

Remembering Bob Douglas

I remember all the time Bob spent working track and replacing ties. He would come in the mornings, work until noon, in any kind of weather. When he was treasurer he would work on that job also. MLS was his place to be. He never missed a meeting - he always wanted to be there.

Pete

Bob was one of the hardest workers we have ever had. He built and lay more track than anyone in this club, all by himself. No one will ever exceed what he did for this club.

Perry

My best memory of Bob Douglas was stopping by MLS on a hot (110 degree) summer day. I see someone out on the track, and there is Bob, leveling track in the heat, like it was a beautiful fall day. Amazing man. I'm thankful for all he did for MLS over the years.

Hank

Of all the track on the ground at MLS, over two thirds was laid by Bob. Groups would come behind and ballast it. Many of our out of town visitors would look forward to coming out to the park to see what Bob had completed since the last time they were here. When we started welding steel curves, Bob Douglas would work all week getting the curves installed so that the weekend would have it ready for use. Very few really saw all the work he did. Then he'd go to the clubhouse and do Treasurer work, then went home to finish the bookkeeping. Bob spent the last 19 years volunteering to MLS as a most important part of the growth of this club.

Joe Schneider

In the early days, the museum was where track panels were built. Al, Cliff, Perry, Robbie, Bill P, and Bob D would break for lunch. That was where all the big decisions were made. Al would have an idea and he'd need money for it, and Bob, as treasurer would hold his feet to the fire before he'd give in.

He was a good steward of MLS moneys.

Bill Pardee



Did you know that Bob retired from Mountain Bell?



Bob Douglas in 2017

Bob had a 7.5" truck (4 wheels) with a seat attached where he sat while working on track. He worked so much that he wore the wheels out and Bill P had to replace them. Bill called him the "Track Laying Machine".

Every day you'd see him leave at noon. He had a standing date with his wife, Rose to play golf, no matter the weather.

Bill Pardee
 (Who knew?)

Bob was a huge contributor to MLS. He will be greatly missed. Our condolences to all of his family.

IN CASE YOU MISSED THIS BLAST, HERE IS IMPORTANT INFORMATION FOR YOU.**Engineer Test Requirements:**

Just a reminder that MLS requires ALL engineers and conductors operating at MLS to have a valid engineers Card. This is for ALL crews and not just for public train rides. It includes everyone attending and operating a train at a meet as well. Also every person visiting MLS to operate or ride a train must complete a Maricopa County required liability waiver. If you have already completed the online waiver you are fine: Be sure to complete your smart waiver ahead of time!

If you have not taken your engineer test since May, please do so before operating a train at the park.

[Test: Engineer Test - Maricopa Live Steamers](https://maricopalivesteamers.com/mls_2022_safety-and-operating-rules_rev-4-09-22/)

Download the rules here: https://maricopalivesteamers.com/mls_2022_safety-and-operating-rules_rev-4-09-22/

Operating rules:**Section 5 TRAIN OPERATIONS**

510. Personnel requirements

511. Engineers and dispatchers shall be certified as being capable of doing their job as determined by the Superintendents of Operations and Signals respectively.

512. Conductors and Engineers must pass an engineer's test annually prior to operating on MLS track. Revised (1/16) ML The criteria for pass/fail is 92% or higher. (ADDED 4/17) ML

513. At all MLS meets, visiting engineers shall be given written and/or oral instructions on the track and signal systems and basic safety prior to operating on the railroad. This briefing will be given at a scheduled safety meeting by a certified engineer. Revised (1/16) ML

SECURITY CAMERAS:

Three security cameras have been installed at the park. One is on the clubhouse and faces the front Gate, one is in the club house and the last is in the East Steaming Bays facing the shop and loco storage. The funding for these cameras came from our Boy Scout Troop 526. They are for the safety and security of our members and guests.

