

The
NEMES
NEW ENGLAND MODEL ENGINEERING SOCIETY INC.

Gazette

No 340

October 2024

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October Meeting

We will have a Zoom meeting in October at 7 PM on October 3, 2024.

An invite will be sent attached to this Gazette.



Club Business

We are now collecting dues for next year.

NEMES Dues are now due for the year. Dues are \$25.00. Make checks payable to NEMES, and send them to our treasurer,
Rob Goeller
34 Middlebury Lane
Beverly, MA 01915

[Note from the President] NEMES is now billing members, you can pay with a credit card, as I did.

From the Treasurer:

To members who have tried to e-mail me using our published treasurer's e-mail address: Our e-mail address has been the target of an exorbitant number of spam e-mails from all sorts of people and organizations marketing their products and services. The number of these e-mails is so large (hundreds in the course of only a week) that it is almost impossible for me to find e-mails from members. I apologize to those who have tried to contact me without response, I did not see your e-mail. [President's note: mine too!]

Unfortunately, our current e-mail server does not provide a function to block these unwanted e-mails. We are working to alleviate this problem. However, in the mean time, it is unlikely I will be able to respond to member's e-mails. You can write to me as needed, if I see your e-mail I will respond but the current reality is that it is unlikely that I will see said e-mail. If you need to contact me, best to use the US Postal Service at the address in the introductory column.

On another subject, many members have mailed their dues checks to the Charles River Museum, rather than directly to me. Unfortunately, these checks, many from early 2023, were only recently forwarded to me and many are too old to be deposited. Any checks that I cannot deposit, I will return to the member. If you have recently sent a

check to the Museum, please let me know via standard US Postal Service (not e-mail) and we will watch the Museum's mail for these checks.

When we have alleviated the e-mail problem, I will let you know in a future Gazette.

APPAREL: Please check out the NEMES Aprons, T-Shirts, Denim Shirts and Sweat Shirts. We are happy to ship any of this clothing directly to your home.

Orders should go to our Treasurer, Rob Goeller. His address is in the opposite column.



President's Corner

Bob Timmerman

We have just received word from our club services provider, Capital Hill, that they can no longer serve our account.

Dick Koolish has suggested we use the company that provides services to the Astronomy Club, *Club Express*.

Rob Goeller, our Treasurer, has looked at their website, and it appears that they can provide what we need. We will have a brief discussion at the October meeting, and if members agree, we will approach Club Express.

We had some good suggestions for in-person meetings. One meeting topic we are considering is an in-person meeting for lunch in October or November., perhaps at the Chateau restaurant in Waltham. Another possibility is our traditional Saturday meeting at Woodman's, for fried clams.

Members are invited to make suggestions for in-person meetings. Help with the meetings would always be appreciated.



From the Editor's Desk Bob Timmerman

Your Editor received a major health diagnosis in August, and is now under treatment for it. He is a bit under the weather at this time, and not running on all cylinders. The medication they are giving me is starting to have an effect, and I am feeling a bit better, which is good, as I still have to deal with the healthcare bureaucracy.

When you have a major diagnosis, you get a lot of tests, with a lot of doctors and nurses around you. The nurses at Beth Israel took good care of me when I went in for some tests recently. However, I did get a chance to "pull a Dick Boucher" on some of the nurses. I will describe that at the meeting.

We sometime get complaints from members that a NEMES event conflicts with some other event. Usually, we do not even know about the other event. Please let me know of other events, and I will publish such details as I have in the Gazette.

Date of 2025 NEMES Model Engineering Show

The 2025 NEMES Model Engineering Show will be on March 15, 2025. This is later than we wanted, but the first two weekends in March were taken.

Date of 2026 NEMES Model Engineering Show

We have reserved the first weekend in March, 2026 for the NEMES Model Engineering Show. This puts the show out of the way of big snowstorms, which usually come in February.

Upcoming Events

I have been receiving notices from the Owls Head Museum up in Maine. Keep an eye on their website as well.

New England Museum of Steam and Wireless, Yankee Steam Up, October 5, 2024, 9 AM -3 PM!!

