



STACK TALK

October 2006

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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News from the President



Perry McCully

The fall meet...IT'S HERE. Please come out help and have FUN.

There has been a lot of work going on in the park. Ten to 15 people have done most of it. Ballasting and cleaning up are our biggest jobs. Come out and help.

Elections are coming. Get your name on the ballot now or forever hold your peace. Nominations will end at the end of the day of the October meeting. The election will be held at the November 11 meeting. Make your vote count by being at the meeting.

We are pulling the public again and we still need people to run the trains. John Draftz has called just about everyone in the phone roster. If you have not been contacted please call John and volunteer some time. It is a lot of fun giving the kids (big and small) a train ride.

The club has received several thousand board feet of lumber. Al Ford is in charge of the lumber. This lumber is for club use. If you have a club project that needs lumber contact Al Ford. This lumber is not to be used to cover your container.

Sahuaro Central needs our help. They have been working very hard on a museum in Pottsville. We need to take the public by train to the museum. Please ask



For Rent: Used Alco 2-8-0

\$390 per hour (coal and water included)

Written engineer's exam required

Details on page 3

the public if they would like to see the museum after the safety speech. The stationmaster needs to make sure that the museum is open first.

Sahuaro Central is holding their swap meet on Oct 28. Come out and support Sahuaro Central. They need your help also.

I'm sorry to report that Dave Harnish's wife passed away this last month. Also, Ray Massey passed away last month in St. Louis. The club and I extend our deepest sympathy to Dave, Audrey and their families.

I will be at my daughters wedding on the 14th so Betty Moore will be in charge of the meeting.

Perry McCully

News from the Vice President



Betty Jane Moore

The 2006 Fall Meet is almost upon us, October 19, 20, 21, and 22. I am counting on all of you

From the Vice President

Continued from page 1

to volunteer a few hours for the meet. Please call or email me and let me know what you would like to do and when you will be available. I still need yard masters and help with the concessions, which will be in the club house again for this meet.

I have set up a table in the club house, on the west wall where you can place your donations for the Saturday night raffle. Everything is welcome. This is one of the main attractions for the meet and we all look forward to winning something. So lets donate a lot of items for the raffle. We also will need deserts for the Friday night spaghetti dinner and lots of food for the Saturday night pot luck. Breakfasts and lunches are taken care of. The registrations are coming in daily. Members should also register. We prepare the name badges from the registration list. It is going to be a great time for all of us.

Those of you who know me personally know that it is very hard to render me speechless. However, that is just what I was when I first saw the awesome banner for our Annual Toy Drive with the United Phoenix Firefighters. Our newest member, Bob Brackett, of Desert Decals, donated this banner. We will be able to use it for many years to come. Stop by Adobe Station and take a look and when you see Bob be sure to thank him. On behalf of all of us and the firefighters and most of all the children, thank you Bob.

For the rest of us, please be prepared to donate toys and bikes on the weekend of December 9 and 10. We also need volunteers to pull the public and just be there from noon to 5 p.m. on both days. The fire trucks and our very own Phoenix firefighter-paramedic, Paul Moore, will be in attendance on both days. We are counting on you to help. It will be a fun time for all.

Keep is safe out there. Big kids (that's us) having fun, helping each other, and keeping the smiles on little kids' faces.

Happy rails to you, until we meet again.

Betty Moore

Treasurer's Notes



Bob Douglas

October is "Renew Your Membership" month. Membership dues are beginning to pour in. Last year your membership dues paid for only 80 percent of MLS's fixed operating and maintenance costs. All park improvements and railroad expansion projects are being funded solely by public and member contributions.

Please use the 2007 MLS Membership Dues form that is included on page 5 of this month's *Stack Talk* and, if possible, include a contribution to support your favorite project. Please send your check to me as early as possible.

