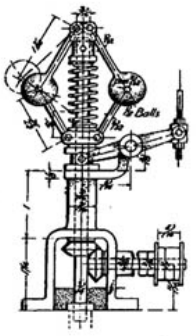

The NEMES Gazette

NEW ENGLAND MODEL ENGINEERING SOCIETY INC.

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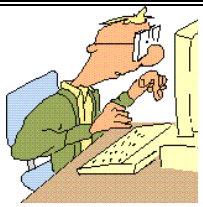

Editor's Desk

Victor Kozakevich

I got an emailed newsletter from an internet car parts site recently. The best part was a link to an unusual auto museum in Tacoma, WA. The private collection of Harold LeMay has become a work-in-progress museum. The collection of 3500 cars (the largest private car collection according to the Guinness Book of Records) is currently housed in several buildings around his house as well as in other places around Tacoma. Some are in period displays, some still tucked in garages. A group of volunteers has been tending the collection since LeMay died seven years ago, and is working on having a new museum built by 2009.

Mr. LeMay ran a very successful waste-hauling business and the profits let him and his wife indulge in all kinds of collecting, but the cars are by far the big draw. If you ever rode in one, drove one, or just wanted one, there's probably an example here. Think of it: a personal collection of Cadillacs, fire engines, Corvettes, Woodies, hot rods, pickups and everything else. This must give Jay Leno the shakes.

If anyone is near Tacoma, by all means stop in and give us a report. There's more info at www.lemaymuseum.org.

Next Meeting

Thursday, Oct. 4, 2007

7:00 PM. Meetings held at:
Charles River Museum of Industry
154 Moody Street
Waltham, Massachusetts

Membership Info

Annual dues of $25 (via checks made payable to "NEMES" and mailed to our membership secretary) for the calendar year are due by December 31st of the prior year.

Missing a Gazette? Send mail or email to our publisher.

Addresses are in the left column.

Contents

President's Corner

Dick Boucher

The Meeting

Max Hall is a life-long inventor and tinkerer, and still has visions of fame and fortune, middle-age notwithstanding. He has an undergraduate degree in physics, and has spent a dozen years in engineering in the fields of robotics and speech recognition systems, and a total of a dozen years as a high-school physics teacher. He is now self-employed, seeking to help entrepreneurs in energy conservation and conversion with proof-of-concept research and prototype development.

And the TriHy:
The TriHy, or Triple Hybrid, is the fifth electric vehicle that Max has put together. This one, a 1965 Italian three-wheeler, was converted to electric with two of his high-school seniors doing independent studies. Its "hybridness" is in its recharging options. It can plug in to the wall; it can plug in to its own trailer which features a generator that runs on petrodiesel, biodiesel, straight vegetable oil and used cooking oil; and most recently, it can plug into a small home-built propane-burning generator that fits on board. It is a literal and figurative educational vehicle. He has taken it to shows, schools, and other venues to talk about energy conversion and the laws of thermodynamics.

For anyone interested in seeing the TriHy, Max will be displaying it at Boston City Hall Plaza as a part of the Alt Wheels festival Friday September 28th and Saturday September 29th

Miscellaneous Ramblings

We have received a generous donation to the library form one James Kangas of Wilder Vermont. It includes:

All the issues so far of ***The Model Builder Magazine***

1800 Mechanical Movements and Devices (a reprint of a 1911 publication)

Miniature Ringbom Engines, by James R. Senft a treatise on building three Sterling engines

Telephones and Microphones How To Make and Use Them, reprinted by Lindsay publications from an original Percival Marshall publication

Wireless Telephony, by R.A. Fessenden

Wooden Geared Clock Plans, by L. Hedgecock Smith

Wooden Clock Works, by Mark Tovar

The Mine Engine, by Thomas J. Kokinchak

Small Barrel Organ Building Instructions, by Johan de Vries

Building Sterling Engines Without a Lathe, by Kjeld Hoejfeldt

Wurlitzer Military Band Organ Building Plans and Voicing Tips, by R. M. Stanoszek

How to build a simple Mechanical Organ, by J.C. Kleinbaur

How to make a Strutt Epicyclic Train Clock, by W.R. Smith

How to make a Wooden Wheeled Clock & Dead Centre Turning. By E.J. Tyler

Plans for building a Gatling Gun, by Douglas Schneider

Plans for a 1x1 vertical single overhead cam electronic ignition I.C. engine by Dale Detrich

Thanks to James for the donation. If anyone is interested in reviewing any of the books or plans let me know and I will bring them to a meeting now or in the future. If upon checking out any of the plans someone should feel that they might want to construct the item, I recommend that he purchase a set of plans for himself. Some of these projects could take years to build, and it would not be a good idea for the plans to be out of the library for that long. Also the authors of the projects have spent many, many hours designing these projects and deserve something for their efforts.

