

The NEMES Gazette

Vol 4 No 40
August, 1999
© 1999

*The Newsletter of the New England Model Engineering Society,
Stephen C. Lovely, Editor, POBox 277 Milford, Ma 01757-0277, 508-473-8621
Ron Ginger, President, 17 Potter Road, Framingham, Ma 1701, ginger@ma.ultranet.com*

**Our Next Meeting is at 7:00 PM August 12, 1999
at the Museum, 154 Moody Street, Waltham Ma.
Don't Forget, the Meeting is
August 12th, the second Thurs-
day of the Month**

*Annual dues is \$20.00 - Please make checks payable to "NEMES" and
send to the NEMES Treasurer: Kay R. Fisher 80 Fryeville Road
Orange, MA 01364*

This Months Contents

President's Corner	1
The August Meeting	2
Tips and Techniques	3
Calendar of Events.....	1
Treasurer's Report	2

From the Editor's Desk:

I haven't missed a NEMES meeting yet, but August 12th is my first meeting of Waushakum Live Steamers as the Treasurer. I'm hoping to get to the NEMES meeting, but I'm not totally sure yet. Which reminds me, it's not in the Calendar of events but The Waushakum Live Steamers Annual Meet is taking place in Holliston Ma August 27, 28, and 29. If you need directions to find it, see Mike Boucher or myself.

Maybe see you the 12th -- scl.

President's Corner by Ron Ginger

Never Miss a Meeting!

The July meeting had an extra event that shows why you should never miss one of our exciting NEMES meetings!

Just before going to bed on Wednesday before the July meeting, I made a quick check of my e-mail. I had a message from Fred Fowler III asking if it would be possible for him to bring a few items to sell to the members at the meeting. Since we were having a poster session and not a formal speaker, I sent him back a note assuring him it was OK. I didn't know until just before I left for the meeting that he had received my note and would be there.

The items offered were great! Micrometers, verniers, digital scales, dti's, -lots of measuring equipment. And best of all the prices were very low- usually about 10% of the regular price. It was much more orderly than ladies day at Filenes basement, but there was a certain frenzy! I saw several guys rush out to find an ATM to get more cash.

Fred explained to me that this material was items that could not be sold in regular stores for various reasons- some of it had velcro stuck on it from having been used at trade shows for display. Some were returns, some had minor missing parts, like the 10pc set of parallels that had only 9 pairs. But all were very good and useable items.

Fred has told me he will be back from time to time, as his return collection gets large. He has also promised to be a speaker some night to talk about the business of measuring instruments.

North Shore Car Show

Keep in mind we will have a model show in connection with the annual North shore car show at the Topsfield fairground on Sunday, Sept 12. We will have a tent to keep us shaded, and plenty of room to run our engines. Last year about 15 of us went, and everyone had a great time. Mark this date now and start planning a few items to bring.

August Meeting

Don't Forget the date is Thursday, August 12! I know this date conflicts with the Washakum RR that a few of our members also attend, but the museum has a special event on our regular day so we have to shift.

I don't have a major speaker lined up, so we will have another open meeting. I understand Dave Robey may be bringing in that Henrob torch I was so hot to buy, so maybe we can see why its such a great tool. Anyone else with interesting welding or brazing tools might like to bring them along.

We may have a short subject or two, but we will have plenty of time for show of whatever projects you are working on.

--Ron

Calendar of Events

Aug 12, 1999 Thur 7PM

NEMES Monthly club meeting
Waltham, Ma.

