



STACKTALK



NEWSLETTER OF THE ADOBE WESTERN RAILROAD
OPERATED BY THE MARICOPA LIVE STEAMERS RAILROAD HERITAGE PRESERVATION SOCIETY

Volume # 31 Issue # 2

February, 2004

WERNER BRANCH EXPANDS



The Werner Branch will be expanded by an additional 4,000 feet. This will bring the total trackage to over 8,000 feet.

The first siding will be Cobb Canyon. Cobb Canyon is named after Member Bill Cobb. Bill Donated several hundred feet of rail to get the project going.

The next siding going railroad West is Little Bug.

Reynolds is the third siding. Reynolds is named after longtime member Larry Reynolds.

The branch then makes a balloon to create the Western most town of Rossows Roost. Rossows Roost is named after the Rossow Family who are also members.

There is a short spur before Little Bug that goes to the famous Hurst Mines in the Hurst Hills. The Hurst Hills are named after one of our past Presidents Greg Hurst.

Bill Pardee and Paul Arnt have almost finished the final grading. Bill Lowe, Bill Osband, Bob Douglas, Jim Thiebold and

Jim Brown have made over 1,000 feet of track Panels. Al Ford, Mort Wilson, Nate Wilkens and Jim Brown have completed the East Switch for Cobb Canyon.

The track gang headed by Robbie Diehl will be connecting the panels as soon as Bill and Paul complete the final grading.

Special Thanks to Phil and Jackie Werner and Bill Osband for donating the Funds to make this all Possible.



**FROM THE
SUPERINTENDENT
AL FORD**

The New Brakeman

One train ran into another one on the Harlem Division a couple of years back, and there wasn't much damage- just a shaking up of the cars. In the investigation the following morning the new rear brakeman of the first train was asked if he had thrown off any fuses in the fog-it happened to be a foggy night. The brakeman testified,"yes." Later on in the hall the conductor said to him, "Hey, Bill, I looked back and I did not see any red fuses. I did not see any light." The brakeman said, "WHAT! Are you supposed to light them?"

Years ago on the Knox & Lincoln, the little wood burner was having a hard time dragging the freight up Warren Hill. When at last she got 'em over, the engineers sighed: "I was afraid she'd stall and they'd run back with us."

"Nothing to worry about," the new brakeman assured him. "I went back and set all the brakes."

Adobe City is expanding at an astounding rate. A new Precious Ore Assay Office is about to open on Railroad Avenue. The proprietor, Wayit Wright, has announced he will appraise gold, silver, copper or other ores at a reasonable price. Please call for appointment. A new road is being surveyed between downtown and the Adobe Western Interlocking Tower on the southwest side of the city. The new road has tentatively been named Vendor Lane and already has seven merchants who have purchased lots and are about to start construction of their businesses. Rumor has it that one of the lots will be the site of a new church (which is something this town sorely needs).

The nearby town of Fisher has seen the beginning of a new very large building that will house a wholesale hardware warehouse and 4 or 5 small shops. Also in Fisher a huge grain silo is planned and I will pass along more details on this project as well as information on the warehouse as it becomes known to me. I understand both areas will have several spurs from the Adobe Western Main Line and will produce much needed revenue for the railroad.

A new battery has been provided for the electric powered turnouts on the Clifford Cutoff and they are again working from the engineer-activated push buttons at both Perryview and East Dirtwater. Let me know if you experience any trouble.

A turnout building-learning seminar was held last week at the Adobe City Switch barn. In attendance were Mort Wilson, Bill Lowe, Jim Brown, Bill Osband and Nate Wilkins. With this dedicated gang of new switch builders the turnouts should start flying out of the Switch barn at an ever-increasing rate.

M.L.S. along with A.M.R.S. and Saguaro Central are about to increase the parking area substantially. This will certainly make a big difference in our traffic handling ability and increase the number of parking spots available at our meets. Speaking of the meets, it would be wonderful if someone would step forward and volunteer to be the coordinator of the upcoming Spring Meet. The meet will be great fun but it does require a lot of people to donate time to the many jobs that need to be done to insure a successful and satisfying time for all. Please, contact the President and volunteer in any way that you can to insure a successful spring meet.

Railroad lingo a language of its own

A brakeman took his conductor to the doctor with a nasty cut on the forehead. While the doctor was stitching the wound the nurse was filing out the report. When she asked the brakeman how the injury had occurred, this was his reply:

"Well ma'am, it all started when we went to work last night. Me and the brains went to the bull pen to get our dope. That place was so full of snakes that you couldn't stir them. I noticed that they all had mangled hands from Lincoln pin days. One was obviously a lunger, one had a flat wheel and I am pretty sure most of them was boomers working under a flag.

"The ringmaster told us that the Old Man, the detainer and the Master Maniac was all wanting us out of town. He said we was made up in ten, the mud-hop had checked us, the car toads was waiting on us and the crummy would be on when we got there. "He said we was all reefers of bananas except for three peddlers on the

head end. Me and the Big Ox lit our hay burners and headed for the house. Just outside the bull pen the cinder dick told us he would check us for hobos as we left town. When we got to the barn, a nut-splitter and a peckemeck told us that the rivet busters was finished and the hostler had put our hog in the garden.

