

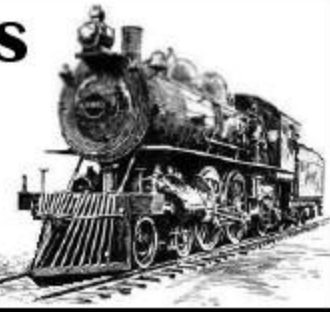


Maricopa Live Steamers

STACK TALK

JUNE 2018

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



President's Page & Vice President's Page



Well, here it is – six kinds of hot. I want to really stress to everyone coming to the park, please keep yourself hydrated. It is so important. If you are out there working and you become thirsty, then you did not start drinking water soon enough. It would ruin a perfectly good day if an ambulance had to haul you to the emergency room with heat stroke. One thing that is sometimes forgotten is to wear a hat to protect your head from the sun.



There were a few people working in the steaming bays recently that forgot that they have to clean up after themselves. Please try and be a little more considerate of the other members, especially those that must clean up your mess. If you want to see your name in the Stack Talk, well, I don't want to have to say any more about this. **Thank You** to Terry and Perry for cleaning up the mess in the west and middle steaming bay tracks. The representatives from the county and flood control were out here inspecting the Go Kart track and were very disappointed with the trash on their property and the Kart people heard about it right away. Then they stopped in to look at our grounds, and again, **Thank You** Perry for dumping all the garbage and picking up any loose items around the can, and to anyone else who has taken the time to pick it up and throw it in the garbage receptacles. I know for a fact, I have seen people stop and pick up garbage and go put it in a garbage receptacle, and I want to **thank you** for taking pride in our club and being willing to stop and give a hand, because it shows, and the Parks Department sees this also. **Thank you**, because every little bit helps when you look at the big picture – we have a very large park.

We are trying out a test section of plastic ties from Enterprise Plastics of Kent, Ohio. They have a satellite office in Vegas, and this might be an outlet for the tie program to go to plastic. Their price is 1/3 of the other vendors, so we are looking at this with a very critical eye to see how they do after a summer in Arizona's temperatures. They were installed May 8th, so let's see how they perform under stress.

We have also started a program to start making concrete ties. This is a very labor consuming and slow process, but with panels consisting of the new plastic ties, with one of these concrete ties as every fifth tie, it will be a step toward holding the track in place, because of the weight of these panels. Our end goal here is to never replace that stretch of track again. Concrete ties last 50 years in the right conditions, and Arizona has the right conditions for them to last. The new plastic ties should last 50 plus years, also making the track good for a long time to come. Our big concern will be keeping ballast in place to hold the track where we laid it, so please do not walk on the ballast and cause it to break away from the sides of the panels, where it needs to retain its holding power against water flow.

Pete and I are going to set up a few more charging tracks for the electric engines at the meets, and we are looking at doing it close to the tower. At the last meet, we noticed the charging tracks were full and it sure seemed like we have gotten quite a few more electric locomotives. By the time this hits the newsstands, Pete should be done with the ones on the south side of Lizard Lip and over by Fought Ford Foundry.

(continued)

President's and Vice President's Pages (cont'd)

In order for you to run any club equipment, such as the tractors, trencher, or forklift, you must be checked out by Pete Pennarts, and show him that you are qualified to operate the club machinery. If you do not have this instruction, please do not operate the club machinery until you have been checked out on this equipment. There will be a new set of rules voted on in the June meeting in reference to the MLS equipment.

We have gotten wind of a person "not at MLS" who passed out because of dehydration. Please do not let this happen to you. Start drinking water and take time for water breaks.

On the wall at the signal shop in Gila Bend used to be a big sign that says "No job is so important, no service is so urgent, that we cannot take the time to perform all work safely." That sign is in my office now, and it still rings true for all of us.

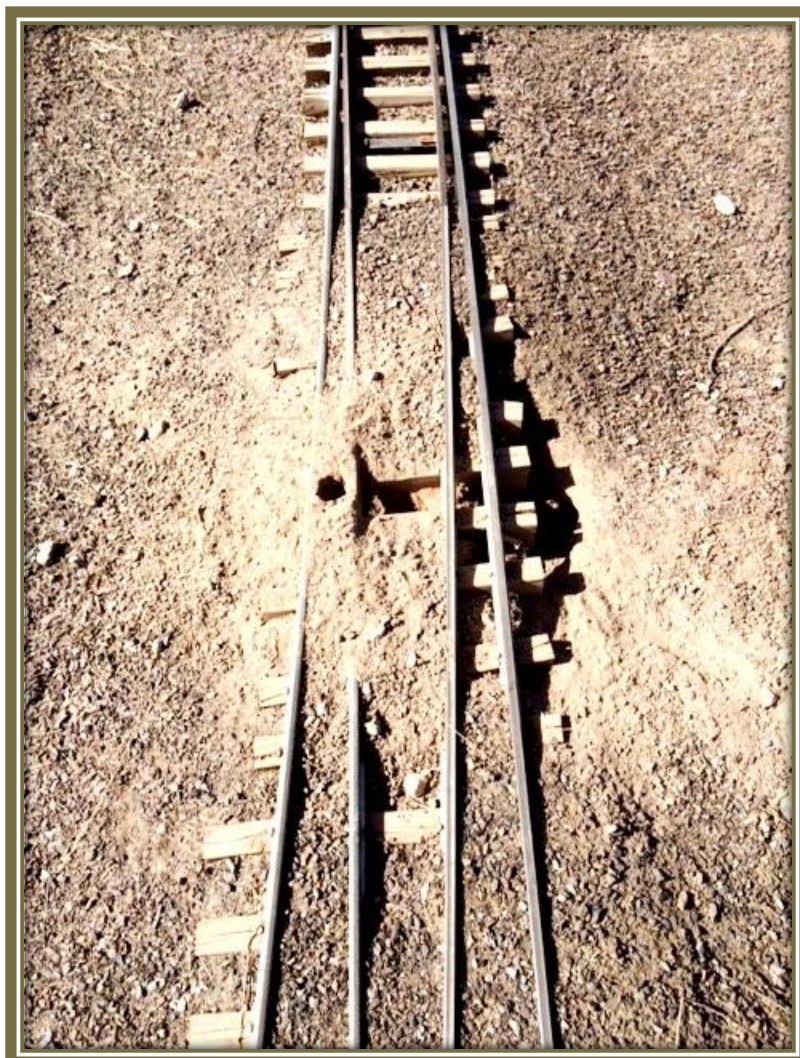
Please note that there will be a June meeting, but as always there will be no July meeting. Then, in August, there will be a meeting with an ice cream social after. We will have plenty to discuss in August with run season starting up soon after.

