



STACK TALK

January 2007

The official newsletter of the Adobe Western Railroad,
Phoenix, Arizona, operated by the Maricopa Live Steamers
Railroad Heritage Preservation Society.

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News from the President



Jim Manley

The new year is upon us. With that comes new leadership for the club. We've tossed around some incredible ideas to help improve the club. Our new vice president, Bill Myers, will be discussing some of them at the February meeting. Speaking of new leadership, allow me to introduce myself to those who may not know me very well. My name is Jim Manley. I've been a member of this club for a little over three years. I've seen quite a few changes happen in that short time just as most of you have. I was asked to take on the roll of Chief Dispatcher some time back to help keep the tower staff organized during the meets. I also took on the roll of webmaster last year. Outside the club, I am a Field Service Supervisor for a global telecommunications company. I've been married to my wonderful wife Debbie for 11 years. I have two daughters; Hannah, age 4 and Katie, age 3.

I came to MLS out of sheer luck. In the process of building a backyard garden railroad, I decided to check out AMRS. As luck would

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Baldwin 107 was used in the making of the Brad Pitt movie "The Assassination of Jesse James" scheduled for release this month. The locomotive is a Baldwin 2-6-0 built in September 1919 for the Industrial Lumber Company of Oakdale, Louisiana. The classification number is 1026 1/4 D156. The builder's plate number is 52255. The weight of the locomotive and tender is 86 tons. They ran the daylights out of the locomotive until it was abandoned sometime in the 1950s. Bill Graham a railroad

enthusiast from Edmonton, Alberta located the locomotive and arrived to find it had been buried in mud for an extensive length of time. The poor locomotive was not in good shape. It was salvaged and hauled back to Edmonton in March 1977 where a complete restoration was begun. This mammoth job, completed in April 1978, took just 13 months which has to be a record of sorts.

Two miles of standard gauge track was laid around Ft.

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News from the Vice President



Bill Myers

“How much does this cost?” I asked upon meeting Jeff Hickman for the first time one weekend a year ago last October. His reply was “A lot,” with a note of sarcasm almost like someone asking if rattlesnakes bite, and the reply being, “Nope, make great pets.” My answer back was short, “Oh.” I had no idea at this point, but I think I found the answer this year. A lot, has numerous meanings. In this club, for instance we have the following examples;

1. A lot of track.
2. A lot of members.
3. A lot of acres to play in.
4. A lot of needed work to be done.
5. A lot of donated time and money to keep this going.
6. A lot of responsibility on the club to keep all of us and visitors safe.

I feel the goal here is for the engineer and visitors to get from point A to point B in a safe manor (or Pardee Point for the politically correct!).

We will be implementing a lot of new ideas and some good old work ethics in order to keep all of us from any unexpected delays with track, switches, or equipment.

I think we all have an expectation when the signal turns green, you feel the power engaging under the seat, and you and your relatives from back east you haven't seen since high school, partake on a short journey into our railroad world hopefully being the most fun they have had, and without incident.

I think several of you remember when Bob Douglas was asking for help on the track and several of us raised our hands to help back in July. Well, not realizing until now, just how much it

takes every day to keep this thing going, we started on an adventure into the unknown realm of track work. What an awakening this has been. I have the highest respect for the men who have started all this a few years ago. To keep us on the rails and safe from harm is a massive undertaking. We on the track crew are doing everything in our power to help you enjoy your train and your passengers so the scariest thing your friends from out of town will experience is a rabbit that looks like a Cocker Spaniel on steroids. Wait till they try to explain that in New York!

We will have our new track superintendent, Joe Schnyder, giving a training class for all of us. Watch *Stack Talk* for dates.

In closing, I just want to thank the membership for voting me into office. It may take a while, but I will find out who it was. Have a safe ride, and offer a “thank you” to the people who are working every day for your benefit. Come out and join us on Saturdays. I can offer a lot of work, a lot of friendship and a lot of pride in being able to point to the track and tell your friends visiting, that you are a part of all this. Pitch in if you have time. When someone asks you what it takes to keep all this together, your reply only need to be, “a lot.”

*Highball,
Bill*

Big-train railroad rules can make MLS safer

by John M. Lovely

I have been fascinated by trains and railroading for much of my life, beginning with the requisite train set around the Christmas tree and continuing through small scale modeling into my recent retirement and graduation to scale railroading. Realizing that large scale railroading required large-scale monetary investments, I sought a job with a full-scale railroad. The training and (limited) experience I now have with Grand Canyon Railway has really opened my eyes to potential dangers of the railroad hobby. My recent

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Treasurer's Notes



Bob Douglas

MLS train crews made 62 trips carrying 998 passengers in October, 55 trips with 778 passengers in November and 47 trips with 436 passengers in December. The annual toy drive was a huge success again this year. Hundreds of children had a very happy Christmas thanks to all of you generous donors.

