



Maricopa Live Steamers

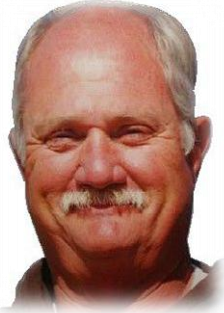
STACK TALK

MAY 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



What happened to April? Just because it only has 30 days should not mean that it needs to fly by that fast. Well, May is here, and everyone knows what that means – it is about to get hot, really hot. If you are out running trains, please go slow, because you could come upon a kink and have a serious "aw crap" moment. Most kinks happen between 2 and 4 pm, and some have happened under a train with a heavy load and close to a switch or a road crossing, especially on a down grade where trains might be braking, either in dynamic or service application. Don't forget your water, because

we do not want to find you out there eating cactus, trying to get moisture in your mouth after you've dried out.

Bob Douglas and a few others are out working on Bobberg, trying to get the curves up to steel on both sides and correct gauge with new ties. We only have 2,100 more feet to go and, when that is done, we will be looking at getting started on Arntchoo, replacing 66 track panels between Wieboldts woods and the West Werner crossing on the outbound side. Yes, ambitious thoughts, but needed for the track improvements we want to accomplish this year. With the inbound side all done, we will have a track to run around our work, and a way to get panels and material out to the work site.

I want to thank the volunteers who have been pulling the public, so we will have a lunch for them on the meeting day of May 12th at 11:30 am. Menu will be decided by the fire ban the day before, so please do not expect a char broiled steak over a mesquite fire, if the fire ban has been published by the Maricopa County Parks Dept. I guarantee there will be cold soda and water. But really seriously, we all thank the ones who make time to come out and run trains, work the station, and open the gift shop, which has done very well. This sometimes requires the volunteers to do things up to their age-related physical limitations, and I hope you do not try to exceed them and put yourself in harm's way. Our volunteers make this club what it has become – a place where locals come on a regular basis and enjoy the ride and maybe even a birthday party.

Please remember, if you want to use a pavilion or the clubhouse, you need to make the arrangements with Perry McCully ahead of time. He might have it set aside for another member.

Mother's day is May 13th, and the last public run weekend for the spring season. So, hang in there, it is almost over for the summer. We anticipate reopening the second Sunday in September, so please try to sign up for the next run season with Dennis Beatty, so we have crews for the second half of 2018. Engineer Certificates need to be renewed after May 31.

I am in the process of trying to get the rental track spaces up to date with the bookkeeping, so if you are interested in renting track space, drop me a line and I will make a list of who wants what. Space rental is from Jan 1 to Dec 31, and we will prorate for partial-year contracts.

There was a big lunch crowd April 24th, because we had some things planned for the Sahuaro Central, using a forklift to move a locomotive. And, after that was done, there was a lot of cleanup being done. At lunch time, the discussion was about how, when there are so many people doing little things to help out, the big jobs always seem to get done. There are so many members who do little things that make a big difference within the club and for the appearance of the property. Whatever each one of you is doing is making such a big difference in how the club is presented to the other members and the general public. But what I saw at the table that day was a big social club with men and women pointing out things that needed to be done, and things that somehow just got done. When each one person does what they can, together it makes such a big difference. Each of you are not alone. It is so good to see people doing what they can to help, while staying within their physical limitations – the first priority being our health and well being. When you help out, you not only feel good inside, but please know that the club members thank you for your effort. Stay safe and keep hydrated in the sun and heat.

The President will be doing the Stack Talk page for the Vice President during the VP's absence in July, Aug and September. It is too hot here, and I hear a cool breeze in the north country calling my name. Joe

Maricopa County Parks: Adobe Dam Regional Park

A fire ban has been initiated to limit the possibility of starting a brush fire, which could cause serious damage to the park. The fire ban includes the use of campfires, fire pits, charcoal grills.



Smoking in Maricopa County parks is prohibited, except within an enclosed vehicle or at developed recreation sites such as parking lots, picnic ramadas or campsites. Individuals who smoke in the designated areas are asked to ensure that all materials are **FULLY EXTINGUISHED** prior to leaving the area. Violation of this park rule, Rule 113, may result in a citation. However, it is still acceptable to use **gas/propane grills** in designated areas such as: ramada areas, semi-developed, and developed camping sites. A date to lift the fire ban has not been identified and will be determined by the amount of rain Maricopa County receives during the monsoon season. **Thank you for your cooperation.**

Pete Pennarts
President

Joe Schnyder
Vice President

Mick Janzen
Secretary

Bob Douglas
Treasurer

Joe Fego
Mike Grant
Dave Griner
Members at Large

Cliff Fought
Construction
Superintendent

Hank Gallo
Operations
Superintendent

Dave Kulman
Maintenance of Way
Superintendent

Greg Gorman
Tower Signal
Superintendent

Terry Liesegang
Road Signal
Superintendent

Bill Pardee
Boiler Inspector

Joe Schnyder
Safety

Perry McCully
Facility Administrator

Al Ford
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Superintendent
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Jim Zimmerman
Engineer Test
Administrator

Dennis Beatty
Public Run Crew
Coordinator

Joe Kalisak
Holiday Lights
Committee Chairman

John Bergt
Timothy Freeman
Web Masters

John Draftz
Advertising

Ken Giordano
Stack Talk Editor

Send articles / photos to:
MLSnewsroom@gmail.com

NO BURN DAYS at MLS

---- NO ----

COAL or DIESEL FUELED atomizers or BBQS!