Another item, and this is a touchy one, that has been brought to my attention is the small gatherings taking place at the meeting with folks gathered around tables talking during the speaker's presentation. This is both disrespectful and rude to

the speaker and annoying to those trying to hear the speaker. Now I realize that socializing is an important part of the meeting and that not every speaker is of interest to everyone. So if you are so inclined to want to carry on a side conversation during the meeting we will put a couple tables in the side room during setup and ask you to avail yourselves of them in the event you are not interested in the speaker's subject.

The Annual Steam Weekend at The White Mountain Central Railroad went great again this year. Member Wayne Singer had some great videos of his newly completed 1½" scale Climax locomotive that he was showing as proudly as a grandmother would show pictures of her newest grandchild. Locomotives take a long time to build but give many years of rewarding service when they are finally finished. Hopefully, Wayne will have the videos available at the meeting. Congratulations Wayne

I myself had the opportunity to work on a static wolfman's car between locomotive rides and food, heavy on the food, to be set up in the park for kids to climb on and have pictures taken on. The part I am leaning over was a bow section of a pontoon boat and after a lot of serious hammering and cutting I got it grafted to the gray part that already existed. I have always wanted to build a boat-tail sprint car and this one has a real boat tail. Pictures of the WMCRR can be seen at http://www.fotoimages.com/trains/WMCRR.htm or visit http://www.whitemountaincentralrr.com

Dick B.

The Meeting

Todd Cahill

Show &Tell

Al Goldberg reported on an iron pour at Rockland. Frank Dorion brought a clever ball-turning tool using a boring head mated to an Aloris-type tool holder. He finished it just before the meeting and hasn't had much experience with it yet. He will bring it back next meeting and will report on its characteristics and use.

Norm Jones talked about remaking two links used on his Rider Ericsson hot air engine. The first two pictures show the links in position, and the shoulder bolt that mounts them. Some noticeable increase in noise had developed over many years of service. After multiple failed attempts to rework the links, he chose to make new ones in the interest of time (the night before an antique machinery show).

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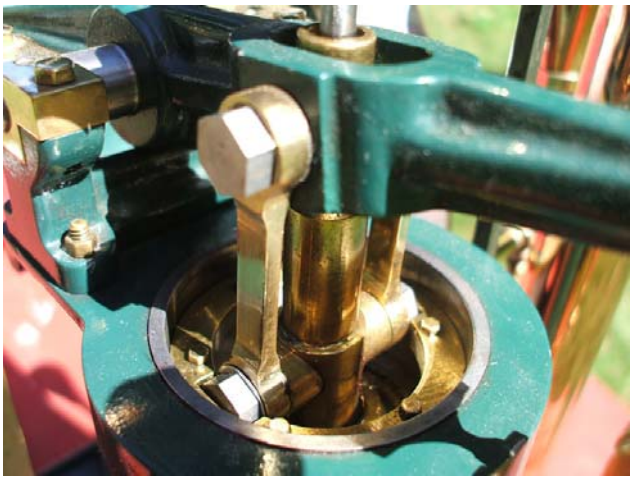
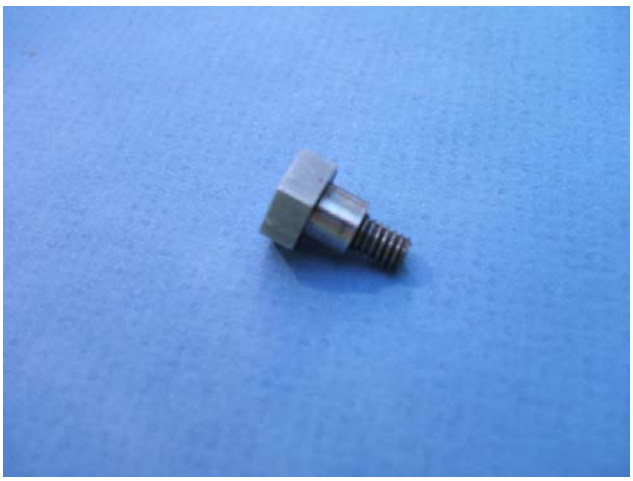
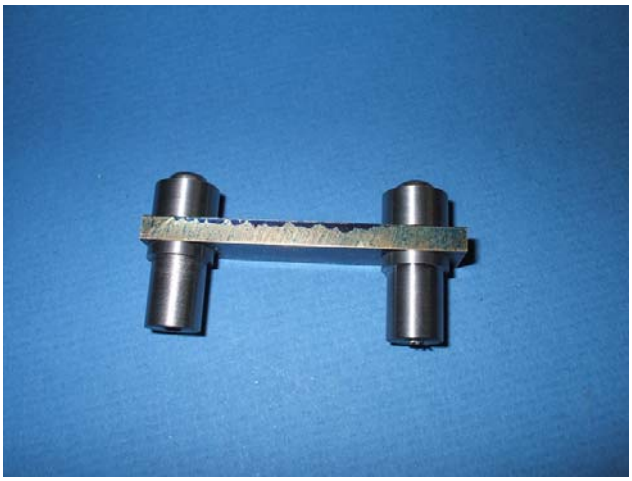




