



# STACK TALK

December 2006

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



*Perry McCully*

**T**HIS IS THE LAST TIME I get to beg for help from you. As you know it's the Christmas season. How time flies when you're having fun. The toy drive is on the 9th and 10th of December and the Christmas potluck dinner is Saturday evening, December 9th, at 6 p.m. We need your help with all that is going on that weekend pulling the public from noon to 5 p.m. We always have a good time eating great food and telling stories. Mike Russell and a whole bunch of elves did a great job decorating Ford Station. Thank you, thank you, thank you!

### Operational Meet News

The club is still looking for cars to use for the operational meet in January. Please come forth and help the club have a good time. We have people coming from Texas and California for this meet and don't want to run out of cars. We promise to take care of them. If you plan on running on Friday or Saturday, the 19 and 20th of January, and did not sign up for the operational meet you won't be able to run. The track will be closed to everyone on those two days.

### Good News Bad News

I have some good news and some bad news. The good news is Jim Theobald is at home recovering from



SP MW209 plows while MW 221 pushes at Yuba Pass, Nevada, in April 1982..

heart surgery. He is doing very well. Cliff Fought has added to the railroad car inventory. This car will carry assembled track panels. The car can be expanded to 22 feet in length or be as short as nine feet.

The bad news is that Gene Johnson passed away Sunday, November 26. He and his wife Sandra laid all the brick at the entrance of Adobe Station. Cliff Fought suggested we name the walkway Johnson Way. I think this is a very good idea. Sandra and your family, we send our deepest sympathies.

### Laying Track

Bob Douglas is laying track for the Far-Flung branch all by himself. Shouldn't we all feel bad that he is out there with no help? This is your track. Come out and help put it together.

### Election

The election is over. I'm out and Jim Manley is in as president. Our new vice president is Bill Myers. Stephanie

Marks is our secretary and Bob Douglas remains as treasurer. Cliff Fought, Ken Bain, Pieter Pennarts and I make up the board along with the superintendents and chief boiler inspector, Bill Pardee. I think this group of people will keep this club on track and do the very best for this club.

### Merry Christmas

The board and I wish you a very Merry Christmas and a safe, healthy and happy New Year.

*Perry McCully*

## MLS CALENDAR

Saturday, December 9th:

- 9 a.m. board meeting
- 10 a.m. membership meeting.
- 6 p.m. Annual Christmas Party

Saturday and Sunday,  
December 9th and 10th,

- Annual Toy Drive

## Adobe Update



Adobe Al

SEVERAL MEMBERS OF OUR CLUB have asked me to explain to everyone the meaning of the terms “Eastbound” and “Westbound” as they apply to the Adobe Western Railroad. Four years ago I wrote an article about this phenomenon but Master Switchbuilder Bill Lowe has threatened to stop fabricating turnouts unless I alleviate the mass confusion that seems to exist in some of the newer members minds.

A few of the real railroads i.e. Illinois Central and the Atlantic Coastline had north and south timetables, but the vast majority of the other roads ran east and west. Now this could be a little confusing because it really didn't matter which actual direction you were going, you were always only going either eastbound or westbound. Take for instance, the Southern Pacific. It ran east and west through Texas, New Mexico and Arizona. Then when it got into California it headed north and south. However, you would never see north or south on their timetables, only Eastbound and Westbound.

Moving right along, some of the railroads in the east would start in a large city and run out of town towards the west. There you would be going westbound (and outbound) or eastbound (and inbound). You could not be going westbound and inbound or eastbound and outbound at the same time. Got it so far?

Now, lets take out a long freight

on the Adobe Western. Rule No.1 is that all trains leaving Adobe City are westbound and all trains moving toward Adobe City are eastbound. Now as our train moves out of the Adobe City yard we pass the tower moving westbound and lo and behold, we really are going towards the west. This doesn't last too long however because we enter the Pottsville subdivision and soon are approaching Perryview. Now our train is facing the east, but remember, we are still running westbound.

To make this whole thing even more clear lets talk about the strange expression of directions in our language. As a youngster I remember people saying that they were going to travel “up north” or down south”. Nobody ever went down west or up east. In Pennsylvania I lived on the side of a small hill. To go up north we had to travel down the hill. Were we going up or were we going down. Actually we were going up and down. Next, I had to get in the car to go out of town. Was I in or out? When I think about it I guess you could say I was in and out going up and down. Also, the people would say that they were going all around town. Now that's not what they meant. What they meant was that they were going many places all within the town but certainly not around it. Now I ask you, in what direction would you be going if you were going up and down, in and out, and all around?

OK, Let's get back to our pretend train. We are now heading through Massey (I think). The train is speeding towards the north even though remember we are still going westbound. Soon we swing around a right-hand curve and pass across the Rattlesnake cutoff switch. At this point the engine is on Lowe Bridge heading south but now it's eastbound. The guy in the caboose is still rolling towards the north and going westbound.

Now here come the part that may be a little confusing and hard to understand. There is a box car passing over the cutoff turnout. The back of the car is rolling towards the east while going westbound headed up for the northeast corner of inside Pottsville and the front of the car is careening madly eastbound to the down south heading towards outside West Pottsville. I hope this explains all of the “directions” terminology you may encounter on our railroad and remember this one thing, whenever you arrive someplace, no matter where you came from, you can always be 100% sure that you are positively there.

Thank you,

Al Ford

Construction Superintendent

## Thanks go to Christmas decorators

WE HAD A GREAT TURN-OUT for the Christmas decorating party on Friday, November 24th. Special thanks go to:

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; Betty Moore for assistance in the interior decor and clean up; Jim Manley for outside lighting and display on the east wall of Ford Station; John Draftz, and Dave and 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. We invite all members and guests to come and enjoy the Christmas pot-luck party on December 9th at 6 p.m.

Mike Russell

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