Pete and Joe

WARNING!

Be prepared to STOP at all Ground Squirrel Hazards

Photo by Terry Liesegang



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Dave Griner
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Tower Signal
Superintendent

Terry Liesegang
Road Signal
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Joe Kalisak
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Committee Chairman

John Bergt
Timothy Freeman
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Ken Giordano
Stack Talk Editor

Send articles / photos to:
MLSnewsroom@gmail.com

JUNE CALENDAR

Sat. 6/9 12:00 pm Closed Board Meeting
12:30 pm General Membership Meeting

HAVE A SUPER SUMMER

Sat. 7/14 NO MEETINGS

BOARD MEETING MINUTES

May 12, 2018

(see note below)

- The new tractor is up and running. The repairs did not require the use of all of the approved funds, so the remainder will be returned to the treasury. Anyone wanting to use a tractor or the trencher or forklift **must be pre-qualified and approved by Pete Pennarts** or his assigns.
- The transfer table motors are up and running.
- The beehive in the clubhouse wall has been taken care of. There is a large hole in the outside wall that will need to be repaired. Funding for the repair was approved.
- The fire fighting cache box has been painted and installed at the center steaming bay. It contains two Indian Pumps, shovels and rakes. **(See article on page 4)**
- The club equipment storage containers have new combination locks.
- Three light posts will be installed in the parking lot for Holiday Lights Public Runs.
- Tim and Brenton Baker gave an impressive demonstration of their progress on reconditioning and computerizing the signal bridge. **(See article on page 5)**
- The Johnson Way tree is gone and the concrete sidewalk needs to be finished by September for the start of Public Run season. Once all of the bricks have been pulled up, the ones with inscriptions will be preserved and placed within the concrete. Funding was approved for the concrete and sunshade roofing material. The ties, rocks and cactus must be removed from the area between the entrance and exit sidewalks due to injuries to children who were playing there.
- An article was published in the Sahuaro Central newsletter about the new 1 inch track. County representatives came to the park to see this new track, because they have to approve the install of any new track. They approved.
- The fire ban was also discussed with the county representatives. Propane powered steam engines are allowed, but coal, oil or wood powered steam engines are not allowed. The MLS barbeque area may be used with propane or charcoal only.
- The Maricopa County Flood Control and Parks Department will be coming out in October for a major inspection. Everything must be cleaned up, and everything that floats must be tied down. Also, the rules on the storage of fuels and flammables must be adhered to.
- **ISSUE: Power to the park (not the clubhouse) will be turned off from June 4 to June 7** for the installation of a new power distribution box at the sawmill. The transfer tables, with their new motors, can be used during this time.
- **ISSUE: Weeds are growing between the containers, and need to be taken care of** by the container's owner. Madison Gold can be purchased from the club to slow growth.

(Note: Due to privacy issues, since the Meeting Minutes are for members only and the Stack Talk is a public document, these Minutes are intentionally just a general overview. Once approved at the next Board Meeting, they are posted on the Members-only webpage.)

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This is the container that holds the two Indian fire fighting pumps. There are rakes and shovels on the side of the container, located next to the four engine house or the center entrance to the loading station.



From the Editor's Desk

In the past, I have asked for the members to email historical photos to me for the 50th Anniversary Edition of the Stack Talk. I received no responses until now, which was quite a shock when I realized how dense I had been. Back then, photographs were printed on paper, and not stored digitally on the computer. How I have been blinded by today's technology. Thank you to Perry who took the time to scan his paper photographs and send me .pdf versions of his photos. With a little bit of effort, I was able to convert his .pdf's to .jpeg's. But I sure don't want anyone else to have to spend that much time scanning their paper photographs for me. Besides, many of the folks that were around during those early years don't even use a computer now.

Therefore, I have decided to come out to the park during the Fall Meet, to be available in Ford Station with a computer and scanner, where the members can bring me all of their historical memorabilia, and I will scan their paper photographs and take digital pictures of any other items of historical interest that they may have, while they play with their trains. I want to make it as easy as possible for everyone to contribute. I will also be scanning old Stack Talk issues that Hank has been telling me about.

So, if everyone would start digging out their old photographs and other memorabilia now, then it will all be ready for me in October. And if you have photos already on your computer, please email them to me any time before October. I am mainly interested in documenting the process as each subdivision and section of the park was built up from open land to what it is today, and the important people who made it all happen.

Example: See how Adobe Tower came to be on page 20. Thank you. Ken

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MEMBER CONTRIBUTIONS!

Signal Bridge

Story by Brenton Baker

Photos by Brenton Baker and Hank Gallo

My father, Tim, and I moved out here from California in December of 2013, when the San Onofre Nuclear Generating Station closed. We had been active in the Chula Vista Live Steamers, and had been in the process of installing a signal interlocking at a diamond crossover at that club when the plant closed. We had never been to MLS before the move, but on our first visit, Tim became very interested in the signal bridge. After talking with some members and getting approval from the Board, we started work on the bridge in early February of 2014.



