



JANUARY / FEBRUARY 2010

2010, A NEW BEGINNING:

From the officers, directors of Sahuaro Central and your editor; may 2010 bring to you and yours a renewed sense of purpose, hope for the future and the blessings of God.

A TRAIN FOR SC:

Part 28, by Ken Bain

Now that the electric starter works, I would expect that the gasoline engine will run and the locomotive will be able to move under its own power someday. If it runs, we need to be able to stop it. I don't think "foot dragging" is good enough for a 1,500 pound locomotive.

The locomotive brake system consists of a steel band with a riveted brake lining that wraps around the outside diameter of the centrifugal clutch. A lever tightens the band to the clutch and stops the locomotive; simple and effective. The brake lining on our locomotive was worn down to the rivets and some bare metal. I figured I had a problem because I knew the local car brake shop would not be able to reline the brake band.

Cliff Fought recommended that I should try Arizona Brake And Clutch in Phoenix. I went to their shop and laid the brake band on the counter. In response to my question the guy behind the counter said "Sure we can reline this, when do you want to pick it up?" After the band was relined it only took a little work to reshape it to fit. So what I thought was going to be a problem

turned out to be easy. The law of averages says you've got to win one sometime.

On to the next problem. The ignition/start switch is located on the side of the engine. When the gas tank is mounted in the cab it would be difficult to reach the switch. Solution: Increase the wire lengths so that the switch can be mounted in the rear of the locomotive cab. When I started this project I bought the Kohler manual for the engine that was donated to us. The manual has the electric schematic and stated that these engines incorporate a 15 Amp charging circuit. This was part of the reason that I decided to install an electric air compressor for the whistle. To remove the switch and get to the wiring it was necessary to remove the air cleaner duct work and the flywheel-cylinder shroud. I then started soldering additional wire lengths to the existing wires. But I could not find the wire from the charging circuit. Surprise !!! Our engine does not have a charging circuit.

I called the Kohler home office in Wisconsin to ask about a possible retrofit. The home office told me they do not give out technical information and gave me the telephone number of a local distributor. I called the local distributor they recommended. He could not answer my questions about a charging system retrofit and suggested I call the APD Power Center in Tempe.

The APD Power Center answered all my questions and sold me the parts to retrofit the engine. I found the people there to be very

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knowledgeable and pleasant to deal with. They told me that the engine we have is a special order unit that is used for air compressors that are mounted on service trucks. I was told that the retrofit would be easy (?) We'll see!

Progress is being made.

RECEIVE THIS NEWSLETTER BY E-MAIL:

The Sahuaro Central newsletter is distributed electronically to those members who have notified the editor of their e-mail address.

E-mail distribution saves Sahuaro Central postage. Just send an e-mail requesting electronic distribution to: DBauer2250@aol.com.

MLS OPERATIONS MEET:

For the fourth year MLS will host a live steam/diesel operations meet, January 13-17. This year promises to be the biggest yet.

For those not familiar with operations type meets, thrains are operated on schedules and with complex switching maneuvers similar to 1:1 scale railroads. See the MLS Website for more details and to register.

SC BOARD MEETING:

On January 9th, the Sahuaro Central Board of Directors will have their first meeting of the new year. As always, board meetings are open to all interested parties. Learn what SC does in conjunction with member clubs to carry on the operation of the Adobe Mountain Desert Railroad Park. The meeting is at 10:30 am in the Museum building.

Train Schedule – Arrivals
-2010-

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

Jan 9, AMRS General Meeting, 9 am
Adobe Mountain Desert RR Park

Jan 9, MLS Business Meeting, 1 pm,
Adobe Mountain Desert RR Park

Jan 9, Sahuaro Central Board Meeting
10:30 am, Museum Building
Adobe Mountain Desert RR Park

Jan 13-17, MLS Winterfest 2010,
4th Annual Operations Meet
Adobe Mountain Desert RR Park

Feb 13, AMRS General Meeting, 9 am
Adobe Mountain Desert RR Park

Feb 13, MLS Business Meeting, 1 pm,
Adobe Mountain Desert RR Park

Mar 18-21, MLS Spring Meet,
Adobe Mountain Desert RR Park

Mar 20, SC/AMRS Swap Meet
Adobe Mountain Desert RR Park

OUR OTTAWAY, An ongoing saga:

reported by Jerry Oyler

After meeting the Daughter of the builder of our Ottaway engine, I was motivated more than ever to attend the Ottaway Steam Enthusiasts Reunion in Topeka, Kansas. The event was set for September 25, 26, and 27, 2009^h. I decided to leave a day early so I could make the morning events on the first day, Sep. 25^h.

About noon on the 24^h I boarded a flight at Sky harbor airport. That is, after I passed security with my clear plastic 3 oz. container of shampoo and mouthwash. Once on the aircraft, I found my seat. I know I've gained a few pounds over the years but this seat was so small and cramped, I'm going to have to grease my back end if I put on any more weight. It took a couple of minutes to settle in, but once in my seat I picked up the in flight magazine with all kinds of cool, over priced stuff. Ok, that didn't take long, I'm ready to go, but others are still boarding. For some reason I've never been able to comprehend why a person would attempt to stuff a 50 pound bag in the overhead compartment. I don't think anyone now days is checking bags. With the air lines charging \$25 bucks to check bags, everyone is carrying them on and stuffing them in the overhead compartment.