Equipment for Sale

My brother is Ron Severt of Girard, Kansas. He has spent a lifetime involved with steam engines, tractors, gas engines, etc.

He now is in Assisted Living and having to liquidate the family's vast collection.

The Sebastian Belt Driven Metal Lathe with Tooling (Lot 334) and
The Sheldon TS-56-B 11in x 36in Metal Lathe (Lot 337)

may be viewed at:

<https://kraftauctions.hibid.com/catalog/575647/ol-ronald-e--severt-estate-auction---st--girard--kansas>

He was a machinist. With his kiln and lathe he was able to make parts for his engines.

He was a boiler inspector for Steam Engines.

He traveled all over going to steam engine shows.

He was a Member of several Early Day Gas Engine and Tractor Associations.

Please share this information. Thank you.

Ramona Swartz
620.230.8004

This auction closes Oct. 16.

The online and live auction for the large Steam Engines and Tractors will be in Valparaiso, Indiana, Nov. 15 and 16

[Editor's note: I have looked over the auction photos, and there are a lot of old engines that will be auctioned off, as well as the two lathes]

Reports from the Sandy Hill Locomotive Works

This is Dick Boucher's original introduction, and I am reprinting it here, as I think it is still relevant.

June 7, 2020

Hello fellow live steam model hobbyist and principals of the New England Model Engineering Society,

James (grandson), Norm, Jay and John. This is my usual Sunday afternoon progress report on work here in the Sandy Hill Locomotive works. Dan, Rich, Bob and James Scheffler I am sending this along to you thinking it might be a way to get some interest back in the club if the fellows who have given up traveling to Waltham had a place to post pictures of their work and view other builder's projects. To the new fellows on the list I am working on Cole's Models 2"scale Case steam tractor. For some time now I have been sending out pictures and a short description of the progress on the project to the first three listed having added John lately. Back in the early days of the Live Steam railroad hobby there were only a couple "meets" a year some as far away as Montreal Canada and Carl Purington started the "Traveling Locomotive Books" in which a hobbyist would attach a couple pictures of his work and forward the book to the next person on the list. Fortunately these books still exist and are repositioried at John K's museum in Beverly. At any rate my thought is we set up a formal place in our web site or someplace to create the "Traveling Hobby Machining Books" Your thoughts.

Richard L. Boucher
Chief Engineer/Master Mechanic/ Lead Machinist
Sandy Hill Locomotive Works

Current Work

Hi All.

Hi you metal termites.

It has been a very heavy engineering month working on the LaFrance fire engine model. Some very confusing dimensions on the parts and a method of connecting the engine to the boiler which I just did not figure I could comply with.

Before I begin the model work a brief note on nature. For years I have been watching with some interest the winter weather forecasting of the Wolley Bear Caterpillar. The story goes if the black bands on the insect are wide the winter will be severe. Last year the bands were narrow. If I remember correctly we did not have a very severe winter. The results have been right on the many years I have observed the creatures. Now the scientific story is that the Wolley Bear Caterpillar has no ability to know the conditions that will exist this winter. Thus, I enter for your examination Photos 1 and 2. Photo 1 shows a totally confused specimen with one very long black band and a very short band



Photo 1

Photo 2 shows a specimen with a short black band on one end and a black band on the other end but with a brown band on the very tip.



Photo 2

I have never seen anything like this in all the years of observing.

OK enough of this on to modeling in metal. The original plan for the steam line called for a joint in the piping at the boiler with four small hex head bolts connecting the two parts. Small hex head in the rear of the engine, no way, so I put in an order to P.M.Research for some 1/4 inch fittings and their small displacement lubricator. I got some close nipples and a union joint shown in Photo 3

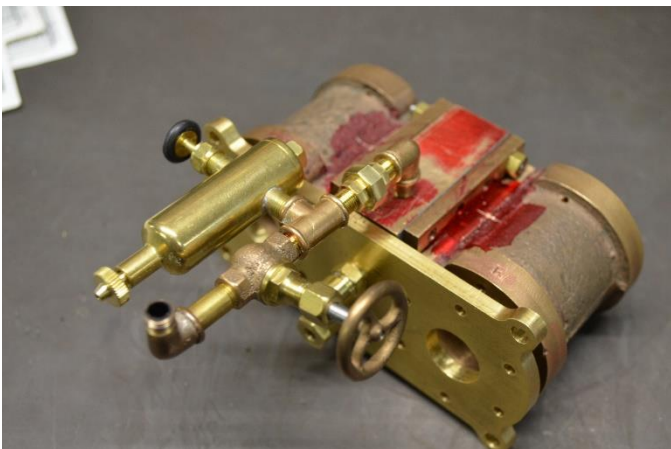


Photo 3

the open end will thread into a bush in the boiler and the top end is shown connected to the steamchest with the union nut easily accessible.

