shows

The study's results were published in the Journal of Medical Virology



By **Madeline Farber** | Fox News

A new study conducted by researchers at the Penn State College of Medicine has found that mouthwash and oral rinses can inactivate human coronaviruses.

For the study, the results of which were published in the Journal of Medical Virology, researchers tested various oral and nasopharyngeal rinses – which included a 1% solution of baby shampoo, a neti pot, peroxide sore-mouth cleansers, and mouthwashes – to determine how well they inactivated human coronaviruses, namely 229e, a strain that can cause the common cold.

Human volunteers were not used in the study; the 229e coronaviruses were grown in human liver cells in the lab before being immersed in the various solutions tested as part of the study. The baby shampoo solution, “which is often used by head and neck doctors to rinse the sinuses,” the researchers noted, was particularly effective; the solution inactivated “greater than 99.9% of human coronavirus after a two-minute contact time,” they said. The mouthwash and oral rinses tested – which included Listerine Antiseptic, Orajel Antiseptic Rinse, and Crest Pro-Health, among others – were also efficacious. They found, “Many inactivated greater than 99.9% of the virus after only 30 seconds of contact time and some inactivated 99.99% of the virus after 30 seconds.”

A strain of human coronavirus was mixed with “baby shampoo solutions, various peroxide antiseptic rinses and various brands of mouthwash,” allowing the solutions to interact with the virus for different amounts of time, including 30 seconds, one minute, and two minutes. The solutions were then diluted to “prevent further virus inactivation,” they wrote. “To measure how much virus was inactivated, the researchers placed the diluted solutions in contact with cultured human cells. They counted how many cells remained alive after a few days of exposure to the viral solution and used that number to calculate the amount of human coronavirus that was inactivated as a result of exposure to the mouthwash or oral rinse that was tested,” per the news release. Lead study author Craig Meyers, a distinguished professor of microbiology and immunology and obstetrics and gynecology, said the results show the amount of virus (viral load) in an infected person’s mouth could be reduced by using these common over-the-counter products, possibly helping to reduce the spread of the virus.

“While we wait for a vaccine to be developed, methods to reduce transmission are needed,” Meyers said in a statement. “The products we tested are readily available and often already part of people’s daily routines.” The team’s findings bolster past research that also looked at how oral rinses and mouthwashes may be able to reduce the viral load of human coronaviruses. For instance, a study published in a scientific journal in May also concluded mouthwash could play a role in preventing the transmission of the coronavirus.

“Although gargling with mouthwash cannot inhibit the production of viruses in the cells, it could reduce the viral load in the short term where the greatest potential for infection comes from, namely in the oral cavity and throat.” Meyers said “Certain professions including dentists and other health care workers are at a constant risk of exposure. Clinical trials are needed to determine if these products can reduce the amount of virus that COVID-positive patients or those with high-risk occupations may spread while talking, coughing or sneezing. Even if the use of these solutions could reduce transmission by 50%, it would have a major impact.” ♦



OSHA experts express caution about mask safety issues:

<https://youtu.be/YDngH6X1MVg>





STEAM LOCOMOTIVES

BOILER Appliances and Attachments

Injectors

by Dave Griner

Hello, one more time. Let's see what we can find of interest. We had begun discussing injectors and will continue in that vein for a while.

This time we will look at the difference between lifting and non-lifting devices. First though, we really should review and understand exactly how an injector works.

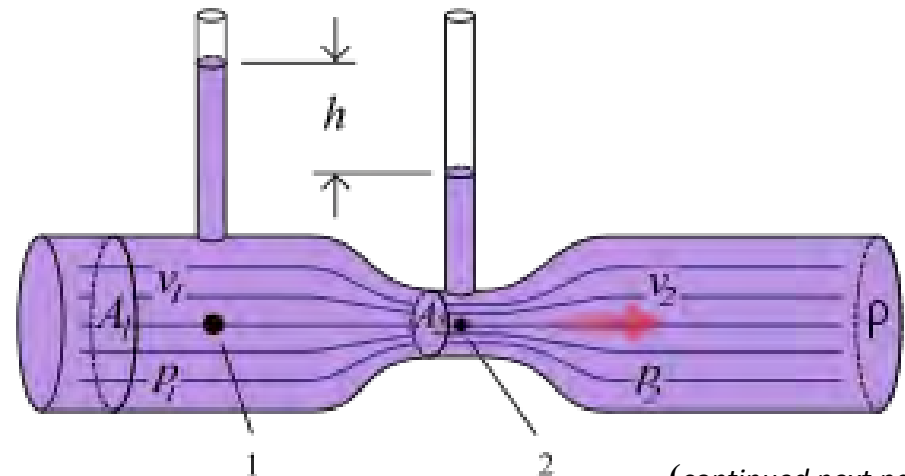
This explanation is from Wikipedia:

The injector consists of a body filled with a secondary fluid, into which a motive fluid is injected. The motive fluid induces the secondary fluid to move. Injectors exist in many variations, and can have several stages, each repeating the same basic operating principle, to increase their overall effect. It uses the [Venturi effect](#) of a [converging-diverging nozzle](#) on a steam jet to convert the [pressure](#) energy of the steam to [velocity](#) energy, reducing its pressure to below that of the atmosphere, which enables it to entrain a fluid (eg. water). After passing through the convergent "combining cone", the mixed fluid is fully condensed, releasing the [latent heat](#) of evaporation of the steam which imparts extra velocity to the water. The condensate mixture then enters a divergent "delivery cone" which slows the jet, converting kinetic energy back into static pressure energy above the pressure of the boiler enabling its feed through a non-return valve.^{[3][4]}

Most of the heat energy in the condensed steam is returned to the boiler, increasing the thermal efficiency of the process. Injectors are therefore typically over 98% energy-efficient overall; they are also simple compared to the many moving parts in a feed pump.

