

The
NEMES
NEW ENGLAND MODEL ENGINEERING SOCIETY INC.

Gazette

No 335

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May Meeting

We will have a Zoom meeting in May at 7 PM on May 2, 2024. An invite will be sent attached to this Gazette.



Club Business

Victor Kozakevich

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.



President's Corner

Bob Timmerman

We had some good suggestions for in-person meetings. I like the idea of a lunch a Woodman's in the late spring. In the past, we have just gathered at Woodman's at a set time (say 11:30 to avoid the crowds), and a grabbed a table or tables together. Let's do the same thing this year. I suggest we do it May 11, which will be a week after our May meeting. We can discuss this at our May Meeting.



**From the
Editor's Desk
Bob
Timmerman**

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.

Vendor Notes:

Lyle Peterson (You Tube Mr. Pete222) gives us the sad news that Starrett has been sold to a private equity company. It seems that Starrett was closely held, and the president's sons were not interested in carrying on the business. We will see how it fares under new owners.

The same thing has happened to the Perkins Foundry in Bridgewater. The Owner's sons do not want to continue the business, and the business for a jobbing iron foundry is weak. They went from 60 employees down to 11 employees. Ultimately, the land was worth more than the business. [Editor's note: mass production foundries are doing well. Charlotte Pipe, who makes ductile iron pipe, just invested over \$600 million in a totally new foundry for ductile iron pipe and fittings].

[Editor's note, continued: The Armstrong Brothers Tool company of Chicago, who invented the iconic Armstrong lathe tool holder, and who made a good line of mechanics tools, was sold to Danaher, the conglomerate some years ago. Within about 3 years, they were closed.

Good news: The Yuengling brewery is still family owned. Dick Yuengling runs the place, and 4 of his daughters work for the company. Regrettably, they do not distribute their dark beer in Massachusetts.

Better news: Mathias Klein and Sons (the firm whose famous trademark is the lineman working from a pole) is still family owned, with the son of the present chairman as the president. They are alive and well, and innovating in tools. I do not know how many 10 in one and 11 in one screwdrivers I have.

End of rant about family owned companies

Last month, Dick Boucher mentioned the high cost of shipping small lots of metal. I replied that Grainger has reasonable prices on small pieces of metal, even materials such as stainless. To purchase, you have to have an account, which is not hard to establish—Grainger is rather lax on the definition of "Business-to-Business". To save on shipping, you have to have to pick your order up at one of their branches. They have branches in Norwood, Watertown, Woburn, and several other locations in the Boston area.

Many of you know that there is a bricks-and-mortar metals store in Woburn, Metals Supermarket. The one time I used them, I found their service poor.

There is some good news on the metals front. Metals Online is now offering a flat rate of \$11.99 to ship all orders of less than: 3 feet long, or 24" x 36", or 25 pounds. The last one should help, you can put a lot of small orders together to get just under the 25 pound limit. They say shipping rates for larger orders

have also been reduced. They have a warehouse in Wallingford, Connecticut, which is about a 2 hour drive from Boston. So, if you have a really big order, it might be worth driving your truck down.

Upcoming Events

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

Dick Boucher reminds us that the May 5, 2024 is the gas engine meet at The Dunstable Historical Society's grounds in Dunstable on Route 113 just a little west of Route 3. He also reminds us to get there early, as the show breaks up early.

May 11, 2024, Scantic Valley Antique Engine Club 46th Annual Show 860-519-7831

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

Well hello fellow chip and scrap makers (I say the last part from experience),
Slow month here at the location of the Sandy Hill Locomotive Works. It is time to get the yard work left over from last fall and the detritus in the form of small branches etc. from the winter storms cleaned up. It has been a long project because of the constant rain and the ground not drying up.
Well enough of my rant it is time to get on to model engineering work on the La France fire engine. Photo 1 is decking the main bearing cap in the Hardinge mill.