So far, 180 members have paid their 2007 membership dues. Have you paid yours? If not and if you want to be listed in the 2007 MLS Roster, please send your check to me as early as possible.

The Werner Division is finally completed! The track gang and ballast crew finished industrial spurs at Racewatch, Cobb Canyon, Reynolds and Rossow Roost just in time for the January Operational Meet. The engineers and brakemen should be kept very busy with eleven miles of track and 250 turnouts on the Adobe Western RR.

Track has been thrown down at Brown Bear and Lovellonia on the new Far Flung Flats Division.

We had very sad news in the past month. A very ambitious member, Gene Johnson died. He spent countless hours on his knees laying the brick sidewalk at Adobe Station. The Board of Directors have decreed that the walk will be named “Johnson Way” in his memory.

MLS has just received a generous contribution from a Railroad Angel to finish the walk complete with a shade screen as a memorial to Gene.

Bob Douglas

Big train rules

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experience with “operations” at Train Mountain and Maricopa Live Steamers emphasize that real railroad safety rules need to be applied to model railroading (even though injuries are probably scaled down to pinched fingers and toes instead of severed limbs and death) to enhance our enjoyment of the hobby. Here are some suggestions to that end.

First some definitions, just to be sure we are communicating. *Main track* (single or multiple) extends through yards and between towns, is used for the movement of trains and must not be occupied without authority and protection. Trains are permitted to move in only one direction on main track unless they have “work-between” authority. A *siding* is attached to main track and used for the meeting and passing of trains. *Other than main track* is used for storing equipment, loading and unloading cars, and repairs; usually referred to as yard tracks. *Yard limits* are a portion of Main Track, designated by signs and timetable, where trains may move in either direction and without protection. Movement is at restricted speed and crews are responsible for not running into other objects. *Restricted speed* (not to be confused with a speed restriction) is no faster than to allow stopping a train in half the sight distance short of people, equipment or improperly aligned switches, and not to exceed 20 mph (2.5 mph in 1/8th scale). A *crew* is a group of people working together on one train under the direction of one person. That person is usually the *conductor* who controls all train movements or delegates the responsibility to another crew member. The *engineer* operates the engine (these roles are often confused in model railroading). A *train* is an engine, with or without cars, displaying markers and allowed to occupy Main Track. An *engine*, or engines couple together and controlled at one point, is any self-propelled piece of equipment with any source of

power.

Crew safety demands that every person understands what needs to be done, how it will be done, and what their role is. This is accomplished by *job briefings* at the beginning of the day or before undertaking a new task. Once these roles are understood there is no deviation from them without another job briefing.

The conductor is in charge of all train movements. He will often pass this authority to another crew member, but it must be clearly understood who is responsible for the move. This is done by simply saying “brakeman has the move” over the radio. The point is that only one person is in charge and everyone knows who that is. It is also important to announce when you have completed your task so the crew can go on to the next segment of the job.

Backing a train is very dangerous. I used to think busses and trucks had limited visibility until I climbed into the cab of an engine. For instance, when we are backing off the wye into the Grand Canyon Depot, I can see the rear of our train for less than 15 seconds from the fireman’s side. The engineer doesn’t see anything and relies strictly on radio directions from the person in charge (PIC).

Of course this is not the case on our short model trains, but I think we need to practice having the engineer rely on the directions of the PIC, rather than his own judgment, to get the flavor of real railroading. He could sit facing forward all during the switching moves when using a radio. Verbal signals include a direction, destination, and distance, such as, “aligned for Joe’s spur, clear back eight cars to a stop, shove them (reverse movement).” Engineer will always repeat, “Clear back eight to a stop, shoving.” The PIC must then give new clearances at less than half the previous distance. Or it could be, “Take them ahead to the switch.” The PIC would then give a four-car countdown to a “stop” command. Commands are always

repeated be sure they are understood. Switching moves are made at less than 10 mph (1.25 scale mph) and joints (couplings) are limited to 2 mph (0.25 at scale).

Hand signals can be used in lieu of verbal instructions and fall into two classes: authorized and “out-law.” Authorized signals are given with one hand, light, or flag and movement is perpendicular to the track. Vertically raising and lowering your hand means move engine forward (you have to know what is the “front” of the engine); circle hand from the shoulder means backup (large circle equals a great distance, small circle equals a little distance or slowly); hand swung down at arm’s length means stop. The “out-law” signals are given with both hands in a circular motion at shoulder level; “come to me,” hands move toward the face, “go away,” hands move away from the face.