NO FIRE OF ANY KIND

Until Further Notice

From the Desk of: Terry Liesegang, Road Signal Superintendant

Subject: Signal Changes on the POTTSVILLE Subdivision

The signal operation on the Pottsville subdivision has changed slightly.

A "BEGIN ABS" sign has been added at the exit of the tunnel return loop. When a train passes this sign, it will hold any westbound trains at Perryview that have not passed the signal at the end of the westbound double track main. Eastbound trains have precedence over westbound trains on MLS.

A westbound train at Perryview will display a "YELLOW" (approach) signal at the Tunnel Junction signal. Per Rule 360.

If a westbound train at Perryview has passed the signal at the end of the westbound double track main, and is already on the single track Perryview to Massie main line, the Tunnel Junction signal will display a "RED" (stop) aspect. Per Rule 362.

If an eastbound train is on the Massie to Perryview single track main line, the Tunnel Junction signal will display a "RED" (stop) aspect. Per Rule 362.

From the Desk of : John Draftz
Subject : Volunteer Appreciation Luncheon

As we approach the end of the run season, it's important to recognize the many volunteers who have helped with public runs and who have helped maintain the track those trains run on.

On Saturday, May 12th, there will be a FREE lunch for those volunteers, as part of our volunteer appreciation. Anyone who has volunteered at the park for any club work during the past year is invited.

It will be served on the clubhouse patio starting about 11:30 AM. BoD members will be served first, since they have a noon meeting. Once they are served, the rest can be served.

The "menu" will be hamburgers w/condiments, potato salad, chips, ice cream, and soda/water. Just bring your appetite, and thank you for your volunteer efforts!!!

Maricopa Live Steamers now has an account with NAPA Auto Parts. This account will allow the club and its members to purchase parts with



a discount. The more we spend on the account, the bigger the discount we will receive. Another benefit of this account is that the option for delivery is available on any and all purchases, free of charge. Deliveries, however, will only be taken to the club for drop-off. This account is available at all NAPA corporate-owned stores within the Phoenix valley. We ask, however, when placing orders over the phone or for delivery to the park, that you place your order with the NAPA Superstore on 6020 West Myrtle Avenue. The main store's phone number is 623-939-8383.

If you have any questions or concerns, feel free to contact me, Gabe Zorbas, at 619-251-1954. Listed below is step-by-step instructions on using the account for delivery.

Step 1 - If placing an order over the phone, call the main store at 623-939-8383. Give the counter person our account number #18216 or ask the counter person to look up the account by name (Maricopa Live Steamers).

Step 2 - Ask the counter person to send it to you if you want it delivered to the club. Tell the counter person to put your name down as the P. O. You can ask that the delivery driver call you before they leave to the club so you can be there to receive it. You can also request the items be placed on will call if you wish to pick them up in the store.

Step 3 - Have a check or cash ready for the driver. The driver does not carry change. If you require change, then change will be made and delivered to the club on the next delivery in an envelope. Otherwise, It will be delivered to the park on the weekend.

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MAY CALENDAR

Sunday

5/6 and 5/13 NOON Sunday Public Rides -- Finale

Sat. 5/12 11:30 Am Volunteer Appreciation Lunch (see Notice - page 3)

12:00 pm Closed Board Meeting

12:30 pm General Membership Meeting

Holiday Lights Committee monthly meetings suspended until September 8 – JK

BOARD MEETING MINUTES

April 14, 2018

(see note below)

- The Spring meet was very successful. We had over 150 registered attendees.
- The Bobberg steel rail replacement project is progressing. 2,150 feet of steel rail will be installed from Russell Creek to Bobberg Heights. Joe Schnyder requests that Bobberg be closed until project completion in the Fall.
- The tractor repair project is progressing. It's nearly running, but needs more parts to complete.
- The new engines have been installed on both transfer tables, but there is no oil in the engines yet. Pulleys and covers will be installed.
- Fire prevention/preparedness: Dave Kulman cut 6 foot swaths next to the tracks until the tractor gannon broke. The fire cache has been installed. It is located in the middle steaming bay, Instead of at the tower, because it is easier to access. There are 2 Indian pumps on the white golf cart. A training class in their use is in the works.
- Sidewalk project: The tree has been removed. Discussion of surface is tabled until the August meeting. All materials except for the roofing are available on site.
- The 50/50 raffle held at the Spring meet was more successful than expected. Voted /approved to continue the 50/50 raffle at future meets. The regular raffle also went well.
- During the Spring meet, Jerry Smolyk's family came to the park and donated the Canada building to the club. A donation acknowledgement letter will be sent to the family. Two tracks are now available for rental.
- Perry McCully reports that there is a missing MLS lock on the MOW building. Two locks are needed for the Canada building. John Bergt made a suggestion that combination locks, instead of MLS locks, be placed on the club containers where members rent space, to keep their equipment secure. Voted and approved to purchase 3 combination locks for renters' space and one MLS locks.
- Terry Liesegang explained that the new "G" signs on signals located at Massey, Theobald and Simmons Bridge denote steep grades and allow an engineer pulling a heavy train uphill to pass the red signal, if safe to do so. This needs to be added to the Operating and Safety Rules.
- Terry Liesegang reported that the aging telephone cable that serves the signals on Werner has deteriorated and needs to be replaced. This is about 3,000 feet of wire. It will be replaced in sections starting with Geronimo to Martin's Ferry.
- Joe Schnyder reports that bees are again a problem. There are at least two new hives in the clubhouse wall and in Bob Douglas' container. They may also be in Wobbly and Bentt and in Fought Ford Foundry. Joe proposed hiring a beekeeper to find out options.
- Noted that the live stream video continues to go down.
- Noted that the switch machine in front of the tower is not throwing all the way.
- Dave Griner requested time at the next board meeting to discuss the lease issue.

