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Last month's meeting was at R Plastics in Portland, courtesy of **Ron Ross** - shown at right. Thanks Ron. Your tour of the plant was both interesting and entertaining. The turnout was excellent and many items were brought in for display as shown in the following pages.



The **December 13th meeting** is scheduled for 1:00pm at Paul Lawson's hanger at Pearson Airpark in Vancouver. See enclosed map for details. However, note that **you should arrive at the hanger gate between 12 and 12:30** and we will have somebody at the gate to let you in. After that time, you will need to call Gary Martin's cell phone at 503-329-8949 to get the gate code to let you in. PLEASE use caution after that point as you will be driving on an airport taxi strip and you may meet a "low flying object."

And this note from our (club) president: "At the December meeting, a new president and vice-president need to be chosen as the bylaws prevent anyone from serving for more than 2 years. If you show up, it is assumed that you want the club to continue and that you would be willing to step up to the plate. How about some volunteers?"

Future Meetings are tentatively scheduled as shown in the revised **Meeting Schedule** box below.

Good News. The club plans to continue its existence for another year. Annual dues for this accomplishment can be paid by sending a check for \$12 to:

Dave Francisco
11727 SE Brookside DR
Portland OR 97266

Meeting Schedule

All Following Subject to Change: **December 13:** Paul Lawson's hanger at Pearson Airpark, Vancouver, WA, 2004; **January 10: ???, February 14:** Mesher Tool, NW Portland, **March 13:** Paul Pierce Antique computer collection, NE Portland.

A Call to Arms!

The arms that write your checks that is. GEARS, next year's North West model show needs your support and money to get us started. Oregon Home Machinist is the non-profit organization putting on the show on behalf of the three clubs in Oregon. We are challenging the membership to come forward with their checkbooks and cash to support our mission. So please send or bring to the meeting all that you can afford for this good cause. A continuing list of the contributors will be published in this newsletter each month. Please send your checks to: Oregon Home Machinist

C/O Pat Wicker
20540 SW Kwanda
Tualatin, OR 97062

We won't be able to have GEARS without you support.
Thanks

For the Beginner #10

I went to a shop to help some small kids working in a shop program the other day. Watching them use the tools brought back some of the things I had taught to high school students. Sawing was one of things they were doing. Sawing is one of the basic jobs but to do it right? Don't scrub. Most saws cut on the front stroke. If you scrub it back and forth the teeth will be dulled. This is a little different on a Coping or a jeweler's saw. These cut with the pull stroke most of the time as it is a smoother cut. Sometimes you will reverse the blade but it still cuts the way the teeth are pointing, look at it and be sure you cut with the teeth. A hack saw or metal saw should have the teeth pointed forward. This is the saw that gets wasted most of the time by scrubbing, cuts only forward. The correct size of teeth will help prolong the life of the blade also. Have at least three teeth in the work. If you have less than that they will straddle the work and knock the teeth out of the saw. Watch the hack saw when cutting pipe the wall may be thinner than the pitch of the teeth. Fewer teeth to the inch for thicker material lets the chips clear out and not bind the cut. Power saws can eat saw blades faster than a speeding bullet. I would put a new blade on the band saw and ten minutes later the teeth were all out on the floor

Wes Ramsey



Al Pohlpetter is constructing a tracker bar (shown partly constructed at left, upper) based on the original (left, lower) for a Wurlitzer Automatic Harp. Al says there are only 20 of these harps in existence.



Hal May made an impressive stand for his microscope head shown at left. The head is able to swivel through all reasonable angles. Although not pictured, Hal also brought in one of his 3 wind up clocks designed by John Wilding.

Below left shows some members rifling through a barrel of end mills made available by **Grant Carsen**.

Below is a Gade engine brought in by **Gary Martin** but constructed by **Mike Foti**.

The bottom most photo shows **Ron Ross** describing the workings of one of his plastic molding machines to several club members. In addition to the molding machines, the shop contains a 5 axis CNC router used to trim the molds.





The Pattern making boys are still at it. At left **Pat Wicker** describes his pattern for the Gingery milling machine he is constructing.

Above is the pattern for a harp switch island constructed by **Gary Martin**. It is for the Combre & Toltec Scenic railroad. Castings from this pattern are to be made in bronze and given to major donors to the railroad.

