

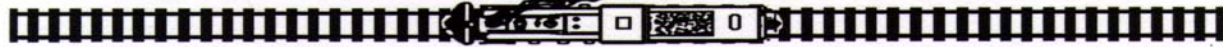
SAHUARO

RAILROAD HERITAGE



CENTRAL

PRESERVATION SOCIETY, INC.



JULY / AUGUST 2010 w/calendar change

SAHUARO CENTRAL WEBSITE:

Sahuaro Central now has a Web site, and links to MLS and AMRS on the site.

<http://www.adobemtnndeserttrpark.com/>

Use this site to find the latest information on AMRS, MLS and **Sahuaro Central**, including current and recent past newsletters from all three organizations. Remember, if you need to receive a printed copy of the Sahuaro Central Newsletter in the mail, you must notify the editor, either by e-mail (see the box, below) or a note to the return address on the next page.

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.

A TRAIN FOR SC:

Part 31, by Ken Bain

Most of the mechanical drive for 1027 is now done and some of my thoughts are turning to the cosmetics. I have been discussing this with Jerry Oyler and he has graciously offered to help with this part of the project. His ability with a spray gun will be much appreciated. Jerry has removed the grab rails on the boiler to see what refinishing he can do. The grab rails appear to be made of copper pipe. However when Jerry tried to buy new copper pipe he found out that what we have is no longer the standard size.

Standard sizes have changed since 1954, nothing goes easy on this project.

Now to the saga of the air system. The original installation used a belt driven air compressor that built up air pressure in what appears to be a modified oxygen cylinder (the big kind). The only purpose for the air pressure is to blow the whistle. Because our new Kohler engine is physically larger than the original engine, installing the belt driven compressor becomes complicated in the limited space.

When I started this project I had decided that installing a 12 volt air compressor was the simplest approach. Therefore I bought what I thought would be a satisfactory air compressor and fabricated a mounting base to "shoe horn" it into the cab. The air cylinder is mounted in the boiler shell. Using the original air hoses, I connected the air compressor to the air cylinder and wired it to the engine's 12 volt battery. The compressor ran and the air pressure rose to a big 5 PSI.

Examination found that the hoses had multiple small age cracks that resulted in low air pressure. After much difficulty I did find a short length of air hose with a burst rating of 600 PSI. After replacing both hoses I was able to get up to 20 PSI. The whistle valve and the pressure regulator valve both leaked badly. Disassembly of the whistle valve found a lot "crud" inside. Cleaning the inside and lapping the valve seat corrected the leaking. I put a pipe plug in the pressure regulator pipe hole.

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When the air compressor was run, the air pressure had dropped to 10 PSI. It was found that the cylinder condensate drain pipe had cracked open where it had been bent. When the boiler was originally taken off the locomotive we had six people lift it off and set it down on a cart. Unfortunately we did not realize there was a condensate drain pipe that projected out the bottom. When the boiler was set down it severely bent the pipe. Jerry Oyler used his engine hoist to lift the boiler up from the cart and we blocked it up for access to the underside of the boiler.

When we tried to unscrew the drain pipe it broke at the bend (To have unscrewed would have been too easy). So off I went to the next fiasco. An Easy Out extractor was driven up into the pipe stub left in the cylinder. Between one and two turns and out fell the pipe. We could not see up into the boiler and assumed that the pipe had twisted off at the air cylinder. So the Easy Out was installed in the cylinder and torque applied. Hard twisting did not remove the piece of pipe in the cylinder. We stopped when we became concerned that the Easy Out might break off in the cylinder.

Because the air cylinder is welded inside the boiler shell cylinder removal would be a major undertaking. So I decided to ask for help from someone that was way more experienced. Carlyle Rossow (a professional machinist) agreed to work on the problem.

To make matters worse, getting under the boiler with a strong flashlight and mirror found that there was no broken part of the pipe in the cylinder and the Easy Out had destroyed what little threads there had been in the cylinder. I anticipated that the hole might need to be drilled out and tapped for a larger size pipe.

Carlyle decided that there was enough metal left in the cylinder hole that he could restore it to the original size and thread. After Carlyle restored the hole I examined it and felt the threads looked good for mechanical strength but there were some small gouges left from the Easy Out. After installing a new drain pipe I was able to get 50 PSI but there was some leakage where the drain pipe screwed into the cylinder. I reinstalled the drain pipe using hard set Permatex on the threads. The Permatex was allowed to set up for a week in the Summer heat. The air compressor was attached to the cylinder hose and run. **SURPRISE!** The air pressure went up to 120 PSI and there was no detectable leakage at the condensate drain or the whistle valve.

Bit by bit **progress is being made.**

MLS TRACKAGE MILES:

Wow! Maricopa Live Steamers reports the total track miles has reached 13. That is more trackage than some short line railroads of the 12" to the foot variety.

(MLS Track)

Breaking down the total mileage; there are 6.45 actual miles of mainline track, 1.2 miles of sidings, almost 6 miles of stubs, spurs and yard tracks. That is unbelievable. No wonder people go out on one of the lines and aren't heard from again (for the rest of the day, usually returning for dinner).

FALL MEETS:

The dates are in and coming sooner than we think. The MLS Fall Meet is October 14 - 17, 2010. The SC/AMRS "Model Railroad Adventures Swap Meet" will be October 16, 2010.

While everyone prepares for the fall, and cooler weather (yes, it was 115 degrees a few days ago, as this issue goes to press), Maricopa Live Steamers have ceased public train rides until September 12, and there will be no July membership meeting. **Update:** The traditional ice cream social will be held August 14, at 6:00 pm. The regular August meeting of MLS will be at 1:00 pm.

The Arizona Model Railroading Society, likewise, will not have public "Open Houses" on Sundays, during the summer months. AMRS member meetings continue in their air conditioned clubhouse.

SC BOARD MEETING:

Sahuaro Central's Board of Directors will meet Saturday, July 10, at 10:30 am in the museum building. Everyone is invited to attend. Remember, Sahuaro Central is the host organization for the railroad clubs, and is entrusted by the parks department with oversight of the land on which we all operate.

COMING EVENTS:

Coming to Adobe Mountain Desert Railroad Park: Military Appreciation Day, Nov 6; Annual Toy Drive, Dec. with MLS Special runs and real Fire Truck, Dec. 12, Christmas Lights, Dec 9, 10 (night running)

Train Schedule – Arrivals -2010-

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

**July 10, Sahuaro Central Board Mtg,
10:30 am, Museum Bldg.
Adobe Mountain Desert RR Park**

**July 10, AMRS General Meeting, 9 am
Adobe Mountain Desert RR Park**

July 10, MLS - No Business Meeting

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

**Aug 14, MLS Business Meeting, 1 pm
Adobe Mountain Desert RR Park
Ice Cream Social 6:00 pm**

**Sep 11, AMRS General Meeting, 9 am
Adobe Mountain Desert RR Park**

**Sep 11, MLS Business Meeting, 1 pm
Adobe Mountain Desert RR Park**

**Sep 12, Trains return to MLS,
Public Rides Resume**

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

**Oct 9, AMRS General Meeting, 9 am
Adobe Mountain Desert RR Park**

**Oct 14-17, MLS Fall Meet
Oct 16, MR Adventures Swap Meet**