The goal is to automate the bridge, so that at the flip of a switch, the signals will start to run through various programmable sequences, to the amazement of the general public and the amusement of the club members. The first step was to change out some of the signal heads, both housings and "relays" (light mechanisms), so that they were all the same type. When we started, the signal bridge had six "H2" style and two "H5" style. While we looked for replacement H2 relays and signal heads, we started work on the bridge itself, mounting a frame to hold the electrical boxes that will contain all the circuitry driving the bridge. We also tested the existing relays. Over the next several months, we drilled holes in the bridge for mounting conduit to hold the wires going to the signal heads.



We were able to find a man in Las Vegas who was selling some "H2" relays and signal heads, and in February of 2015, we bought three (one for personal use). The housings and their relays have been sitting in the kitchen ever since, mounted on some 2 x 6's suspended between sawhorses. They do make for interesting conversation pieces whenever we have guests or internet repair technicians over at the house. At least the housings are clean, now that we have finished painting and restoring them.

During the summer of 2015, work started in earnest on the software side of the project. In prototype practice, these signals were controlled by a complex series of relays, usually kept in a shed next to the tracks. Our solution was to instead use a small computer, called an Arduino, to control the relays. Each of the eight signal heads has four wires controlling it – one to turn the lamp on and off, one to switch between steady and flashing, and two to control the color. I handled most of the software side of the project, and the code is mostly finished. Work progressed slowly after the first summer, as we had to start unpacking from the move and settling into the flow of the desert – Tim had to contend with rigorous outage schedules at the power plant, and I started college. Recently, though, we have made a lot of progress, and last weekend we were finally ready to put on a demo at the club's General Meeting.

(continued)

Signal Bridge (cont'd)

Shown, in the upper right photo, are the four components that were used in the demonstration at the club's meeting in May. From left to right: the power control board, the computer control board, a test power supply (that will not be used in the tower installation), and two of the "H2" style relays that we restored.

The first two control boards will eventually be installed in weather-proof (NEMA 4) electrical boxes (see photo below) on the base of the bridge. The metal frames for mounting those electrical boxes to the bridge are almost complete.

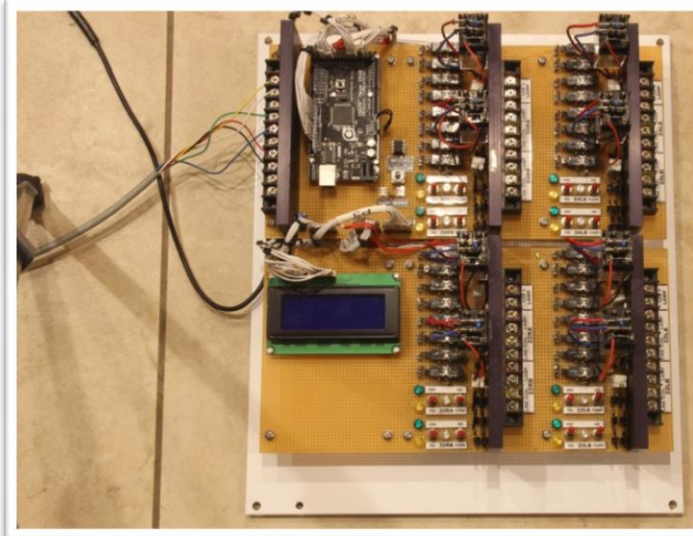


Once those are on, conduit will need to be run to the top of the bridge, and the two H5 signal heads will need to be replaced with the restored H2 signal heads currently sitting in our kitchen. After that, it will be a matter of running cables from the base of the bridge up to the signal heads.

The lower right photo is a close-up of the computer control board itself. Some more details on the computer: the Arduino Mega we are using has 50 outputs, 32 of which are used to control the relays, with 6 for the LCD, and the remaining 12 dedicated to various functions. Because of the way the signals are wired, we can display any color – red, green, yellow, dark – in any combination, flashing or steady. We could even display a flashing green indication, if wanted (somebody at the meeting asked about a Christmas mode).

As far as how the bridge will be run, and which sequences will be shown, I want to clarify that the programming hasn't been finished, and we will be looking for input from the club on how the sequences ought to be written. Even after the programming is finished, it will be easy to change, so we can be very flexible about how the signal bridge will run.

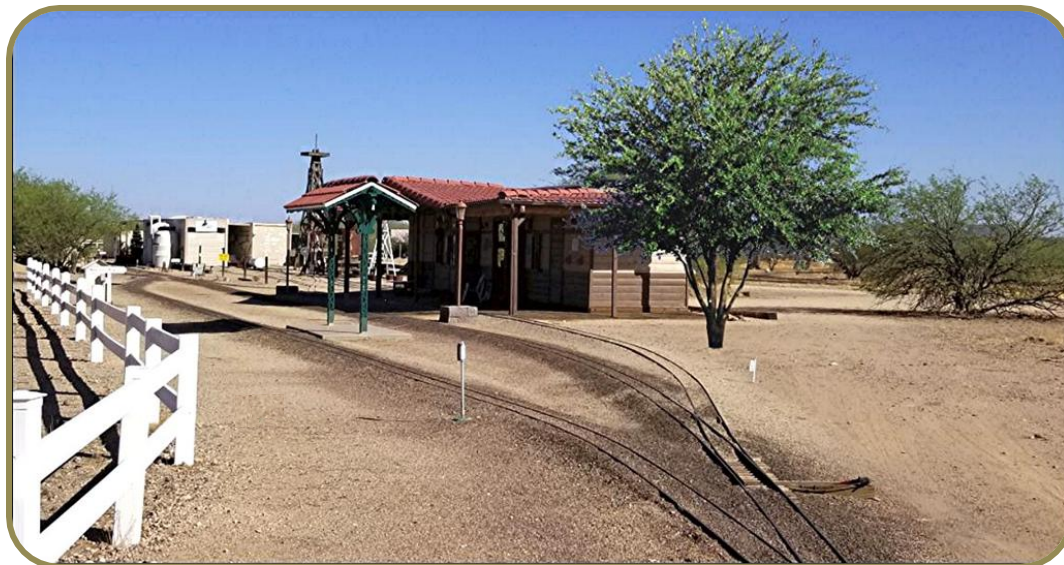
The computer control board currently has a 10-position BCD switch on it, but we are working to install a 16-position switch for selecting operating modes. With 4 of those reserved for testing the relays and the signals themselves and one reserved for manual mode, we have room for 11 automatic modes for regular operation. So far, for testing purposes, we have been following ATSF signal practice, as we were told the signal bridge was originally on the ATSF near Belen, NM. I've written the code in such a way that adding new sequences should be relatively simple, so other railroads could be simulated as well. The picture of the signal bridge on the previous page shows the signals while we were testing the relays.