The various fixtures used to make them are shown along with replaceable bearings and an installation tool



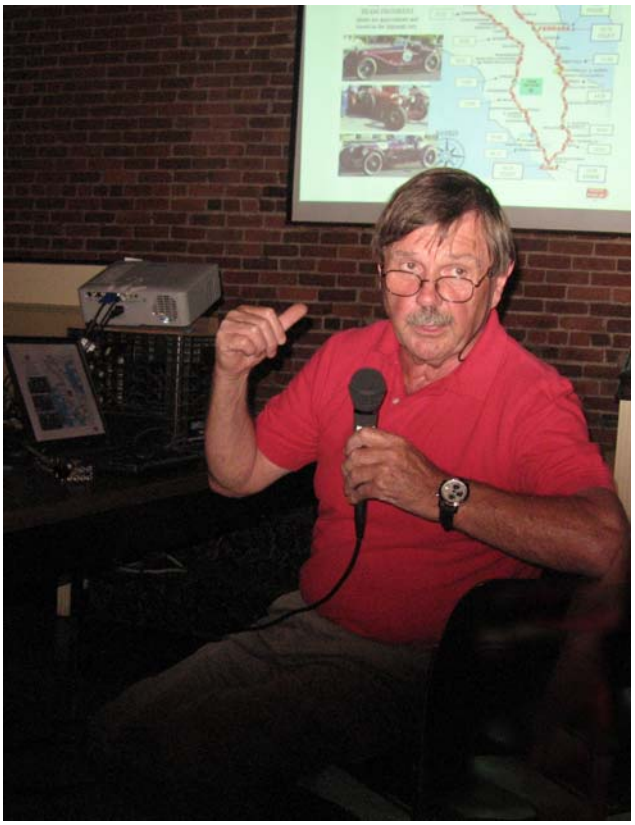
Les Russell suggested a method to hold the odd shaped parts while reworking them. Cerobend is a low temperature alloy. It melts at 158^{o}F. One can melt Cerobend in a tin cup with boiling water. The following picture shows how the links are captured in Cerobend. The next picture shows how to reclaim the Cerobend by remelting the alloy in an old toaster oven. The following picture shows the detail that is achievable in the reproduction of the surface texture on the tinfoil.

The last picture is of a crosshead from a steam engine. The round pin appears to be part of the casting. The question is, how was the pin machined? There is a small radius on both ends of the pin as well as a cleaned up surface on the inside to match the connecting rod. Center points are also present on both sides of the part. Any comments?

Bruce Murray's Mille Miglia Experience

The speaker for the evening was club member Bruce Murray who entertained us with the tale of his participation in the 2005 Mille Miglia, amply illustrated with slides and video. The original Mille Miglia (Thousand Mile Race) was established by the young Contes Aymo Maggi and Franco Mazzotti, apparently in response to their home town of Brescia 'losing' the Italian Grand Prix to Monza. The figure-eight shaped course was roughly 1500 km - or a thousand Roman miles. Twenty-four times from 1927 to 1957 (thirteen before the war, eleven from 1947), this open-road endurance race, was run in Italy. Sports cars like Alfa Romeo, Ferrari (which debuted as a marque in the 1940 event), Maserati and Porsche became famous by participating. The first race started on 26 March 1927 with around seventy-five starters - all Italian. The winner completed the course in just under 21 hours 5 minutes; local marque OM swept the top three places. Racers were ultimately competing with the clock and not one another. To avoid faster cars having to overtake slower ones, which was seen as an unnecessary danger to spectators, cars were released at one minute intervals with the larger professional class cars going before the smaller displacement, economy class cars. Numbers were assigned according to their start time e.g. the 1955 Moss/Jenkinson car left Brescia at 7:22 AM (see below). In the early days of the race, even winners needed 16 hours or more, so most competitors had to start before midnight and arrived after dusk - if at all.

The race was briefly stopped by Mussolini after an accident in 1938 killed a number of spectators. When it resumed in 1940 during war time, it was dubbed the Grand Prix of Brescia, and held on a 100km short course in the plains of Northern Italy that was lapped 9 times. This event saw the debut of the Ferrari marque (with the Tipo 815).



In 1955 Moss and his navigator, motor race journalist Denis, ran a total of six reconnaissance laps beforehand, enabling Jenkinson to make course notes (pace notes) on a scroll of paper 15 feet long that he read from and gave directions to Moss during the race by a coded system of hand signals. After 10h07'48", Moss/Jenkinson arrived in Brescia in their SLR with the now famous #722, setting the event record at an average of 159,65 km/h which was fastest ever on this 1597km variant of the course, not to be beaten in the remaining two years.