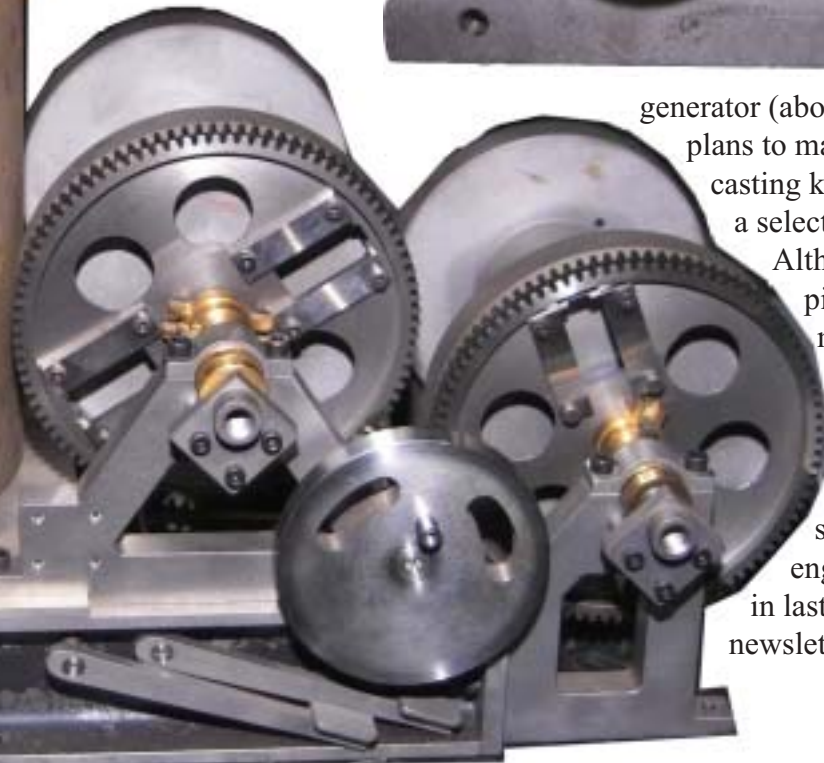
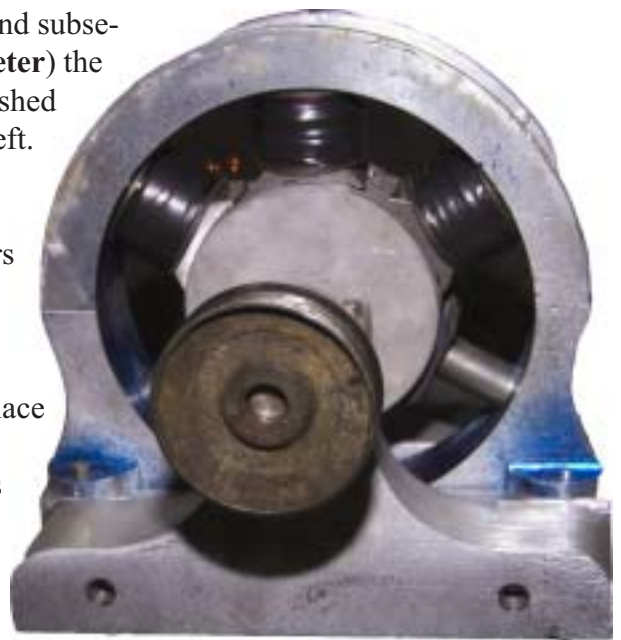
At lower left is the flywheel pattern constructed by **Carl Petterson** for a Fairbanks Morse hit and miss engine. It is 8" in diameter which is half the size of the original.

Below is a casting destined to become a precision right angle provided that **Greg Dermer** can sell it for \$48 to an accomplished machinist.

Not pictured is the pattern by **Bud Statton** for the seat handles for an early trolley under restoration.



Grant Carsen brought (and subsequently sold to **Al Pohlpetter**) the 1.5 inch scale mostly finished donkey engine pictured left. It is based on a design in Live Steam magazine by William Harris. The gears are modified Boston Gears. Al says he will be able to finish this project quickly if he can find a place in his shop to work on it. **Richard Williams** shows the current status of his



generator (above). He plans to make a few casting kits for sale to a select group.

Although not pictured this month, **Fred Van Abkoude** displayed his impressive V8 gas engine featured in last month's newsletter.

For Sale from Jamie McAdams (pictured at lower right):

Precision 8" x 16" stage. This is a precision stage used in R & D in the computer industry. It has precision no-backlash ball screws, linear ball tuck bearings, linear glass scale encoders, optical limit switches, stepper motors and a stout base. As new, it carried 110 pounds and had positional accuracy of .0002. This has all the good stuff for making a CNC mill, router, surface grinder, lathe or what ever. If interested call Jamie McAdams at 503-324-5512

For sale from Bob Newell (not shown):

Metal Lathe, clean 1976 Jet Model 1024P, 220V, quick change tool post with 5 tool holders, 3 & 4 jaw chucks, steady rest, chip pan. \$1400 OBO Bob Newell 360-576-3868

For sale from Hal May:

>>>Air Compressor - 7 Gal. Tank, 1 HP, 100 psi. Mounted on wheels - \$180.00

>>>Jet Planer, 12" wide with 6" throat, 2 speed feed, \$800.00 - very low miles

>>>Horizontal/Vertical PYH rotary table - reads in minutes - 4 T slots - \$150.00

>>>Prices Negotiable within reason - They go up for the unreasonable.

>>>Contact Hal May - 1-503-892-0269 3647m1y@earthlink.net



**Directions to Paul Lawson's hanger
101 E Reserve St
Vancouver WA**

1. **From Portland on I5** at the Interstate bridge travel North 1/2 mile.
- 2: At exit 1C/1D, turn **RIGHT** onto Ramp towards 4th Plain Blvd. / Mill Plain Blvd. 0.1
- 3: Keep **RIGHT** to stay on Ramp towards Mill Plain Blvd. 0.1
- 4: Turn **RIGHT** (East) onto E Mill Plain Blvd 0.6
- 5: Turn **RIGHT** (South) onto E Reserve St 0.5
- 6: At the end of Reserve St. arrive at 101 E Reserve St. This is a flight facility building.
- 7: You're not done yet.
- 8: Turn left (East) toward the locked gate. 0.1
- 9: Wait for a VIP to unlock gate. 8 min
- 10: Travel 1/4 mi to building on left with yellow airplane model on its roof. .25
(see pictures)
- 11: Park nearby and enter hanger.

From Portland on I205 exit at Mill Plain Blvd and travel West to Reserve St. Turn South then follow directions above.

From Vancouver you are on your own.