San Geronimo Station with native Palo Verdes trees



**October,
2005**



**Present
Day**

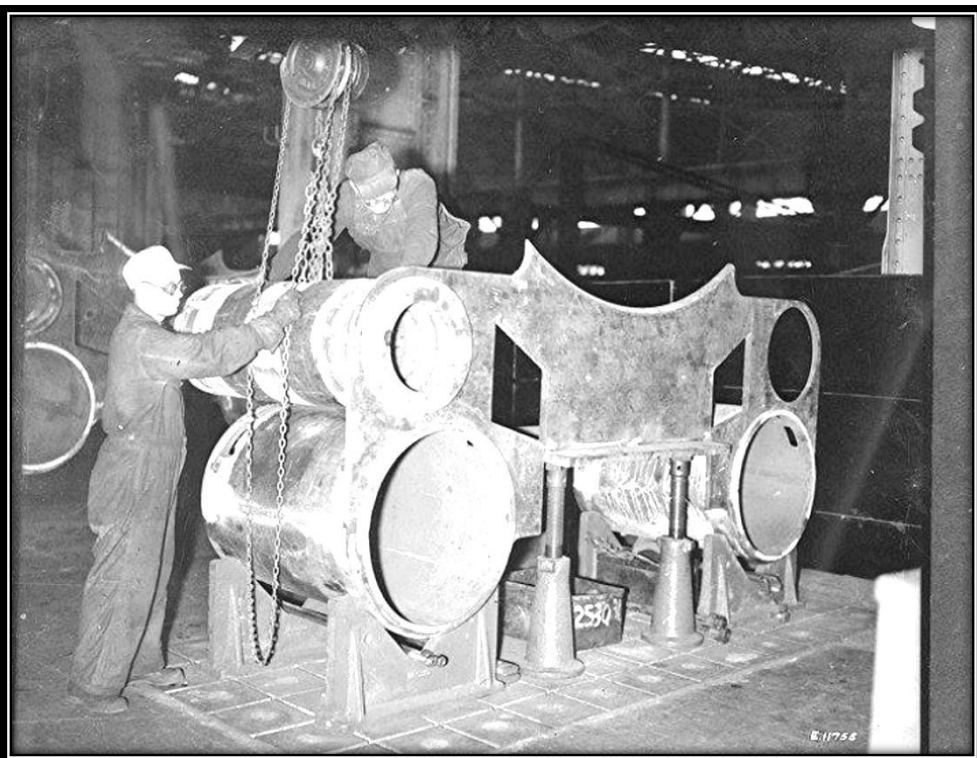


STEAM LOCOMOTIVES

WELDED CYLINDERS

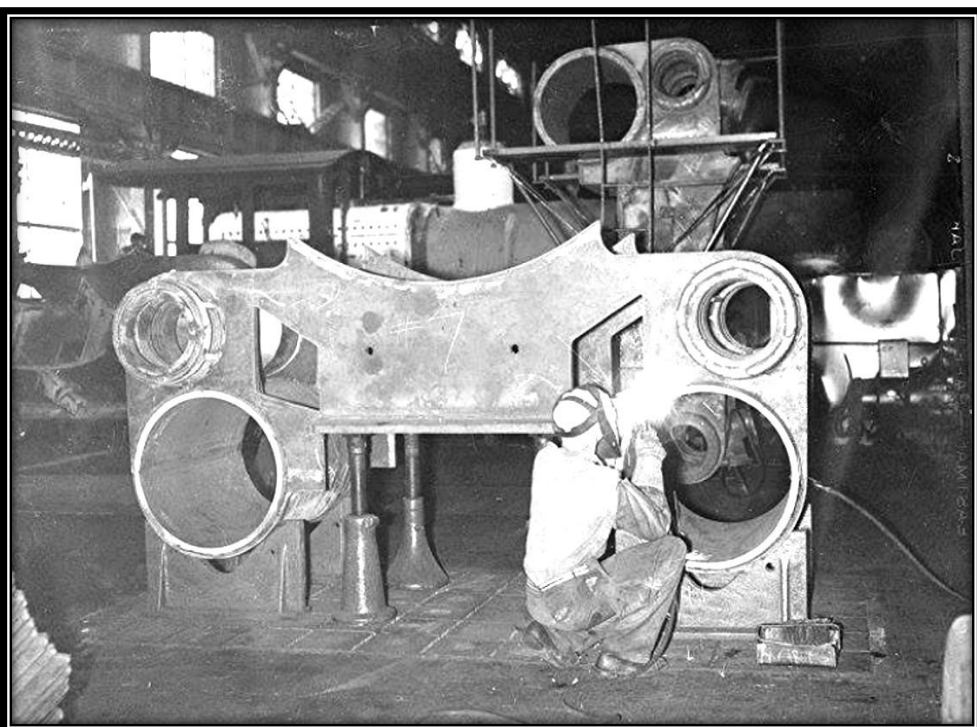
by Dave Griner

Hello again. We are going to step away from the boilers for this trip. Over the years, I have heard the question, "where can you get castings for those cylinders?" Sometimes the answer is, "you can't anymore" . . . well, there might be another way of skinning that cat! The big roads began using fabricated (welded) cylinders in the late 1930's. In fact, the Pennsylvania had 37 complete cylinder blocks in service by the end of 1941 (Ref. AWS Welding Handbook, 1942, page 1406).



