



STACK TALK

August 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

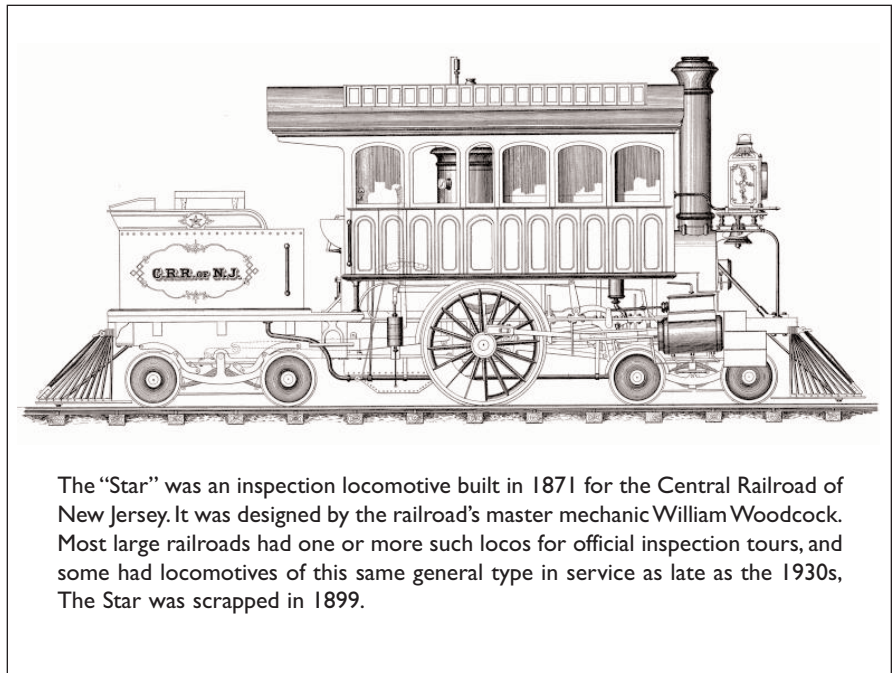


Jim Manley

I hope you've had a fun summer. I know I have. I spent three days with my family at the Disneyland Resort. To make a long story short, on our third day there I got to ride in the cab on the locomotive, E.P. Ripley named after the former AT&SF president. The E.P. Ripley was the locomotive Walt Disney took out for the inaugural run around Disneyland on opening day. Interestingly enough, the engineer I rode with also gave Jim Brown a ride around Disneyland about a month ago and remembered him.

Our annual Ice Cream Social and next business meeting will be held on August 11. Please come prepared to vote on the new edition of bylaws. The proposed bylaws can be found on our website. The changes were proposed to clean up the bylaws making them easier to read. Many thanks to John Draftz, Stephanie Marks and members of the Board of Directors for tackling this project.

Speaking of projects, we need your help desperately. The track crew has been hard at work this summer keeping the track in run-



The "Star" was an inspection locomotive built in 1871 for the Central Railroad of New Jersey. It was designed by the railroad's master mechanic William Woodcock. Most large railroads had one or more such locos for official inspection tours, and some had locomotives of this same general type in service as late as the 1930s. The Star was scrapped in 1899.

The Vice President's Corner



Bill Myers

ning condition. Well, nature decided to throw a curve ball. The monsoon rains have recently washed away quite a few large sections of ballast leaving the track and ties exposed. Your help is needed repairing the damage. Our public run season is rapidly approaching and we need to fix the track. There is usually some-

This last week here has put an extreme burden on all of us here in Phoenix. We have hundreds of feet of track washed out by the summer monsoons. Some washouts are over 50 feet long. Ballast has disappeared leaving rails hanging in the air with missing ties. As of right now, Bobberg and most of Pottsville are in service using caution while our repairs settle in. However,

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one at the park almost everyday who can show you where help is needed. The track crew needs help with ballasting, building and/or installing culverts and other jobs as well. I don't know how else to beg for your help. We need it!

See you on the 11th at 6 p.m. for ice cream!
Jim Manley

The Vice President's Corner

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Werner, Arntchoo, and Far Flung are closed. We have no idea when we will get them back up. We have to install culverts and water diversion areas to protect this from coming again. At least now we know where the trouble spots are!

