



MAY / JUNE 2011

SPRING MEETINGS:

As expected, the turnout for the MLS spring meet and the Adobe Mountain Swap Meet was excellent. The weather cooperated, and a great time was had by all.

Larry Hatch reported that the swap meet went so well that more tables are being ordered for future meets. AMRS and those involved with putting the meet on were very pleased, and considered the event to be "outstanding".

MLS, according to Cliff Fought, after enjoying much success with the January Operations meet, is considering adding an Operations meet to the annual spring meet. This would extend the spring gathering to ten days beginning with the Ops. Meet and following up with the regular spring meet for seven days. Cliff said that this would not change the popular January Operations meet.

A TRAIN FOR SC:

Part 35, by Ken Bain

I had fabricated a control panel that would fit nicely at the top of the cab. Then I found there was a 20 Amp ammeter on the original Wisconsin Engine. I wired it to a battery and it appears to work OK. I decided it should be part of the current installation. However, the only practical location appeared to be on the control panel. So a new panel has been made but not installed.

The new clutch-to-transmission belts were installed. Of course this required that the transmission position had to be adjusted to get the proper belt tension. When this was done it made the chain from the transmission to the locomotive driver axle too loose. With Jerry Oyler's help we took the chain off the locomotive and removed two links. When we reinstalled the chain the tension looked good.

The exhaust system goes from the gasoline engine in the cab forward to the smoke stack at the front of the boiler. Because of age and exposure, the exhaust pipe had several areas that had rusted through. At the smoke stack end the pipe was screwed into an elbow with a short vertical extension. After soaking the threaded joint with penetrating oil for several days, I tried to unscrew the pipe from the elbow. Surprise! The pipe wrench went right through the pipe. Since I don't have an acetylene torch I asked Cliff Fought if he would take the pipe home and try to heat and unscrew the pipe. Cliff said he would.

When Cliff brought it back a few days later I was very pleasantly surprised. Cliff had fabricated a completely new exhaust system running from the front of the cab all the way up through the smoke stack. He even made a new vertical part that goes through the smoke stack. I have made and installed the hangers for the new exhaust pipe. Now to plumb it to the engine.

Progress is being made.

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AT THE MUSEUM:

Museum Curator, Jerry Oyler reported that a gentleman from Colorado, William Witham, is planning a move to Arizona. Mr. Witham has offered several pieces of signal equipment to the museum as well as the possible donation of a small building that is currently housing them. Also donated were some H.O. scale items, given to AMRS.

Jerry also noted that the museum building is in need of a new porch and volunteers are needed.

SAHUARO CENTRAL WEBSITE:

Sahuaro Central's web site is <http://www.adobemtnndesertrrpark.com/>
Readers can find current news, this newsletter as well as the Maricopa Live Steamers and Arizona Model Railroading Society news-letters.

HOW MANY SWITCHES?

All right railroaders; how many switches are there going to be if a live steam club has 14 actual miles of track. Unfair question, says you. You have switches to go here, switches to go there, and switches so you can stay where you are. Having so many needs (or choices) means MLS has a lot of switches. To prove the point (oops, bad pun) Maricopa Live Steamers has just built and installed switch number 400. *Wow!*

OK, AMRS, your turn. How many feet of wire are under the HO layout? We can count all wiring; signals, track power, etc. Suggestion: best guess by the next newsletter gets a free pass to the Fall Swap Meet. Hopefully, someone in AMRS knows the answer ;-)

Train Schedule – Arrivals -2011-

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

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

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

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

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

Jul 9, AMRS Annual Meeting, 9 am
Adobe Mountain Desert RR Park

Jul 9, No MLS Meeting
Adobe Mountain Desert RR Park

Jul 9, Sahuaro Central Meeting, 10:30am
Adobe Mountain Desert RR Park
Museum building

Aug 13, MLS Ice Cream Social, 6:00pm
Business Mtg following
Adobe Mountain Desert RR Park

The Sahuaro Central newsletter is distributed electronically via e-mail to members and friends who have notified the editor of their e-mail address. Just send an e-mail requesting e-mail distribution to: DBauer2250@aol.com.

MLS SUNDAY TRAIN RIDES:

Maricopa Live Steamers want to remind everyone that due to the rising heat and the need to accomplish track and other maintenance, Sunday train rides are shut down for the summer. Public run days will return September 11, 2011

AMRS OPEN HOUSE:

The Arizona Model Railroading Soc. Will be open to visitors Saturdays, 1:00 - 3:00 and Sundays 1:30 - 4:00. So even though MLS train rides are down for the summer, you may still enjoy the parks model railroad exhibits.

RAILROADS OF ARIZONA:

Includes Abandoned Lines & Historical Line Surveys

Compiled by Marc Pearsall – 2002 - Use Permission Granted

http://www.azrymuseum.org/Information/Arizona/Railroad_Map_2002.pdf

Anyone interested in where these railroads are (or were) located, click on the web site above for a map. Since the map exceeded the available area of this newsletter page and reducing it made it unreadable, we leave it to the reader to do his homework.

There are at least a few more railroads that once served the State of Arizona, and street railways (trolleys) in Phoenix and Tucson.

Ferrocarril Mexicano – Sonora y Baja California

Ferrocarril Mexicano – Sonora Norte subsidiary

Union Pacific Railroad

Burlington Northern Santa Fe Railway

Arizona & California Railroad (Rail America Corp)

Arizona Eastern Railroad (Rail America Corp)

Grand Canyon Railway

San Pedro & Southwestern Railroad (Rail America Corp)

Copper Basin Railway (Rail Management Corp)

Apache Railway (Abitibi International)

Black Mesa & Lake Powell Railroad

(Navajo Nation / Salt River Project)

Verde Canyon Railroad / Clarkdale

Arizona Central Railroad

Phelps Dodge Morenci - Mining Railroad

Yuma Valley Railway

Tucson, Cornelia & Gila Bend

Railroad(Phelps Dodge-Ajo)(Out of Service Since 1997)

Magma Arizona (Broken Hill Proprietary-Superior)*(Out of Service since 1998)*

San Manuel Arizona (Broken Hill Proprietary-San Manuel)*(Out of Service since 1999)*

Boulder City Southern (Nevada State Railroad Museum- Boulder City to Railroad Pass)

Abandoned Prescott & Arizona Central Railroad

Abandoned Southwest Forest Industries / Timber-Lumber Railroads / WMSRR

United States Army – Camp Navajo Munitions Depot

Abandoned Apache Railway / White Mountain Scenic Railroad

Abandoned United Verde & Pacific Railroad (narrow gauge)

Abandoned San Pedro & Southwestern Railroad

Abandoned Morenci Southern Railway (narrow gauge)

Southern Pacific Railroad – various surveys 1880-1923

Prescott & Phoenix Shortline Railroad / SPRR – survey 1910-1915

Arizona Mineral Belt Railroad – survey 1895-1905

El Paso & Southwestern Railroad – Tucson-Florence survey 1905-191