Various members got an early start on getting the park ready for the Fall Meet. The "Ballast Boys", Bill Myers, Joe Schnyder, Jim Reasoner, Frank Behrle, Bob Alkire, and Bill Osband have not only donated 250 tons of ballast but also spread the ballast on five miles of track during the dog days of summer. Their goal is to ballast the entire ten miles of track. Visitors from Utah and Alaska have also joined in on the fun and hard work.

Its people like these who make MLS a great club.

Public train ride season started again on the Sunday after Labor Day. During the month, MLS train crews made 31 trips carrying 461 passengers.

The public rail fans appreciate the effort of the dedicated station and train crews. Ridership is expected to increase as the weather gets cooler.

MLS welcomes the following new members:

Tim and Debbie Hughes
 thughes1111@msn.com
 2991 E. Shasta Lane
 Vail AZ 85641
 520-762-9064

Bob Douglas

The Secretary's Station

Hello Train Buffs, Maricopa Live Steamers would like to welcome you to a new monthly feature of our newsletter, *The Secretary's Station*. My name is Chris Borders and writing is not my career, so hang on and have a seat, here is what has been happening at our meetings in August and September.

The reading of the minutes and treasurer's reports are completely intriguing but I won't bore you with that. Here in no particular order are the exciting items.

- We have approximately 9 miles of track on the ground and we just purchased 20,000 feet more! Yes, we are continually expanding our railroad.
 - Club members have worked their tails off this summer ballasting 100 tons on our railroad. Must have a good foundation for the rails.
 - We have a new lease on our 150 acres and will be here for many years to come. God willing and the creek don't rise. (Good thing the creek doesn't rise too often in Arizona.)
 - We provide free train rides to the public on Sunday's from Noon to 5pm from September to May 31.
 - The yearly election is coming up soon! Make your nominations ASAP!
 - Our website is getting 400 hits a day!
 - Exciting News: We are having our first Operational Meet January 17-19, 2007. Sign up on our website to participate.
 - The Ice Cream Social after our August meeting was a Sweet Success! Fun was had by all!
 - Our Fall Meet is Thursday, October 19, to Sunday, October 22. Sign up on our website to participate.
 - We are now working on our west yard at the railroad. It is coming along.
 - The Toy Drive is December 9 and 10, 2006. Bring a toy for the children and take a ride on the train.
 - Annual Safety Training Meeting was held directly following the August meeting.
 - The Far Flung Flats branch has begun! Yes, more rail to ride on., It is exciting to see us grow so come and join us!
 - Dues were due on October 1, 2006.
 - Our club engines and riding cars are inspected on a regular schedule and all have been inspected and are ready for public runs.
- Thank you to all who have donated to our railroad!

Chris Borders

At The Throttle Getting steamed up over steam

Reprinted with permission from elynews.com, the website of the Ely Times, Ely, Nevada.

By Jerry Cesak

I fell in love when I was six years old. Not a preteen crush or puppy love, it was serious. My father introduced us and forty-nine years later, the love affair is more passionate than ever.

"Jerry, wake up", my dad whispered. It was a morning in August, 1957. My parents, my sister and I were visiting our grandparents in Winnipeg, Canada.

"Get up and get dressed. We're going to see magic."

The conspiratorial nature of my dad and me sneaking out of the house before dawn was magic in itself; I was dressed and in the kitchen in under thirty seconds.

I trembled with excitement and curiosity. "Where are we going?" "What are we doing?" "What kind of magic?"

"You'll know as soon as we get there", he smiled. And then he said something I clearly remember five decades later: "Pay attention and remember today forever. Because what we will see and do is going away soon and it's never coming back".

A short time later I stood next to him, holding his hand, overwhelmed by the sight and sounds of the biggest thing I'd been close to in my entire life. Her massive body blocked the sun, colossal and black with arms of silver and white-walled wheels. Her perfume was that of hot oil and lusty coal smoke. She spoke to me in hisses and chuffs and I felt the earth under my shoes vibrate as she breathed.