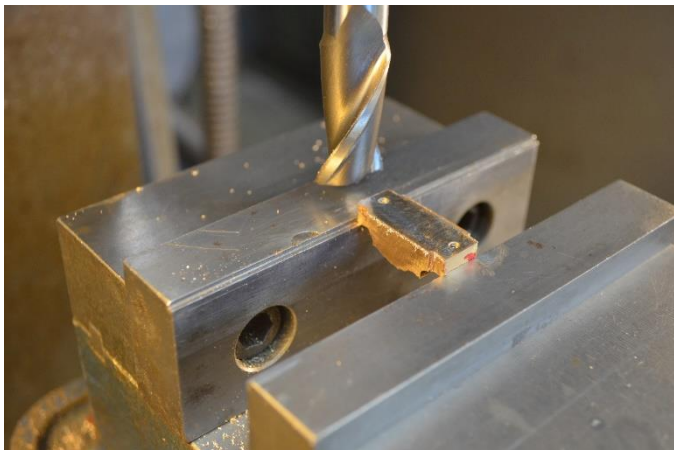


Photo 1

Note the home made vise jaws with the little notches cut on the top side of the jaw. Ideal for holding small parts such as this.

Photo 2 is the setup for decking the bottom of the connecting rod.

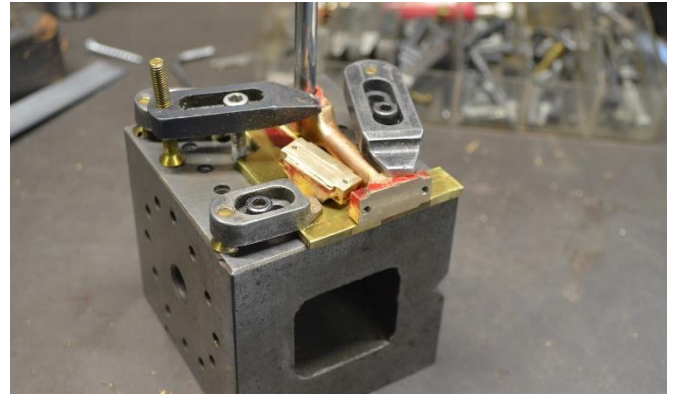


Photo 2

The brass plate is to take up the difference in width between the big and small ends of the rod. The gauge pin in the small end is to establish the plane on the big end so the bore for the crankshaft will be in the middle of the big end. Photo 3 is the boring of the big end on location.

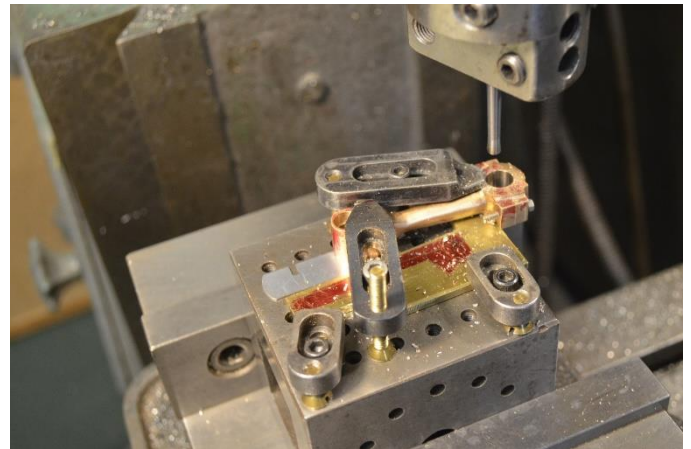


Photo 3

Note the previously mentioned brass plate and the piece of feeler gauge to bring the two surfaces coplaner.

Photo 4 is the small aluminum fixture



Photo 4

used to hold the rod while I finished the bolting lugs (can't think of a better name) to dimension.

Photo 5 is the setup for machining the piston rod slot in the connecting rod.