This is where it gets real simple. If we plan on running in September on any branch but the two we now have open, we need breathing humans to come out and offer help to get us up and running. Otherwise folks, it ain't gonna happen. We need in leveling and realigning rail, replacing ties, building culverts, (thanks to Cliff Fought for a new idea about drainage), raking right-of-ways, serving cookies and tea; anything will be appreciated and welcome.

This is a good spot to put in a safety idea. It is very important to be aware of your surroundings when out running. Watch for any problems in the track or switches. Bob Douglas, Joe Schnyder, Jim Reasoner, Bob Alkire, Jim Zimmerman, Al Ford, and several others have worked all summer on heat kinks and switch throws just to keep up. Much thanks!

Ok, with this in mind, if you have a bell or whistle, please use it to sound a warning for work crew or your little rabbit out feeding in the evening. A bell must be rung when starting movement, when approaching a grade crossing, when entering a tunnel, (oh yea, we are gonna have a tunnel real soon!), passing railroad workers, or any other time or situation that requires a warning signal. A whistle signal is required approaching a grade crossing, or railroad workers near the tracks. two long, one short, and one long is the order of succession. Also, one long and one short is appropriate approaching men and equipment near the tracks.

Joe Schnyder will be holding training sessions for all engineers starting next month. Bring questions for him and listen to his knowledge of over 36 years with the Union Pacific. Train handling, signals and right-of-ways will be covered.

For those of you who have been to Europe all summer, or have just returned from a cruise around the world, we have made a lot of improvements along container row, and we have done some additional improvements. We now have a new transfer table in the west yard to help with all the new containers that have been arriving. New switches, new track, and new buildings have sprouted up from out of the blue. Our rabbit population must be to blame. I want to thank everyone for the immense effort taken by all who have just moved in. Nice job.

OK, last thing on the board; critters. We are seeing a lot of snakes, and scorpions lately. Must be the weather or global warming. Anyway, (your gonna like this) "kick before you pick." Catchy huh? Before picking up anything from a piece of paper, sticks, rocks, rail, anything, make sure something isn't already living there. You are really in for a surprise if you have never had a scorpion bite you. Linda put one in our bed one night and it got me. Accident? Maybe, but it hurt like heck. Long story, ask her sometime. We have a multitude of spiders too. Might be a good time to spray the inside of your "can" for bugs. Please keep the outside of your area clear of "stuff." You know, all the "stuff" you don't really need, but don't really want to toss!

Let's have a great winter. I am looking forward to long-sleeve shirts!

Remember, we are all in this together. We're pullin' for ya,

Bill Myers

Treasurer's Notes



Bob Douglas

Construction continues on the Adobe Western Railroad even during the dog days of summer. Five new residents (containers) have arrived. The Far Flung Division now reaches Moore Turn and Wesley Wye. Track work is progressing at Peter Pass and Jim-Zim.

The annual monsoon rains have washed out many portions of the track. thanks to the effort of "The Ballast Boys' Pottsville and Bobberg sub-divisions are back in service. The others are expected to be repaired in a few weeks.

MLS extends a warm welcome to those who have joined recently. They are:

Thomas and Jennifer Trias
Aidan and Moira Trias
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4002 W. Avenida del Sol
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Terry and Pat Liesegang
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Glendale AZ 85308
623-582-1472

Sara Brown
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Do you have photos, drawings or a story you'd like to share?

Then send them to *Stack Talk*. We're always on the lookout for material our readers will enjoy.