"When we found the hog, the tal-low-pot had the gun on and was blowin her up. The hogger was greasin' the pig and the head shack was checkin' the possum belly. We gave the hoghead his flimsies and told him we was a hot shot. The stinger bent the rail and gave a high ball.

"The eagle-eye twisted her tail and me and the skipper stepped up on the footboard. When we cleared the switch, the head shack closed the gate and stepped up on the back of the hog. We was going down the ladder and wouldn't you know it, them snakes pulled their goat out in front of us.

"Me and the brains gave a wash out and joined the birds. I landed okay but the con's pant leg caught on the cow-catcher. He tripped over a frog and banged his head on a Zulu in the next alley and cut him right below the brain plate."

With a puzzled look the nurse wrote, "Circus worker hurt while tending animals. Foul play may be involved as something was said about a gun, blowing something up and being chased out of town by a supposed maniac."

The English translation

"Well ma'am, it all started when we went to work last night. Me and the conductor went to the crew office to get our instructions and paperwork. That place was so full of switchmen that you couldn't stir them. I noticed they all had mangled hands from link-and-pin days (before automatic copplers). One obviously had tuberculosis, one walked with a limp and I am pretty sure that most of them were transient railroaders working under an alias.

"The ATM told us that the Superintendent, the dispatcher and the Master Mechanic (now Mechanical Supervisor) were all anxious for our train to leave town. He said our train was made up in ten track, the yard clerk had checked our train, the carmen were waiting on us and the caboose would be on when we got there.

"He said we were all refrigerator cars of bananas except for three cars to be set out en-route on the head end of the train. Me and the conductor lit our kerosene lanterns and headed for the

roundhouse. Just outside the crew office the Special Agent told us that he would check our train for transients as we left town. When we got to the roundhouse, a machinist and an apprentice told us that the boilermakers were finished and the hostler had put our locomotive in one of the auxiliary tracks around the turntable.

When we found the locomotive, the fireman had the water injector filling the boiler and had the blower on in order to build up steam pressure. The Engineer was oiling the locomotive and the head brakeman was checking the toolbox on the locomotive tender. We gave the engineer his train orders and told him our train was a priority train. The head brakeman lined the switch and gave us a proceed signal.

"The engineer opened the throttle and me and the conductor stepped up on the footboard. When we cleared the switch, the head brakeman lined the switch and stepped up on the back of the locomotive. We were going down

the lead and wouldn't you know it, the switchmen pulled their switch engine out in front of us.

"The conductor and I gave a violent stop signal and jumped off of the locomotive. I landed okay but the conductor's pant leg caught on the pilot of the locomotive. He tripped over a frog and banged his head on an immigrant car in the next track and cut his head right below his conductor badge."

MEETING MINUTES

(Extremely condensed version)

By: Stephanie Marks

Edited By: R L Diehl



General Membership Meeting January 10, 2004

Meeting called to order by President Perry McCully.

Ken Bain reported no update on the MLS Insurance premium. We have insurance coverage through April 10, 2004. Still working on other possibilities.

OLD BUSINESS --

Motion by Ken Bain to approve the revisions to the Safety Operating Rules, Section 3 - Equipment, 370 Structures, items 371 through 374. Seconded by Scott Hill. Opened for discussion. Motion carried.

Motion by Rob Diehl to amend item 374 to include: The Long Range Planning Committee will bring all approved planned structures to the general membership for final approval prior to the start of construction. Second by Scott Hill. Opened for Discussion. Motion did not pass.

Motion by Perry McCully to approved the rules for pulling the public as published by the Safety Committee. Seconded by Christina Borders. After a lengthy discussion, the motion was tabled and returned to the Safety Committee for further review. The committee was also asked to include a review for safety rules regarding pregnant women and babies.

NEW BUSINESS --

Cliff Fought discussed an indicator light system that can be used by the conductor to indicate to the engineer when the train needs to stop or start. Additional discussion included conductors having radios and headsets for engineers. Motion by Scott Hill to purchase three sets of the indicator light systems to test on the public engines. Second by Bob Douglas. After a lengthy discussion, the motion was tabled for further review and discussion at the next meeting.

Bob Douglas discussed Track and Signal Maintenance. He said the fund is running low. Motion by Bob Douglas to add \$500 to the Track and Signal Maintenance Fund. Seconded by Scott Hill. Motion carried.

Perry noted that a Ford Car Club will be here on Saturday during the Spring meet. They will be using the parking spaces in front of the containers to display about 20 cars on Saturday only. This will cause some parking restrictions for members, but will not affect the ability to load and unload trains.

Motion by Perry McCully to move the MLS August, 2004 meeting to 6:00 PM, with an ice cream social to follow. Seconded by Bob Douglas. Motion carried.

Perry requested three volunteers for the audit committee. The audit will take place immediately following the February general membership meeting. Volunteers included: Bill Layborne, Larry Rynolds and Bob Alkire.

