



NOVEMBER / DECEMBER 2009

A TRAIN FOR SC:

Part 27, by Ken Bain

At the end of the last write up, I was in the process of installing a new oil drain line on the engine.

My initial plan didn't work. When I ground one of the elbows for clearance I went through to the inside. Plan 'B' was to clamp the drain line to the engine adapter plate. The adapter plate was milled for clearance and the clamp machined. When assembled to the engine this worked fine except the bottom of the clamp interfered with a spacer. Cutting half an inch off the spacer solved this problem. On to the next problem.

The starter solenoid interfered with the transmission. There was enough room on the starter sheet metal bracket to relocate the solenoid there. Holes were drilled and the solenoid bolted in its new location. Now, the original cable from the solenoid to the starter was too short. Two auto parts stores could not help me with a new cable. I wound up at the NAPA store on Deer Valley Road near I-17. They fabricated the cable and only charged for the materials. Nice people to deal with!

Now I needed a battery. What could be simpler? There was none in the locomotive as received, just a sheet metal box for the bottom of the battery. I took the dimensions of the box and off I went to Sears. I've had good luck with their Die-Hard batteries. The Kohler Engine Manual states that the battery should have a capacity of at least 32 Amp

Hours. After explaining to the clerk what the battery was for and the engine size, he recommended a garden tractor battery. The largest one they stocked would fit in the battery box. However there was no Amp Hour rating on the battery or in his manual. Thinking it would probably be OK, I bought it.

The next day I called the battery manufacturer (Johnson Controls) and found out the battery I purchased was rated at 22 Amp Hours. Back to Sears. We found a small automotive battery that would fit in the battery box. Naturally Sears could not tell me what the Amp Hour capacity was. Calling Johnson Controls again, I found the capacity of this battery was 41 Amp Hours. So now I had a suitable battery.

There were no battery tie downs on the locomotive. I could not find one that would fit my battery. They were either too big or too small. I bought the one that was closest and modified it. After drilling holes in the cab base plate I could now secure the battery. I wanted to use screw type battery terminals. I didn't think this would be a problem because I've used them in the past. Two auto parts stores didn't stock them. I finally found them at a battery store in Chandler. The clerk's comment was "We don't sell many of these anymore". The kid knows how to make a guy feel old.

Now I knew my terminal sizes. I measured how long the battery cables needed to be, and off to NAPA.

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I talked to the guy that had fabricated the solenoid cable. First, they had just run out of wire, but it had been ordered and would be in tomorrow or the next day. Second, they did not have wire terminals that would fit the size of my screw connections. So I selected terminals that I could drill out to fit. I said I would pick up the cables next Friday. Sometimes I feel like I'm snake bit.

Next Friday, and I'm at NAPA. The guy I had dealt with is off today. The other two countermen know nothing about my cables. My luck is running true. Some guy from in back says he remembers the cables were made up. They dig around under the counters and surprise, they find the cables.

Back to the park. I drill out the terminals and assemble the starter system. I reach over and turn the starter switch and what do I hear? I hear NOTHING! Following the engine wires, I find an inline fuse. When the fuse holder was opened I found the fuse was burned out. Off to the auto parts store for new fuses. With a new fuse installed, the engine cranks well. The only question in the back of my mind is why does a new engine have a 'blown fuse'?

Progress is *still* being made.

HAPPY HOLIDAYS!

The officers and directors of Sahuaro Central wish you and your families a very wonderful Holiday Season. Have a blessed Thanksgiving, Christmas and New Year.