My father had arranged a day for us riding a CP steam locomotive around the Winnipeg freight yards. My love affair had begun. I felt my father's hands under my arms as he lifted me up until I could peek into the cab. Then the fireman's hands replaced my dad's and I was standing on the deck of the back-head. This was the steaming cauldron where the magic was created.

Most of the wonders of that day remain with me: The hiss of the firebox doors opening and the great fist of heat that pummeled me before they slammed shut. Sitting in the fireman's seat, my dad holding my belt as I leaned out the window to see the drivers turning. The whoosh of compressed air when the brakes were released. My dad holding me up to reach the whistle cord. The scrape of the shovel on the deck as it slid under coal in the tender. My dad and the engineer having discussions both physical and mechanical that I couldn't

The closest steam power to our Maryland home was in Strasburg, Pennsylvania. My dad and I made many trips there. In later years I visited Baltimore's B&O Museum, The Empire State Railway Museum in New York and the Wilmington and Western in Delaware. I rode behind steam whenever and where ever I could. I set up my cameras for the run-bys, and strained my neck muscles on the platform trying to see into the cab. But I was never again allowed to ride up where the magic was conjured; never even invited up.



Three locos from the Nevada Northern Railroad's stable. From left, No. 105, an Alco RSA-2 diesel, No. 93, the Alco 2-8-0 described in this article, and No.40, a Baldwin 4-6-0 built in 1910. Both steamers are available through the railroad's Student Engineer Rental Program.

comprehend.

I'm sure that I asked a million questions and my father answered them all. He was a patent attorney by trade and a mechanical genius by nature. When he couldn't afford to buy a car, he built one from spare parts that he'd bought at a junk yard. For my tenth birthday, he used a twelve volt battery, grain-of-wheat bulbs and a logic circuit he designed to build me a computer that played tic-tac-toe. If I have one shining memory of my father, it is this: I never asked him a question to which he replied, "I don't know."

For several hours on that most memorable of days nearly five decades ago, we rode in the cab of the engine as it switched cars and made up trains. My father had been right about the magic.

I spent the next forty-eight years of my life fascinated with trains, particularly obsessed with steam and fixated on the dream of being in the cab of a working locomotive again.

At places like Steamtown in Scranton, I climbed into cabs of static displays. But being on the footplate of a static display is like taking a shower with a raincoat on.

And then it happened. I saw an advertisement in *Classic Trains* magazine: The words that stopped my heart: "Your hand on the throttle." The ad was for the Nevada Northern Railway. Did they really have steam there? Could you go for a cab ride? Did the words "Your hand on the throttle" mean you could operate a steam locomotive? I raced to my computer and got on the NNRW website. Yes, yes and yes! Just before I passed out I remember reaffirming my belief in a God.

Fast-forward to my arrival on a Friday afternoon at the East Ely depot. I'd flown to Las Vegas from San Diego and rented a car for the 250 mile drive northeast to Ely, a small town nestled a mile in the air within spectacular high desert scenery.

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My engine rental was scheduled for the next morning but I wanted to take the prerequisite written exam so that I could be in the engine house as early as possible the next day. I was greeted warmly by the wonderful Joan Bassett, NNRy museum curator. Based on material previously sent to me by the railroad, I aced the test, then signed waivers and was further welcomed by the remarkable Mark Bassett, the affable and tireless Executive Director of the NNRy.

As I was leaving for my hotel, I asked Mark how early I could come back in the morning. He told me the hostlers reported at 4 am. and I was welcome then, but “they’ve got a fire lit off in your engine right now if you want to take a look”. Someday I’ll ask Mark if I left a trail of smoke behind me when I tore out of his office at just under the speed of sound, heading for the engine house.

To enter the NNRy engine house, you must first pass through the massive machine shop. I opened the shop door and stopped short at the sight of the NNRy #40, a stunning, high stepping Baldwin 4-6-0 built in 1910. She was undergoing repairs in the shop.

“Hi. Come on in,” I heard from somewhere among the behemoth machinery. It was Dave Griner, the Chief Mechanical Officer. As excited as I was—being a “renter” at this expansive operation was a bit intimidating—Dave’s friendliness assured me that everyone at the NNRy would be just as nice. “Go through the sliding door straight ahead”, he invited.