The venturi principle

In [fluid dynamics](#), an incompressible fluid's [velocity](#) must *increase* as it passes through a constriction in accord with the [principle of mass continuity](#), while its [static pressure](#) must *decrease* in accord with the principle of [conservation of mechanical energy](#) ([Bernoulli's principle](#)). Thus, any gain in [kinetic energy](#) a fluid may attain by its increased velocity through a constriction is balanced by a drop in pressure. By measuring pressure, the flow rate can be determined, as in various [flow measurement](#) devices such as Venturi meters, Venturi nozzles and [orifice plates](#).



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INJECTORS (cont'd)

So, now that we understand the principles of operation, let's look at the two basic types

[Harlock writes:](#)

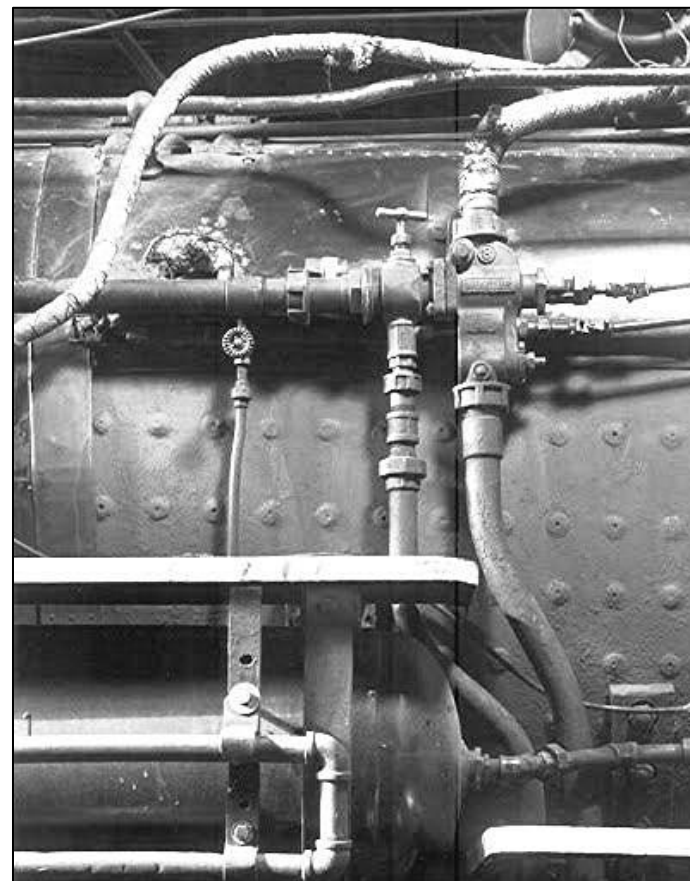
A **lifting injector** will draw water up to the injector above the water level of the tender. These can be mounted boiler-side.

A **non-lifting injector** needs the water at the injector at time of starting. It will not start with air in the tube nor will it draw water, hence they are down below the cab floor where there is always positive pressure on the water delivery side.

Here is a view of a lifting injector on the side of the boiler just in front of the cab



Another view of a lifting injector on the side of the boiler



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INJECTORS (cont'd)

