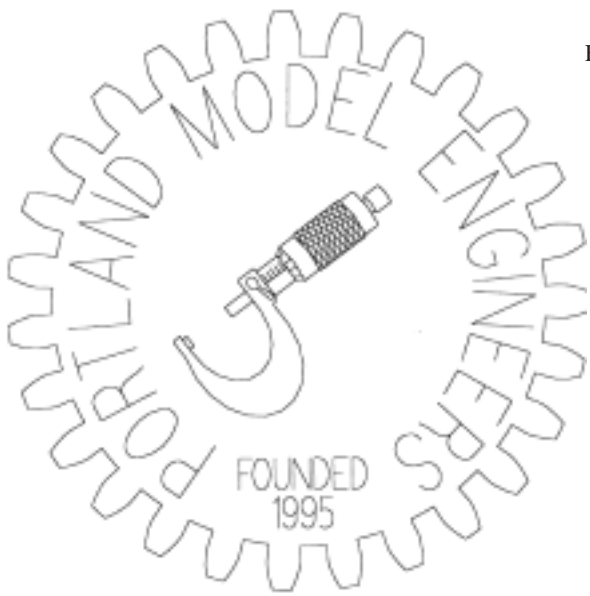


Founded by Dave and Beth Carr in 1995

January 2005



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Vice President
Treasurer
Membership
Photographer
Photographer
Photographer
Editor
Webmaster
Member at large
Web site

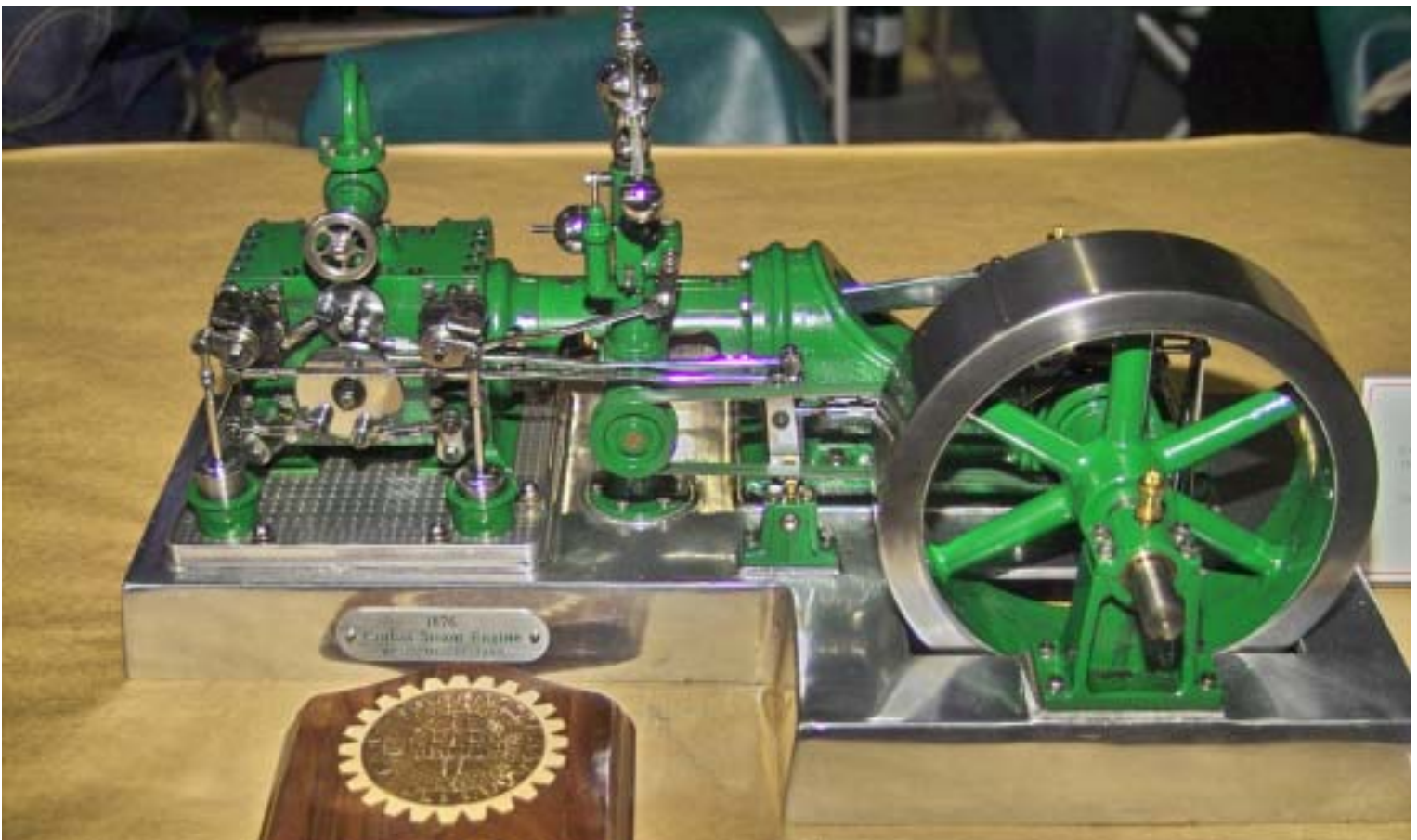
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The **December meeting** was held at the **Pearson Air Museum** in Vancouver, WA. Excellent facilities for our group with very interesting aircraft artifacts to view.