So we're going to take a brief look at what was being done at that time. Below are a series of pictures showing the process of assembling a complete cylinder block – mostly self-explanatory.

In the picture to the left, all of the pieces have been flame cut to size and are in the process of being fit up. Notice the "surface plate" being used to assure proper alignment of the various parts, which is critical to a successful weldment.



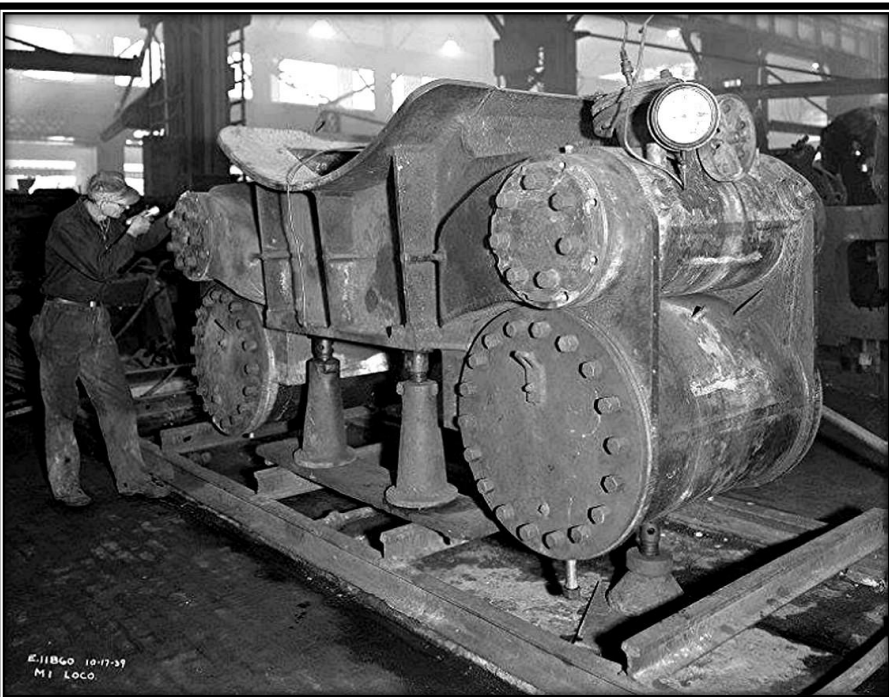
Here we have the basic frame, cylinders and valve chambers tack welded in place, ready for welding. At this stage, the welding will be applied in a skipping fashion to prevent distortion. Notice the openings for the exhaust passages just inboard of the valve chambers.

Immediately behind this work is another set in a vertical orientation – this being done to keep as much of the welding done in the flat position, thus allowing the best welding method to ensure good weld quality.

(continued)

WELDED CYLINDERS (cont'd)

Here's that set in the vertical position. Now the exhaust passages have been added, along with the base of the exhaust nozzle. The welder is working on the steam passage to the valve chamber, the flange protruding from the side is the housing for the peculiar PRR style snifting valve.

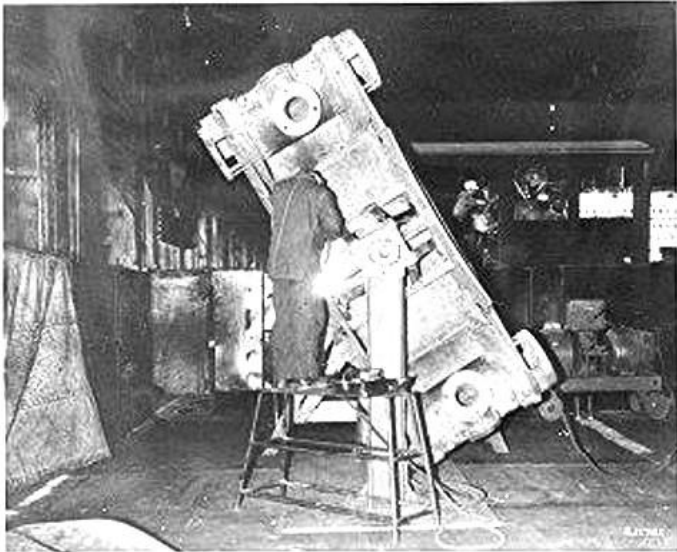


Here is a completed set on hydrostatic test. Notice the pressure gauge and the gentleman inspecting for leaks. A careful examination of the photograph indicates this set is for an M1 (4-8-2), so they were quite convinced this was an acceptable method of construction.