The race was banned after a fatal crash in 1957 that took the lives of driver Alfonso de Portago, his co-driver/navigator, and eleven spectators, at the village of Guidizzolo. The crash was probably caused by a blown tire. The Ferrari team, which did not change tires in order to save time, was blamed and sued for this. From 1958 to 1961, the event resumed as a rally-like round trip at legal speeds with a few special stages driven at full speed, but this was discontinued also. When the Mille Miglia was resurrected, it was run as a time trial covering most off the original course. Contestants are limited to pedigreed cars, with original major components, made before 1957. Competition to be included is stiff. It helps if the candidate actually ran in the genuine Mille.

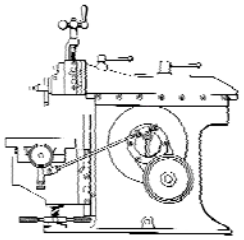
Bruce has a friend who owns two Alfas and a Maserati that he was going to enter, and was offered a berth in one, of his choice. He chose to drive the 1932 Maserati 8C3000 straight 8, supercharged. He discovered, later, that only two of these 3-liter cars, plus a spare engine, were ever made. It was a very difficult and demanding car to drive. There are two gear levers: ones is for the four forward speeds and one is for reverse. It is very important that the forward and reverse gears are not simultaneously engaged since this will cause a lock up in the transmission that would strip the straight-cut gears in the crash box (no synchromesh). It would then require some disassembly to repair. “God forbid that there should be a mechanical interlock!” Bruce said. It was a real treat to see the slides of the marvelous vintage cars, and it is easy to understand the enthusiasm of the Italian public for these wonderful machines. They lined up to watch, pressing gifts on the drivers, who had to give them away as soon as they turned the corner, because there was no place to store them in the spartan racing vehicles. We owe Bruce a vote of gratitude for a diverting and informative lecture. Well done! If you have access to the Net, try these two sites to read more history of the event and see actual photographs:

http://www.millemigliawheels.it/uk/mmstoria.html

http://lotuseleven.org/MilleMiglia.htm

The first has some interesting slides. It was translated from the original Italian by somebody whose grasp of English was sometimes tenuous, and contains some charming mistranslation.

Max ben-Aaron for Todd



Shaper Column

Kay Fisher

Peter Darveniza – 14” Invicta Shaper

This month’s story is one of acquisition and rebuild of a 14-inch Elliot Invicta Shaper by Peter Darveniza from Ballarat, Victoria Australia.

14” Elliot Invicta **Photo by Peter Darveniza**

“Ever since I used a shaper as a teenager at Technical School in the 1960s to make a small bench vice, I wanted one, I was “entranced” by the slow purposeful mechanical motion of the machine.

In the meantime I went on to University and qualified as a Mining Engineer and subsequently worked in many parts of Australia and overseas, the constant moves were not conducive to having a workshop. Finally in 1998 I settled down with my young family in Ballarat Victoria. Now I could set up a workshop! I acquired a lathe, drill and mill drill and began the hunt for a shaper.

After constant searching I found one advertised in the local Saturday paper, “Shaper for sale with slotting attachment, $400” with a phone number. I rang and confirmed I was interested noting that it was located at Enfield, about 40 km (25 miles) away.

Enfield is a country area largely covered by bush in rolling hills. The area is pock marked with mine shafts and diggings from the 1850s. Following the directions I had carefully written down, I drove down a series of winding muddy dirt tracks finally arriving at a clearing in the middle of the forest where a big shed was located beside a house, the only civilisation in the middle of a vast expanse of wild bush.

10” Unknown Shaper Photo by Peter Darveniza

The shed housed a wonderful array of all sorts of metalworking machines. The owner said he was an inventor and was not keen for me to enter the workshop in case I saw a new invention that he was working on. Something on a bench was mysteriously covered by a large cloth. Grid power did not extend to this area; the machinery was powered from a large 3-phase generator maintained and operated by the owner.

The shaper was outside in the open, covered by an old canvas tarp. My initial reaction was that it looked pretty sad, however a shaper is a shaper and it was the first one I had managed to find. It was roughly painted an ugly dark green. The owner had used it up until 2 years ago for cutting keyways but it was now no longer required. Closer examination revealed a very old machine that appeared to be in reasonable condition despite a rust seized ram. Oil applied to the ram and some gentle rocking of the flat belt drive pulley eventually got it going, I became more interested.

It was an old shaper with no identifiable maker; it looked to be about a 10” stroke. I thought it was probably a “war finish” shaper, made during one of the world wars; rough finish, no embellishments but serviceable and accurate. It had a 3 step flat belt drive pulley and the stroke was set by opening a door in the side and setting an adjusting screw which slid the rocking arm die block across the bull wheel thus varying the stroke. The internals were well greased and in good condition. It did not come with any accessories such as handles or a vice and the “T” slots in the table had been broken out in 2 spots. It had no motor or gear box. The owner knew nothing about its previous history or where it originated; his father had bought it years ago. I agreed to buy it and paid the $400 [$333 US], I had a shaper!