The **January meeting** is scheduled for 1pm on January 8 at OMSI at the east end of the Fremont bridge in Portland. See Carl Petterson's directions inside.

The Corliss engine pictured below was a class winner in Gears 2004. D L Mecchi constructed this jewel in 1999.

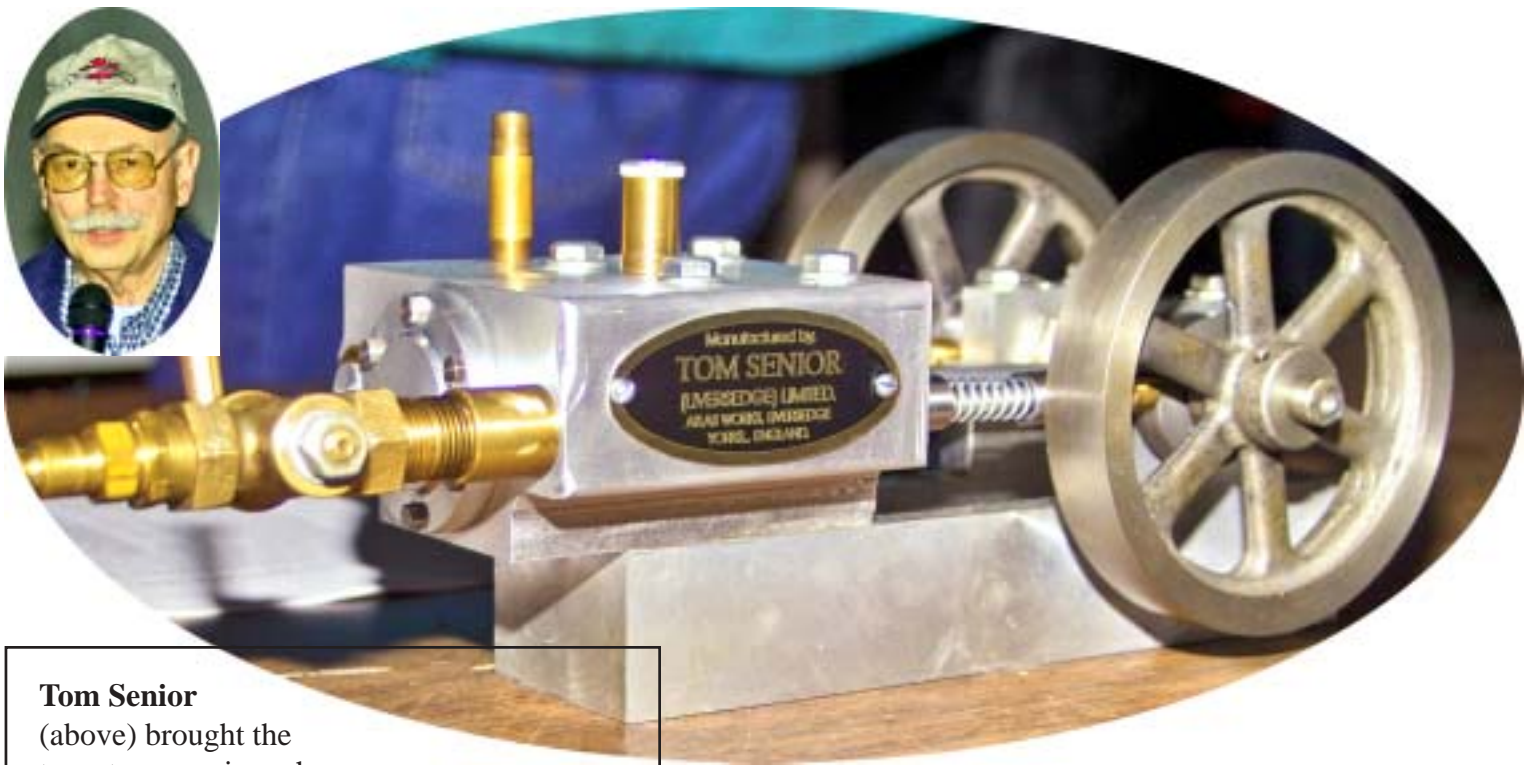




OK. Would you like to make one of these Adept hand shapers shown on the left? Here's one way. Get a group of like minded machinists (like **Carl Petterson** - shown in the inset, **Gary Martin**, **Tom Hammond**, **Al Pohlpetter** and **Paul Pearce**) who will produce patterns for the individual parts - as shown in the photo below. The next step is...oh, wait - that's for future meetings. Note that the vise shown is actually a hardinge product that is being used to develop the

pattern.
 In other foundry news, **Al Pohlpetter** brought the 16" flywheel and steam engine castings (shown below) he scaled up from a drawing appearing in a Lindsey book. Also, **Gary Martin** brought the rather massive steam train drive wheel shown lower right. When the wheel rim is fitted, the diameter will be about 29". Members were scratching their heads wondering what that scale would fit. Hmmmmm.