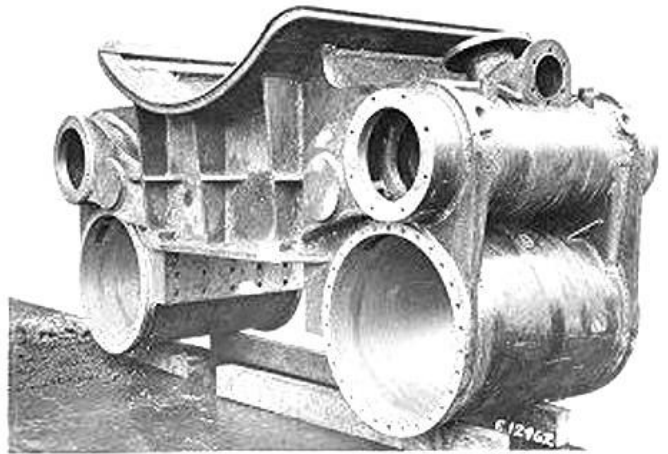
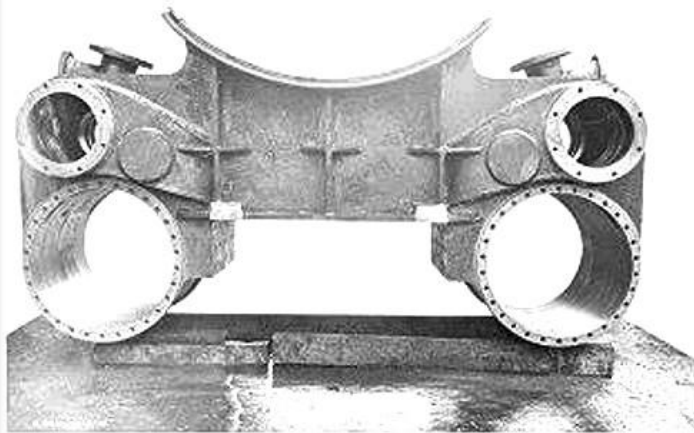
Typically a weldment of this size is put in an oven and stress relieved by slowly heating it to 1150° F for 1 hour per inch of the thickest section, and then slowly cooling it in still air.

(continued)

WELDED CYLINDERS (cont'd)



Here is a complete set of erecting pictures. This appears to be more sophisticated, since it is using a positioner specifically designed for the job, thus allowing even better quality weldments.



Had steam continued to be developed after the war, welded construction would have taken over almost completely. Also in the files are pictures of the PRR fabricating welded driving wheel centers.

So, since having discovered this aspect of locomotive construction, when I needed a set of cylinders and no pattern was available, it occurred to me to try this method. To the left is a picture of the completed cylinder block used on my engine. It has been in service since 2010.

Take care,
Dave

Photo by Dave Griner

TRACKING TRACKSIDE PROGRESS 2018

Continuing progress report on the 2018 Project list, and that special group of members working it.
We sure appreciate your efforts!

The MLS TRACK TEAM

These are just some of the talented people that give their time to keep this club going. They all work for peanuts.

Story by Perry McCully
Photos by Donna Hohm



Bob Alkire – Makes ties.



Dave Griner – Makes ties.



Matt Rockwell – Makes ties.



Frank Behrle (left) – Lays ballast.
Richard Mock – Makes track panels.



Mike Grant – Welds switches and repairs club equipment.



Paul Lator (left) and Joe Fego – Make track panels.

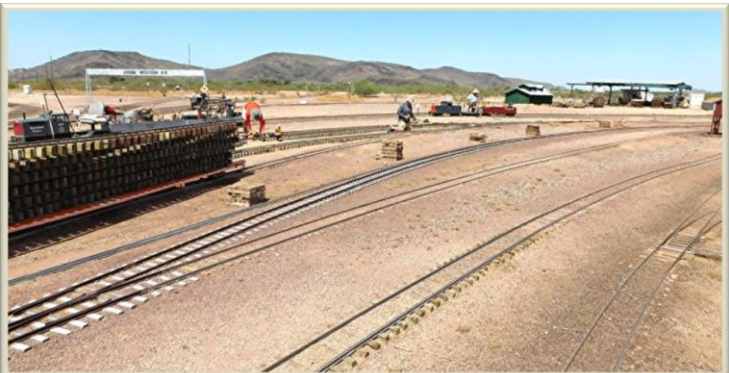
TRACKING TRACKSIDE PROGRESS 2018

(cont'd)

Story and photos by Perry McCully



**Daniel and Scott Mack are rebuilding a small yard just west of the tower.
Should be done in a few weeks.**



TRACKING TRACKSIDE PROGRESS 2018

(cont'd)

Story and photos by Perry McCully



The dynamic duo of Bob and Sandy Rauperstrauch just finished refurbishing the false front of the Hotel and are now fixing up Pieter’s Pennants church. They did a great job on the hotel. I’m sure the church will be sparkly for Christmas.



TRACKING TRACKSIDE PROGRESS 2018

(cont'd)

Story and photos by Perry McCully



Scotty Brooks and Dave Griner putting a new cutting edge on the bucket of the newer tractor.
Thank you both for the great welding job.
The club is forever grateful for the very talented people that this club has.



This is our newest tractor, 1973 John Deere, that Bill Pardee donated to the club. Thank you, Bill.
The first tractor the club got is a 1975 Deere diesel.

Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

A LOG OF THE ADOBE WESTERN RAILROAD EARNING ITS KEEP

MAY 6, 2018 - Hi. It is nice to be back from our trip to Kailua-Kona. Thank you very much to Perry McCully and Gabe Zorbias for being Stationmaster while I was gone. Also, Sandra would like to thank Betty Ann and Mary Jo McCully, Myrna Brooks and Belinda Kulman for working the gift shop while we were on vacation. Thank you all for your kind assistance while we took a much needed break. We did go see the volcano and saw a small red flame in one of the cauldrons, but that was not where the lava is coming from. The lava is coming from under the ground away from the main active volcano and is swallowing the housing development. We were there two years ago and saw this same cauldron put on a very beautiful fiery show. We were over 100 miles away from the volcano, and we did miss all of the earthquakes.

Well, Sunday was a very warm day. If it wasn't for the birthday party at the Boxcar Pavilion, it would have been a very slow day. Larry Messing (E) and Chuck Larom (C) ran the first trip to the museum with only 2 people. We didn't run that trip until 12:20, as we were hoping to get more riders. The next train with Stan Ferris (E) and Bob Rauperstrauch (C) took 5 riders on the Werner Route. Thank you Stan and Bob for being there. If you weren't, I would have had only 1 train crew. We had the birthday party come over for rides. There were 40 of them. Both trains were in the station, so after the briefing, I sent one train with 20 riders to the museum and the other train with 20 riders to Werner. When the Werner train came back in, I sent it on to the Museum with the returning train passing on its return. After it got back into the station, I asked if they wanted to continue. A few didn't want to and got off, and then the rest were on their way to Werner. So with the total of 21 more riders plus the first 2, that was it for the day, for a total of 103 riders and a total of 8 runs. Bill Unglaube, the Gatekeeper, and Jerry Grundy, Stationmaster, manned the gates. Thank you to Tim Freeman for turning on the power for switches and signals. Larry Messing pulled the 2 train consists into the station. Larry ran BNSF 2001. Since it was such a slow day, Mickey Janzen and Jim Zimmerman went home. Sandra Grundy was the Gift Shopkeeper.