Club Locomotive Usage:

Three locos are reserved for public rides SF 411, SP 2575 and BNSF 2001. The other locos are available for paid member usage, unless red tagged. They will be kept full of gas. **You are required to provide your own regular gasoline when you use these for your own use and fill them back up when you are done with them.** The log book for the loco you used **MUST** be completed to show who used it, the date and the engine hour reading, **start and finish**. If you do not follow the rules, there will be a discussion with the Superintendent of Operations. If you have any issues when using a club train please email or call me so we can ensure it is taken care of.

Public Train Rides:

We can use assistance from our local and out of town members to haul the public on Sundays. Train rides begin Sunday October 1, 2023 and end on April 28, 2024. If you could sign up for just one Sunday each month would be a great help to support the club. Our ride and gift shop donations help keep our dues low.

Thank you

Hank Gallo

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Superintendent of Operations

Maricopa Live Steamers

What's going on?

Track maintenance is still a priority in September, and replacing wood ties with concrete ties is on-going. Just making the concrete ties is a lot of work.



Craig D, Stan F, and Bob R, still at it.



Bob R, Bill C, and Bill P doing track work.
Also Stan F, but he took the photo!.

There are many others working on track but no photos of them. Perry, Pete, Larry, Tom, Tim and Dakota, just to name a few.

Thank you, everyone for trying to erradicate the heat kinks and doing the repair, getting ready for the fall meet.

Thank You Dan, for bringing out friends who volunteered to help out, and for taking photos.



Dakota, Tim and Perry help bring the straight sections of track out to be connected together. Thanks Dan, for the photos.



Pete stopped what he was working on to come over and supervise the volunteers.

Next meeting is October 14th
Board meeting at 11:00
General meeting at noon.

The Culligan water treatment tank for soft water was removed and a new, less expensive system has been installed and it will be less expensive to maintain. Thank you Bill P, Bill C and Bob R for getting the new one installed.

We would like to thank **Phillip Wilbborg** for donating all the items for the auction that was held earlier in the year and also to thank Joe Fego for his hard work getting all the items sorted and photographed. Phillip has also become a new member!

From Hank:

Fred Greenwald and I arranged for a Case 480LL diesel tractor (with bucket and gannon) to be donated to MLS by Christine, owner of Sundancer Stables, where Shelby boards her horse. She thought she paid \$10,000 for it but she found her receipt for \$4750 so we provided her a donation letter for the lesser amount.

Mike & Bill Grant, Fred and John Broughman loaded all 8,000 lbs of tractor up for the 6 mile trip to MLS. Terry Leisingang provided some unloading assistance. It is parked in the equipment area. I will oversee the inspection, cleaning and trouble shooting of this machine. It ran when parked 14 years ago after building the 60 stall barn, but was down on power (typically an injection pump). We will be picking up the spare, complete (in pieces) engine in the next couple of days.



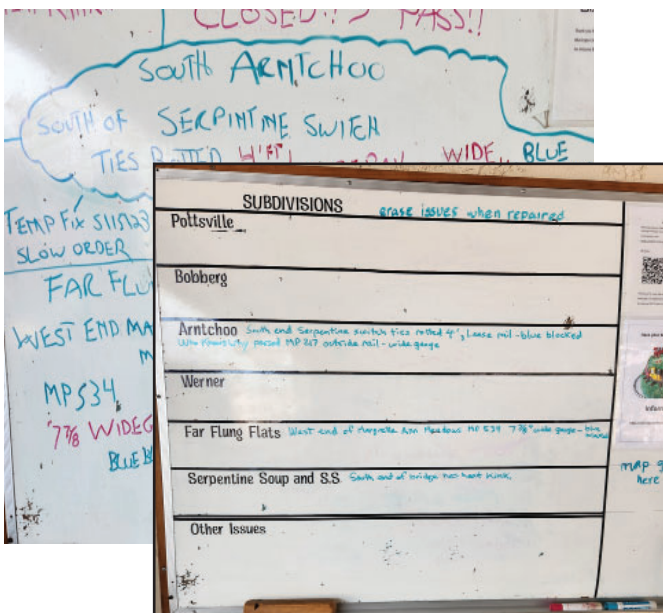
After that we'll prepare a presentation to the BoD and membership on the cost and what we think could be done with it.

