

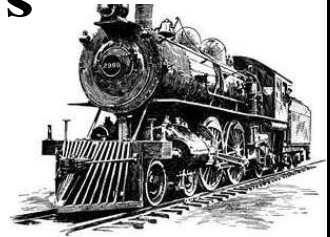


# Maricopa Live Steamers

## STACK TALK

January 1, 2024

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



## Happy New Year's everyone !!

December went by so fast...  
Hopefully, everyone has had a wonderful holiday season.

I would like to express my appreciation to all that came out to volunteer for the Christmas runs. They were a great success. The public has made many comments stating how they enjoyed the Christmas rides and decorations. Again, Thank You!!!!

### Upcoming Events:

Our next Operational Meet better known as The Winterfest, is coming up January 17-21st.

We also need to get ready for our March Spring Meet which is March 11-17th.

Please complete your registration forms. Over the next few weekends we will be needing help with maintenance around the Train Park which includes: track work, park clean-up, and whatever else needs attention.

We will be starting classes soon related to track panel assembly, track installation and repair, and switch making and repair. Please take advantage of the classes.

Look forward to seeing you at the Park !

Respectfully, Pete



### Fry's Grocery Store Community Rewards sign-up:

<https://www.frysfood.com/i/community/community-rewards>

Click the link on the fry's web page to create your account, and then search for Maricopa Live Steamers as your favorite charity. Fry's sends a donation annually to our park at no cost to you. Learn more about how you can help raise funds for community schools, churches and other nonprofit organizations....

MLS treasurer says he just received a check from Frys for last year's MLS members spending at Frys.

It does give MLS funding. *So sign up if you shop there.* Thanks!



**Christmas train rides with Bill Pardee's Prairie engine.**  
from Bob Rauperstrauch

Bill asked if Stan Ferris and myself would be crew on his 3" scale Prairie engine for the Christmas train rides and we jumped in to help out. They always love to see a steam engine at the Christmas train rides. We arrived early the first night, December 1, to get steamed up and get in line to take the public for a ride.

Stan and I had been working on the loop at the North Pole on East Warner, and although it wasn't finished, we thought it was far enough past the curve to run smoothly.

That was not the case. Turns out we derailed on our first run of the night. Upon close examination, the track gauge was tight where we had stopped working on the curve, causing the drivers to lift off the rail head.

So over the course of the next week Stan, Graig Davidson and myself removed the concrete ties and replaced them with the tan plastic ties.

We flipped the ties upside down so there was no notch for a tie plate. We then gauged them at 7-5/8" without tie plates. We wanted the rail to be free to move as necessary. Our instruction from Pete Pennarts was to "fix" the curve, so we intended a one time unique fix for this section of track. He did not intend for us to set a standard for all MLS track- age with what we had done here. After correcting the track, Perry had us run a 3 axle loco and a full cut of cars through the track, forward and backward. Then we fired up the Prairie for a test run, and it also passed perfectly through the curve. With no problems evident, we were ready for the evening runs. So, on the final weekend of the Christmas Lights, the Prairie ran successfully both nights. No derailments for any trains. Success!

## 2024

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## Sahuaro Central Railroad

For all of you out of town folks, and the local members wondering what's going on with all the activity at the north end of the park, *it's the new, 15" gauge railroad!*

Crews have been busy working to get it operational. We have fulfilled all of our obligations of the permit from the Flood Control District of Maricopa County. With that behind us, we are now focusing on getting the facilities ready to welcome the general public.

Among the projects:

- The Interchange Tower has been completed through the efforts of Pete Pennarts, Perry McCully, Scotty and Myrna Brooks, Terry Liesegang, Trish Parks, Gary Gorman, Bob Rauperstauch, Tim Freeman & Shane McCullough.
- The crossing gates at the crossing near the Interchange Tower, and wig wag signals at the south crossing have been installed. Terry Liesegang will be making them operational soon.
- Cliff Fought has completed one passenger gondola car and is working on two additional cars. Scotty has been machining trucks for the cars. Bob Rauperstrauch is reworking the pilot truck for the Hurlbut while Gary Gorman has been building the body for Locomotive No.1 which will be used as a backup locomotive
- Landscaping was one of the conditions of the Flood Control Permit and we did just the minimum to pass. However, Myrna, Trish and Craig Danielson want to improve the overall appearance of the park & have been contouring and planting several areas along the track.
- Shane McCullough, Bob Rauperstrauch, Stan Ferris, Tim Freeman, Gary & Scotty continue to fine tune the track.

