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The club's last meeting was held at the **Roundhouse in the Brooklyn Yards** in portland. **Al Pohlpetter** and **Terry Kimzey** (shown at right) provided a guided tour. Thanks Al and Terry. Terry's emphasis was on the SP&S model 700 locomotive built in 1938. Some salient features of this immense engine are 6 ft 5 inch drive wheels capable of running 70 mph pulling a full passenger train using its 5000 hp oil heated steam engine. With the tender, it is 17 ft tall, 110 ft long and weighs 800,000 lbs. The Pacific Railroad Preservation Society is dedicated to returning the 700 to operation.



For the **June meeting** we are scheduled to meet at **Alan Schurman's Iron Ranch**, courtesy of the work done by **Carl Petterson**. Carl writes these directions:

Leave I-5 at exit 9, "Clark County Fairgrounds", "179th Street".

[Cross to the East Side, if you exited while driving south toward Vancouver.]

Drive north on NW 10th Avenue beginning at the 179th St. intersection.

Drive north for about 4 miles to the stop sign at 219th street. Continue north another 1.5 miles to the Iron ranch at **23100 NW 10th Avenue**.

Turn left near the antique steam engine and park in the field by the several buildings.

Classic Craftsman table saw for sale

1950 vintage Craftsman Model 113.27700 with original manual.
22 x 20 cast iron table with 22 x 10 extension.
æ hp, 115 volt motor, belt drive
On movable stand with accessories.
\$150 or best offer.
Carl Petterson, 503-245-8335

Future Events

Rural Heritage Farm Fair at the Iron Ranch July 17 & 18
Steamup at Brooks July 31, Aug 1, 7 & 8
GEARS at Keiver armory Sep 25 & 26

FOR THE BEGINNER # 16

Synthetic cutting fluids, (sometimes called chemical fluids). These can be true solutions, consisting of inorganic substances dissolved in water, which include nitrites, nitrates, borates, or phosphates. These chemical fluids form true solutions in water unlike oils. They vary in color from milky to transparent when mixed with water. This type is superior to some others for machining and grinding operations in general. This surface active type contains additives that lower the surface tension of water. Some types have good lubricity and corrosion inhibitors. Some advantages of these fluids are their resistance to becoming rancid, good detergent properties, rapid heat dissipation, and the fact that they are easy to mix. Some disadvantages are a lack of lubrication and sticking to some machine parts that depend on lubrication from the cutting oil. They can also remove oils from the skin from long continual exposure. Synthetic fluids generally provide less corrosion resistance than oilier types and some tend to foam to a certain extent.

-Wes Ramsey



This Rider Ericsson Stirling engine (upper left) appears to be in super shape (except maybe for a missing rod connecting the water pump to the power stroke). This reproduction of an old classic would fit well in anyone's shop.

The vertical steam engine (above) looks like it is appropriately sized for a small boat. It appeared courtesy of **Wes Ramsey**.

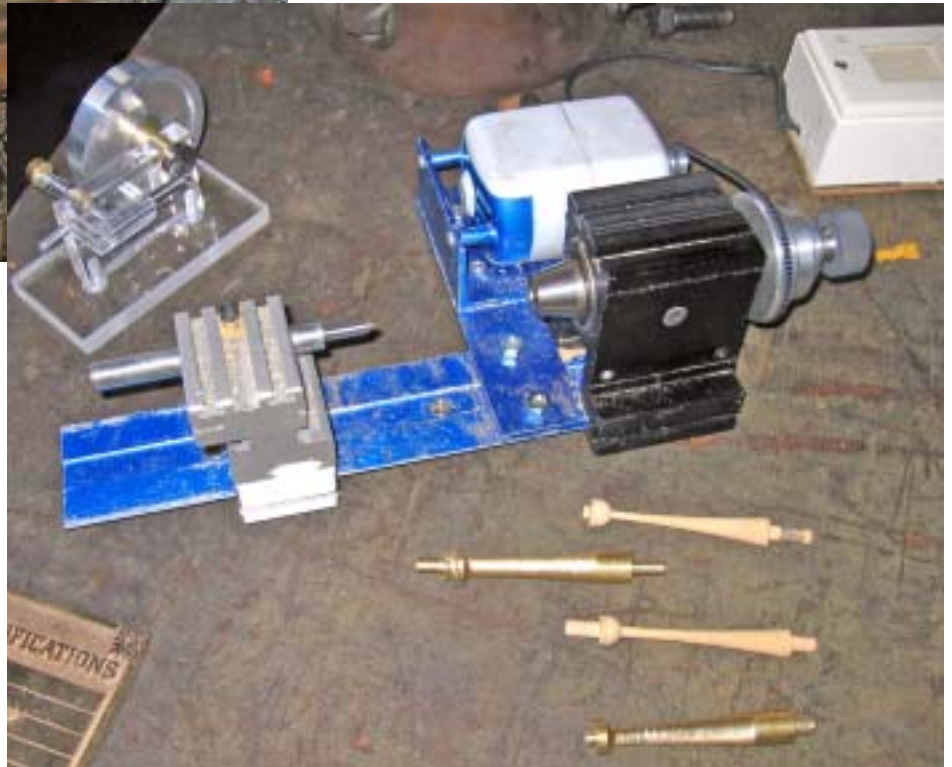
The wobbler engine at left is an excellent example of the club's interests. Being made of plastic, it clearly demonstrates the conversion of air (or steam) pressure to mechanical energy.





Bill Miller (left) points to a magnetic chuck which was donated to the club's auction. It looked like a good size and reasonable price for HSM use.

Henry Casson brought the mini lathe (below) and the turnings it made. He seeks guidance on a way to make nearly flawless turnings using this lathe in a CNC environment.



The **Pacific Railroad Preservation Association**, which courteously hosted this month's meeting, maintains a small mobile retail outlet (shown below) as a way to raise a modest income to help defray preservation expenses. Since the association is a not-for-profit organization, contributions should be tax deductible.





Three engines, 4 views. The 700 dwarfs **Riley Petterson** - above - and another admirer - below - while the 190 (above right) shows off its gleaming paint job and **Al Pohlpetter** (lower right) steadies the 4449. What a dedicated crew it takes to work on these historic engines.



Directions to Alan Shurman's Iron Ranch 1:00 pm on June 12, 2004

1. From the point of merger of I-5 with I-205 north of Vancouver:
 2. Take the WA-502 E/ NE 179TH ST exit- exit number 9- toward BATTLE GROUND. 0.32 miles
 3. Stay straight to go onto WA-502/ NE 10TH AVE. Continue to follow NE 10TH AVE. 2.67 miles
 4. Look for and turn **left** at the steam engine frame holding the mailbox. For reference, there is an old lathe holding a mailbox on the **right** hand side of the road for his machine shop business.
- (The ranch is about 3/4 mile past the second traffic light from the freeway.)