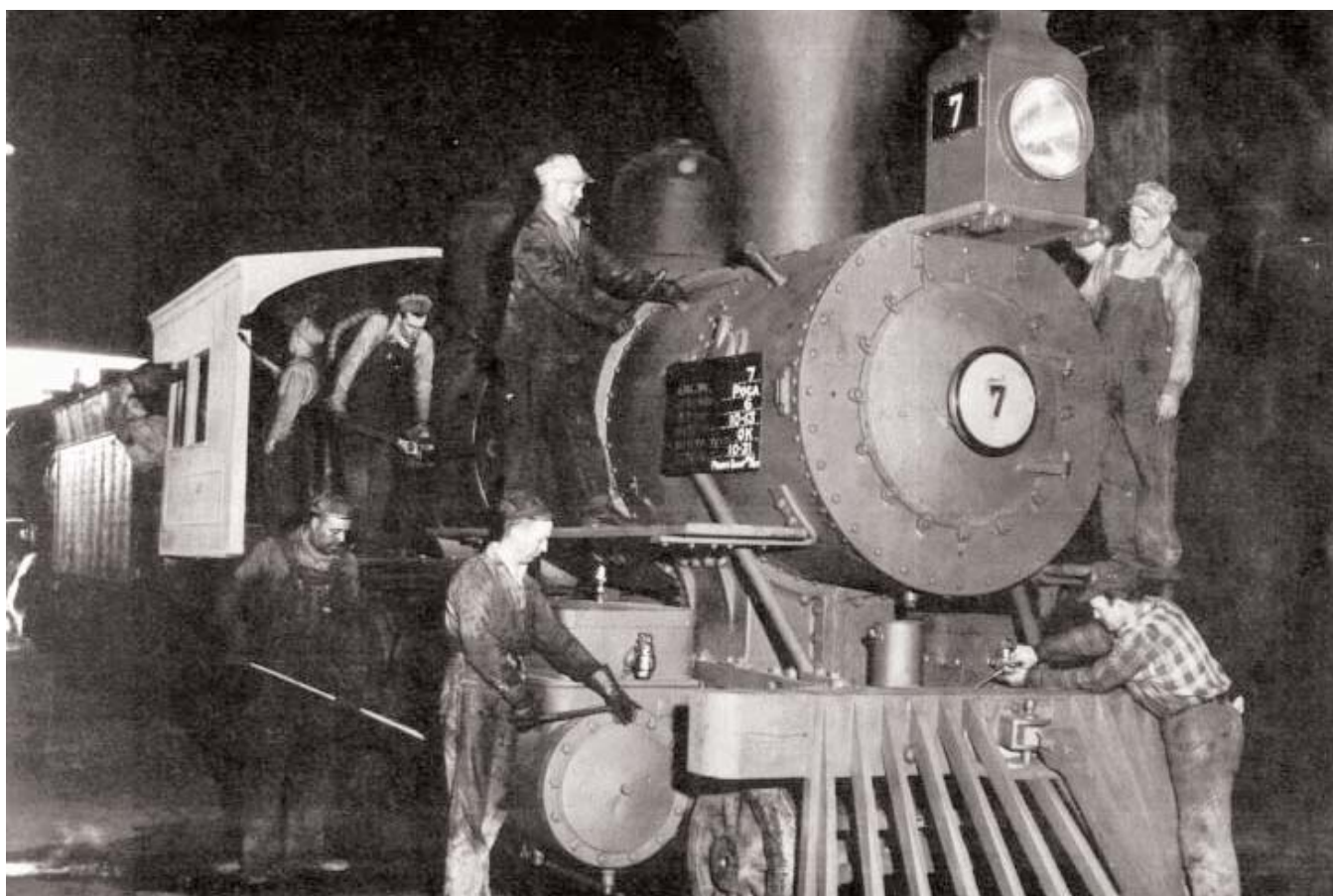
Our readers are not limited to Maricopa Live Steamers members; people all over the world download *Stack Talk* every month. An

analysis of our web page statistics proves it.

We'd especially like articles describing how you solved a tricky locomotive construction problem or how you fabricated parts of your rolling stock, or photos of things of which you are

particularly proud. We know the articles are out there. Some appear from time to time on our web site, but for some reason they aren't submitted to this publication. You can simply email your story and photos or drawings to cmdowns@cox.net.

Could a shop actually be this busy?



This 2-8-0 Class G-1 No. 7 BLW I-1897 C/N 15153 had an interesting history. It commenced operations as No. 353, and was then renumbered 201 in July, 1906. It was sold to the Virginia Carolina Railroad in May, 1917 where it was renumbered 7. When the N&W acquired the VC in January, 1920, it returned to the N&W, and the No. 7 was retained. To celebrate the Centennial of the arrival of the Virginia & Tennessee in Roanoke on November 1, 1852, No. 7 was decorated to simulate a locomotive of the 1850 era, with a false stack, a simulated oil headlight and a wooden cowcatcher with a long pointed end. In those days, the right-of-way was not fenced in and the purpose of the long cowcatcher was to throw livestock from the track when hit by moving trains, rather than have them roll under the locomotive and train, causing derailments. The scene is the Roanoke Shop in October, 1952, as evidenced by the shop schedule data on the side of the smokebox.

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We welcome your comments,
suggestions and submissions.

MLS CALENDAR

Saturday, August 11

- 6 p.m. membership meeting and Annual Ice Cream Social