



STACK TALK

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

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January 2006



Paul Moore, a Phoenix firefighter, MLS member and the son of Betty and Jerry Moore in the blue uniform, brought Engine 16 from his fire station to our railroad during the Dec. 10 and 11 Toy Drive. More than 300 toys were contributed by MLS members and visitors.

News from the President



Perry McCully

Happy New Year! I can't help but say how generous the members of this club are. When we need something, members step up to the plate and give. Either cash or their time. We will have a loader in about two weeks. There will be some needed repairs to be done on it. Hopefully in about a month it will be on our club tractor. Thank you so much for helping with acquiring the loader.

If you ordered rail you need to

contact Bob Douglas. The rail has arrived.

The Christmas party was a great success. We had about 75 people come by and sit down to a great Christmas dinner. And the food that came was the best. We had about 300 toys come from our members or from the public. Again, thank you for your participation. It's all about giving to the needy kids of our community.

John Draftz is the Spring Meet coordinator this time around. Please help him. He needs all the help he can get.

In January we have two things happening. The first club meet is on the 14th starting right after our MLS meeting. This is just a fun day for the club members to come out and have fun playing trains. We hope some of our newest members will attend and see us in action. Permission granted to goof off the rest of the day. The other thing is happening on Saturday Jan.21. A very large group of disad-

vantaged kids are coming out for a train ride. It would be nice if all three trains were running that day. Please contact me.

Charles Downs was in the hospital for a quadruple bypass. He is home and back to work. Janet Rossow (Lenny's wife) is in the hospital. She is doing better now and out of intensive care as of today (January 31).

More and more vandalism is happening along Pinnacle Peak road these days. We had a fire that came from Pinnacle Peak road and in the past two weeks we have had people come in and pull up signals along the Bobburg branch. There may be a time in the very near future that we will have to put up a fence along Pinnacle Peak road. It's very disturbing to have to come in the park and fix things that are damaged only to go back and do it again a week later. Just food for thought.

Remember safety is your number one job in the park. ❖

News from the Vice President



Betty Jane Moore

Happy New Year to each and every one of you. We are looking forward to a great year in 2006. We are getting off to a running start with our "Mini-Meet" for members only on Saturday, January 14. Our regularly scheduled general meeting will be at 10 a.m. We will then be cooking hamburgers and hot dogs on the patio for the members. If you want to bring a desert to share, good for you. We'll eat it. We will then run all our trains for the rest of the day. This event takes the place of the January Friends' Night run.

Our Annual Toy Drive, held December 10th and 11th in partnership with the Phoenix Fire Department, was a great success. Our very own member fire fighter and paramedic, Paul Moore, brought out one of Phoenix's newer fire trucks both days. The kids, big and small loved it. We collected more than 300 toys. Thank you Paul and thank you to all of you who brought toys. We will be posting pictures on the web page shortly.

I'm Looking forwarding to seeing you all in two weeks. Remember, the Spring Meet is fast approaching and the work crews need help every Saturday to get ready. Looking forward to seeing you all out there.

Happy rails to you, until we meet again.

Betty Moore

Need the gate combination?

A combination lock has replaced the many locks that adorned our front gate.

Members may obtain the combination from any board member. The number will also appear on your 2006 membership card.

Treasurer's Notes



Bob Douglas

Happy New Year to all railroading lovers. Two-thousand five was another banner year for MLS.

Ford Station was completed with all of the long anticipated creature comforts. Many improvements were made throughout the park. Contributions of heavy equipment made construction much easier. The Fisher Industrial Complex had a massive expansion. Local industries plan to add another half-mile of track in their "Little Corner of the World" during 2006.

One the negative side, we endured four acts of vandalism including a small brush fire. We need to consider increasing security along the park borders.

MLS has entertained hundreds of valley residents this fall thanks to the effort of the station and train crews.

September: 34 trips, 321 passengers. October: 63 trips, 767 passengers. November: 69 trips, 861 passengers. December: 53 trips, 566 passengers

244 members have paid their 2006 dues. The breakdown is 111 regular members, 48 non-resident members, 58 spouses and 27 juniors.