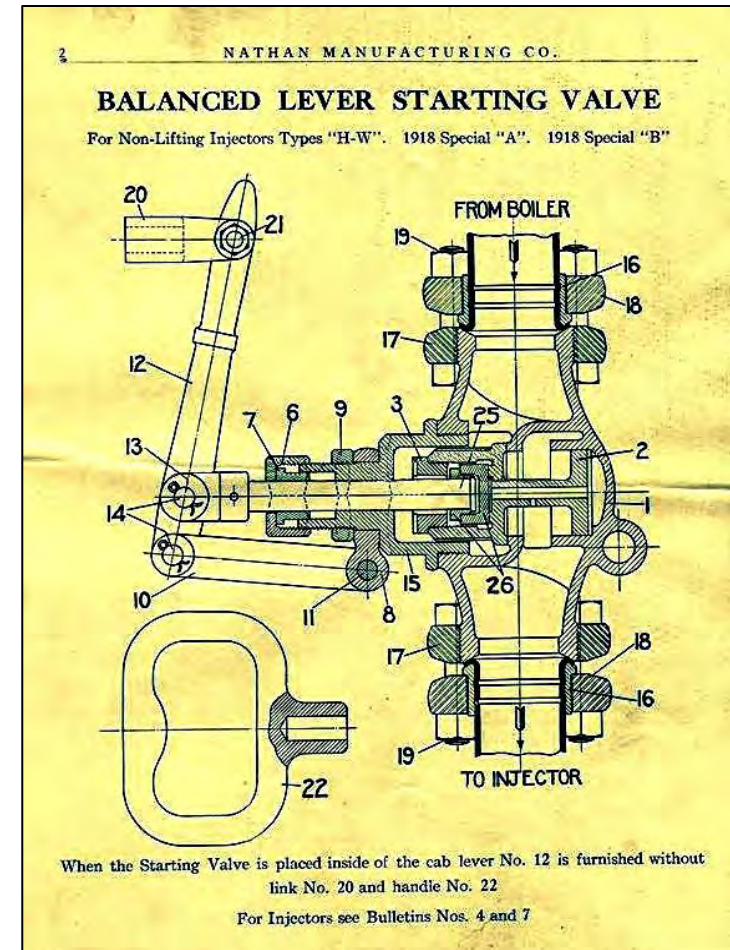
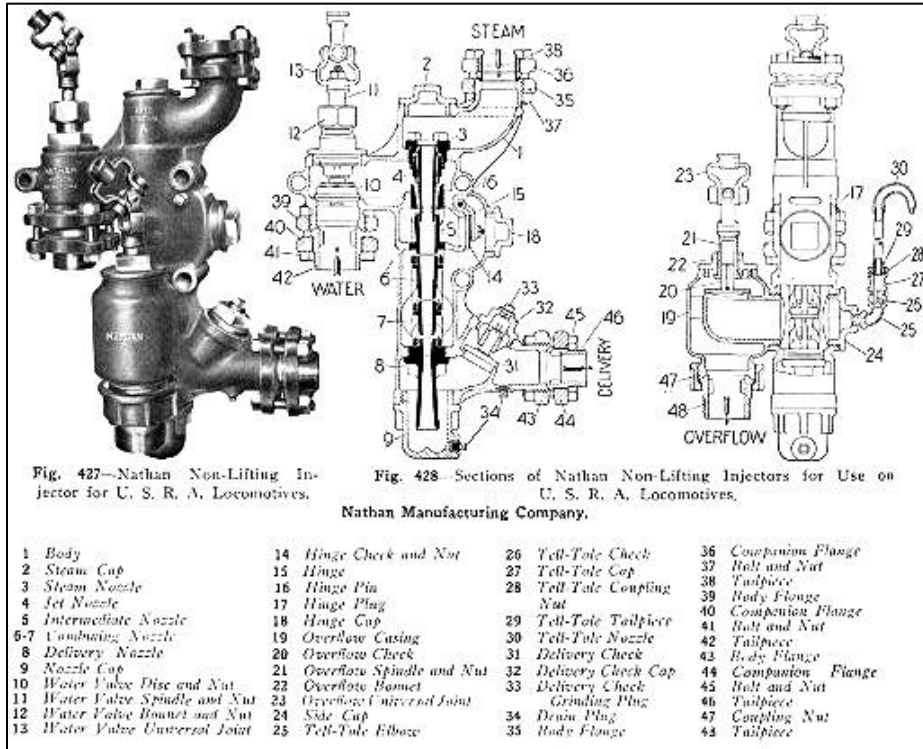
Here we have a non-lifting injector mounted on the very rear of the frame, without any associated piping installed

(far right) John Rimmasch discussing a non-lifting injector with the piping installed



(below) Here is a drawing of a Nathan non-lifting injector

(far right) And this is the starting valve used with this injector



Well, there you have it, a nutshell review of the two basic types of injectors.

Take care, until next time. — Dave

The Mountain GAZETTE

© 2020, Train Mountain

HAPPENINGS PAST!

FIRE IN OREGON



An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #26 **October 2020**

October

I had always heard that the numbers '666' were attached to evil and bad tidings. Well now I think that the real bad numbers are numbers with pairs of two's! What am I referring to, you ask, how about '2020', pretty bad right? And just when we are getting close to the end of it along comes '242', I'm of course referring to the recent Two Four Two Fire here in southern Oregon which included a large portion of Train Mountain.

With some bad there is always a rainbow at the end and to me that is Richard and Dustin. We hear about first responders, well these guys are the epitome of the word. Long before fire crews arrived they were out in our woods saving our park! They worked tirelessly and in conditions that were just awful. Gail force winds, smoke so thick you could cut it with a knife and this was in the dark of night. If you love Train Mountain and like to come here, please take a moment when you see the guys and give them a great big Thank You for saving our park.

The track is open up to and including Schubert Junction. Beyond that the park is **CLOSED!** There are many hazard trees that can fall at any time. There are forestry crews falling trees and operating heavy equipment doing the forest damage remediation. There is **NO** reason for you to go up there. If your curiosity bug has got you, then take a ride in your car. Out the front gate, turn left. Turn right on to Hwy 62. Go north to Hwy 422, turn right. Go to Hwy 97 and turn south to return to Train Mountain. During that drive you will see the extent of the fire damage and will have done so in the safety of your vehicle.

As of the first of October you can pay your dues for next year and sign up for next year's meets. Train Mountain has had no tourists here other than Harvest Host guests and so the treasury will gladly accept your payments.

We look forward to seeing you on your next visit whenever that is.
Yes, we really do!

20 AND COUNTING



http://trainmtn.org/tmrr/Resources/gazettes_v4/gazette_v4-26r.pdf

TRAIN MOUNTAIN website (CLICK, then SCROLL): <http://tmrr.org> (continued next page)

GAZETTE (cont'd)

From the Desk of Train Mountain Railroad President October 2020

By Jeff Mills, TMRR Board President

The Fall Colors Meet is in the books. The Aspens in the Grove are cooperating with bright yellow foliage indicating Fall is truly here. It was cold in the mornings but warmed up to a comfortable temperature by noon. Saturday, it rained most of the day bringing much needed moisture but eventually turned to clear blue skies by late afternoon. The Backshop became a hub of activity with many repair jobs being performed. Sunday provided good weather and a great Run Day.