Charles River Museum of Industry 617-893-5410

Aug 7-8 Sat & Sun 10-5

Owls Head 25th Anniversary Transportation
and Aerobatic Spectacular

Aug 8 Sun

Mt. Washington NH 100th anniversary of the auto road
Steam auto event to recreate the ascent
Steam autos from all over the country are expected

Aug 12-15 Thur Sun

NYSEA Engine show
Canadagua NY rt 5-20 E. of town
Gary Love 716-394-8102

Aug 14-15 Sat Sun

Straw Hollow Engine Works
Boyleston MA
J Ressaguie 508-869-2089

Aug 21, Sat 10-5

Owls Head Auto Auction

Aug 28-29 Sat & Sun

Conn. River Antique Collectors Klub (CRAK)
Ely VT. Old Post Office Rt 5
Doug/Ruth Driscoll 802-333-3243

Sept 2, 1999 Thur 7PM

NEMES Monthly club meeting
Waltham, Ma.
Charles River Museum of Industry 617-893-5410

Sept 5, Sun 10-5

Owls Head Antique Motorcycle Festival

Sept 11-12 Sat & Sun

Granite State Steam and Gas
Dublin NH
Phil Barker 603-459-364088

Sept 12 Sun

North Shore Old Car Club
Annual car show w/ NEMES tent
Topsfield fair grounds
Ed Rogers 617-233-3847

Sept 17-19 Fri Sun

Cranberry Flywheelers fall show
So. Carver MA Edaville RR
Dave Robie 781-355-5322

Sept 18th & 19th

Pioneer Valley Live Steam
Steam and diesel trains on a 3000ft track
413-569-0438

Sept 18-19 Sat Sun

NHPOTP Show
Amesbury MA
Bruce Eaton 603-394-7660

Sept 19, Sun 10-5

Owls Head Tribute to Convertibles

Sept 25-26 Sat & Sun

CAMA Fall Fest
Kent CT Rt 7
Josh Reynolds 860-868-0283

For a listing, please sent name and brief description of event, time and place and a person to call for further information to.

Bill Brackett at wbracket@ultranet.com or 508-393-6290

July 1999 Treasurers Report

Previous balance -----	\$3002.77
Dues Deposit -----	120.00
Dues Deposit -----	60.00
Interest -----	1.19
Max ben-Aaron NL Expense-----	-90.96
Dues Deposit -----	180.00
Dues Deposit -----	60.00
New balance -----	\$3333.00
=====	

Respectfully
Kay R. Fisher

The Meeting, July First, 1999

For the July meeting we had a poster session, so there was no speaker. There were a lot of interesting things to look at and talk about. I had a good time, circulating around and talking to people about what they'd brought. There were a lot of little groups clustered here and there around the hall, with everyone involved in small local discussions, including me. I had a good time, and instead of trying to cover everything will report on the things that I ended up talking to folks about.

Richard Koolish had a whole collection of pinhole cameras he'd made, along with a selection of pictures he'd taken using them. I've been intrigued by the pinhole camera myself and made one a while back, so I especially enjoyed looking at the ones he'd made and the pictures he took. If you've never seen pictures taken with a pinhole camera you'd be amazed at how good they can be.

Paul Madigan is tired of having pencil stubs too short to use, so he made a nice stainless steel holder to take pencil stubs and make them useable. He's done a drawing of it and says he'll get me an electronic version of the file to put in a future issue.

Walter Winship is the owner of a 1925 SV steam car. It's one of only five known 1925 SVs in existence. (SV is the name for Stanley Cars after the Stanley brothers sold the company.) A full size car is a bit big to bring to a meeting, so Walter had a scrapbook loaded with pictures of his restoration project. It starts with a rusty hulk missing about 200 bits and pieces arriving on a truck. The back of the body was so bad that the vehicle is now a pickup truck. Walter had hoped to steam it for the first time the morning of the meeting, but with the storms that went through he had to postpone it. It's been driving around his yard at the end of a 50 foot hose to the shop compressor. Altogether a really nice project and I'm looking forward to a report on how it all comes out.

At past meetings we've seen various parts of Wayne Singer's 7 1/4 gauge Climax locomotive project. This time he brought in the engine, mounted

on a plate so he could run it on air to be sure that the timing and such were all correct. It's being built to Kozo's book, but twice as big. Les Russell brought in his Climax chassis, also being built to Kozo's book, but to the original size and 3 1/2 gauge. Both projects are impressive, and if anyone didn't know how Wayne's engine was going to fit into the locomotive they could see the engine in Les's chassis.