(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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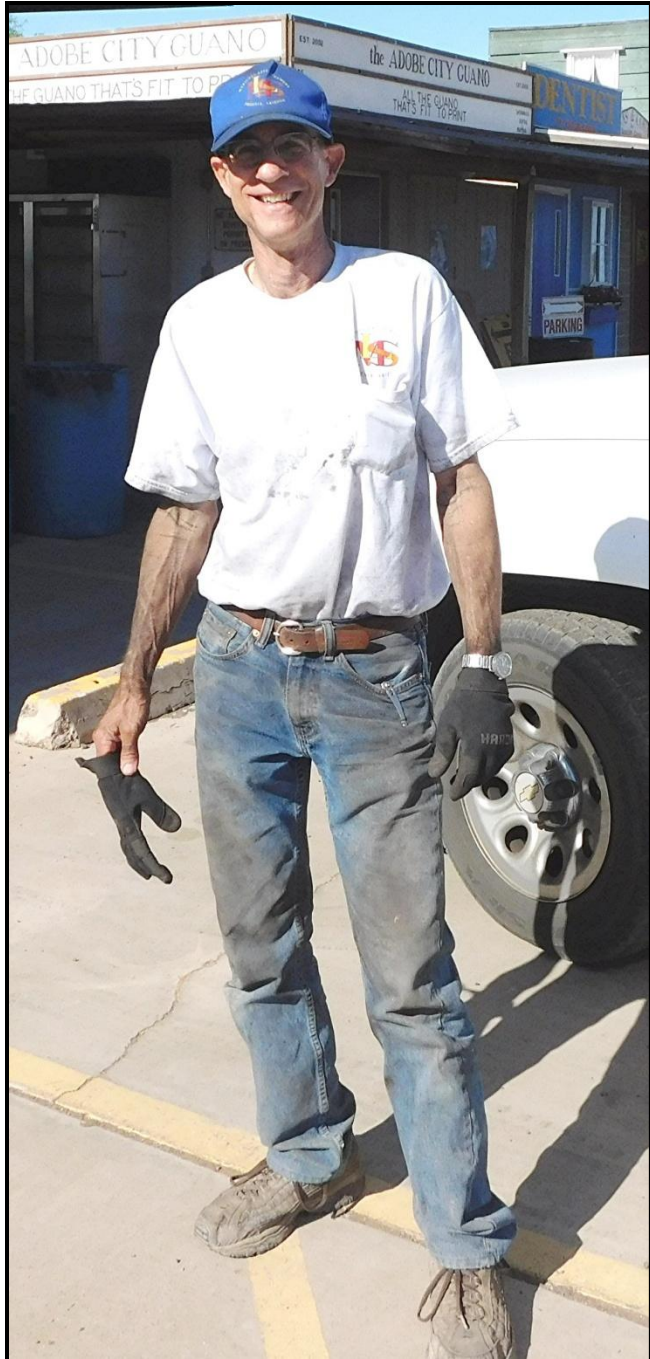
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MEMBER CONTRIBUTIONS!



On the morning of April 21, Joe Fego, Bob Rauperstrauch, Dave Griner, Scotty Brooks, Frank Behrle and Perry McCully met at the park to move coal from bags to barrels. There were 6 pallets with 25 bags per pallet. Each bag weighed approx 65 lbs for a total weight of 9,750 lbs – just under 5 tons of coal. Bob Rauperstrauch got the dirtiest, and he loved it (see that smile). Thank you to all for your hard and dirty work. Perry



Photos by Perry McCully



From the Desk of: Hank Gallo, Superintendent of Operations

Subject: MLS Maintenance Crew and other odds and ends

I changed the message on our Google phone number, since people were leaving messages and I don't get to check it that often and respond in a timely manner.

Fred Greenwald spent 4 hours at the park on Thursday, so he is getting better. I had to ask him not to wear himself out and recover, but he is bored at home.

I want to welcome Gabe Zorbas to the MLS Maintenance Crew. He has already changed the oil and done some repairs on the club locomotives. We have so many pieces of equipment at MLS, we are always in need of some help. As always, Dennis Beatty, Dakota Clemens and Tim Freeman lend a hand when needed, as well as many other members of the club. I'm just not around the park during the week to get photos.



Gabe Zorbas



Photo by Hank Gallo



Photo by Dave Kulman

For all the Ground Squirrels and Rattlesnakes, WJJK TV 8 went online April 1st serving the triplex of Bobberg Heights, Pottsville, and Rock Downs.