**We invite you to join us in creating this new railroad experience.**

If you want to participate, be part of the train and work crew, or become a member of SCRR, contact: Scotty Brooks @ 907-232-1876 or Gary Gorman @ 714-317-0785.



***This is the Hurlbut engine. Nice Trolley too!***

Hurlbut is the name of the company that manufactured amusement park engines.

More photos and updates on the next page.



Scotty testing the trolley last May



Bob swapped with Tim to be engineer for this photo The Hurlbut on a test run with Family. This is the same trolley that Scotty was working on last May. Painted by Dakota.

## Changes in 2023



The 43rd Ave sign is updated.



Pete, Perry, and Gary back in May, started the Signal Tower, and look at it now in December 2023, completed!



Tim, Bob and Perry work on the roof. Gary also. Taking photos!



Trish parks and Scotty Brooks pour foundations for the signals. Trish setting the crossing masts.



Perry is always a big help with the Ganglia whenever needed.



And here is SCRR, passing their inspection! Signals will definitely help when the train is coming through. Signals donated from Bruno Platzer.

## Operations – The Conductor’s Job By John Lovely

There are several ways to view a railroad or any other transportation media: as a spectator, passenger, shipper, consignee, operations manager, and train crew. Here at MLS operations we can do all these, just like in real life. You can stand and watch the trains go by. You can ride a train for transportation like we provided at Triennial. You can volunteer as a dispatcher, tower operator, freight agent, or train crew.

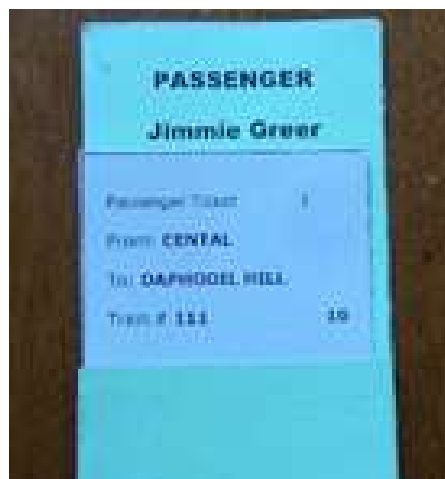
As we try to simulate passenger operations, we can think about the four modes of involvement. As a station agent to observe the parade of trains passing your depot and serving the public. As a passenger – to go from one place to another. As a conductor – “I am a host to these people” and a representative of Adobe Western RR, both to provide good service and to collect the revenue due the company. As an engineer to provide a smooth, safe ride. As a brakeman or fireman to work with my crew members to enhance the overall product. Then we can pretend we are family and friends to meet and greet passengers as they arrive and depart.

Just a quick reminder: The Conductor oversees everything that happens on his or her train. The Engineer only moves the train per the Conductor’s instruction. The Brakeman and Fireman are there to assist the Conductor and Engineer respectively. A good Conductor will assign various duties to the crew, such as handling passengers, keeping the train on the correct route, watching track and switch conditions, and flagging if necessary. You are only relieved of flag protection when stopped at a scheduled station.

Now our paper passengers are either smarter or dumber than real people, depending on how you look at them. They wait patiently in the waiting room until we take them by the hand and accept them on our train. They sit quietly in their seats until we tell them to get off. They don’t complain about missed connections, long waits, car temperature, and a myriad of other things real passengers do. On the other hand, they don’t do anything on their own.

I have modeled our passenger procedure after what I experienced for years as a Greyhound driver and train conductor. That is each “Person” has a hometown and has purchased transportation (a ticket) between stations. We don’t lift and cancel the coupons like in real life, so the passengers can use them repeatedly.

As a Conductor I will first have a job briefing with my crew about which run we want to make and the route we will take per the timetable. I will enter the information on the register sheets. I will then prepare my manifest/report by neatly printing the train and crew information required (see example at the end of the article). I will next go to the correct waiting room (plastic box) to get the passengers for my train while my crew is readying the train.