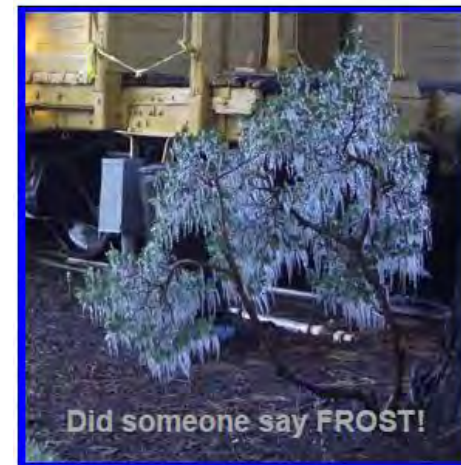
The Idaho Mafia and their volunteers arrived the preceding weekend to get track repairs completed in the 242 Fire burn area. They opened up the North tracks to Schubert Wye. Additional volunteers worked with Dale Furseth to get the steel on plastic track re-placed from Woodpecker Siding to the grade crossing. Great accomplishments for both of these areas. One unexpected re-sult of the fire were burned-out culvert pipes. They were plastic and once they caught fire, they burned like a chimney fire, leaving an unsupported earthen tunnel beneath the tracks. This required the track panel or panels to be removed so new steel culvert pipes can be installed and the track panels re-placed. The current count is 50 panels destroyed by fire or heavy equipment.

The track beyond Schubert Wye will be closed until further notice. This is due to the danger posed by falling trees and limbs. There will be a contract logger harvesting dead trees for salvage. There will be a crew felling and skidding logs as weather permits. TMI will be paid a percentage of the salvaged timber proceeds which is good news financially.

Contacts have been made with numerous organizations about grants and assistance with reforestation and seeding grass to assist the Elk with forage. These efforts are on-going, and we will post any updates on this process. Our grant for Brush Remediation is still in place but will require some rewriting and reorganization of the units to be worked. Some will be changed from brush remediation to dead tree removal.

In summation, we had a great turn out for the Fall Colors meet with a lot of vital work accomplished. As always, we had the help of many great volunteers. Hopefully, next year will be closer to a "normal" year, allowing us to prepare for the 2022 Triennial. We are still in need of volunteer Triennial Administrators. If interested, please contact me by email at oldcatd399@hotmail.com.

Enjoy the upcoming holiday season and don't delay making your plans for 2021 at Train Mountain.



(continued next page)

GAZETTE (cont'd)

TMI Recovery from the 242 Fire

Jeffery Pape

The major focus for Train Mountain Institute efforts to recover from the 242 Fire should concentrate on preserving the park known as Train Mountain and let the railroad issues take second priority. Track recovery can be deferred until next year and can mostly be accomplished by the Train Mountain Railroad group. Forest recovery is a more immediate priority and should begin right away.

Discussion of several topics by Russ Wood, Tom Watson and Jeff Pape included land clearing where appropriate, salvage timber sale where appropriate, and replanting where appropriate. In each the "where appropriate" question is beyond the scope of education and experience of the three study participants. We need professional help and that profession exists. Practitioners are called Consulting Foresters. Russ Wood has knowledge of one such person in the Klamath Falls area and he is trying to arrange a "free first conversation" with that person.

Salvage Sale. How much timber is so damaged and of such size that it is worthwhile to harvest and sell? Cleanup is necessary as too much dead standing timber is a definite fire hazard and will harbor far too many destructive insects in the future if not managed properly. Also the harvest and removal makes room for replanting and potentially for revenue to pay for replanting. The determination of where to harvest, costs and estimated revenues can best be determined by a consultant.

Management of fire-killed non-commercial trees. What to do with smaller dead trees needs to be determined. An appropriate few trees should be left as habitat and the rest disposed of to favor seedling survival and fuel management. The consultant can provide a plan.

Replanting. A consultant can help us obtain seedlings of a genetic makeup suitable for our tract, determine the size and quality and answer other questions such as planting density and pattern. When the time comes to replant the consultant can arrange a paid crew to do the work.

Fireproofing. Fuels management remains vital. The grant request that TMI has submitted is still in process and, if anything, is more important than ever before. Additional measures should include improving internal roads as firebreaks with wider cleared rights of way and removal of flammable vegetation along a wider swath. The effectiveness of the firebreaks that Richard and Dustin formed with the bulldozers in the face of the fire speak eloquently to the value of firebreaks. Perhaps new firebreaks in a few locations that are not roads would be worthwhile. Track rights of way should also be widened and be maintained brush free. In previous discussions with the personnel of the Oregon Department of Forestry their recommendation was eighty feet, but that is not doable and still maintain the look we want for the railroad portion of the park. After much discussion a workable distance seemed to be forty feet.

Other fuels management. This experience very clearly proves the need to have effective and constant pine needle removal from the gravel portion of the track roadbed as well as the track itself. TMRR needs to double down on efforts to fully mechanize the process, hopefully using rail mounted equipment to make volunteer hours both much more productive and fun as well. It turns out that our plastic ties are difficult to burn and hard to damage in a wildfire if fuel such as pine needles is not on the track. Where there were matted pine needles and an ignition source the track was destroyed. The widening of the right of way as mentioned above would help in this regard.