Now for the thought provoking part of the exercise. The connecting manifold from the cylinders to the exhaust pipe in the smoke stack. This is connecting together two solid assemblies without space for a union fitting. This is not to complex a problem as you just make a nipple with a long threaded end and a short threaded end. You thread the long end into the exhaust manifold and then on assembly thread the nipple into the cylinder and Roberts your fathers

brother. Piece of cake. Photo 4 shows the sections of the drawings with the dimensions. the problem came in with the two cylinders had a different dimension to the exhaust port.

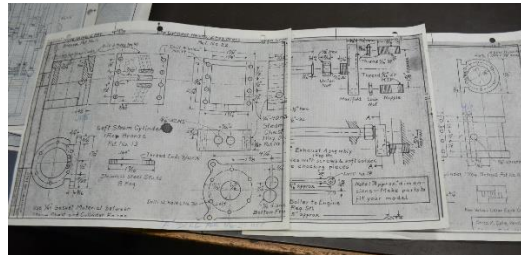


Photo 4

It is also has to be remembered that the location of the exhaust ports are the culmination of three separate pieces with two gaskets in the assembly, Photo 5.

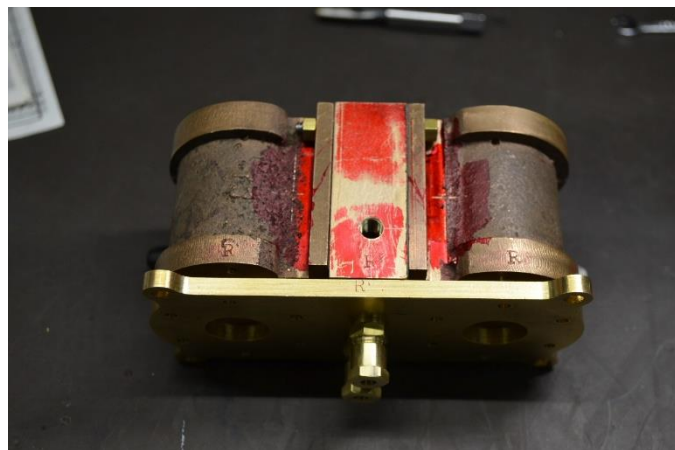


Photo 5

Photo 6 shows my dividers set at the correct dimension in the prick punch marks on each cylinder so far so good.

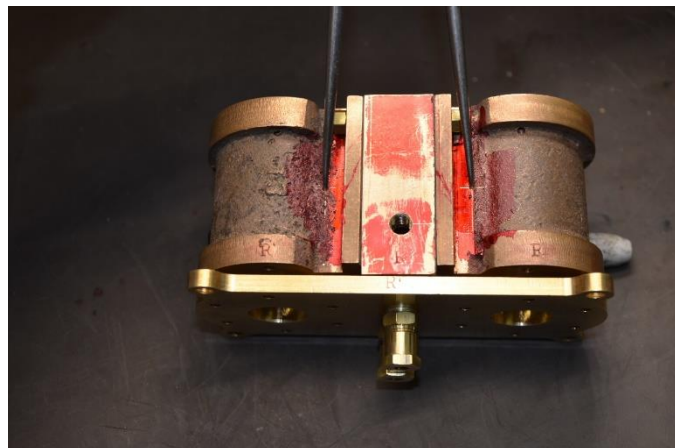


Photo 6

Photo 7 is of the manifold casting on the cylinders.