Our new station with "LUFM" (Low Underground Frequencies Modulation) will reach to the very bottom of your stinky little burrow.

Call now for our introductory price!!! We start low and then raise the price 'til it hurts . . .

Dave Kulman, Broadcast Manager

From the Desk of: Joe Kalisak
Subject: Holiday Lights Committee

Attention Holiday Lights Committee members –

The monthly meetings held on the second Saturday of every month are being suspended for the summer. They will resume on Sept. 8. Have a super summer!

Correction to the Stack Talk – April issue :

My apologies to Tom Harrington. In his article on the UP F units, the last paragraph of the article on page 11 should have made a back reference to the pictures on page 9, not page 10.

If you printed a copy of the April issue, please pencil in the change. The downloadable copy on the MLS website has been corrected, if you wish to re-download your copy. Ken Giordano



FOLLOWUP : to April's article on Tom Harrington's UP F units

Here, Tom is test fitting his operating A unit (#510) and the dummy B unit (#410) in Bill Unglaube's truck, in preparation for moving them to Muskogee, OK, in June, when Bill will be passing through OK on a trip north.





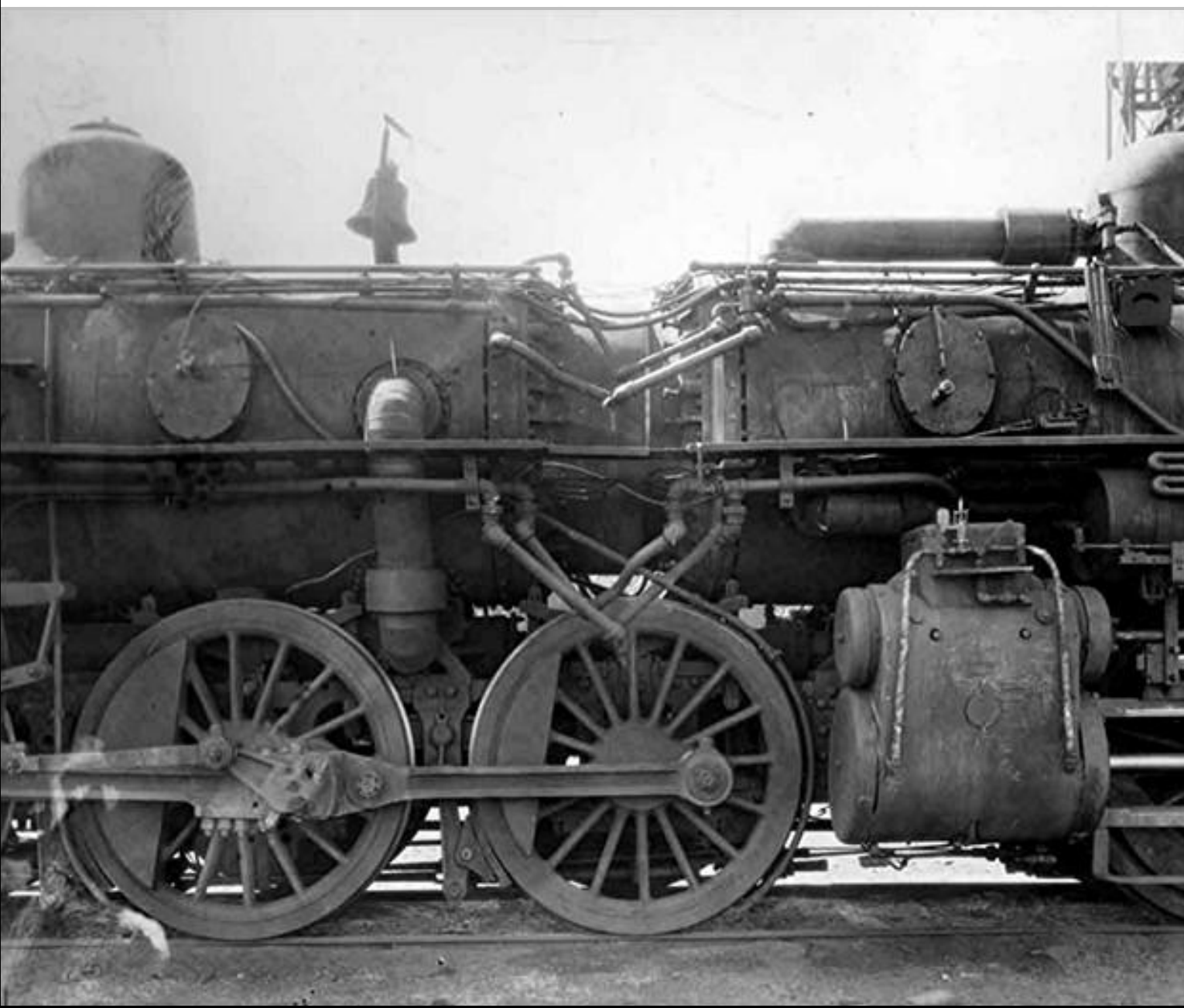
STEAM LOCOMOTIVES

BOILERS

by Dave Griner

Hello again Well, this time we have something a bit different!!!

Was asked a question, which seldom happens!! Had we ever heard of a hinged boiler?
Turns out, indeed we had, and here is a picture of the hinge part of the boiler neat, eh?