Erosion concerns. Richard Cox has requested bales of straw to employ in places to prevent soil loss and silting. The rainy season will soon be upon TM and there is urgency to this request.

Miscellaneous losses. Several plastic culverts under roads and tracks were burned or dam-aged. A count with sizes and lengths should be made. Replacing with metal should be favored if possible.

Fence repair. Our perimeter fence is a vital part of our fire prevention program. Replacement or re-pair along with suitable signage should be a topic of inquiry with a consultant to see if government forestry fire recovery assistance can be used as a funding source.

(continued next page)



GAZETTE (cont'd)**Fall Colors 2020**

With an ad hoc Work Week

an article by Dennis Ward — Track Superintendent

ad hoc - for the particular end or case at hand. Thank you members, guests and Train Mountain employees. You showed up for the ad hoc work week in droves. Raking and picking up of newly fallen forest debris, rebuilding of the fire and equipment damaged track in the loop of track between Witcombe Wye and Schubert Wye.

This has been the largest turnout for a Fall Colors that I can remember and it started early. Some people were here only for the ad hoc work week and returned to their homes as soon as there particular part of the repairs was completed others showed up to enjoy the fruits of their labor and to continue the rebuild.

While the repairs were going on in the Schubert Loop, Dale Furseth with the help of a crew from California managed to remove offending roots from beneath the right-of-way.

Additionally, they repaired some inherent switch (turnout, point) problems. To top it all off, they completed the replacement of wooden tie main track, between North Portal and the grade crossing at Dam 3.5, with track made with steel rail on plastic ties. This great crew also replaced two switches on the southbound track across the Timber Lake railroad. Matt Thomas brought this great crew up from California. The repairs to the Schubert Loop were led by Mark Flitton and his Idaho Mafia.

The Schubert Loop will be closed temporarily after the Fall Colors meet. This will be done for the replacement of some of the plastic culverts that succumbed to the Two-Four-Two Fire. Dale and anyone who volunteers to help will pull the panels. Employees, Richard Cox and Dustin Barnes, will replace the damage culverts and repair the grade. Dale will then replace the track.

If the weather holds and we find enough materials to build the needed track panels Dale and primary helper Gil Dominguez should finish the northbound track from North Portal to Dam 4 before winter sets in. Charlie Bill Schubert and I will build as many track panels as we can for this project using ties salvaged from equipment damaged track and the last bundle of reserve tie material.

Outdoor projects, of course, will have to be put on hold or severely limited during the cold and snowy season. Indoor projects may also be slowed because our great track crew used up inventory faster than anticipated. We need additional plastic tie material right now and will need more steel rail soon. If you can renew your membership early and perhaps upgrade your membership to the next higher level we may be able to purchase the needed materials ahead of schedule.

ED: This just in, the gang has finished the culvert replacement project soooooo the great news is, the North Side up to Schubert is again open for your riding pleasure! ENJOY!



(continued next page)

GAZETTE (cont'd)

OK for those keeping score, here's your SCORECARD

Milepost to	Track ft. Length	Ties Burned	Rail ft. Length	Straight Panels	165' Radius	105' Radius	75' Radius		
32.221	32.231	50	150	100	4	1			
32.314	32.328	70	210	140	4	3		Switches Destroyed	
Panik to Hope	70	210	140	7 non-essential				33.097 right hand	
Hope Circle Yard	45	135	90	4 non-essential	1 non-essential			33.101 left hand	
32.724	32.730	30	90	60		3		50.209 non-essential	
32.953	32.970	100	300	200	8	2		Hope Circle Yard track 1, 2 right hand – non-essential	
32.992	32.998	40	120	80	1	3			
33.037	33.043	35	105	70		4			
33.083	33.089	30	90	60	3			Switches Damaged	
33.093	33.108	110	330	220	8	1	1	1	31.673 spring and cups
50.208	50.225	70	210	140	non-essential				32.712 spring and cups + first 8 ties
50.250	50.253	30	90	60	non-essential				34.340 spring and cups
TOTALS	2040	680	1360	28	17	1	1		

Note: Above are my best guess on radius. Often times you end up needing a straight instead of a 165' radius curve.



(continued next page)

GAZETTE (cont'd)

Greetings from Joyce at the front office:

Fall has arrived at Train Mountain! Some of the trees are showing their fall colors while others have already dropped their leaves. Nights and mornings are downright chilly, but on sunny days the afternoons are still warm. The Fall Colors meet had a really good turn out! I think this was the most highly attended Fall Colors meet ever!

Kitties Charlie and Maggie are doing well. Charlie, with all the people that were around for the meet, is a happy camper. Sweet, timid, demure Maggie has been quite playful. She has been getting bolder, too. On days when few people are around she has been venturing outside, but stays mainly around the front deck.

The fire put a big damper on Harvest Host visits for September and only a small handful visited during the month. October has seen only two Harvest Host visits so far. I suspect that will pick up greatly again next year. The track is open completely on the south side and up to Schubert Wye on the north side. There is a lot of clean up to do farther north and there may still be smoldering or burning stumps and roots in the burn area,

so no train running, walking, off-road vehicles, etc. are permitted up there. They can smolder for months, so we want everyone to be safe and stay out of that area.