New members are:
David Kampf
3748 W. Mercer Lane
Phoenix AZ 85029
602-978-0951

Jim Reasoner
jreasoner2@cox.net
2502 E. Desert Cove Ave.
Phoenix AZ 85028
602-971-0127

Thank you to all of you who contributed to the development of "The Best Club Railroad Park in the USA"

Bob Douglas

Signals Superintendent Update



Jim Brown

The signal upgrade is coming along fantastically. The tower rewire, (rewiring all electronics and moving them from beneath to into the tower) is completed. The signal system is totally operational. The new signal system on Pottsville is proceeding. The wire has been put in the ground and new signal houses built. Bill Pardee is working on producing the new boards and we hope to have Pottsville totally operational by the end of February. I am looking for help in placing wire at the sidings on the Pottsville branch. We need to pull ballast away and replace the signal mask wires.

The biggest update is the automation of Adobe City. This is coming along well and should be done shortly. The Adobe City signals will be able to be turned on just like the other signals. In the station, engine lead, and bypass track, there is a set of 5 buttons for each. When you are ready to pull out, press the button for where you want to go. The top button is Pottsville, then Bobberg, then Arntchoo, then Werner, and the bottom button will be Far Flung. When you press the button you will be aligned on to the branch of your choice and the signal will turn green. If you are inbound obey the signals also as the computer will bring you in automatically when it clears your route.

As you can see we have made great strides on the upgrades. I will advise when the automatic system is totally operational and will be turned on. I would like to thank everyone on the signal committee who have played big roles in completing all of these projects. They are Bill Pardee, Pete Pennarts, Jim Manely, Al Ford and Jerry Moore (FRED). Many other people have helped and their hard work is appreciated. If you have any questions please ask.

Jim Brown

More toy drive photos

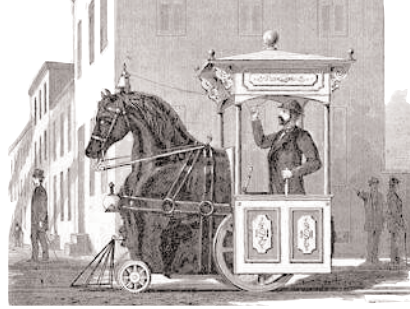


Mathewson's Steam Horse for Street Railways

Scientific American

New York January 22, 1876—Mr. S. R. Mathewson of Gilroy, Santa Clara county, Cal., has recently devised a new motor for street cars, an illustration of which is given herewith. The following description, by the inventor, will explain its operation: "The design is to make a machine resembling a horse in form, so as not to frighten the horses on the streets. To this end the form shown is chosen. The motive power is steam, generated in a tubular boiler of from four to five horse power, located inside of the horse and forward of the cab. This drives a rotary engine of my own patenting, which is geared to the driving shaft of the machine. I also propose the use of gas as fuel, so as to do away with smoke. The steam is condensed in cold water carried in a tank of sufficient capacity on top of the cab. Gas is compressed in suitable tanks to a

pressure of from 80 to 100 lbs. per square inch, and is used as fuel. The boiler is so constructed as to receive a supply of hot air to feed the flame the gases from which, after passing around the boiler, are conducted around the engine to prevent loss by condensation. The water is forced into the boiler from the condensed-



steam chamber. The engine is provided with a brake capable of stopping the apparatus within a space of twenty feet, while under a speed of eight miles per hour."

The inventor points out that the engineer could easily control the

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machine, and also collect fares and perform other duties usually done by conductors. He claims that the cost of running the apparatus will not exceed one dollar per fifteen hours, that it may be very cheaply constructed, and that its use would be productive of a very large saving to street car companies. He also states that the weight of the machine will be from 2,800 to 4,000 lbs., and that it will run at from 4 to 20 miles per hour. A cow catcher is provided, and suitable devices arranged for attaching cars.

A signal bell is fixed above the horse's head; and a lantern in front serves as a head light to give warning of its approach, when the machine is running on dark streets at night.

For further information, address the inventor as above:

(P. O. Box 110), or Levi Doane, Esq.,
San Francisco General Post Office,
San Francisco, Cal.

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We welcome your comments,
suggestions and submissions.

MLS CALENDAR

Saturday, Jan. 14:

Board Meeting, 9 a.m.

Membership Meeting, 10 a.m.

followed by an all-day members-only "Mini-Meet."