I count the total number of people boarding at that station and note that in the left-hand column of the Conductor's Report. Then I will tally where each person wants to get off and sort the people in the order of departure. I will call the Dispatcher for clearance and the tower for routing out of Central Station. At the scheduled time I will call "Highball" and away we go.

As we approach each station along the way, I will find the departing passengers, move their ticket to the next coupon, and prepare to deposit them in the waiting room. Turning the ticket to the next number is a real help to the following train. If a coupon is blank or #4, turn it back to #1.

As my engineer stops at just the correct place, I will pick up the waiting room, carefully remove the lid, take all the passengers out, place my passengers in the box and set it down where it won't tip over. I will sort through the waiting passengers, looking for the ones ticketed for my train. Any others, I will place back in the waiting room and carefully replace the lid (pinching just two opposite corners is enough) and carefully replace it on the ground. If the time is correct, I will HIGHBALL the engineer, and call our departure to the Dispatcher. Then I do the tallying and sorting of the new passengers into their correct seating order and prepare for the next station stop. Simple – right?

It is nice to have a Passenger Service Attendant (PSA) to handle the passengers while I just need to look after the train operations. I also hope for a good engineer who knows where to stop so the entry door (my seat) is right in front of the waiting room. He/she will calculate the speed to arrive at the next station on time, look after track conditions and routes, and provide a smooth safe ride. As you can see there is work for a full crew on passenger trains. It is OK to arrive at a station ahead of time (there is dwell time at each station), but never to depart early. The times in the table are departure times unless otherwise noted.

At the end of the run, I will sort the passengers into their correct waiting rooms for their next rides. I will total the number passengers on and off and hope both numbers are the same. At the end of the meet, I will carefully enter and total the numbers for each train in the appropriate blanks and forward my report to the passenger agent. If I have run a schedule more than once, I can count the highest number, not combine the runs. I may want to make a legible copy of my report before I turn it in. Only one report for each crew and/or Conductor of Record. I hope you will rotate all the assignments between your crew members. But only one Conductor of Record please.

A freight conductor has similar duties. He/she will contact the yard master for a manifest of cars. He will confer with the crew at each station to determine the most efficient switching moves. He will deposit the spotted car cards in the back of the white box and pull the front ticket for pick-up.

Here is a sample Conductor's report.

<b>Train Mountain Railroad</b>				
Passenger Operations				
Conductor's Report				
Day	Friday			
Train #	131-132	Engine #	1040	
Conductor	J Lovely			
On	Station	Off	Depart.	
5	Central		0:05	
	Chiloquin		0:14	
	Friehuba	I	0:18	
	Daffodil Hill		0:24	
	Youngstown		0:29	
	Williamson		0:33	
	G-Ville		0:37	
	South Portal	II	0:42	
	Elizabeth		0:54	
	M & M		0:59	
	Helena	III	1:03	
	Douglas		1:08	
	Beauchamp		1:16	
	Steuer		1:28	
	Dog Walk		1:35	
	Daphodil Hill		1:40	
	Central		1:51	
<b>TOTALS</b>				



It's always good to see Jim Zimmerman as conductor on Mick Janzen's train. They make a great team, always there every Sunday to pull the public and every night of the Christmas train rides too.

Thanks to All volunteers who came out in the cold to help out. And thank you John and Cynthia Lovely who came from Flagstaff to help, and they didn't think it was cold at all!

**News from Jerry Grundy**

With great sadness, I sold my Dash 9 and container. We are so happy to have Dave Pulver and Ethan as the new owners. This is the new train for me that is much more manageable. It was purchased from Bruno. Any one have a container for sale? Tell Joe Kalisak or contact me, if you do.



**From Dave Pulver**

Yes, I bought Jerry's Dash 9 and used it to take my client's family for a ride on Saturday 12/30. Also, there was a very nice dad and boy waiting near the station that thought we were open so I took them for a ride as well.



*Train rides make people happy!*



We see a hint of the red engine at the front of this train.

**From Hank**

Gary, Max, my granddaughter Olivia and Max's mom on Dec 26, 2023 on Chessie. Then the whole Hooks family on the public train. Gary Gorman was my very helpful conductor, after 2 loco derails.



**Next meeting is January 13th  
Board meeting at 11:00  
General meeting at noon.**