The culverts that burned are being replaced. I do not have up to the minute news on that, but last I heard, Richard and Dustin had that well in progress and may have completed replacing all of them by now. Plans are well in place for burn reparations and removal of dangerous, dead or failing trees.

Online membership renewal for 2021 is now available on the website, as are sign up for 2021 All Meets Passes and 2021 Meets, About 20 people have already renewed for 2021 and we have a few new members already, too. About six people have already signed up for 2021 All Meets Passes also. If you renew your membership or sign up for a meet, but do not receive an automatic acknowledgment email, you can always call me at the office, 541-783-3030, to get a confirmation that your payment and registration or application came through.

Thank you all for your continued support of Train Mountain and all of the wonderful volunteer work that you do. I hope to see some of you continuing to come to Train Mountain this year. It will be great to see all of you at Train Mountain again next year, too!

Take care, stay safe and do well!

2021 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	5/1 to 5/6	5/22 to 5/27	6/19 to 6/23	7/24 to 7/29	9/4 to 9/9	none
Meet	1/15 to 1/18	5/7 to 5/9	5/28 to 5/30	6/24 to 6/27	7/30 to 8/1	9/10 to 9/12	10/8 to 10/12

Steam locomotives must be fueled by propane only.

Ed. — Dedicated to the MLS members originally from Chicago, like Bob Douglas, Donna and Harold Hohm and Tim Freeman (those I know of).

While you were enjoying the 80°s at the Fall Meet last year . . .

October 31, 2019 – Chicago’s snowiest Halloween ever:

3.4 inches of snow breaks daily record, weather service says; overnight temperature may approach 140-year old record low.

By KATHERINE ROSENBERG-DOUGLAS and PAIGE FRY
CHICAGO TRIBUNE | OCT 31, 2019

Snow steadily fell in communities north and west of Chicago most of Thursday, and a heavy band of snow that moved into downtown shortly after noon dumped snow into the early evening, making it the second-heaviest October snowfall since 1989.

The 3.4 inches of snow that fell at O’Hare International Airport, the city’s official recording station, shattered the daily record for Oct. 31 of 0.1 inches set in 2014, the National Weather Service tweeted about 6:30 p.m. And if the rare late-October snowfall wasn’t enough of a Halloween trick, the day had also been marked by strong winds and 8- to 12-foot waves along the Lake Michigan shoreline in Cook County.

The overnight temperature is expected to get so low that it could approach a record for cold set 140 years ago, said forecasters. Amid a winter weather advisory, unprecedented accumulation in the city meant it was already the snowiest Halloween in Chicago’s history, Jake Petr, a meteorologist, said of the 12-hour snowfall totals released at 1 p.m.



Snowy witches around pumpkins and snowy skeletons in a front yard on Cook Street in Barrington on Halloween. (Stacey Wescott / Chicago Tribune)

The highest total came from a few miles outside Rockford, where 5.3 inches of snow fell in the previous 12 hours. In the Crystal Lake area, a far northwest suburb in McHenry County, an unofficial recording of 5 inches was taken by a weather spotter, he said.

The National Weather Service in Chicago said areas to the west, such as Ottawa and Joliet, could see as much as 7 inches of snow Thursday, said meteorologist Mark Ratzer. Before this year, it had snowed on Oct. 31 just 6 times, according to the weather service. [CLICK HERE to check out Chicago’s 148-year weather history for Oct. 31, and the photo of beachgoers in 1950.](#) And if Chicago tallies just 5 more inches of overall precipitation at any point in the next couple of months, 2019 will become the wettest year recorded since the weather service started keeping track in 1871, Gino Izzi, meteorologist wrote on social media.

The adverse conditions throughout northern Illinois already prompted some communities, including Winnetka, Vernon Hills and several McHenry County locales such as Marengo, Johnsburg and Oakwood Hills, to call off trick-or-treating for Thursday, opting to reschedule.

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HALLOWEEN, 2019 (cont'd)

Greeting people with "Merry Christmas," Derreck Keith walks his children Clara, 9, and Gavin, 7, to Hough Street Elementary School through the snow in Barrington. (Stacey Wescott / Chicago Tribune)



Left to right: Ian Lucas, 6, Ethan Lucas, 10, and their nanny, Bonnie Sholeen, trick-or-treat along Cook Street in the snow in Barrington. (Stacey Wescott / Chicago Tribune)

Chicago temperatures are expected to drop into the 20s after the storm system moves through, Petr said. "It's going to be really cold behind this system, really cold air will sweep through. We'll have lows in the 20s Thursday night into Friday, and that should be kind of like our first hard freeze for the area," Petr said.

Scott Lincoln, a senior hydrologist with the weather service, explained that the lowest temperature for Oct. 31 was 23 degrees set in 1873, but because it's often coldest in Chicago just before sunrise, that record was not broken. Once the temperature drops behind the storm system, it should be in the 20s late Thursday, but the lowest temperature should come early Friday. If it drops to 24 degrees, as expected, it will be close to — but not break — the record for coldest low temperature on Nov. 1: 21 degrees, set in 1879, he said. "It's possible it could get kind of close to that," Lincoln said. "As of right now, though, we are not forecasting that we'll break it."

