



# 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](http://www.maricopalivesteamers.com)

October 2004



## Men of Steel

About a dozen MLS members turned out September 18th and 19th to clean up the storage area north of the town of Adobe. Nearly nine tons of steel and the corpse of a large fanged serpent were recycled. Help is needed early on the morning of October 9th to finish the job.

## News from the President



*Perry McCully*

It's three weeks until the meet and Betty Moore needs your help. Please call her and offer to give her a hand. We have this park. We want it to be successful. But if no one is going to come out and help why do we keep working on this project. We have a tiger by the tail and we can't let go of it. Please come out and do your part and help.

A couple of weeks ago A.R.M.S. and MLS members came out to the park and cleaned up the scrap pile. We junked over 17,000 pounds of steel. I don't know how much other junk we threw out but it was a lot. Two very large containers were full to the top. There is still more junk to be hauled off. I would like to thank you for coming out and helping to

cleanup that mess. Please do not place anything in the scrap area unless you check with Cliff or me.

More transfer table track concrete is being poured October 2nd and 3rd. We need to pour 40 more feet then get back to work on the club house. I can't wait.

According to Betty Moore we are short people on Sunday runs. Please call Betty or email her and volunteer some of your time and help on Sundays. We need people to help run trains and sell our wares.

Lets all come out to the Fall Meet and have a good time together including our out of town guests. There will be lots of good food available. See the meal schedule on page 3.

*Perry McCully*

## Adobe Al



Al Ford

After having been away from the park for over a month due to illness, I returned last week and was certainly pleased to see the phenomenal progress that has been made. The Adobe City Station has now had all of the wooden platforms and snake holes removed and all new concrete platforms have been installed. All of the tracks through the station have been replaced with new rails and treated ties.

The transfer table has been extended 40 feet and forms are in place for another 40 feet and are ready for concrete which we plan to pour Saturday, October 2nd. The clubhouse building is progressing nicely. The club locomotives have been repaired and are in the process of being re-throttled. What a great bunch of hard-working people we have in this organization.

Let me take this opportunity to thank everyone for the cards, letters, e-mails, gifts and well wishes that I received during my illness. I still have difficulty walking and I am restricted in what I can do, but it sure is wonderful to get back out to the park and back into the railroading community.

Yesterday Bob Alkire, Bill Lowe, Jerry Moore, Jim Brown and Bill Pardee practically carried me to an inspection train parked at A.J. Tower. I was brutally manhandled, tied onto a beam car and forced to ride over the entire Werner Sub-Division. They said they wanted to show me how smooth the track was but I suspect that it was punishment for my not being around for the past 5 weeks. Anyway, it certainly was fun.

Now on to something more important. The Adobe City Council has

## Treasurer's Notes



Bob Douglas

October is "Renew Your Membership" month. Please use the 2005 MLS Membership Dues form that was included in last month's Stack Talk and send your check to me. As of September 31, a total of 81 members, spouses and junior members have paid their 2005 dues.

Many Sunday riders were impressed with the Adobe City Station revisions. Once again, thank you to all the members who funded or worked on the concrete platforms, track, PA system and the safety recording.

One new member joined MLS: Ron Bach, 219 N. Gilbert Road, Mesa AZ 85203.

In preparation for the fall meet, the Track Team needs assistance in leveling and ballasting the track. Please identify faulty spots by dropping a blue block near the track. The blue blocks can be found in a bin next to the block wall at Adobe City Station. The Signal Team is making significant progress in repairing the signaling system.

*Bob Douglas*

announced that Mr. Stu Pidity has been hired as President of the soon to be constructed Adobe City Community College. Stu is highly qualified for this position having graduated top of the class from the 4th grade of Miss Ima Longnecker's Nearly Normal School for Teachers in Dirtwater, Az. Mr. Pidity is currently employed as head hole cutter at the Knott Hole Outhouse Manufacturing Company in the nearby town of Fisher. I am sure I speak for all of the residents of Adobe City in welcoming this highly educated, well qualified man to our community.

*Adobe Al*

## Minutes of the September Meeting

Meeting was called to order by President Perry McCully.