BOILERS (cont'd)

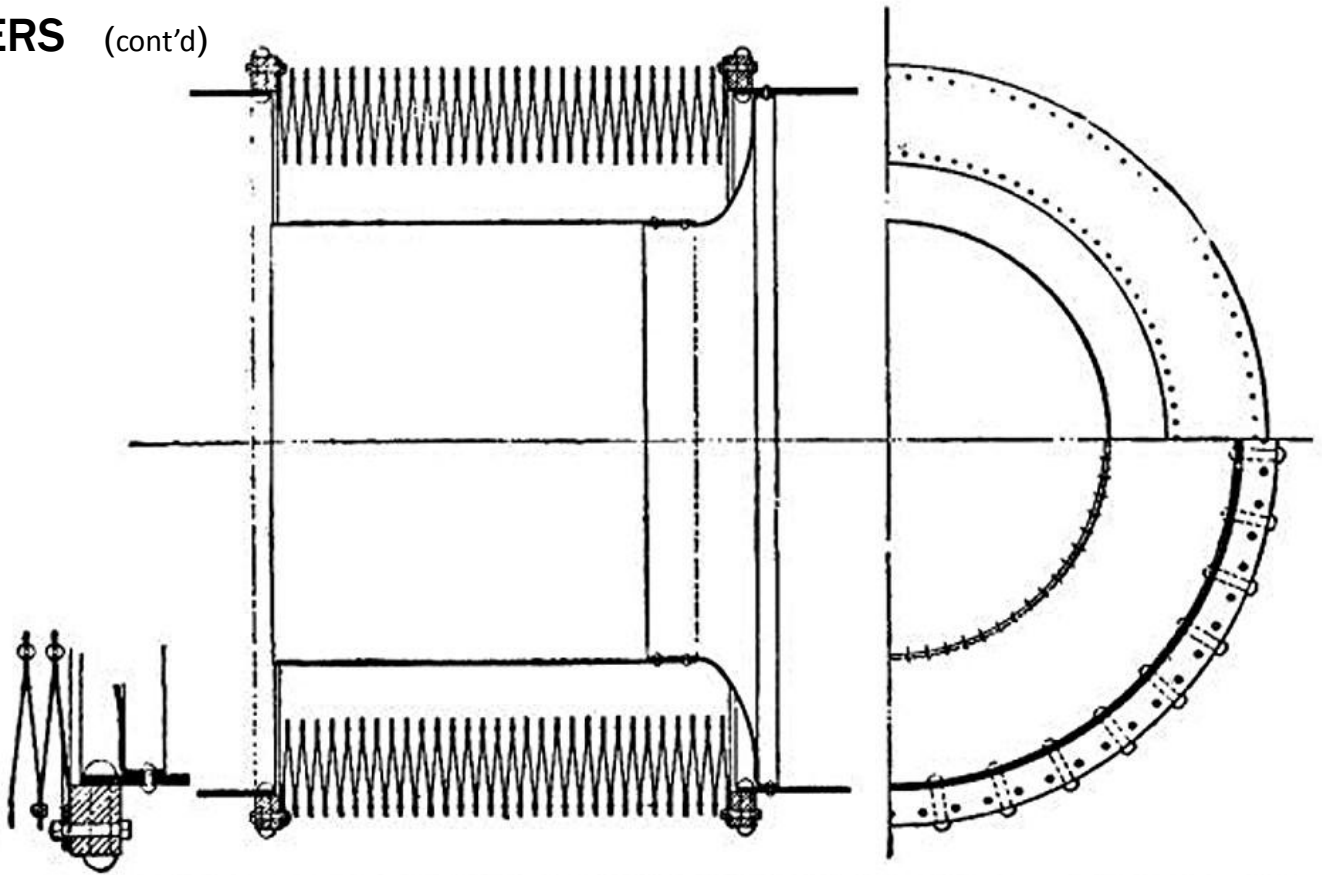


FIG. 3 LONGITUDINAL AND TRANSVERSE SECTIONS SHOWING BELLOWS TYPE OF BOILER CONNECTION

This description is from a Baldwin publication dated 1912:

The second locomotive has an articulated boiler, with each section rigidly mounted on its respective frames. The flexible joint consists of fifty rings of high carbon steel, which are ten inches wide and formed with a slight set, so that when placed adjacent to one another, they form a series of V-shaped joints. The rings have an outside diameter of seventy-five and one-half inches. They are riveted together at their inner and outer edges, and form a bellows-shaped structure that is forty-four and three-quarters inches in length. This is bolted into place between the front and rear boiler sections. An internal flue, forty-four inches in diameter, traverses the flexible connection, and is flared out at the back to fit into the rear boiler section. This flue prevents ashes and cinders from lodging in the flexible joints.

The super-heater, in this boiler, is built into the rear section, while the re-heater is built into the front section. Both heaters are of the Jacob's type, arranged for outside steam pipe connections. The super-heater is traversed at its center by an eighteen inch flue, and the re-heater by a six inch flue; these flues being provided to facilitate the removal of the boiler tubes. The tube ends are all accessible by means of chambers in the boiler, and these chambers can be entered through suitable man-holes.

In a locomotive of this type, it is not necessary to have sliding supports under the forward part of the boiler; and the locomotive curves with a minimum amount of resistance, and its stability, when traversing a curve, is not affected. Only one flexible steam pipe is required, and that connects the high-pressure cylinders with the re-heater. Metallic flexible joints are used in the feed pipes which pass the boiler articulation.