Another very important command is *in-between*. This means the train is completely stopped, brakes are set, throttle is closed, the direction controller is in neutral with the handle removed, and it is relatively safe to go between cars. This condition is announced by the engineer over the radio or by a long whistle blast at a station stop. The need for this procedure in model railroading was made clear at recent meets at Train Mountain and Maricopa Live Steamers when I was running unfamiliar engines and had a hard time getting the dang thing to stand still. In addition to emphasizing a clear need for brakes on our trains, the practice of people not waiting for the “in-between” is an invitation for injuries. Whether it is passengers eager to disembark or exuberant brakemen or conductors uncoupling cars, the danger of falls, pinches, or stubbed toes is eminent. The principle is waiting for one person to complete their task before starting yours.

Adding these real railroad practices to our modeling will add to our enjoyment and improve safety. They

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From the president

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have it they were having a swap meet in Phoenix that day and no one was around. My daughter Hannah and I wandered over to see what was on the other side of the “old west buildings” There we met a very “jolly” fellow named Joe. His belt buckle gave it away though. It said, “There really is a Santa.” He asked us if we wanted to go for a ride. “Really?” I asked. We headed out on a work train and made a few stops along the way on the Werner branch. I called my wife on the way home when we left. I said, “Honey, I found the hobby that I want to do.” She said with some hesitation, “OK?...” My backyard garden railroad still isn't finished.

With introductions out of the way, I want to thank Perry and Betty for the wonderful job they've done for the past three-plus years. I can see I'll have some big shoes to fill but I am up to the challenge. Perry has passed on some good advice to me. “When you have to make a decision, ask yourself what is best for the club.” I intend to make that my own personal mission statement.

Coming up this month, we will be hosting the MLS First Annual Operations Meet, January 18-20. This is going to be a great time. Everyone involved with coordinating it has already put in a lot of time and effort. I need to remind everyone that the railroad will be closed on those days to non-operations meet traffic. This was voted on some time back and I don't foresee problems with it. On Sunday, January 21st, the railroad will be open again.

We always need additional help



As a rule, one does not leave one's locomotive out-of-doors overnight in Seattle.

around the club. Even if you have physical, time, or other limitations but want to help, we can find a job that you can help with. There's a new branch to be built along with a bridge for it but the club house counters still need to be wiped down, the floor swept, and the patio hosed off. There are a lot of jobs that need to be done. Some require a lot of time and labor. Some require very little of either. The club is only as good as its members make it. Do you want MLS to be the premier club to visit or be just another place in the desert? I know I want to be able to have pride in (brag about) our club.

I'm looking forward to the next year and I hope you are too. If you ever have questions or comments, I can be reached by cell phone at 623-363-9173 or by email by clicking on the “Contact Us” link on our website. Now, let's forget about our New Year's resolutions already and go have some fun at the park.

Baldwin 107

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Edmonton park, operated by a non-profit society dedicated to the preservation of historic buildings in the park that reflect the history of Edmonton. The park also contains a full size replica of the original Fur Trading Post used by the Hudson Bay Company in the 1800s. The society also owns the locomotive and operates it daily from May through September. The Chief Engineer, Brooke Edwards, responsible for every aspect of the locomotive including training and staffing the entire operating crew, said that he doesn't have a job, but has been playing trains ever since he became involved with that engine. *



Big train rules

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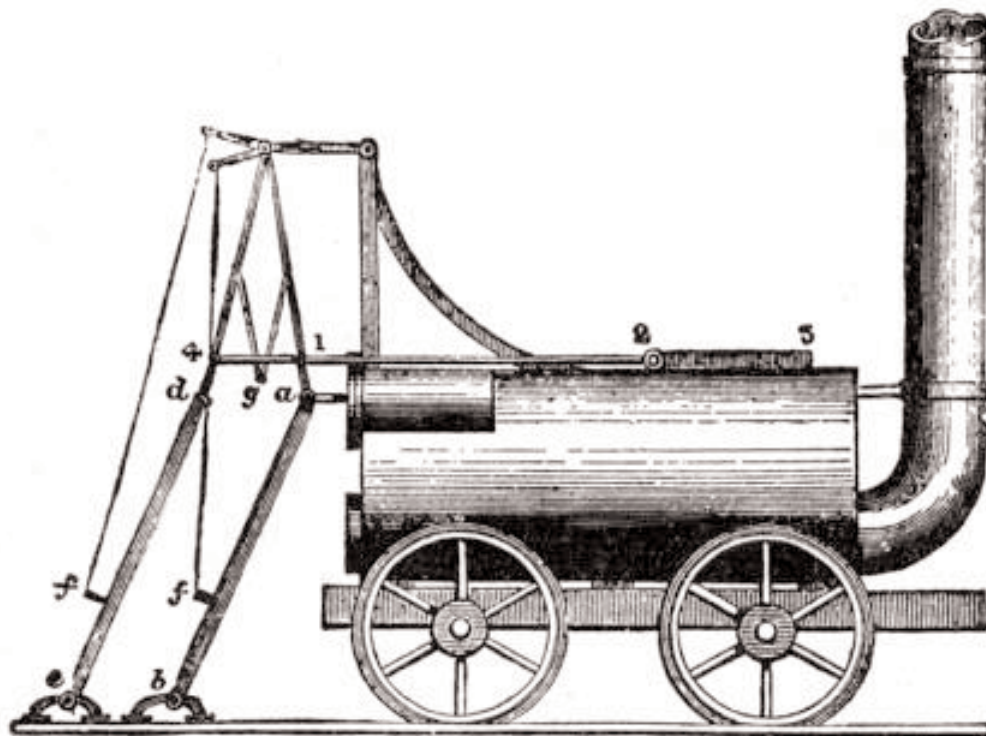
may also save the discomfort of minor injuries and could even save a life. *