As of 4 p.m., 201 flights had been canceled at O'Hare and 126 flights had been canceled at Midway Airport, according to the Chicago Department of Aviation. Almost 1,063 flights had been delayed at O'Hare in the previous 24 hours, including 442 departures and 621 arrivals; at Midway there were 74 delayed flights in the same time frame, 32 departures and 42 arrivals. ♦



Max Clark picks out his candy while trick-or-treating in Wicker Park. (Brian Cassella / Chicago Tribune)



Erika Peterson and Tom Santini take two year old Ramona Santini-Peterson trick-or-treating in Wicker Park. (Brian Cassella / Chicago Tribune)



Cloud Gate, aka "The Bean," is covered in snow at Millennium Park in Chicago. (John J. Kim / Chicago Tribune)

Albuquerque family's Halloween display of 'skeleton family' spreads laughter

Submitted by: Nadine Giordano



ALBUQUERQUE, N.M. (KRQE) – There are many things that are not happening this year due to the COVID-19 pandemic. One Albuquerque family has decided to do something different each day this month to bring Halloween fun to their neighborhood. Each day in October, Sabrina Bergsten and her family create a new “Bergy Bones” skeleton display in their yard. Each skeleton represents a Bergsten family member, including their dog Chewy.

With no Balloon Fiesta, no fall sports and a global pandemic, Elaine Bryan said she had to share what an Albuquerque family was doing in her neighborhood. “This family has done this, and it’s just been a highlight of my morning each day,” Bryan said. This October, Bryan finds herself visiting a family of skeletons in her Albuquerque neighborhood near Coors and Paseo Del Norte.

Story by: Gabrielle Burkhart Photos by: Sabrina Bergsten Posted: Oct 19, 2020 / 04:42 PM MDT



Bergy Bones family.

And each day, the skeletons make her smile. “The first time she put it out, I thought, ‘That’s really cute,’” recalled Bryan. “And then the next day, I walked by and I said, ‘Wait a minute, they changed it. Every morning when I walk, I take a picture of the new scene and it’s just – it makes me laugh.”



Bergy Bones family wagon ride.



Bergy Bones family playing tug-of-war.

(continued next page)

HALLOWEEN (cont'd)

Sabrina Bergsten and her family are the ones behind the 'Bergy Bones' set-up. Each skeleton represents a Bergsten family member. There's mom, dad, sisters Lily, 9, Lucy, 7, brothers, Landon, 5, and Louie, 3, and their family dog, Chewy. "A lot of it's from our life experiences," Bergsten laughed, "and some of these I probably shouldn't admit to."

Neighbors who live in the area say they look forward to seeing what new theme the family comes up with each day. Monday's theme was a skeleton pyramid with a sign that said, 'We're going to be on the news!' The skeleton family had a 'smores campout, played musical chairs, even hosted their own 'Dancing with the Dead' show complete with an emcee and judges on the lawn. They also showcase some real-life events as a family of six, like celebrating potty training successes with their youngest. "Potty training or my husband's watching the Lakers game and I'm like trying to juggle dinner and the kids fighting," Bergsten said.



Bergy Bones family running late.



Bergy Bones family camping.



Bergy Bones family



Dancing with the Dead.



Bergy Bones family stealing cookies.



Bergy Bones family watching basketball.

(continued next page)

HALLOWEEN (cont'd)

They've also created a social distancing lemonade stand, where Bergsten was surprised to find actual tips in the tip jar. But the best, she said, is yet to come. "We haven't done our favorite yet," Bergsten said.

She joked that her daily set-ups are requiring a lot of Amazon shipments and zip ties. "We had a friend from church tell us, you know, if you can't leave from COVID being better than what you were before, then we're missing opportunities," said Bergsten. "This is kinda one thing, we felt like we could spread joy and happiness to everybody around us."

Bergsten said they'll use the tips from the lemonade stand to invest in more zip ties. They plan to continue with new themes through each day in October. ♦



Bergy Bones family has a socially distanced lemonade stand.

Bergy Bones family stealing cookies.

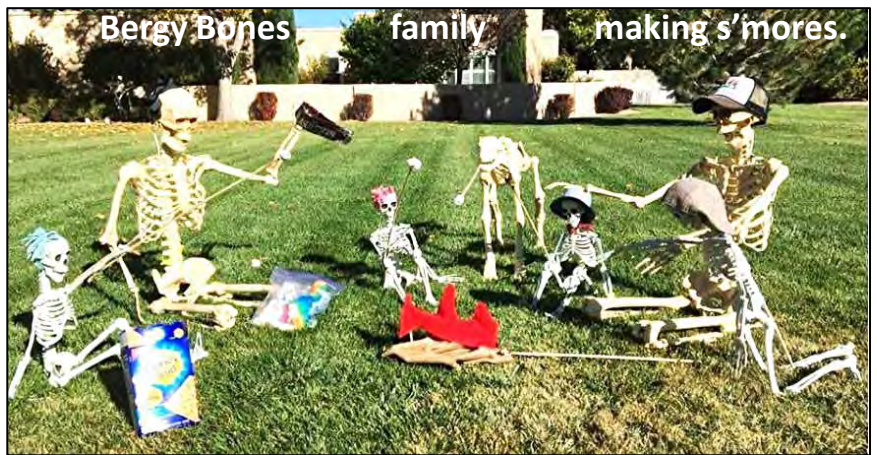


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HALLOWEEN (cont'd)



Bergy Bones family playing musical chairs.



Bergy Bones family making s'mores.



Bergy Bones family jumping rope.



Bergy Bones family during potty training.



Bergy Bones family making a human pyramid.



Bergy Bones family resting on a Sunday.