Jerry Grundy (Stationmaster)
and Sandra Grundy (Shopkeeper)



Larry Messing (E) and Chuck Larom (C)
Stan Ferris (E) and Bob Rauperstrauch (C)



STATIONMASTER'S LOG

(cont'd)

MAY 13, 2018 - Well, after we waited for some more riders, the 1st run left around 12:15 with 5 riders. Our train crews were Mickey Janzen (E) and Jim Zimmerman (C), with a 2nd crew Marty Simmon (E) and the two alternating conductors were Jim Theobald (C) and Chuck Larom (C). As usual, Marty was using my engine Santa Fe 3943. It was nice to see my engine out pulling the public. Hank ran the Jr. Engineer School and made some young kids very happy. We had 9 runs with 104 riders. Also, thanks to Hank for putting the signs out on Pinnacle Peak Rd. Thanks to Tim Freeman for turning on the signals and yard switches. Larry Messing was at the station, just in case someone needed a break. Thanks, Larry. Also thanks to Bill Unglaube for manning the gate, and also to Jim Theobald on the inside gate. Bill also set the tracks for the trains to move out on. Oh, gosh, and thank you Sandra Grundy for managing the gift shop.

I hope next year there will be some more different train crews. Come out everyone, as this is your train club. Don't just let the same people do all the work. The same goes for track maintenance people doing all the work. If you live in the area, come on out and help. We had 1 new crew this season, being Stan Ferris and Bob Rauperstrauch. Thanks guys. Sandra also wants to thank the other Gift Shop managers, Myrna Brooks, Betty Ann and Mary Jo McCully, Judy Grant, Belinda Kulman, and Helen Lewandowski. Again, thanks very much ladies. Also a very big thank you to Ken for doing the Stack Talk. I enjoyed doing these weekly summaries, and look forward to doing them again next season. Happy Rails. Stationmaster Jerry Grundy.



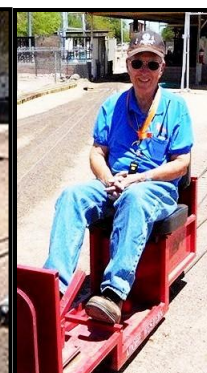
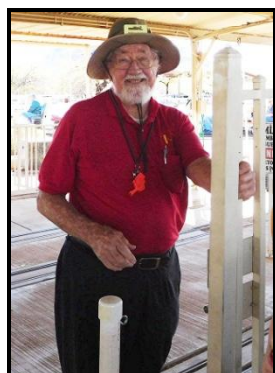
Jerry Grundy (Stationmaster) and Marty Simmon (E)

Larry Messing (C)

Mickey Janzen (E) and Jim Zimmerman (C)

Bill Unglaube (Gatekeeper)

Marty Simmon (E) with Jim Theobald (C) and Chuck Larom (C)



Sandra Grundy (Gift Shopkeeper)



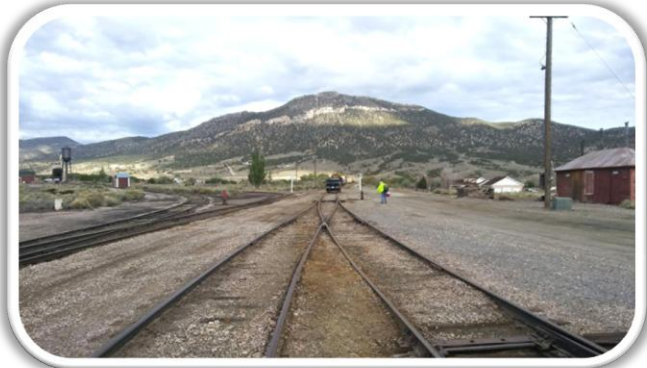
Tim Freeman

Hank Gallo (Jr. Engineer School)



VACATION PHOTOS

Pete Pennarts, Joe Schnyder, Bill and Susie Pardee, and Dewey and Margaret Mills visited the Nevada Northern Railroad Museum in Ely, NV (this page) and then the Eastern Idaho Railroad (next page).



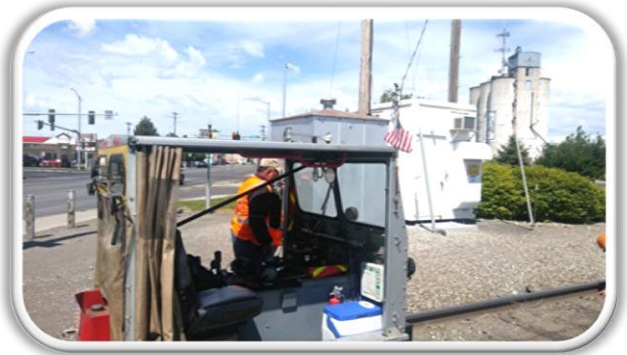
Four days of temps that I needed to wear a flannel shirt or coat, and boy did it feel great. A total of 24 cars and one hi-rail truck participated, and then the escort also had a hi-rail truck. Since I was driving the car, we are not allowed to have any electronic devices in our possession, except the radio for communications, but the riders can take pictures and use electronic devices. FRA rules. — Joe Schnyder

VACATION PHOTOS (cont'd)

Approaching Twin Falls Idaho yard.