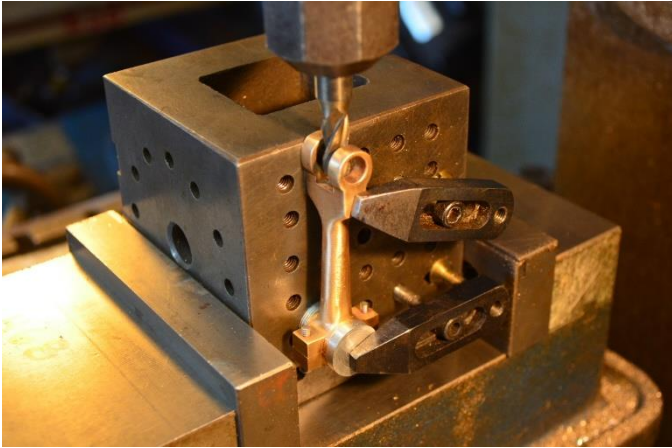


Photo 5

And now finally we have Photo 6 the first connecting rod finished compared to the raw casting for the second connecting rod.



Photo 6

As John Cleese used to say in a sketch on Monty Python, "and now for something completely different" Folks I must admit I am so tired of all the setups required on the construction of the connecting rod that I have had to do some straight machining for a while. Photo 7 shows the piston rod attached to the connecting rod with the wrist pin which has the legs for the part Charles Cole called the pump rods on his 1963 drawing. there are four pieces in this part consisting of nice simple parts, If you read the drawing correctly.

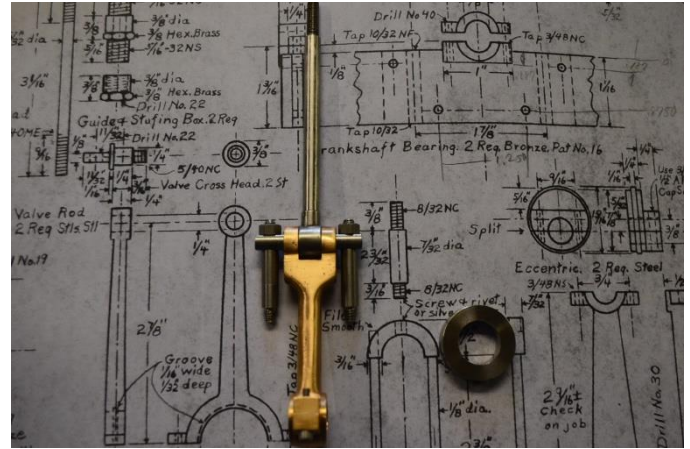


Photo 7

I didn't so the round part is the start of the second round of the four of those and the reason I started the greeting mentioning making scrap.

Photo 8 is my tapping fixture taping the big end bolt holes 3-48 and showing my total disorganization on my work bench.

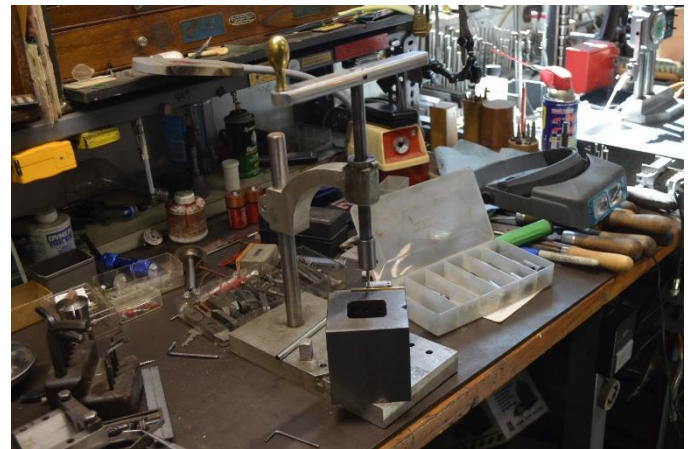


Photo 8

As soon as I send this off to Our esteemed editor and take a nap (great thing about my station in life now) I will tackle a cleanup here in the shop.

Before I go, our President Bob Timmerman is trying to find some places for the membership to gather during the day. May 5, 2024 is the gas engine meet at The Dunstable Historical Society's grounds in Dunstable on Route 113 just a little west of Route 3. Hope to see you there I will be there with the Fire Engine. P.S get there early as show breaks up early.

Well that is all for now. Next month is going to be consumed with making the second Connecting rod which will not be much to report on. I probably will do a report on Dunstable so if you want honorable mention in the Gazette be there.

Dick B.