Bob McIlvane brought in his Gingery Lathe project. He got as far as having the bed done when he bought a commercial lathe. Now he's planning to make a cutter grinder on the lathe bed.

I didn't get who brought it, but someone brought in an electric guitar based on a wooden toilet seat. I don't know how it sounds, but it sure looked wild with a flame paint job.

Dave Busch cuts a lot of plastic on his circular saw, and needed a way to clamp it tightly while he was cutting it to keep it from vibrating and shattering. To do it he made a sliding table fit the guide slot in the top of his saw. To hold the plastic he has a row of syringes mounted so the plungers come down to hold the material being cut firmly in place. Forty PSI air gives a ten pound force on each plunger, for a total of 110 pounds force on the work. They're all plumbed up together so that he can raise them with vacuum and then lower them with pressure with a control valve.

Joe Donahue needed to bend some metal, and was inspired by the ads for Shop Outfitters in HSM. He built his own version of it and has been pleased with how it has worked out.

New England Brass had a good choice of their products for sale.

Fred Fowler III was there from Fowler. He had a bunch of really nice odds and ends of measuring equipment on display. I avoided his table at first, having a weakness for such things and not wanted to tempt myself to severely. When I finally did take a look I was pleased to be able to pick up two nice indicators and a 1-2" Micrometer for prices that didn't make me feel even slightly guilty. Fred is the third generation Fowler in a business founded by his Grandfather. Ed Rogers works on old cars, and is currently working on a 1925 Nash. He's got a set of timing gears out of it that need to be replaced, and he's looking for someone who can cut him a new set. The originals were made by Westinghouse, and one is plastic. The originals are about 7 1/2" and half that in diameter and an inch thick. The one on the cam has a 1.5" bore and 54 teeth, with 27 teeth and a 1.75" bore on the crank gear. If you can make them or know someone who can, get in touch with Ed.

I've probably missed a lot of stuff that was there at the poster session, and if I missed your project I apologize. Hopefully I'll get it next time. I circulated around and had a good time like everyone

else and enjoyed getting a chance to talk to some of the people that I don't usually get to talk to at meetings. The poster session was a change from the normal meeting, and even though the turnout was a bit low because of the holiday weekend coming up everyone seemed to be enjoying themselves and there were still quite a few people who made the meeting.

Is the Henrob Torch Really that GREAT???

We've heard Ron tell us how he almost bought a Henrob Torch at the last NAMES show in Detroit after the terrific demo put on by the man selling them, but is it really a super torch? I got a call from Don Strang. He's talked Dave Robie into bringing his Henrob Torch (minus the gas bottles) to the August meeting to tell us about it. The Henrob torch was invented by Dillon in Australia. Henrob sells rivet systems and the torch. If anyone else has any info on the Henrob torch, please bring it to the August meeting and tell us about it.

TIPS AND TECHNIQUES

Ed Kingsley

SMALL FILE CARD

Stuck for a way to clean out those Swiss Needle Files when they get all filled up? A toothbrush works wonders. Be sure to rinse thoroughly before using on your other teeth.

EASY AS 1, 2, 3

A quick and easy way to set, or check, your depth mike rod(s) is to use an accurate 1-2-3 Block. It'll get you down to at least 3". ... I never knew what all those holes were for before.

EASY AS, uh, FB80374 REV01 900123?

These are the 18 characters I needed to stamp into 25 sheets of 1/8" thick Lexan, last week. The piece itself was relatively simple. Adding the part number was most definitely a challenge. The character size specified was 3/16". I pummeled a few numbers into an odd scrap and quickly deduced that a spacing of .100" would be about right, and doing it by hand was out of the question. No matter how carefully I positioned the stamps, it was impossible to keep adjacent numbers aligned vertically. Each character was "centered" in a different place on the stamp, the overall size of each character was a bit different (35 different low bidders?) and the sharpness was proportional to how often each one had been used before - and two other criteria we couldn't figure out. My thoughts quickly turned toward using an arbor press, but swerved just in time and stopped in front of the milling machine. The stamps are 'nominally' 1/4" square. The corner to corner diagonal was something close to .355", for which I could not find an R8 collet. I hacked off a chunk of a cardboard endmill container, slit it lengthwise, and trimmed it so that it just wrapped around the stamp once. This, then, slipped nicely into a 3/8" collet. The collet, with the