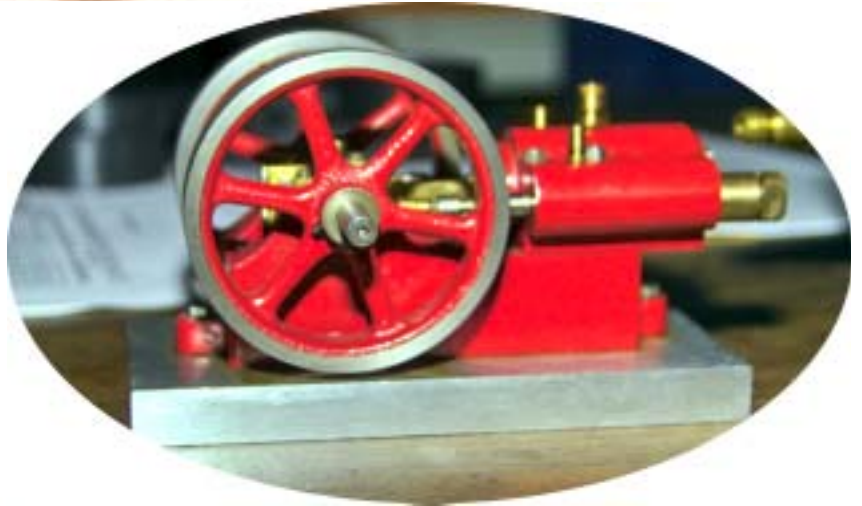


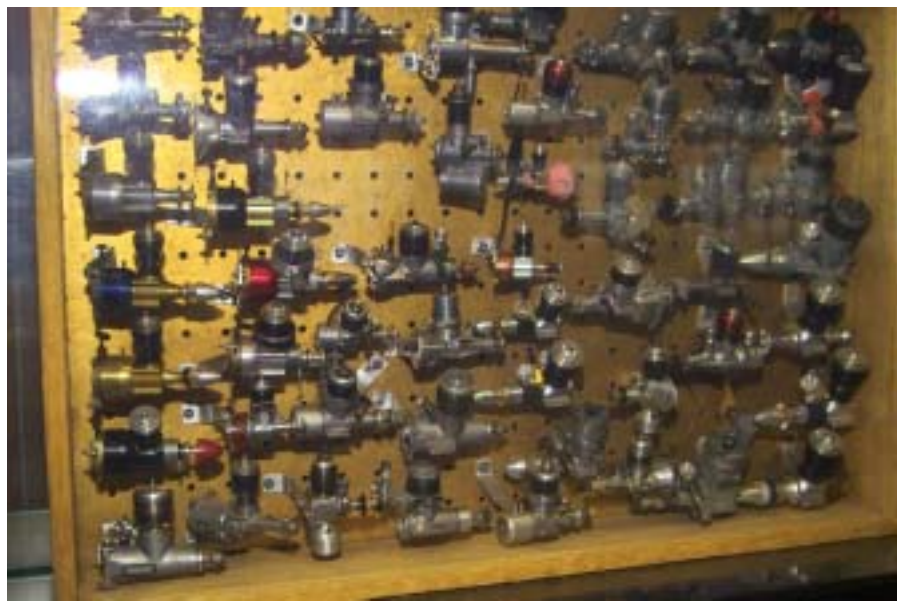
Tom Senior

(above) brought the two steam engines shown above and right. These poppet valve engines are similar but differ in scale.

Hal May brought the Rivett lathe (below right) which demonstrated the variable speed controller he made for the 12 volt DC motor driving the lathe. A single knob controls both speed and direction. That would be good for Macintosh users who can only deal with one button mouses.

Ed Drabik brought the pattern and two castings showing the attachment (to a drill press column) that allows a router to be fitted vertically so that pin routing can be done. Good job Ed.





Bob Eaton (above) describes to interested members the double acting steam engine he built and brought. The picture in upper right shows just one box among several that displays model airplane engines of years past. These were just a few of the many interesting items available for viewing at the museum.

Russ Barley (below) brought in prepackaged conveniently sized 1 pound bags of parting powder and plumbago for sale at under \$5.00 each. Russ says that repackaging them from large lots is very cost effective.

Gene Lewis (right) brought tub fulls of a variety of factory overruns of urethane, teflon and nylon products that immediately captured the attention of frugal HSMs. Fortunately few were hurt in the rush. Page bottom shows a panorama of club members - mostly huddled around the display tables. I don't know why my camera broke after this shot.



Future Programs

Saturday, January 8, 2005; 1:00pm

OMSI Shop Building, near SE Water Ave. and Clay St.

Member and host Roger Rudert will explain the equipment and facilities used to prepare and maintain the great exhibits of the Oregon Museum of Science & Industry (OMSI).. You can park in the OMSI lot but attendance at this meeting will not include free attendance to OMSI. You will need to pay the normal entry fee for that.

Saturday, February 12, 2005; 1:00pm