Announcements:

- Al Ford is at home recuperating. Please avoid calling his home. Updates will be provided on his progress. He is getting better. Cards are always welcome.
- Approximately 5000 date nails were donated to the club to be sold for donations. Motion by Perry to provide a set to Saguaro Central for the museum. Seconded by Bob Alkire. Motion passed. Will determine at a later date how to proceed with the sale of the nails.
- Cliff obtained a waiver on installing sprinklers in the new building from the fire department. Motion by Perry to send flowers as a thank you, seconded by Karen Roderick. Motion passed.
- Charlie Downs made three CD's with the MLS video. Please view and pass along.
- Bill Pardee is in Florida, helping with the hurricane cleanup.
- Perry thanked everyone for their summer help. Along with a special thank you to Charlie for the 12 News morning broadcast.
- Charlie noted the lift on the transfer table gave way on Friday. Everyone please be careful. Perry and Cliff will work on it.

Minutes of the August meeting were read by Secretary Stephanie Marks. Motion by Charlie Downs to accept, seconded by Jerry Moore. Motion passed with one correction – Cliff Fought agreed to discuss the Adobe Station signage with Saguaro Central.

Treasurer's report was provided by Bob Douglas. Motion to accept by Bob Douglas, seconded by Bill Lowe. Motion passed.

### OLD BUSINESS

Perry noted there is some confusion on the club engines. The 4402 is working with the 4403 cab on it. The 4402 cab is with Bill Pardee. Extra engines are already available for the Sunday run.

A motion was made by Bob Douglas to provide a \$500 advance to Betty Moore for Fall Meet expenses.

*Continued on next page*

## Minutes of the August Meeting

*Continued from page 2*

Seconded by Stephanie Marks. Motion passed.

Bill Lowe will be heading the nominations committee for the 2005 MLS Board Nomination sheets are available for signup.

Fall Meet volunteers are needed. Charlie will be updating the signup sheet on the website for yard master. Volunteers can email Betty Moore.

Betty is working on obtaining vests for the Yard Master and Station Master to wear during the meets. Other members are working on obtaining donations such as soda and water. A separate raffle will be held for the flat car that was donated..

### NEW BUSINESS

Perry provided an update on the tunnel project. Looking at using steel culverts to form the tunnel The cost is \$1100 a piece. This would be less expensive, not require concrete and it can be driven over. Two side by side, 20 feet long. Discussed obtaining additional donations to extend the tunnel to 40 feet. Bob Alkire discussed the difficulties of the excavation process, noting this is a very large project. Many questions were raised, along with discussion on the height clearance Plans will be provided for review.

Public runs start on Sunday. Gary Smith brought up some of the difficulties we've had with the safety speech not being heard due to station noise Charlie and Karen installed additional speakers in the station. Recommendations were made to have the station master start the recording after an incoming train has stopped. Engineers should also wait to start the engine after the recording has ended.

Bill Pardee and Charlie Downs are

## MLS 2004 Fall Meet Schedule

### Thursday, October 14

Concession Tent, Adobe Station, early arrivals . . . . . Noon to 4 p.m.

### Friday, October 15

Continental Breakfast, Front Patio . . . . . 6:30 a.m. to 9 a.m.

Registration, Front Patio . . . . . 9 a.m. to 4 p.m.

Concession Tent, Adobe Station . . . . . 11 a.m. to 4 p.m.

Spaghetti Dinner, Front Patio, \$5 . . . . . 6 p.m.

### Saturday, October 16

Breakfast, Front Patio . . . . . 6:30 a.m. to 9 a.m.

Registration, Front Patio . . . . . 9 a.m. to 4 p.m.

Concession Tent, Adobe Station . . . . . 11 a.m. to 4 p.m.

Lunch, Front Patio, \$6 . . . . . 11:30 a.m. to 1 p.m.

Pot Luck Dinner, Front Patio . . . . . 6 p.m.

(To our out-of-town members: If you cannot bring something, please leave a donation at the Registration Desk so that we may pool the funds and buy extra food.)

### Sunday, October 17

Breakfast, Front Patio . . . . . 6:30 a.m. to 9 a.m.

Concession Tent, Adobe Station . . . . . 11:30 a.m. to 5 p.m.