Common theme, but closer to home: 400 miles east of Phoenix



by: Erica Meyer Posted: Oct 28, 2020 / 06:37 AM MDT

Albuquerque NM (KRQE) – A Blizzard Warning is in effect for the east plains and northeast highlands of New Mexico. Snow and strong wind, causing white out conditions and snow drifts of 2-3 feet will be possible. Avoid travel if possible. Snow is circling around a low-pressure center which is located in southeast New Mexico. Snow continues to fall heavily in the northern mountains, and eastern New Mexico. A winter weather advisory will be in effect until 6 PM for portions of the Sangre de Cristo mountains, Sandia/Manzano Mountains and east/southeast plains. Snow will likely mix in with some rain and sleet as temperatures warm this afternoon. The messy weather will move out late tonight, and tomorrow will be foggy and slippery for the AM commute.

by: Grant Tosterud Posted: Oct 28, 2020 / 04:49 PM MDT

NEW MEXICO (KRQE) – The historic winter storm that blanketed almost all of New Mexico in snow is slowly coming to an end. Snow continues to fall across parts of northern and eastern New Mexico this afternoon, where a Blizzard Warning was previously in effect late this morning. However, winds have fallen below the threshold for blizzard conditions. Winds may still gust to as high as 40 mph through this evening though. A Winter Weather Advisory continues for parts of northeastern New Mexico until midnight. Areas of freezing fog will be possible in valley locations across the state as temperatures fall back below freezing for almost everyone. Watch for reduced visibility and isolated slippery roadways when you run into fog.

by: KRQE Staff Posted: Oct 28, 2020 / 12:30 PM MDT

RED RIVER, NM (KRQE) – (Popular ski area 170 miles north of Albuquerque and 20 miles west of Philmont Scout Ranch)

People and animals in Red River found themselves caught in the snow this week. The storm dumped about 20 inches of snow in Red River. Deer made their way through the powdery snow and it was so deep it was almost touching their underbellies. ♦

13 NEWS KRQE

RECORD WINTER STORM

ALBUQUERQUE

MONDAY
19° Low = Tied The Coldest October Temperature On Record (139 Years)

MONDAY
2.9" Of Snow At Sunport = The 2nd Highest Daily Snowfall On Record In October

TUESDAY
34° High/ 19° Low = Coldest Daily High and Low Temperatures



Views of the Railroad Park during the 2020 Fall Meet

story and photos by Geronimo Vidales



(continued next page)

Views of Fall Meet (cont'd)

Weather here is just perfect!!!





2021 MLS Annual Membership Form
Please complete this application and mail it to:
 Maricopa Live Steamers
 Attn: Membership Committee
 22822 N. 43rd Ave
 Glendale, AZ 85310
donnahohm@yahoo.com



2021 dues can be paid between October 1st 2020 and December 31st 2020.
They must be paid by December 31st 2020 to be included in the 2021 Roster.

Anyone with **personal equipment stored on MLS property** must pay Resident Membership dues.
 We are now accepting PayPal. If using PayPal please add the \$10.00 processing fee at the bottom of this form.

Renewal: Has your information changed from last year? YES NO

New Membership:

Name: Primary Member: Raymond Hughes \$170 170
 Address: 4894 W Kitty Hawk, Chandler AZ 85226 Email: rlhughe@gmail.com Cell: 513-375-8946
 Name: Spouse: Charlotte Hughes hughescs@gmail.com Cell: 513-405-6690 \$35 35
 Name: Junior Members (\$10 per child): _____ X \$10 _____

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

Name: Primary Member: _____ \$40 _____
 Name: Spouse: _____ \$10 _____
 Name: Junior Membership (\$10 per child): _____ X \$10 _____

Stand-alone Junior Membership (must have a sponsor). Name of Sponsor: _____

Name of Junior Member: _____ \$10 _____

Container, if applicable:

Container # _____ Own? _____ Rent? _____ Rental fee: _____ \$ _____

Optional Fees:

Club Locomotive Use Fee (First Year Only) _____ \$150 _____
 Annual Locomotive or Rolling Stock Use Fee _____ \$50 _____
 Name Badges can be purchased for \$10.00 each _____ X \$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 _____ \$ 100
 Donation to the General Fund _____ \$ _____

* PayPal fee if applicable _____ \$10.00 \$ _____

TOTAL PAYMENT \$ 305



MLS Election Ballot for 2021 Officers and Board Members-at-Large

Vote Tally Date: November 14, 2020

President: **Perry McCully** Write In:

Vice President: **Joe Schnyder** Write In:

Secretary: **Mick Janzen** Write In:

Treasurer: **Bob Douglas** Write In:

Board Members-at-Large (Please Choose 3 Names)

Bill Cobb **Dan Benton** **Timothy Freeman**

Ken Giordano **Mike Grant** **Tom Harrington**

_____ **Carlyle Rossow** _____

Write In: Write In:

Fill in each circle for the candidate you are voting for.

Vote tallying will take place at the November General Membership Meeting – **11/14/2020**.

Please present your ballot at the meeting or mail to:

MLS November Meeting, 22822 N 43rd Ave, Glendale, AZ 85310

Mailed ballots must be received prior to the Nov. 14th General Membership Meeting to be counted.

All ballots require a signature for membership verification,
but **names and signatures will be removed** before ballots are counted.

Charlotte Hughes

Print Member Name:

Member Signature is Required