Train Schedule – Arrivals -2009-

Adobe Mountain Desert Railroad Park is located on 43rd Avenue, just south of Pinnacle Peak Road, Phoenix, Arizona

Nov 7, Veteran's Appreciation Day, 10-3
Adobe Mountain Desert RR Park

Nov 14, AMRS General Meeting, 9 am
Adobe Mountain Desert RR Park

Nov 14, MLS Business Meeting, 1 pm,
Adobe Mountain Desert RR Park

Dec 5, AMRS General Meeting, 9 am,
Adobe Mountain Desert RR Park

Dec 5, MLS Business Meeting, 1 pm,
Adobe Mountain Desert RR Park

Dec 10-11, AMRS Starlight Christmas,
5:30 – 8:30, noon – 4pm
Adobe Mountain Desert RR Park

Dec 10-11, Toy Drive/ Christmas Lights,
MLS night runs, 6 – 8pm
Adobe Mountain Desert RR Park

**Dec 12, MLWS Christmas Potluck and
Toy Drive, 6 pm**
Adobe Mountain Desert RR Park

OUR OTTAWAY, An ongoing saga:

as reported by Jerry Oyler

Last issue, we reported on the fact that there would be an upcoming gathering in Kansas of Ottaway owners and enthusiasts.

Since publication, we received the following information from Jerry.

Greetings;

I just wanted to give you an up-date on the Ottaway. In late July, Stephanie was contacted by "Marilyn Ottaway Marrone". Ms. Marrone was searching for a steam engine built by her Father in 1946. The engine was an Ottaway. Stephanie wasn't sure which engine was the Ottaway, so she put out a general inquire to several members asking if anyone had any knowledge about the Ottaway engine. Perry McCully identified the engine and contacted me to confirm I was still restoring the Ottaway. I told him the museum staff was still working on getting the engine back together. Perry then informed Ms Marrone that we did have an Ottaway engine, and she was welcome to visit the park for a tour and we would show her the engine. She was schedule to be in the Phoenix area for the weekend of Aug. 22, so Perry suggested she meet him and other members of the park for breakfast at Denny's, then she could follow us to the park. She showed up in time to tell the group all about the little engine built by her father. She made a folder, which she donated to the museum showing the Ottaway family engine and the history of the production of this little engine.

During the restoring process of the Ottaway, I have been in contact with other clubs with Ottaway engines. One club in Topeka, Kansas has a number of Ottaway engines and has been a wealth of information for me during the past year. Our engine did not have any identification number any place. I have looked from one end of the engine to the other and no stamps or tags have ever been located. There is much confusion about how many engines were built over the production period. The lowest number

located is #1010 and the highest is #1089. That is a total of 79 accounted for.

Ms Marrone said a total of 99 engines were built. This is a high number, for the number that have been located. She went on to say that the first two were not numbered. That got me to thinking? Could we have one of the first two? Ms. Marrone went on to say that she can identify the first two because they were the only engines that were stamped H.J. Ottaway on the front of the smoke box. All other engines were stamped "L.A. Ottaway", her grandfather's name. At this point, we were still in Denny's and I couldn't wait to look at the front of the smoke box to see just what it said. I have been working on this engine and never thought about looking at the front of the smoke box, I know it said "Ottaway", but was it "H.J. or L.A." Only two front smoke box covers were cast with "H.J. Ottaway" Ms. Marrone's brother Jerry is in possession of one, it was never mounted on the second engine. So now I'm getting anxious to take another look at our engine.

Could we have the first Ottaway engine built? Ms. Marrone followed us to the park. Upon our arrival, I was taken back when I uncovered the engine. I had been working on this little engine for the past year and a half. I have looked at several other Ottaway engines to get an idea of how we should paint ours; I never noticed ours had two letters different than all the others I had looked at. Looking at the front now, in big letters was "H.J. Ottaway" Did we have the first engine built in her father's garage.? The family was under the impression this engine was someplace in Florida. We acquired it from the Armstrong Estate in Houston Texas. I know very little about how we came into possession of this engine, only where we got it. I do plan to go to the Ottaway Steam Enthusiasts Reunion to confirm that we do have one of the first engines and look for some of the parts we are still missing. I will keep you posted.

Jerry (next time, a visit to Topeka)