I heard her before I saw her: from beyond the door to the engine house came the whoosh of her blower. I slid the door aside, entered the engine house and there she was, sitting impatiently on track 2—the NNRy’s magnificent No. 93. Massive. Black. Shiny. Alive. A column of gray smoke climbed from her stack into the smoke hood in the ceiling.

The glare of the vapor lights caught the gleam of her rods and lit the small tendrils of steam escaping from beneath her cylinder casings. The perfume of steam, hot oil and coal smoke cloaked me as I stood

in awe in that doorway. It seemed impossible that tomorrow morning, my hand would ease her throttle back and all 200,000 pounds of her would glide forward under my control.

I walked over to her and began my tour of this splendid 2-8-0 Consolidation, built by the American Locomotive Company in 1909. I slowly passed down her left side, around her tender and back to the front, marveling at the mechanism—gleaming connecting rods, black pipes and tubing racing along her boiler, the orange glow pulsing from the air intake below her fire-

About Alco No. 93

The locomotive was built by Alco Pittsburgh works in 1909 and sold to the American Smelters Securities Co. (a Guggenheim entity) for operation on the Nevada Northern Railway ore route.

It was subsequently sold to Nevada Consolidated Copper (Nevada Con) on September 1, 1920 when Nevada Con assumed operation of the ore line. The ore line trackage remained the property of the Nevada Northern Railway and they provided the management for operations by Nevada Con train crews.

In 1961, after dieselization of the fleet had been accomplished for some time, Kennecott Copper Co. donated No. 93 to the White Pine Public Museum. It was subsequently restored to operating condition by volunteers and currently runs tourist excursions at the Nevada Northern Railway Museum.

Most recently, it was part of the Olympic Steam Team operating in Heber Valley, Utah during the 2002 Winter Games.

box.

The engine house was quiet and her hostler was not in evidence, so a visit to the cab seemed inappropriate. Time to head for the hotel and a night of no sleep.

Before I left, I put both my hands on her cylinder casing and closed my eyes. I listened to the rush from her stack, the clinks and pops in her firebox. I smelled the sweet, hot fragrance of steam and smoke. I felt her slight, eager vibrations in my fingers and hands. And for perhaps thirty seconds I stood there, my senses soaking up the soul of the machine. Magic!

During dinner that night at the hotel, I reflected upon what I knew about the magnificent Nevada Northern Railway:

In 1983, the railroad discontinued operations with the closing of the area copper mines. Remarkably, the owners of the Nevada Northern gave everything, and I mean all of it, to the White Pine Historical Railroad Foundation which was organized to receive, administer, and develop an operating railroad museum.

The “gift” included 56 acres containing more than 70 buildings and structures, steam locomotives, diesel engines, and over 50 freight cars. In addition to the yard and shops, the museum owns 30 miles of railroad track.

It is a truly remarkable place, unlike any other on earth. William L. Withuhn, Curator, History of Technology & Transportation at the Smithsonian Institution, said, “Among all railroad historic sites anywhere in North America, the Nevada Northern Railway complex at East Ely is—no question in my mind—the most complete, most authentic, and best cared-for, bar none. It’s a living American treasure and a stand-out one.”

Even assisted by Ambien, sleep that night was as hard to catch as a wisp of steam. At 4:15 I got up, dressed, then had a quick breakfast

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The following is found at the Nevada Northern Railway web site at www.nevadanorthernrailway.net/ We suggest you visit the site for additional information about rental costs and other requirements.

“Experience the Nevada Northern Railway behind the throttle of our 1909 ALCO (Pittsburgh Works) 2-8-0 or our 1910 Baldwin 4-6-0 steam locomotive (newly restored in 2005) operating the same route used since the early 1900s. Also available for rentals are two diesel-electric locomotives: a 1956 EMD SD-9 and our 1950 ALCO RS-3. The program includes an instruction period from a certified engineer of the Nevada Northern Railway Museum. After your instruction, you will be able to operate the steam locomotive or the diesel under the supervision of the instructor engineer. “This program is designed as an educational experience with a real ‘hands-on’ opportunity for rail enthusiasts.