I returned the same day with a trailer and a friend to help me move the shaper. Moving did not prove to be a great trial despite its weight. We pulled the shaper up into the trailer on thick hardwood planks using a chain block. It was then tied down with ropes and nylon webbing. This held well on the rough undulating road. Unloading into the workshop was the reverse of loading and went without a hitch. Over the next few weekends I built a drive mechanism frame and bought an electric motor and some flat belt. I made a tool holder from a bicycle crank to replace the keyway cutter; this allowed the cutting tool to be held at varying angles.

When I finally hit the start button the shaper kicked into life and operated as it should, all functions worked. I initially used my milling vice to hold items. An adjustable spanner was used to adjust table height. This shaper served me well for over one year and was successfully used on many jobs.

One Saturday while reading the “tenders” [Sealed bid auctions] section of the local paper I noticed that the former Daylesford Technical School had a number of surplus metalworking machines up for tender, including a shaper. I quickly rang a friend; he was interested in a lathe listed on the tender list. So we arranged to go over the next week and inspect the equipment. Daylesford is 45km (28 miles) from Ballarat.

14" Invicta **Photo by Peter Darveniza**

The shaper was immaculate! It was a 14" Invicta, made in England. It came with all the accessories, including a 10" vice, handles and spanners. It was three phase. I turned it on and it ran smoothly, a closer examination revealed that it had been well cared for. I had to have this shaper!!

Table Support **Photo by Peter Darveniza**

It looked to me like the one I had used in Shepparton 30 years ago to make my small vice. This was a luxury machine compared to the shaper I currently had which I had to switch on/off at the wall. Cutting speed adjustment was achieved by changing flat belts and the stroke was adjusted through a side door in the shaper; all very archaic and primitive. This shaper had a clutch. The stroke adjustment was by crank from outside the machine. It has 6 speeds readily selectable using 2 levers varying the strokes per minute between 12 and 110. My friend agreed with my assessment, we examined the lathe he was interested in; it was also worth tendering for.

Table Tilted & Supported Photo by Peter Darveniza

I mulled over the tender price, I thought I could probably get it for $500, there was no guide, and as it was a tender I only had one chance to get it right, I had no idea who else might be interested, only that it had been widely advertised in the local paper. I thought that its relative "remoteness" (Daylesford pop. 10,000 compared to Ballarat 90,000) would work in my favour. People aren't willing to travel to buy this sort of thing, are they? I worried over the price; how good is this shaper, how badly do I want it I thought? Answer; It is a "Rolls Royce" shaper, in almost as new condition; I really, really want it.

I reconsidered my price and decided that $500 wasn't enough to definitely secure it, so when tender submission time came I tendered $820 [$684 US] for the shaper and $300 for a surface grinder with a

magnetic chuck. My friend tendered $600 for the “Hercus” (South Bend copy) lathe.

A week later I was elated to receive a phone call from the School confirming that my tender for the shaper and surface grinder had been accepted as had my friends lathe tender. You Beauty!

Left **Photo by Peter Darveniza**

So the next challenge was how to move an 850kg (1,870 lbs) shaper out of a workshop, and down a flight of stairs into a trailer and ultimately into my workshop. This was a considerably bigger and heavier shaper than the one I already had. I did a preliminary trip over to assess the shaper and brought back detachable ancillary items such as the vice, table support and pieces of the surface grinder. A discussion at the school with the successful tenderer for a horizontal mill revealed that he had tendered $600 for the shaper, just as well I’d lifted my bid from $500 or I’d have missed out!

The move generally went well except for an incident when the shaper overbalanced and tipped on its side, fortunately no damage was sustained. I asked a teacher at the school if there was any documentation for the shaper, after a short rummage in a filing cabinet he produced the original operating manual. Fantastic!

Rear **Photo by Peter Darveniza**

Once home I decided on a long period of cleanup and refurbishment including conversion from three phase to single phase. I started to pull the whole machine down, cleaning each part in kerosene, followed by degreasing, priming and painting, followed by reassembly. This took about 6 months and confirmed the excellent condition of the machine. I intended to spray paint the shaper with car enamel but as not all items were ready to paint at the same time this was very wasteful as regards paint. I finished up hand painting the shaper which resulted in an acceptable finish. I added hardener to the paint to ensure it was hard wearing and changed the original colour of the shaper from a dull grey to a lighter green/grey to match my other workshop machinery. As I painted it in winter I covered it with a “space blanket” and heated it with an electric-fan heater which helped the paint dry.