One of the major reasons for the "hinge" not being a success, was its propensity to become clogged with cinders (these were coal burners), thus causing the bellows to jam and ultimately fail.

BOILERS (cont'd)

Here are some pictures of the complete locomotives.

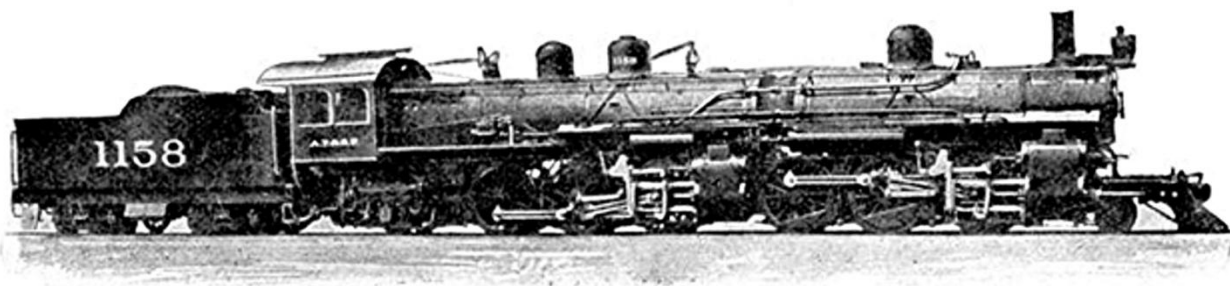


FIG. 6 Mallet Articulated Locomotive with Double Ball-jointed Boiler

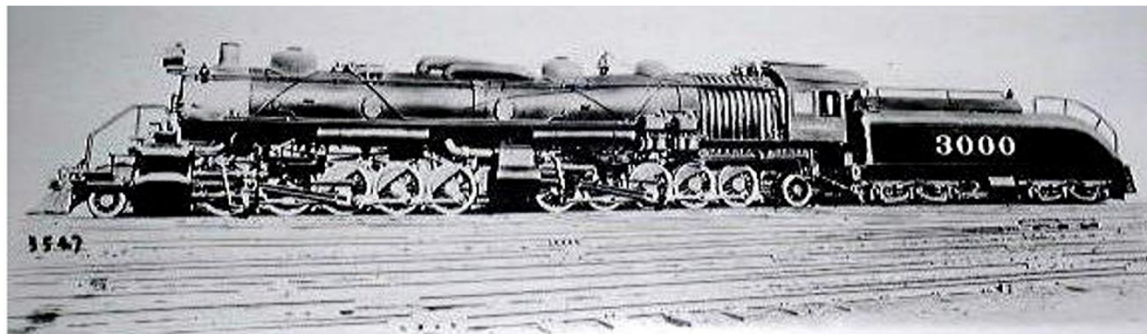


FIG 1 LOCOMOTIVE WITH FLEXIBLE BOILER BELLOWS TYPE OF CONNECTION



Just to add to the variety that Santa Fe experimented with, a 2-10-10-2 with the same boiler, but not "hinged" and notice the ribbed firebox area. This is indicative of a Jacobs-Schubert designed firebox, will try to get information on it for another time.

Tell the hostler we're ready to hard grease the rods!!



Well, this is the end of another little adventure into the world of locomotive boilers. Thank you for asking the question. Take care, Dave

TRACKING TRACKSIDE PROGRESS 2018

Stories and photos by Dave Kulman

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



West Werner received a new precast bridge this weekend, with the help of Bill Mellors, Scott and Daniel Mack, and directed by Joe Schnyder.



The one and only Bob Douglas, doing what he has been doing almost every day for the past 20 years. We will have to check with the Treasurer, but I believe the MLS owes Bob about 40 weeks of built-up vacation time that he's never taken.

Thanks, Bob, for all you've done!



Photos by
Perry McCully

Stories by
Jerry Grundy

STATIONMASTER'S LOG

Photos by
Hank Gallo

A LOG OF THE ADOBE WESTERN RAILROAD EARNING ITS KEEP

APRIL 1, 2018 - The 1st train left the station at 12:08. The train crew was Mickey Janzen (E) and Jim Zimmerman (C). The 2nd train crew was Jim Theobald (E) with Chuck Larom (C). There was a 3rd train consist sitting in the station that didn't have a crew. Tim Freeman had everything up and running, including the signals and all the switches that I can control from my desk. The regular entrance to the briefing area is still not repaired and it is a hassle. It requires 2 people to get everyone into the briefing area. Jim and Chuck left around 2:45. Gabe Zorbas took over as the engineer and Joe Kalisak took over as conductor. Thank you Gabe and Joe, as that 2nd crew was badly needed, even though it was slow. The people kept coming and we were able to give them a ride. There were only 113 riders on 9 runs, so there was some slack time. With the tree cut down and no shade, Bill Unglaube, the Gatekeeper, and I, the Stationmaster, opened the other gate to bring the people into the briefing area in the shade. There was some confusion, even though we tried to explain to them where to go. On one of Gabe and Joe's runs, a connection on 4403 broke, and Dennis Beatty and Hank Gallo took UP2001 out to tow the train with the riders back into the station. 4403 was able to return to the yard under its own power. The Gift shop was manned by Myrna Brooks and Sandra Grundy. Joe Kalisak put the consist that was left in the station into the car barn. Gabe put the engine away with the help of Dennis and his helper son Jackson.