“A written test will be conducted on the important and basic rules for the operation of a steam or diesel locomotive.”



2007 MLS Membership Renewal Form

Please complete this application
and mail it with your check to:
Maricopa Live Steamers
Attn: Bob Douglas
2 West Kathleen Road
Phoenix AZ 85023-3649

If you fail to pay by December 31, 2006, your membership will be terminated.

Your annual dues pays for club operation and facility maintenance only. All club improvements and railroad expansion are supported by public and club member contributions, which are tax-deductible. The major projects for this year are West Yard Transfer Table, West Yard Turntable and Far Flung Flats Subdivision. Your generous support is greatly appreciated

- Regular Membership: \$75
- Non-resident Membership: \$30
- Spousal Membership (List Name Below). \$10
- Junior Membership under 18 years (List Names Below). \$10
- Club Locomotive Use Fee (First Year): \$100
- Initiation Fee New Members only: \$50
- Additional Contribution to Support Club Projects _____
- West Yard Transfer Table _____
- West Yard Turntable _____
- Far Flung Flats Subdivision . _____
- Other-please describe _____
- TOTAL PAYMENT _____

The following information will be used to produce a membership roster.
It is not made public and is distributed only to MLS members.

Member Name _____

Spouse's Name _____

Junior Member Names _____

Is the information in the 2006 Roster Correct? _____ YES _____ NO
(If not, please make corrections below)

Email Address _____

Address _____

City, state, ZIP _____

Home Phone (Optional) _____

Cell Phone (Optional) _____

Work Phone (Optional) _____

Do you have equipment stored on MLS property? YES _____ NO _____

Steamed up over steam

Continued from page 4

in the casino coffee shop and raced to my car.

My rental time that morning was 9 a.m. I opened the door of the engine house at 5. My new girlfriend was awake and waiting for me, building steam for our first date. She sat as I'd left her last night on track 2, proud, regal, majestic.

Above the whoosh of the blow-

er, the scrape of a shovel drew me to the ladder leading up to the cab. Then a hiss of steam and the slam of the firebox doors. Shop foreman Al Gledhill looked to the platform eight feet below.

"You must be the renter!" he called down.

I stood there in my pristine new overalls and work shirt, spotless engineer's hat, immaculate gloves, sporting two camera bags, a water bottle and the face of a six year old about to climb onto Santa's lap.

How Al didn't mistake me for the Chief of Motive Power for perhaps the Strasburg Railroad, I don't know, maybe the Strasburg CMP is taller than me.

"Come on up!"

I tossed my bags onto the footplate, and for the first time in 48 years, I climbed up into the cab of an operating steam locomotive. I will remember those ten seconds with great fondness for the rest of my life.

Continued next month

Frisco 1522 is a 4-8-2 "Mountain Type" built in 1926 by the Baldwin Locomotive Works of Philadelphia for service on the St. Louis - San Francisco (FRISCO) Railway. Retired by the Frisco in the early 1950s, she was donated to the Museum of Transportation in St. Louis for display. In 1988, the all volunteer St. Louis Steam Train Association completed a 3-year restoration of the 1522, beginning her second career as an excursion engine throughout the Midwest and South. Rising insurance costs and limited access to the mainline, coinciding with an expensive, required boiler inspection have forced the 1522 out of excursion service and back into retirement as of the end of 2002. The St. Louis Steam Train Association was also dissolved at the end of 2002. Photo and text courtesy of www.frisco1522.org



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 We welcome your comments,
 suggestions and submissions.

MLS CALENDAR

Saturday, October 14
 Board Meeting 9 a.m.
 Membership Meeting 10 a.m.

Fall Meet
 October 19 - 22