



MAY / JUNE 2009

A TRAIN FOR SC:

Part 24, by Ken Bain

At the last write up I was still working on the valve gear parts. After my fit up in February, I had eight revisions to make. I did this machining and painted all the moving parts with metallic silver paint and a clear coat. Back out to the park with the parts. Surprise, all the parts fitted. Not only did they fit but when I pushed the locomotive back and forth everything moved correctly. I think they look good, but after all the work I am biased.

So, on to the next part, the transmission. The transmission is a 1939 Chevrolet pickup truck model. I thought this part would be a "snap". Just paint the pieces and they should go right together with no problem. **Have you heard this before?** The pulley on the input end didn't want to separate so it was back to soaking with penetrating oil and it finally did separate. The input shaft has a standard size pillow block bearing to take the side load from the belts. I had purchased a new ball bearing pillow block bearing. It was close to fitting but not close enough. It was necessary to shim the shaft to the inside diameter of the bearing so the shaft would run true. Then the pillow block mounting had to be fitted to the mounting bracket. When I put all the pieces together I got another surprise. There wasn't enough clearance between the side of the pillow block and the pulley. When I looked closely at the old worn out pillow block I found one side had been cut down. Back to the milling machine, and now we

have clearance. A little paint and the input end is complete (I hope).

I figured the other end would be **no sweat**. The transmission output uses a sprocket to drive the drive chain. The teeth on the old sprocket were severely worn. Off the shelf sprockets do not come with a square hole. Quite a few months ago we solved this problem by welding the hub of the old sprocket to the new sprocket. Now when I mounted this sprocket to the transmission there wasn't enough chain clearance. A 0.25 inch thick spacer solved the clearance problem, but now there wasn't enough shaft on the other end for the retaining nut. A simple lathe exercise facing off this end of the hub would solve my problem. When my high speed steel bit hit the weld it died. A carbide tool bit did well on the weld until it got to the square hole and then it died (chipped the end). I got another tool with a much larger carbide insert but it wouldn't fit in my lathe tool holder. **Sometimes nothing goes simply!** After machining down the carbide tool holder I was able to turn down the sprocket face. After a little paint I think the transmission is ready to go back out to the park. Off to the next learning experience...

Progress is being made.

Editor's Note:

Has anyone noticed the supreme patience of this writer. Ken, you must have an endless supply of tranquility in the rest of your life!

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SPRING MEET STATS:

Maricopa Live Steamers reported another wonderful meet but with slightly reduced attendance from out of state visitors. According to Ken Bain, keeper of statistics for MLS, there were 60 visitors attending.

One came from Canada, 20 from California, 10 from Texas, 8 from New Mexico, 7 from Nevada, 3 from Washington and 1 or 2 from Connecticut, Florida, Illinois, Massachusetts, Michigan, Minnesota, Oklahoma, & Oregon.

Your esteemed editor was not able to attend (bummer) so must trust that everyone in attendance had a fantastic time.

Over on the other side of the driveway, 468 people attended the "Everything Railroad" Swap meet. There were 92 tables of goodies to look over, drool over and perhaps take home with a little "green persuasion". Well done everyone!

SAHUARO CENTRAL MUSEUM:

Did you know that our museum is a member of the Central Arizona Museum Assn. As such, Jerry Oyler, museum curator, has access to displays from other member museums and likewise, they can use displays that Jerry has prepared. Good for everyone. By the way, there is a CAMA brochure and Sahuaro Central is in it. The world knows!

"TRACKS AHEAD":

OK, we're famous except where it counts. Many of you are aware that the PBS series "Tracks Ahead" was out to Adobe Mountain

Desert Railroad Park on April 4-5. They filmed segments on AMRS and on MLS. Wow! What great publicity. What wonderful exposure for us on Channel 8. **Wait a minute!** Channel 8 doesn't carry "Tracks Ahead". How dumb can they be? This has been a fabulous PBS program for years. But our own station doesn't carry it. Write channel 8 NOW. Tell them you want "Tracks Ahead".

Train Schedule – Arrivals

-2009-

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

May 9, AMRS Member Meeting, 9 am,
Adobe Mountain Desert RR Park

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

Jun 13, AMRS Member Meeting, 9 am,
Adobe Mountain Desert RR Park

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

Jul 11, AMRS Member Meeting, 9 am,
Adobe Mountain Desert RR Park

Aug 8, MLS Business Meeting and Ice Cream Social, 6 pm,
Adobe Mountain Desert RR Park