Mick Janzen (E) and Jim Zimmerman (C)



Jim Theobald (E) and Chuck Larom (C)



Gabe Zorbas (E) →
and Joe Kalisak (C)



Myrna Brooks and Sandra Grundy



Stationmaster Jerry Grundy (left)
Public Runs Crew Coordinator Dennis Beatty
Gatekeeper Bill Unglaube (right)

STATIONMASTER'S LOG

(cont'd)

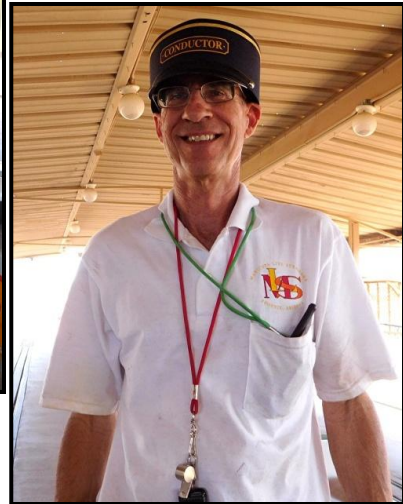
APRIL 8, 2018 - The 1st train left at 12:15. That was run by Mickey Janzen (E) and Jim Zimmerman (C). The next crew to go out was Stan Ferris (E) and Bob Rauperstrauch (C). The 3rd engine was finally repaired by Hank Gallo and was brought to the station. I didn't have a crew for that one, but luckily it wasn't needed. Joe Kalisak came to the station and wanted to be a conductor or engineer. 4403 was low on fuel, so Joe went and got his engine #309. I backed 4403 into the coach yard. After we unhooked the riding cars, Joe hooked onto them. With Joe coming out to run, I released Mickey, as Mickey was tired. Joe made one run to the museum while Stan and Bob ran a Werner trip, and that was it for the day. We didn't even have a last train at 4:30. I let the museum go home at 3:45. Thank you Joe Kalisak, Bob Rauperstrauch, Stan Ferris, Mickey and Jim, and also my Gatekeeper Bill Unglaube. The gift shop was manned by Belinda Kulman and Sandra Grundy. Thanks for hanging in there, as they also had a slow day. Thanks to Tim Freeman for turning on all the switches and signals. Thanks to all the guys that come in each and every day to do maintenance on everything. They keep everything running smoothly, thanks again. We had 10 runs with 141 riders. Hank ran Jr. Engineer school and made a lot of kids happy. I, Stationmaster Jerry Grundy, thanks everyone again.

I won't be here the next 2 weeks, as we are going to Hawaii. I don't know who is going to be the Stationmaster. I told Dennis Beatty, who is supposed to be in charge of getting crews for the public runs. I haven't seen anyone else stepping in to help run the trains on Sunday. Stan Ferris talked his friend Bob Rauperstrauch into being his Conductor, and they ran all day. Stan is really enjoying being at the train club and being the engineer. I will be back at the Stationmaster helm on May 6th, and then there are only 2 more Sunday run days.

Mick Janzen (E) and Jim Zimmerman (C)

Stan Ferris (E) and Bob Rauperstrauch (C)

One of Bob's many hats. See another on page 5.



Joe Kalisak (E) and Jim Zimmerman (C) also Stan Ferris and Timothy Freeman

Mick Janzen (left) and Jim Zimmerman Stan Ferris and Bob Rauperstrauch (right)



Belinda Kulman

STATIONMASTER'S LOG

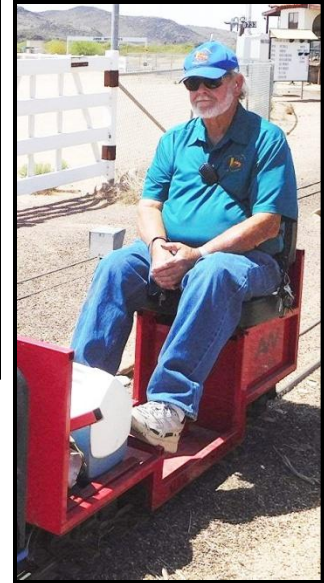
(cont'd)

APRIL 15, 2018 - Perry McCully was Stationmaster, due to Jerry and Sandra's Hawaii trip. Bill Unglaube and I kept the guests moving through the gates and giving the safety video. Mick Janzen (E) and Jim Zimmerman (C) were the first crew to depart, of many runs of the afternoon. UP 2001 broke down before it could get to the coach yard. All of the other units were either having the oil changed or broke down. Just so happened that Marty Simmon was at the park, so he got out Jerry Grundy's engine and gave rides all afternoon. Jim Theobald and Chuck Larom were Conductors on Marty's train. Hank Gallo had Jr. Engineer School open, to the delight of the little kids that showed up. Timothy Freeman, birthday boy Gabe Zorbas, Dennis Beatty, and Dakota Clemens were available, if needed. We gave rides to 176 guests with 11 round trips. Betty Ann McCully and Mary Jo McCully ran the gift shop. I wish to thank you all for your support.