I went back to the “For Sale” ads in the local newspaper and found an ad for a single phase 750Kw (1 HP) motor for $90, I rang and quickly went over to inspect it. I was disappointed to find it on the floor of a chook [Chicken] shed covered in chook manure. It looked awful. “It’s a goer” the owner brightly assured me and plugged it in to prove his point, it ran. I paid him the $90 took it home,

cleaned it up and painted it. It is still running well after 5 years. This motor replaced the original three-phase 3HP motor and is more than adequate for the job, I have never lacked machining power and I take heavy cuts from time to time. Both motors ran at essentially the same speed, 1420 & 1459 rpm, this is a less than a 3% increase in speed which is negligible.

Controls **Photo by Peter Darveniza**

Finally the big day came to test my new acquisition. I put a piece of mild steel in the vice, a newly sharpened HSS tool in the tool holder and "let her rip". Disappointment! All functions worked well but the finish was like that of a rat gnawing on a piece of cheese, the tool appeared to be jumping. I found that the tool feed nut was worn and consequently the tool slide was sliding up and down according to the cutting load. So I bought a block of brass at a local foundry and set about turning a ½" internal acme thread. Once this was fitted, the shaper performed to perfection and has continued to do so since that time.

It is the pride and joy of my workshop. I have a vertical and horizontal mill but always use the shaper in preference as it generally gives a better finish. I am very proud of my shaper.

I sold the other shaper to the friend who bought the lathe at Daylesford. As he has 3 shapers I jokingly refer to his phantom "business" as "Shapers R Us – shape up or ship out". He accumulates old metalworking machinery and usually swaps to acquire other desirable machines."

Thanks Peter for that great acquisition and rebuild story.

Keep sending me email with questions and interesting shaper stories.

My email address is:

KayPatFisher@gmail.com

Kay

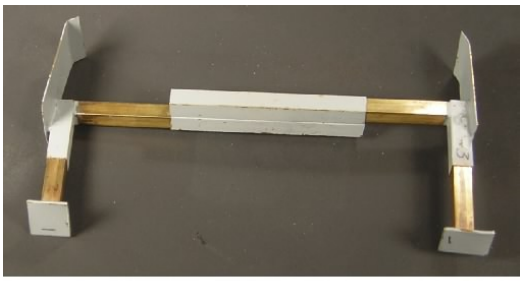
Letters

Help Needed: I was approached at the Orange show by a gentleman from northern New Hampshire who is spearheading an effort to save a large Fitchburgh Steam Engine. He is a total novice at this and is looking for any advice and/or help that he can get. The group that he is associated with is "Northern Heritage Mills Inc." The engine is somewhere in northern NH or VT. Please contact:

Gerald DeMuro
P.O. Box 58
South Acworth, NH 03607
603-835-2386

Thank You
Jim Paquette

I am a dealer for accurately scaled truck models and a manufacturer of accessories for these models. I'm looking for a craftsman interested in making some small metal parts for models. Of particular interest at this time is a set of outriggers for use on some trash collection trucks and wreckers.



Outrigger Attachment Extended

Bob Scribner
Granite State Collectables
New Ipswich, New Hampshire
1-877-450-2100
www.granitestatecollectibles.com

Shop Tips

Universal 4x6 Bandsaw Table

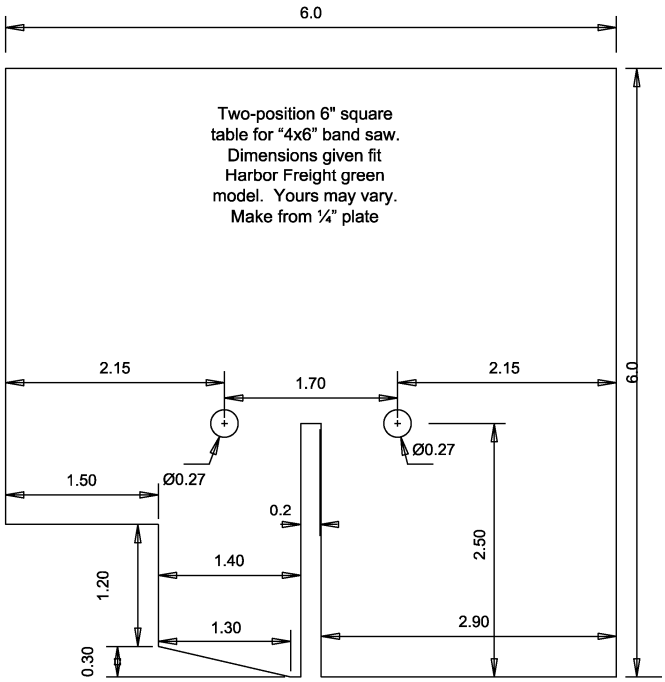
My Harbor Freight 4x6 green bandsaw came with two tables; one for use in vertical cutting and one for use in horizontal cutoff. The vertical table is a thin piece of sheet metal approx. 6" x 6". The horizontal table is another thin piece of sheet metal approx. 1½" x 2½". Neither works very well. The larger table is so thin that it flexes with any weight. The screws that hold the tables to the saw don't fit correctly, so the tables wiggle. Most importantly, the tables are inconvenient to change and I never have the right one on when I need it.