At last we were off and in a couple of hours we arrived in Kansas City, Missouri. I rented a car and drove a little over a hundred miles to my hotel in Lawrence, Kansas. *True the driving distance between Kansas City and Lawrence is less than a hundred miles*, but only if you make a Left turn instead of a right turn leaving the Kansas City airport. The right turn takes you into the downtown area by way of several rundown buildings, old hotels and a few car lots, a very scenic route, believe me, and one that definitely should be put on the rental car map. After driving around for a while, I located a Quick Mart in the rundown side of town. The place gave me the heebie-jeebies, but the lady behind the counter was nice and pointed me in the right direction. Now back on the Highway heading the right direction I made it to my hotel in no time.

Next morning I was up early and wanted to get an early start. When I checked into my room, the person behind the counter told me about the free continental breakfast in the lobby each

morning. Well this sounded good to me; I'm always looking for a good deal and a free breakfast is right down my alley. I poured myself a cup of coffee and grabbed what I thought was a bagel, as it turned out I think it was last week's donut. The glaze on the outside gave the appearance of a bagel. Now I don't want to bellyache over a free meal, but let's not be delusional, even after soaking in coffee for a couple of minutes, it became very clear the taste wasn't getting any better. So I left the hotel in search of a Denny's; all of a sudden a grand slam sounded good. I made it to the park around 9:30 in the morning; by the way, they had fresh coffee and also fresh pastries, just my luck.

The C & H railroad park is located on five acres at the southwest corner of the Kansas turnpike a few miles east of Topeka, Kansas. Ok, I know after spending weekends at our park five acres sounds like, not much more than a parking lot. Well it is, but I have to say they have worked wonders with this limited space. The Yard Office was originally a flagman's shack. The main Depot was constructed on site using lumber from 27 different buildings, including a 103 year old church. This is a very rustic looking building. They do have one 40 foot steel container used as an engine house. This is the only building that looks out of place. The rest of the park appears very 1940's vintage.

Grading began in the spring of 2003 and the first rail was laid on June 7th of that year, around an existing pond. With the help of about a dozen volunteers, the railroad continues to grow. The highline was completed in 2006, expanding the track to almost 2,000 feet, while climbing five feet above the original loop. The park is constructed by 12 volunteers who work and build the park as time permits.

The topic of conversation with almost everyone was the Ottaway engine, and the ongoing search for parts. Because of the limited number of engines made, most have resolved to make any parts needed to restore or get the engine running again. The guest of honor was Harold Ottaway.

The first two Ottaway engines were built by Herbert and his father L.A. Ottaway. It's believed the Ottaway engine was modeled after the 1908 International steam engine. By 1909 the company that built the international was out of business. After World War II, Harold Ottaway

returned home from the military service and became the Super-intendent in the shop (Ottaway Amusement Co.) and started production of the Ottaway engine. The engine was sold as a portable business for fairs, carnivals and special events. The complete train consists of an engine, tender, three coaches, track, miniature coal shovel, poker, oil-can; everything ready to go into business. Everything fit on a trailer you hooked up to your car or truck and off you would go. You could set up in a couple of hours and start giving rides to paying customers. As of today only one trailer is known to exist and is located at the C&H. Railroad Park. On display at the park was also a 1909 International steam engine. At first look I thought it was an Ottaway, until I took a close look.

A few of us were sitting around during the afternoon break, when Dick Sonsalla (who happens to spent winters in Sun City Grand and has visited our park a couple of times), announced he had a few parts he wanted to trade for some trucks. As luck would have it just a couple of us were standing next to him when he said he had parts.

My first question was do you have a light and/or bell assembly. Once he said he had both, I made a cash offer. My thinking was this is no time to look for a good deal. I have spent two years searching for both of them, and I'm sure this will be my only shot at getting them. He took my offer and I became the owner of the light and bell assembly, no bell but hey I'm ahead so far. As it turns out I wasn't the only one looking for a light and I'm glad I was at the right place at the right time. He was the only person who had parts and he sold everything without unloading his truck.

Image to the right is from the C&H Railroad Web site.

Saturday a few more people showed up and it was nice to see more engines and other train related items on display. However, the morning went fast. I had a flight to catch and because of the drive I needed to get on the road by noon.

On my way back to Kansas City I got to thinking, how am I going to get that light past airport security. The light I purchased is as heavy as a bowling ball, it has two small screws holding the top on but heavy in rust, so getting it open is going to be out of the question. Once at the airport, I checked in my rental car and picked up my boarding pass. I then dashed off to get thru security screening. At the screening conveyor belt I nonchalantly set the light next to my bag in the little gray box, and off it went into the x-ray machine. I made my way to the other side and I could see my stuff coming my way; Yea !!! Then the conveyor belt stopped, and backed up. The lady behind the monitor said, "I have an alert". I could see them looking at my stuff. She calls another Security guy, then, he calls a supervisor. Knowing they were looking at my light, I said that is a light. The security guy looked at me as if I was a recent escapee from an institution for the criminally insane. He picked up my light and could see it was a light, but he was not about to trust his own eyes. He took it over to some strange machine to test it. I think he was testing to see if it was made from any kind of bomb making material. My thinking at this stage was just don't break the glass.

Now I'm glad I got to the airport early, I had a feeling this was going to happen. But just when I was thinking I would be put in a dark room with a light over my head, the security guy came back with my light and said it's ok... In no time I was home and happy to have taken that trip!



Jerry