Quite a big difference in size from our current tractor on the left, and the new one on the right.

Thanks Hank, and the others too!
MLS can put the larger tractor to good use!



Remember the former white board last month?
Yes, the one I made fun of....



Sandy Rauperstrauch took the time to sort out the subdivisions and allow space to write all the issues. (Although I kind of liked the old one too.)

Let's recognize another member who helped out.
At the September meeting, it was decided to expand rails on curves from 71/2" to 7 5/8". This complicates the process of making cement ties since so much money was spent on the pans. (You had to be there!) A quick call from Dan Benton to Larry Kirchner in Maryland and he made a donation to buy all new pans, so the process of making concrete ties can continue with the new dimension.
THANK YOU Larry

Hank organized the September 23rd inspection of all riding cars for any safety issues before the public runs begin today, Oct 1st! And the closed sign came down!

MLS IS NOW OPEN FOR RIDES!

CLOSED FOR THE SEASON
Train Rides Will Resume Starting the First Sunday in October.



Helping out were Sandy G, and Jerry G, Tom, Fran, Hank, Joe K, Joe F, Rich M, and Mike G. Great Job everyone!

Fran Neuer brings cars out for inspections and cleaning.

Please sign up in the clubhouse to help out with train crews. MLS will have to cancel if there aren't enough volunteers to run trains.

SATURDAY, SEPTEMBER 30th AND SUNDAY, OCTOBER 1ST were Railfest days at McCormic Stillman Railroad Park in Scottsdale.

Yep, Bob R and Stan F were out, once again, promoting MLS and recruiting new members. Bob gave out all 100 brochures on Saturday, but there was plenty of enthusiasm on Sunday too. He just had to work a little harder!



Stan bought and donated all the steel, then welded it together for 5" track for kids to run and ride on "Rodney". It was a big hit! Kids loved it. Thanks Stan, it all paid off!



Also at Railfair were Dan Benton with his TV monitor and slideshow, and Bob R, and Tim, all promoting MLS. A great turnout, and lots of enthusiasm promoting train rides at MLS. Standing room only on Sunday.

Mike Russel is the "Go-To" guy for Sahuaro Central Shortline RR! He was great, passing out fliers and talking "trains" to every one! Thanks Dan for the photos!

ABOUT CHLOE

Chloe is ready to be track tested. We're hoping all goes well and we can bring it back to the park for the Fall Meet.

Until then, "Hurly", Sahuaro Central's 15" engine is parked in our driveway so that Bob can machine parts for it. There is always more to do than meets the eye. Maybe 2 more weeks on it.

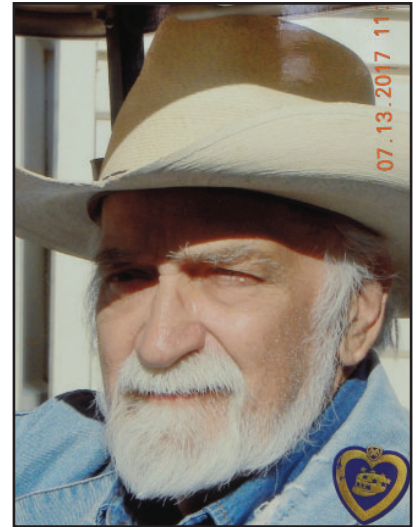


MEMORIES of AL FORD

A tribute to Al from years ago....

One Saturday afternoon my wife and I drove over to the Railroad Park in Scottsdale just to see what was happening. Please keep in mind that I was a new member and did not know many of the members and some of the rules.

I found Al sitting on bench in the shade looking at a set of box cabs with several cars coupled to them. Of course being very intrigued I started looking them over, at which time Al asked if I would like to run them, was I ever thrilled, not knowing I was being scammed.



