



STACK TALK

June 2007

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



Jim Manley

Our public runs season is over. My thanks go out to everyone who helped us have another successful season and especially to John Draftz who worked very hard to ensure we had crews for every weekend that we were running. For those of you who worked on Sundays, I hope you were able to attend the barbecue we had for you after the May meeting.

Well, I'm six months into my presidency of the club. Since I don't have a bunch of phone banks waiting to take a public opinion poll, I'll ask the question myself. How am I doing?

Adobe City has been getting a much needed face lift. The container fronts are being painted and/or stained as necessary. See the photos on page 3 to see how things are coming along. This is in preparation for the bus tour that will be visiting us on July 1st. Despite the mercury continuing to climb, work has progressed on the Far Flung branch as well. Also, if you decide to run a train, keep in mind that signals are turned off for the summer to try and keep from burning boards out from light-

ning strikes. Use extreme caution. We don't want any cornfield meets.

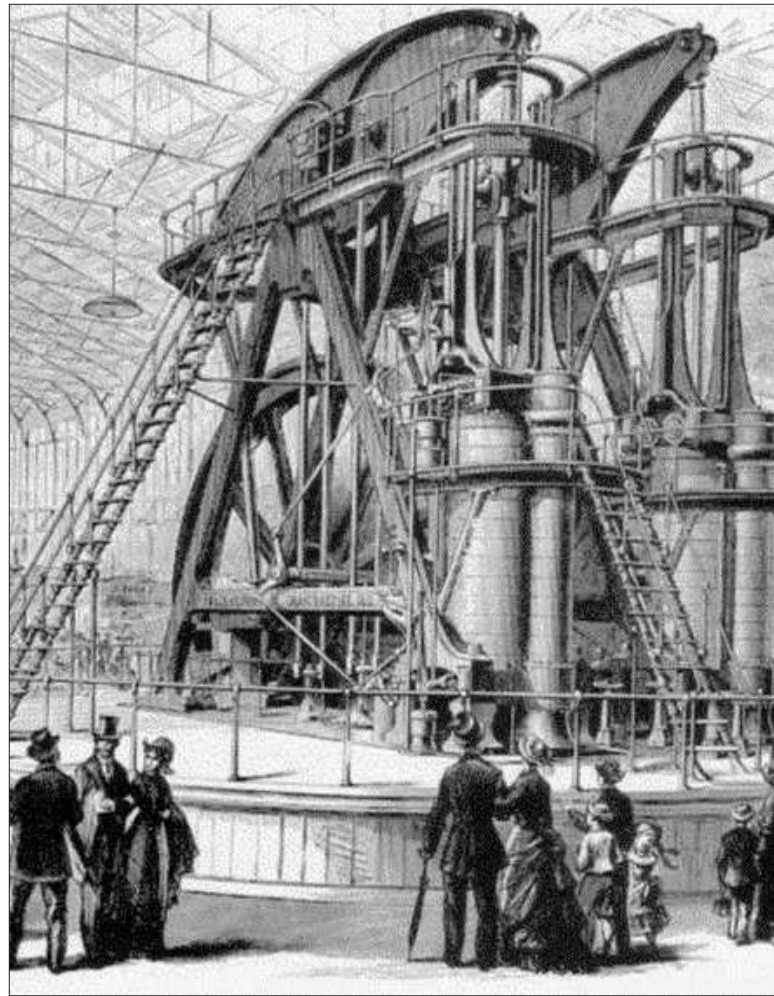
I received an email from Karen at S&S Shortline RR in Utah. They are holding their 11th annual Spring Meet on June 22nd and 23rd, 10 a.m. to 6 p.m. If you would like to run your train or if you have questions

please contact Karen or Steve Flanders at 801-451-0222.

Just a reminder, there will be no meeting or newsletter next month. We'll resume in August with the Ice Cream Social on the 11th at 6:00pm.

See you at the park.

Jim Manley



This engine, built by the Corliss Steam Engine Company, was located in the Machinery Hall of the Centennial Exposition in Philadelphia in 1876. It was first started by President Ulysses S. Grant and the Emperor Dom Pedro of Brazil. This engine powered 13 acres of equipment in the Machinery Hall through more than a mile of shafting. The engine had a 44 inch bore, 10 foot stroke, was more than 45 feet tall, had a fifty-six ton, thirty foot diameter, twenty-four inch face flywheel, and produced 1,400 Horse Power at 36 RPM.

The Vice President's Corner



Bill Myers

Yep, We hear it all the time, I was telling one of our young members the other day what we all hear. "Nothin' will happen to me, I always run careful and am in total control."