I found plans for a dual-purpose table on the Yahoo Groups 4x6 Bandsaw website http://groups.yahoo.com/group/4x6bandsaw/ and am happy to report that it works very well. This table is the size of the vertical table but has a strategic cutout that allows it to stay on the saw for horizontal cutting, too. Also, the table is made of thicker, stiffer material, ¼" steel plate, so it stays securely in place and doesn't flex.

Bandsaw in cutoff position with Universal Table.

In the first photo, the saw is shown ½" above rest to show how the bottom edge of the table fits the casting. I was able to use my bandsaw to cut out the new table for my saw. I love it when a tool can make parts to improve itself.

Bandsaw in scroll position with Universal Table



Scale drawing of the Universal Table.

There are a few slightly different 4x6 bandsaws on the market, so I suggest that you start with a cardboard prototype, adjust it to fit your saw, and then cut a steel table to match the cardboard prototype. You may need to adjust the position of the lower blade guide slightly to get your saw table to fit.

Many thanks to SCAIN, whoever you are, for putting this drawing on the web.

Bob Neidorff

For Sale

Arco Electric Rotary Phase Generators

Model CNC3 $750 or B.O.
largest motor Hp 3 KVA
1 phase input volts 230
3 phase output volts 230
no load amps 12.0/FLA40
cycle 60

Model MG $250 or B.O.
largest motor Hp 1.5
1 phase input volts 208/230
3 phase output volts 208/230
no load amps 2.5
cycle 60
Unai Garabieta
31 Boutwell St
Wilmington MA 01887
978-657-4146
ugathome@comcast.net

Lathe

South Bend 9" x 36" lathe, w/3 & 4 jaw chucks; face plate w/3 dogs; Jacobs type chuck on Morse taper; on a sturdy metal bench w/thick wood top. Also included is a wooden tool chest w/many lathe tools and cutters. There is possibly a set of change gears included, but we haven't found them yet. This lathe was very lightly used. It is NOT as dirty as the pictures may indicate but it does need cleaning. Easy loading from a garage. Asking $600.00
email: hwevers@charter.net w/ any questions or to get pictures or call 508 987-0654

Shaper Work CD

Put out in 1944 by the New York State education Department this 326 page manual is chock full of valuable tips and information on using the King of Machine tools....The Shaper. Covered is everything you need to know about the care and feeding of the shaper, use of the shaper, even how to sharpen tools for the shaper. Scanned and saved in Adobe Acrobat format. The CD now has a lot more info on it, and the price has increased accordingly. $10.00, shipping included.

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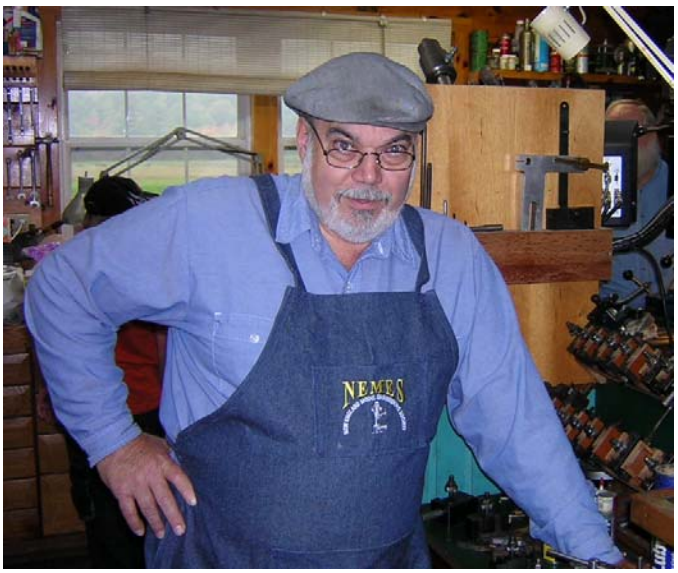
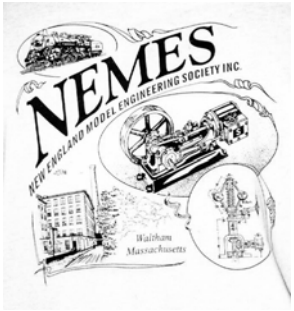
Preston, CT 06365 8206
errol.groff@snet.net

NEMES Shop Apron



Look your best in the shop! The NEMES shop apron keeps clothes clean while holding essential measuring tools in the front pockets. The custom strap design keeps weight off your neck and easily ties at the side. The apron is washable blue denim with an embroidered NEMES logo on top pocket.