Joe talking on the radio to the group just before we crossed Shoshone Street in Twin Falls.



Track escort Sean Corr putting a shunt down to bring the gate arms down on a very busy street.

The Twin Falls yard showing the lines of reefer cars ready to spot at the JR Simplot factory.



The line of motorcars at the Eastern Idaho offices getting ready to cross Shoshone Street in Twin Falls



Lined up just outside of Milner Idaho for a rest stop and restroom break, also, picking fresh asparagus growing wild next to the track.



This railroad is the Eastern Idaho Railroad and they interchange and handle 1100 to 1250 cars a week on this southern branch of their rail network. We will be on the Northern section of this railroad next year for Labor Day weekend and on the southern end for Memorial Day weekend. They only let us use their track when they are shut down for the holidays - Labor Day, Memorial Day and July 4th.

HAPPENINGS PAST!

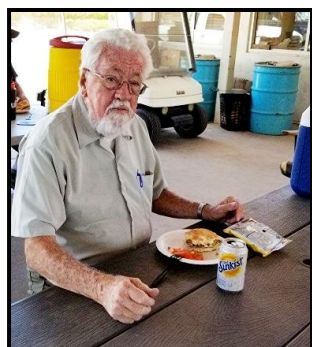
Volunteer Appreciation Luncheon

Story by John Draftz Photos by Hank Gallo

When the volunteer lunch was started many years ago, it was to recognize and thank the members who donated their time to help with the public runs and associated track and facility maintenance. The May meeting date was chosen since it marked the end of the regular run season. Unfortunately, many "snowbird" members have already left by then. Maybe we should move the date up (April meeting perhaps) to include them. The free meal includes a main entree (hamburger a/o hot dog with fixin's), a side dish (salad a/o beans), a beverage (lemonade, tea, soda a/o water), and a desert (ice cream, cake, pie, cookies), with the club absorbing the cost of the meal and providing the staff to prepare and serve the meal. This year's luncheon had an average attendance, and everyone seemed to enjoy the food and fellowship. Look at all those happy faces!

The Board wishes to extend a sincere **THANK YOU** to all of the members who have worked at the park this past year for the benefit of **EVERYONE** in the club! Your continuing efforts are recognized and greatly appreciated!

And the attendees wish to extend a sincere **THANK YOU** to our host John Draftz, for coordinating the entire event and menu, and to the kitchen crew for their kind service: Pete Pennarts, Joe Schnyder, Judy Grant, and Donna Hohm. The food was great and everyone enjoyed the season finale!



50th Anniversary Memories!

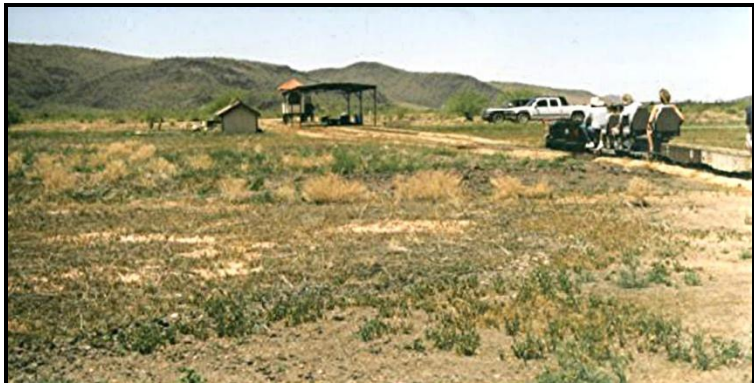


Guard Shack at 91st Ave and Thunderbird was lifted up and put onto Cliff Fought's trailer.

Left to right: Bob Douglas, Al Ford, Cliff Fought and Perry McCully looking at the Tower just removed from trailer.



Portable Turntable – Can you figure out where this was?



Rolling into the station after a ride
Recurring Theme: Lots of open space in those days!

Pottsville at a Meet in 1999 or 2000 –
Mary Jo McCully selling teddy bears for \$15

Memories by Perry McCully **Thank You** for sharing, Perry.

2019 MLS Annual Membership Renewal Form

Please complete this application and mail it to:

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

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

All MLS members over the age of 18 are charged a Park Usage Fee of \$10.00 which is included in your dues. Your annual dues support club operation and facility maintenance only. All club improvements and railroad expansion are supported by public and club member contributions, which are tax deductible.

PAYMENT

New Member Application:

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

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

Renewal or new membership:

Single Membership _____ \$165 _____

Spouse Membership _____ \$35 _____

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

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

Single Membership _____ \$35 _____

Spouse Membership _____ \$10 _____

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

Stand-alone Junior Membership (must have a sponsor)

Sponsor's Name _____ \$10 _____

Optional Fees

Club Locomotive Use Fee (First Year Only) _____ \$150 _____

Annual Locomotive or Rolling Stock Use Fee _____ \$50 _____

New Name Badge _____ \$10 _____

MLS is in the process of upgrading the track and switches to steel rail and plastic ties. Please consider a tax deductible donation to the Track Maintenance Fund _____ \$ _____

TOTAL PAYMENT \$ _____

The following information will be used to produce a membership roster. It is not made public and is only distributed to MLS members.

Member Name: _____ Email: _____

Junior Member Name (s): _____

Spouse Name: _____ Spouse Email: _____

Address, City, State, Zip: _____

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

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

Pre-register by October 15th.

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

Additional family members: _____

Address: _____

Cell number: _____

Email address: _____

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

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

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

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

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

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

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

Lunch and a drink will be served at a cost of \$7.00 per person.

ALL ATTENDEES MUST ATTEND ONE SAFETY BRIEFING.

Briefings will be held on Wednesday, Thursday, Friday and Saturday at 8:30 and 1:00.

Please mail this form along with a check or money order payable to Maricopa Live Steamers to:

Donna Hohm
10705 North 109th Way
Scottsdale AZ, 85259

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