Lunch, Front Patio, \$6 . . . . . 11:30 a.m. to 1 p.m.

working on installing the GPS units in the club engines If you would like to see how it works, see Charlie on the Second Sunday.

The 4403 is down for maintenance In the process of rebuilding parts. Will talk to Rail Systems to obtain replacements. John Draftz made a motion: During the months of September through May, inclusive, engine 4403 will be restricted to public/party train usage. In the event that engine 4402 goes out of service, engine 4403 will be restricted until such time as engine 4402 can be returned to service. Seconded by Betty Moore, motion passed.

John Draftz made a motion to amend section 8, paragraph 822 MLS Engine use to be changed to read: \$100 one time per person initiation fee (optional) and \$50 per year usage fee (optional) All such funds will be placed in the engine repair/replacement account. Seconded by Jerry Moore . Motion failed a hand vote

Motion by Charlie Downs to adjourn Seconded by Jerry Moore Motion passed.

*Stephanie Marks*

## Why is the 'standard gauge' standard?

As railways developed and expanded one of the key issues to be decided was that of the rail gauge (the distance between the two rails of the track) which should be used. The eventual result was the adoption throughout a large part of the world of a standard gauge allowing inter-connectivity and the inter-operability of trains.

The distance between the inner sides of the rails in this gauge is 1435 mm (4 feet, 8.5 inches). Currently 60 percent of the world's railway lines are built to this gauge. In the UK the stan-

dard gauge was at first 4 feet 8 inches but it was soon widened slightly. In the US, because some early trains were purchased from the UK, parts of the rail system, mainly in the north-east, adopted the same gauge. However, until well into the second half of the 19th century the UK and the US had several different gauges of track. The American gauges slowly converged as the advantages of equipment interchange became more and more apparent; the destruction of much of the South's broad gauge system in the

American Civil War hastened this trend.

There is no good reason for this particular gauge to have become the standard, other than perhaps it was more widespread than any other. In fact, many engineers have considered it less than ideal. A smaller gauge offers cheaper construction but at the cost of restricted speeds owing to reduced stability. Broader gauges are more stable at speed and allow larger, wider, heavier loads. In the UK, a

*Continued on next page*

## Standard gauge

*Continued from page 3*

Royal Commission in 1845 reported in favor of the 4 ft, 8.5 in gauge on the grounds that its network was eight times larger than that of the rival 7-foot, 1/4-inch (2140 mm) gauge adopted principally by the Great Western Railway. The subsequent Gauge Act of 1846 ruled that new railways should be built at 4 feet, 8.5 inches, but nevertheless allowed the broad gauge companies to continue expanding their networks. After an intervening period of mixed-gauge operation (tracks were laid with three running-rails), the Great Western finally converted all of its network to the standard gauge in 1892.

*Courtesy of Nodeworks Encyclopedia*

## Werner crossover at Arntchoo will be closed during Fall Meet

**B**ecause the Werner Branch signal system is not yet fully functional, trains departing Adobe Station on the Werner Branch during the Fall Meet must return from Arntchoo directly and not cross into the new Werner extension. Trains departing Adobe toward Arntchoo may use the new Werner extension, but must return via Arntchoo. Do not cross onto the original Werner Branch. Of course, trains departing Adobe toward Arntchoo may proceed to Fort Whereami then return via Arntchoo.

Confusing? If you have any questions, contact the Fall Meet station master or the dispatcher.

## Stack Talk—October 2004 Help is needed Oct. 9 for scrap yard cleanup and signal wiring

**A**lthough much was accomplished in the cleanup of the scrap yard last month, there's still work to do. Cliff Fought has asked for help early on Saturday, October 9, before (and perhaps after) the monthly business meeting.

Jim Brown asked for help last weekend in laying conduit and pulling wire for the Bobberg and Pottsville signal system. Two people showed up. He is asking for help again on Saturday, October 9. It's not hard work. Having the signal system working for the Fall Meet is vitally important, don't you think? Please give Jim a hand.

**BUSINESS MEETING TIME CHANGE**  
The next MLS business meeting  
will be held October 9th at 10 a.m.