Now, most of us are careful, always being observant to the track before us, and always trying to err on the side of safety, but, what about the one time you run up on a switch that, because of solar deflection, the points are open just enough to have an open gap that your trucks will follow and cause your ride to come to a complete stop, hopefully before you have to pick up your engine lying on its side. Speaking of heat kinks, you realize they all do not go sideways so you can see them. Some will raise the track up just enough to create a nice ramp for you to go over, kinda like the sidewalks here in Phoenix that resemble skateboard ramps at a theme park. At that point, you will become a ride, just like the theme park, and the good news is you don't need to stand in line to enjoy the thrill!

OK, lets move on to "disturbed ballast." Bet you are thinking of some kind of mental problem here. After a rain, heat kinks, a repair that was made by the track crew, we now have another problem. Survey says: It takes over a year for ballast to become rigid enough to keep from walking sideways and not move under your consist. Locomotives cause vibration and movement, depending on speed and type of power. Another problem, and I know you have never had this happen; derailments! Ever pull your cars

down the track, hoping for a miracle to get your wheels back up without having to go thru the effort of stopping and using a rerailer? Ever notice your trucks just turned into a maintainer, spreading ballast like a snowplow on Donner? Guess what? You got "disturbed ballast" at its worst. Now, you are walking around the rails, kicking the train because it was stupid to go off. The rerailer is sliding on the ballast, and presto, you now have created another problem for the next train coming. You may go over that spot for several weeks, and never have a problem, but one day, with a rain or sun, it will get ya.

I love to hear the fellow engineers talking about how fast they can go on the rail. Some day, when you least expect it ! Just be observant and cautious. Please report any derailment that causes a lot of disturbance to the ballast , even if it was you, so we can address it right away. We will find it sooner or later, it is just easier on us if we find it sooner.

As I reminisce about some of the things that have happened to some of the engineers, I would like to offer a little tale relating to sudden, unplanned problems that happen "out there," to a fellow friend and member of our club.



I remember a cold rainy night out on the Bobberg line, milepost 314, at about 10:05 p.m. The wind was blowing out of the west a 10- to 30-mph gusts with sporadic bursts of spitting snow surrounding my hardhat. With the anticipation of a warm cup of coffee waiting for us at the track shed, we finally completed righting a locomotive that had gone

off the track. I've worked this section for many moons, and have never seen anything like this in my years with the railroad. A crazed rabbit must have grabbed the coupler in front and twisted the powerful locomotive, churning down the tracks, wrenching it from its perch high above the ballast, only to cast it aside like a broken twig from a mighty oak tree. We toiled all night, pushing and lifting and twisting, until finally we had the mighty iron horse sitting proud atop the ribbon of steel.

Some of us who are still left on this section crew will, in the quiet of night when the moon is at its peak, will quietly offer up conjecture about why a rabbit would attack out of nowhere and cause such carnage. Oh, the fear that is shown in the tired workers faces reminds us all to be aware when riding the rails. Somewhere out there, right now, is a demon from the depths of the earth, disguised as a furry little vegetarian lurking in the shadows of the signal houses waiting for the chance to cause havoc on some poor unsuspecting engineer. Be aware of a full moon, and remember the warning, or lest you too fall victim to his dastardly deeds.

Maybe there is an underlying message in this story. Who is to say what may happen out there. If accidents were planned, they would not come as such a shock to us when they happen, right? No matter how safe or how confident we may be, stuff will happen sometime, somewhere to somebody!

Enjoy the summer. Now is the time to fix everything you promised yourself you were going to fix last year before the fall meet. Mount your fire extinguishers, fix your lights, check out your locomotive, fix loose seats, arm rests, chains, coupler pockets, coke holders, lawn chairs. Did I forget to say batteries for your flashlights?

We're all in this together. We're pullin for ya.

Bill Myers

Adobe City is looking better these days,
thanks to some hard work, paint and stain.



Would you like to experience Stack Talk in glorious Technicolor? You can, you know, by visiting our web site and clicking on "Stack Talk Library" on the left side of the home page. It's quick and easy, and you'll save the club the expense of printing and mailing you a paper copy. Then, send an email to mls@wellhealedmac.com and ask to be removed from the Stack Talk mailing list.

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Maricopa Live Steamers
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Editor: Charles Downs
3142 N 62nd Street
Scottsdale AZ 85251
602-326-4867

mls@wellhealedmac.com

We welcome your comments,
suggestions and submissions.

MLS CALENDAR

Saturday, June 9

- 9 a.m. board meeting
- 10 a.m. membership meeting