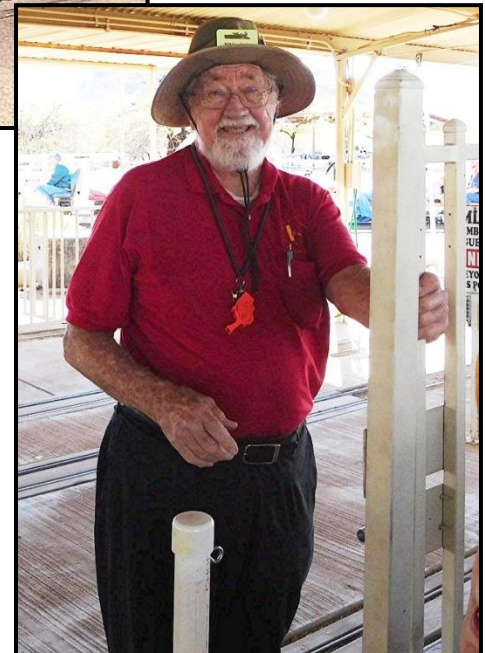
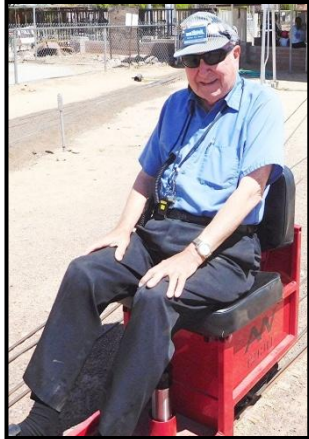
Note from Hank: Thanks, Perry, for putting out the street signs and being Stationmaster today.



Mick Janzen (E) and Jim Zimmerman (C)



Chuck Larom (C) and Marty Simmon (E)



Bill Unglaube
Gatekeeper



Mary Jo McCully
and
Betty Ann McCully
(right)

STATIONMASTER'S LOG

(cont'd)

APRIL 22, 2018 - Although there was no report received for today, the following members can be seen in the photos taken by Hank Gallo.



Stationmaster Gabe Zorbas



Jim Theobald (E) and
Chuck Larom (C)



John Draftz (E) and
Chuck Larom (C)



Gabe Zorbas (E) and Joe Kalisak (C)



Mick Janzen (E) and Jim Zimmerman (C)

Dave Pulver, John Draftz and
Gatekeeper Bill Unglaube



Myrna Brooks and Belinda Kulman



STATIONMASTER'S LOG

(cont'd)

APRIL 29, 2018 - Although there was no report received for today, the following members can be seen in the photos taken by Hank Gallo.

Stationmaster Perry McCully,
Gatekeeper Bill Unglaube and Chuck Larom (right)



Mick Janzen (E) and Jim Zimmerman (C)



Myrna Brooks
and her
Giftshop Helper



Joe Kalisak (E) and Trish Kalisak (C)



HELP WANTED

MONTHLY LISTING OF WHERE THE CLUB NEEDS YOU
PLEASE LEND A HAND IN SUPPORT OF YOUR CLUB
MANY HANDS MAKE FOR LIGHTER LOADS

Wanted! Grease Monkey --
Adults with some basic tool sense to do oil changes, charge batteries, check filters and top-off fluids in club locomotives, and advise management of needed repairs.

If you are trainable, then NO experience is necessary.

Future advancement is probable. Salary is priceless.

The Maintenance Department (Hank Gallo, Mike Grant and Fred Greenwald) needs an adult or two to handle periodic, routine maintenance check ups and oil changes on the club locomotives based on each loco's log book, level of use and engine hours. Training will be provided. Please, email HanksGT@yahoo.com or call 602-300-3396.

HAPPENINGS PAST!

STEAM LIVES!

Introduction to a group dedicated to
Model Engineering practice and the Live
Steam hobby;

Welcome everyone! The Maricopa Live Steamers is an organization dedicated to the advancement of a hobby which is relatively small in this country, but growing fast. The model engineer is a person who enjoys solving engineering problems on a small scale; a person to whom building a locomotive in miniature is a challenge and adventure. The live steamer is a model engineer. He is also a person with a deep seated interest in steam as an energy source; be it in a steam locomotive, automobile boat or a stationery mill engine.

These are the type of people who make up the Maricopa Live Steamers. Our organization is young and therefore still small. We are growing; we are active. At present we are looking for a location on which to build a club railroad; when we find such a location we have already stockpiled equipment and rail to begin construction.

Many of our members have no locomotives. Some have no plans to build an engine, but share in the fellowship and join in the "steam talk". Others of us, before building a locomotive, had never touched a machine that--or perhaps did not know a lathe from a band saw. This is a past time suitable for anyone with an interest in steam.

While glancing at a display such as this, the question of cost almost always comes to mind.

Members will gladly explain what each particular project cost them. Locomotives such you see here have been built for as little as \$50.00 and others for as much as several thousand dollars. The cost depends to a great extent on how good an individual is at "scavaging" parts from scrap material and how much of the work he wishes to do.

Membership in the Maricopa Live Steamers is open to everyone with a sincere interest in our hobby. We invite your inquiry. An initial membership fee of \$20.00 is made for all new members and dues are sixteen dollars per year.

MLS flashback from the 1970's
submitted by Hank Gallo