Photo 7

There are two chucking spuds on it to facilitate drilling the holes for the exhaust steam passage in the manifold. Keep in mind that this is exhaust steam with very low pressure and no resistance so sealing the fitting should present no problem. My thought is to drill and tap the exhaust holes in the assembled unit rather than chance doing the job in the cylinders separately.

Last but not least is Photo 8 is the valves and the valve nuts for the engine.



Photo 8

I also have to check and recheck that I have the cylinder valve chest assembly in the proper order concerning the location of the steam ports as the

cylinders are left and right handed and you can't see in the valve chest when it is assembled.

Well that is it for this month. I have an adventure to write about our visit to the Maine Central locomotive restoration and a shout out to our member Joseph Higgins who has a great U-Tube channel on constructing models and tooling for the shop. The channel is under his name, look it up.

So for now head to the shop and do something even if it is wrong remembering silver solder or J.B. Weld can fix almost anything.

So Long,
Dick B.

P.S. Robert is your fathers brother, in England they say Bobs your uncle :-)

Second part of Dick's article, about the Maine Central restoration:

EXTRA ,EXTRA, EXTRA !!!!!

[Editor's note: new photo numbering here]

Hi all this was originally going into the September Gazette but our esteemed editor was under the weather so I kept it short that issue.

Photo 1 shows one of my 3/4 inch steam tractors and the start of working on the water pump on the LaFrance fire engine. The brass plates are square so that I will have reference surfaces as I drill and bore all the various holes required in the casting to the left. The steam tractor was to help relieve my mind as I worked out just where the holes in the casting would be.

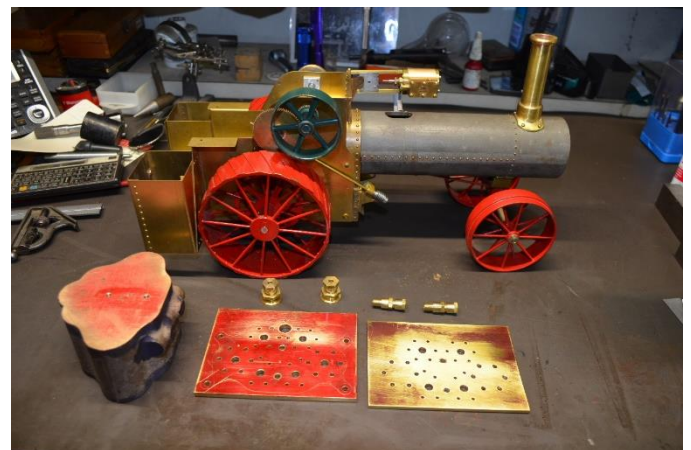


Photo 1

Now as said many times on the Monty Python Show "And now for something completely different" Bea and I took a ride up to Hancock Maine to the site of the restoring of Maine Central locomotive 470. (a 470 mile trip by the way) Photo 2 is the boiler on the flat bed trailer it has been on since the locomotive was removed from it's former display at Waterville Maine being prepared for the ultra[sonic] scan boiler inspection to determine what and how many repairs would need to be made to make the boiler able to get an inspection certificate.



Photo 2

My understanding of the process first requires the entire boiler to be marked off in 6 or 8 inch squares and each square cataloged so results could be studied.

Photo 3 is yours truly standing beside the chassis. Note how many years on outside display had put a coat of rust on the entire machine.



Photo 3

Photo 4 is the chassis again note the surface rust from standing unprotected for so many years.



Photo 4

Photo 5 is the parts already restored on display at the event. The red handle is the power reverse control.



Photo 5

There is a long story about the headlight which I don't have space to elaborate on here. The rusty cans on the platform under the smokebox front are the old marker lights with the new ones mounted in their proper place on the smokebox front. The welded in patches are original to the start of restoration and no one knows what happened or when. Not shown is the complete rebuild of the stoker engine for the locomotive. Moving on to Photo 6 which is the old tender tank



Photo 6
and Photo 7 which is the new tank mounted on the restored tender frame.



Photo 7

And finally Photo 8 is good wife Bea standing beside the locomotive to give one an idea just how big those machines were.



Photo 8
So as usual head to the shop and do something----
even if it is wrong. Thought is born of failure--(I do a
lot of thinking around here).
So Long,
Dick B.