first stamp ("F") went into the quill of the mill, and the letter was rotated square to the table. A spare Lexan piece was laid on the vice, to which a pair of work stops had been attached to position the work. The table was moved to locate the stamp, over the left edge of the number area, and the DRO-X axis was set to .100". After determining the proper amount of quill pressure required to make a nice looking "F", I advanced the table to the left by .100", on the DRO, and made another "F". I continued advancing by .100", and pressing, until eighteen "F"s, and two spaces, had been stamped. This became the template for adjusting each of the subsequent stamps, in the "Y" direction, so that all characters would appear to be aligned, top to bottom. The vertical center alignment differed as much as .029" from one stamp to the next. (Which is a lot for a letter .187" high.) Then, it was a simple matter to put each Lexan piece onto the vise, one at a time, and stamp it. If a character repeated, like the "0", I advanced the table to the [n x .001"] reading on the DRO (i.e., .400", 1.200", 1.600" and 1.700", for the "0") and sequenced the pieces through again, without changing the stamp. There were actually only 13 stamps required for the 18 characters, because of the repeats. In addition to being vertically aligned with each other, and equally deeply struck, this method kept the face

of each stamp parallel with the face of the Lexan, and all characters were fully formed, something very difficult to do "freehand". It was also very precise and surprisingly fast. I'm not certain I'd recommend doing this to anything harder than soft brass or aluminum, but it worked extremely well on plastic. Beating on the drawbar, with a hammer, might work in mild steel, but would almost certainly be considered poor form in most shops. In the privacy of one's own home, however, ...?

USEFUL METRIC CONVERSIONS (?)

1 million microphones = 1 phone
1 million phones = 1 megaphone
10 cards = 1 decacards
1/2 lavatory = 1 demijohn
1 millionth of a fish = 1 microfiche
1 million bicycles = 2 megacycles
2000 mockingbirds = two kilomockingbirds

--Ed

The NEMES Gazette

newsletter of The New England Model Engineering Society
c/o Stephen C. Lovely
Post Office Box 277
Milford, Ma. 01757-0277

Up-Chucking!
by Bob Neidorff

Forget everything anyone ever told you about removing a threaded chuck from a lathe spindle. I'm going to tell you the best way to do it. It's easy, gentle, and foolproof. You don't use the chuck key as a handle. You don't bang on the jaws. You don't chuck anything. When your three-jaw or four-jaw chuck won't unscrew from the lathe spindle easily, try this. I'm sure it will work well for you.

First, remove the chuck from the backplate. This is frequently done by removing three or four allen cap screws which go into the face of the chuck. Next, get a scrap of steel at least 1/2" x 1" x 24". I use a piece 1/2" x 1 1/2" x 36". Drill two holes in it to match two holes on the backplate. Bolt this long steel bar to the backplate, with the wide dimension flat to the backplate.

Next, lock the spindle so that the bar is pointing forward to you and nearly horizontal. On many lathes, this is done by engaging the belt drive and back gear drive simultaneously. Don't turn the lathe on. Grab the steel bar and pull down gently. The backplate will spin loose easily. If it doesn't come off with a very gently pull, pull a bit harder. If it still doesn't come off, put some weight into it. But you won't need to bang with all of that leverage. And the force is right against the backplate, so there's little risk of bending the spindle. You're not abusing the chuck jaws or pinon, so there's no risk to the chuck, either.

This technique got me out of a jam (literally) twice. Scott Logan, of Logan Lathe fame, said that he used this technique to pull a chuck off of a 14" lathe. He nearly tipped the 2000 pound lathe over, but the backplate unscrewed and the lathe was undamaged. Thanks to Scott Logan for this tip.