MLS member John Lovely, who resides in Flagstaff, is a brakeman and conductor with the Grand Canyon Railway in Williams, Arizona. John based this article on the “General Code

of Operating Rules” used by more than 200 western railroads.

To learn more about this treasure of a railway, visit the Grand Canyon's website at <http://www.thetrain.com>

SCIENTIFIC AMERICAN



BRUNTON'S MECHANICAL TRAVELLER, 1813

Curiosities of Locomotive Design

From Development of the Locomotive Engine by Angus Sinclair. Railway and Locomotive Engineering, 1907

The man who ventures to stray from the familiar beaten path may stumble into a quagmire, but he may have the good fortune to discover a vein of rich ore which the beaten path would never reveal.

When an inventor scorning the common forms proceeds to work out new and original shapes for himself, he may produce something which is ridiculous and impracticable, but even when he does that, the enterprising person deserves praise, for it has been by departing from other people's lead that new and original inventions have been given to the world.

In publishing a chapter on

Freaks and Curiosities in Locomotive Designs it is not done in a spirit of levity, but to give a record of well meaning inventions that did not perform the functions the inventors expected.

For the first twenty years after Trevithick built his locomotive, a belief was common that plain wheels would not adhere to the rail with sufficient tenacity to induce propulsion. It had happened that Trevithick's engine was what has become known as over-cylindered, the effect being that the engine was furiously slippery. Other pioneer locomotives suffered from the same defect and remedies were invented which now appear to be ridiculous.

The Mechanical Traveller

The most notable invention of this kind is illustrated above, and was known as "Brunton's Mechanical

Traveller." Brunton was aware that the action of the horse up to that time had been the most successful means of hauling vehicles, and the question arose, why not utilize the action of the horse mechanically? The engine was duly built to put that idea in practice. It had a horizontal boiler and a single cylinder set on top with piston connecting with levers that acted the part of a horse's legs.

The invention excited much attention. It had the merit of acting as the designer intended it should, and one day that it was on trial, rushing along at a speed of three miles an hour, accompanied by a host of admirers, the boiler exploded, throwing hot water, pieces of iron, and disaster among the crowd. That ended the career of the Mechanical Traveller. *

Want to save MLS some money?

The cost of printing and mailing 11 issues of this newsletter to the 91 people who have asked to receive a paper copy is about \$440 a year. That includes the cost of laser-printer toner, paper, mailing seals and postage.

Postage, at \$35.49 per issue, runs just over \$390 a year. We must mail at the first-class rate because the quantity of copies mailed does not qualify for a bulk rate.

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Downloading is easy. Virtually everyone has Adobe Acrobat Reader,

the required software. It may be downloaded at no cost from www.adobe.com/products/acrobat/readstep2.html.

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If you now receive the paper edition of *Stack Talk* and are willing to download it from our web site instead, we would appreciate an email to that effect. Send it to mls@wellhealedmac.com and say "Gosh, yes, I want to help MLS save money—money that could buy more track. Remove my name from that list."

Charlie Downs
Editor, *Stack Talk*

Thanks goes to the decorating crew

We had a great turn-out for the Christmas decorating party Friday the 24th. Special thanks to the following: Mary Jo and Betty McCully for the beautiful custom-made wreaths and bows; David and Ellen Augustine for their work on the picture decorating; John Draftz for set-up and decor on wall displays and the Christmas tree in the building; Charlie Downs and Karen Roderick for the donation of the Christmas tree; Betty Moore for assistance in the interior decor and clean up; Jim Manley for outside lighting and display on the east wall of building; John Draftz and Dave & Ellen Augustine for assistance in the large train sign on the north wall of the clubhouse; and Trudy Platzer for the magic she accomplished on the tree decor and pictures. A lot of work was accomplished in a very short time.



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We welcome your comments,
suggestions and submissions.

MLS CALENDAR

Saturday, January 13th

- 9 a.m. board meeting
- 10 a.m. membership meeting

January 18th, 19th, 20th

- Operations Meet