Motion by Ken Bain to accept the usage of the Copper Basin Camp tractor with the restrictions noted in their offering letter. Seconded by Scott Hill. Opened for discussion. Motion did not pass.

Karen Roderick requested the club donate a train bear as a thank you gift. She will coordinate with BettyAnn McCully. Motion by Ken Bain to adjourn at 11:30 AM. Seconded by Scott Hill. Motion carried.



**FROM THE
TREASURER
BOB DOUGLAS**

Thanks to everyone who paid their 2004 dues. We value every member highly. If you have not paid your dues, please send it to me so you can retain your membership in MLS.

Dues for 2004 are:

- Regular Member \$50.00
- Non-Resident 25.00
- Spouse 5.00
- Junior 5.00

Club Growth

Annual Membership Count

- 1999 131
- 2000 157
- 2001 192
- 2002 269
- 2003 310
- 2004 269 as of Jan. 20th

The 269 members breaks down into the following categories:

- Regular Members 117
- Non-Resident Members 36
- Spouse Members 72
- Junior Members 41
- Honorary Members 3
- Contribution Receipts

Since MLS is a 501(c3) non-profit organization, all contributions are tax deductible. If you desire a receipt for cash or non-monetary contributions for 2003, please call me.

Your contributions have made a significant impact on the growth of the Adobe Western RR and are greatly appreciated by all club officers,

directors
and members.

I can be reached at:

- Home address: Bob Douglas
- 2 West Kathleen Road
- Phoenix AZ 85023
- Telephone: (602) 866-7829
- Cell Phone: (602) 885-2423
- E-mail: rdouglas9@cox.net



**FROM THE
PRESIDENT
PERRY MCCULLY**

January is slipping by and March is fast approaching. Due to very unfortunate circumstances Scott Hill has resigned from the club. We need a new spring meet coordinator. If anyone would like to run the meet please call me at 623-925-1811 and I'll sign you right up. After the Feb. meeting Gary Smith will be giving a class on Operation Life Saver. Please plan to attend this class. It will last 15 or 20 minutes. The club has a new platform in the station. 10 yards of concrete was poured on Jan. 17 and about 150 kids were playing trains and having a good time at the park the same day. A good time was had by all. If someone should have a refrigerator that they want to give away. The club needs one. Please call for pickup.

Perry McCully
623-925-1811
Call between 3pm and 9pm

Contacting Stacktalk Editor

For Questions or comments about Stacktalk please Email Robbie or Amy Diehl at stacktalk@msn.com or call (623) 582-9608.

All Articles may be Emailed here also.

If you have a Email Address and are Receiving the News Letter by US Mail Please Email me your Email Address so we can save money on stamps.

The news Letter is in color when Emailed!!!

Thank You,

Robbie

Coming Events

Sunday, February 1st Operations 12:00 Noon - 5:00 PM	Sunday, February 15th Operations 12:00 Noon - 5:00 PM	Sunday, February 29th Operations 12:00 Noon - 5:00 PM
Saturday, February 7th Work Day 8:00 - 12:00 Noon	Saturday, February 21st Meeting/Work Day 8:00 - 12:00 Noon	Saturday, March 6th Work Day 8:00 - 12:00 Noon
Sunday, February 8th Operations 12:00 Noon - 5:00 PM	Sunday, February 22nd Operations 12:00 Noon - 5:00 PM	Sunday, March 7th Operations 12:00 Noon - 5:00 PM
Saturday, February 14th Meeting/Work Day 8:00 - 12:00 Noon	Saturday, February 28th Work Day 8:00 - 12:00 Noon	SPRING MEET Thursday, March 18 through Sunday, March 21

Sunday Run Volunteers

Sunday January 11th

MIKE NELSON
JOYCE NELSON
CHARLIE DOWNS
KAREN RODERICK
JIM THEBOLD
MORT WILLSON
GARY SMITH
JOE
MARTY SIMMONS
JERRY MOORE
BETTY MOORE
STEPHANIE MARKS
PERRY MCCULLY
CLIFF FOUGHT
PAUL ARNT
AL FORD
ROBBIE DIEHL
AMY DIEHL

Sunday January 18th

MARY JO MCCULLY
BETTY MCCULLY
PERRY MCCULLY
CLIFF FOUGHT
JERRY MOORE
BETTY MOORE
BILL LOWE
BILL OSBAND
JOHN DOYLE
EDWARD WILEKENS
JOHN DRAFTZ
MORT WILSON
GARY SMITH
JIM THEBOLD

Sunday January 25th

STEPHANIE MARKS
AL FORD
IM THEBOLD
MORT WILLSON
GARY SMITH
JOE
MARTY SIMMONS
RICHARD HARRIS
PAUL ARNT
ROBBIE DIEHL

Thank You to all the volunteers for your support.

Please see the station Master when you volunteer so he can write your name down and I will get it in the paper. Sorry if I missed anyone. It wasn't intentional

Robbie Diehl
3138 W Williams Dr.
Phoenix, Az 85027-1616

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Mailing Label