Let us jump into my time machine and move forward about a year. At Saturday's club meeting, Al stood up and asked the club for \$50.00 to do some work at Adobe, (now this is the first time that Adobe was ever mentioned). You would have thought that Al had stuck a stick in a bees nest. After the meeting I went up to Al and ask what Adobe was all about. He gave me an address and told me to meet him there that afternoon, so I did.

When my wife and I got there Al was waiting for us. He said get in his truck and he would show me around. I opened the door on the passenger side - I thought I had just opened up Fibber MyGees closet. It took us 10 minutes to pick up the stuff that fell on the ground and another 10 minutes to make room for me to sit in the front seat of the truck - never could make room for my wife. Then off across the desert we went. He just said that there would be track here and there and everywhere, what a vision. This is how he got the name Adobe Al, it was his vision.

Al liked to straighten track, he did that by kicking it with his right foot, how could you tell this, by looking at his right shoe. The toe was all worn out but his left shoe looked brand new. I could just see his closet full of new left shoes and old beat up right ones. This went on for years until he broke a toe.

There are many more stories that can be told, so I will leave room for others to share their stories. Thank you Al, the club and the hobby and I will miss you.

Cliff and Judy

“Adobe Al’ Ford’s Dream

Byline: Bob Douglas

My story about ‘Adobe Al’ started in 1998 with my wife, Rose, who met Tom Sellards at Paine Webber across the street from McCormick RR Park. He mentioned that he was a member of Maricopa Live Steamers who was in charge of the track and that I should contact him. Rose told me to get off the recliner and join MLS and do something useful. So, the next day I joined MLS and helped Tom work on their dual-gauge track.

Later, Al Ford introduced himself as Construction Superintendent and invited me to meet him at the new RR park at 43rd Ave. and Pinnacle Road. I met Ray Massie, the Track Superintendent. I helped him lay track outside of the compound gate. Ray told me that he was moving back to St. Louis in the next week.

Al Ford arrived and gave me a two hour tour of the proposed track routes in his Ford truck which had more tools and stuff in it than most people owned. He drove straight then to the left and to the right for miles. I asked why the zig-zag route. His reply was that we will not remove any trees. His goal was to have four single track sub-divisions with passing sidings and a two track main line. He gave me a copy of the entire plan which is attached. He appointed me as the new Track Supervisor since I had one day’s experience and to get started.

Every day at lunch, he would draw a part of a track plan on napkins, then copy the final plan in a note book and gave me a working copy.

I asked him how do I know where to lay the track panels. His reply was to drop them in the center of his well-worn tire tracks. Switches were to be placed where he put red irrigation flags. I could not believe that 100 foot radius track panels and switches fell right in place. The work train consisted of a speeder which went only forward, one hopper and a shovel. Al soon got more equipment from Scottsdale.

MLS had 35 members in 1998, five who wanted to work on the track. I said to Al. “How can we ever finish the job of building your goal of the largest club owned railroad park in the country.” His response was, “Build it and they will come.”

The Pottsville and Bobberg subdivisions were opened for the first Fall Meet in 2000.

“Adobe Al’s dream of The Adobe Western RR. the Largest club owned 7.5 inch scale railroad came true on October 14, 2010. He said, “I never thought that I would be alive to see my dream come true.” It took 12 years and 200 members to complete the railroad park. At that time the track team had grown to 24 workers and three work trains with 30 cars.

The next Monday ‘Adobe Al’ picked up a pile of napkins and a pen and to draw more track plans. “Al what are you doing?”

Al’s reply was, “You have not seen anything yet.”

But this is a story for another day. There are eight million stories in Ford Station and this is only one of them.

And now this becomes part of Bob’s story too! (excerpt from ST 2017)

The track plan was a lot simpler back then when Pottsville was the panel barn.
Maybe there's something to be said, being simple.