Contact Rollie Gaucher 508-885-2277

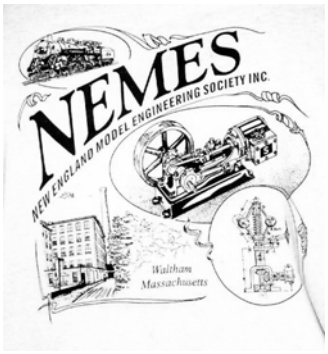


NEMES clothing

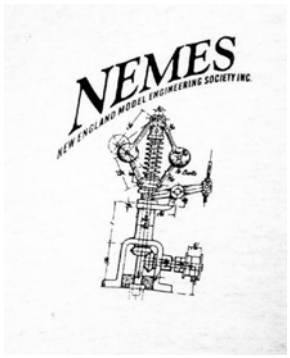
NEMES Tee Shirts

NEMES tee shirts and sweat shirts are available in sizes from S to XXXL. The tee shirts are gray, short sleeve shirt, Hanes 50-50. You won't shrink this shirt! The sweat shirts are the same color, but long sleeve and a crew neck. Also 50-50, but these are by Lee. The sweat shirts are very comfortable!

Artwork by Richard Sabol, printed on front and back:



Rear



Front

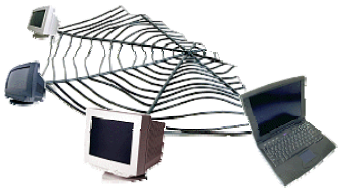
Prices:

	Tee Shirts	Sweat Shirts
S - L	$12.00	$22.00
XXL	$14.00	$24.00
XXXL	$15.00	$25.00

Add $5 shipping and handling for the first tee shirt, $1 for each additional shirt shipped to the same address. Sweat shirts are $7 for shipping the first, and $1.50 for each additional sweat shirt.

Profits go to the club treasury.

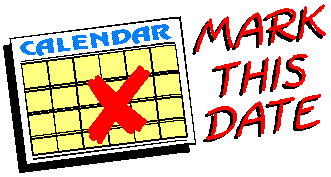
Mike Boucher
10 May's Field Rd
Lunenburg, MA 01462-1263
mdbouch@hotmail.com



Web Sites of Interest

In the early days of live steam modeling, H. J. Coventry, L. Friend, and L, Langworthy sold drawings and castings for model locomotives. My B&A 4-6-6T used Friend's castings. A Washakum member, John F Kurdzionak, a clockmaker by profession, is trying to resurrect the line. His web site has several photos of the old tracks and models. http://www.friendsmodels.com/home.html

All tools-all the time: Projects, tool tests articles, podcasts,etc. The web's first tool blog: http://toolmonger.com/



Upcoming Events

Bill Brackett

To add an event, please send a brief description, time, place and a contact person to call for further information to Bill Brackett at thebracketts@verizon.net or (508) 393-6290.

Oct 4th Thursday 7PM
NEMES Monthly club meeting
Charles River Museum of Industry
Waltham, MA 781-893-5410
http://www.neme-s.org

Oct 7th Foreign Auto Festival & Antique Aeroplane Show
Owls Head Transportation Museum Owls ME
http://www.ohtm.org

Oct 14th 9:00am The Flea at MIT
Albany Street Garage at the corner of Albany and Main Streets in Cambridge
http://web.mit.edu/w1mx/www/swapfest.shtml

October 27th 9-5 American Precision Museum
8th Annual Model Engineering Show
Windsor Community Center, Windsor VT
www.americanprecision.org 802-674-5781.
See story on the right for more information.

Oct 28th The Great Fall Auction
Owls Head Transportation Museum Owls ME
http://www.ohtm.org

Nov 1st Thursday 7PM
NEMES Monthly club meeting
Charles River Museum of Industry
Waltham, MA 781-893-5410
http://www.neme-s.org

Nov 2- 4 World Championship Punkin Chunkin
East of Bridgeville, Delaware
www.worldchampionshippunkinchunkin.com/

Bill

A Special Event

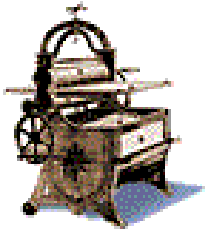
Here is a little extra information on the upcoming American Precision Model Show, October 27.

For those who have not visited, the museum contains an immense collection of tools and machinery, including the Robbins & Lawrence Armory & Machine Shop, preserved by the museum for future generations.

The model show is located at the Windsor Community Center on Union St., just north of the stoplight at the intersection of Bridge/Union with Main (Route 5). The Community Center is within walking distance of the museum, and both are wheelchair accessible.

The fee for exhibitors is $8.00 and that price will rise after October 22. General admission is $6.00 and either is good for admission to both show and museum.

Go to the website www.americanprecision.org for exhibitor registration forms and more information.



NEMES Gazette Editorial Schedule

Issue	closing date for contributions
November '07	October 19, 2007
December '07	November 23, 2007