Steam Tug Portland. It is tied up on Portland's West Side Waterfront Seawall between Burnside and Morrison Bridges. Member Jim Oliver will be our host. Identify yourself as a member of Portland Model Engineers so you won't have to pay an admission fee. The tug's boilers will be operating to test the equipment (main engines, auxiliaries and whistles) during our visit. Activities associated with a normal river run will be done except it will not leave the seawall. It will be warm in the boat, no matter what the outside weather is, because the boilers will be heating the inside areas.

Nearby on-street parking or City parking at NW Front & Davis is the only parking available, unless you can take the bus downtown. MAX light rail is free downtown and runs up 2nd Ave, 3 blocks away. You can park downtown anywhere and save some walking with MAX. Think of it as a combined rail-marine adventure.

Saturday, March 12, 2005; 1:00pm

Southern Pacific Roundhouse, near SE 17th Ave. and Center St. Member Al Pohlpetter will be our host. Portland owns the three steam locomotives but they have been restored by rail enthusiasts. SP 4449 (4-8-4) was restored for the 1976 Bi-Centennial. SP&S 700 (4-8-4) was restored later. Both power excursions at times. UP 197 (4-6-2) is under restored. A few diesel locomotives are also on exhibit. (Maintenance positions may be available for the mechanically inclined).

Enter from 17th onto Center, passing between industrial buildings. Work your way back and right until you get to the roundhouse. There are no formal roads and you will pass lots of parked trailers. Park near the roundhouse as much out of the way as you can manage. If you park where you shouldn't your vehicle might be flattened by a train.

Later Meetings

July 2005: Club Picnic at Bud Statton's house near Banks. This year he promises to make his iron cupola work.

September 2005: GEARS Model Show at the National Guard Armory, NE Portland.

Other future meeting locations have not been confirmed but include Tom Miller's Scholls Railroad, John Pohlpetter's Music Machine Museum and the Iron Ranch.

Membership News

It is time to renew your club dues for 2005. Forty four members have already renewed or have just joined. Club membership now includes 117 members, the most we have ever had. Please pay your \$12.00 at a meeting or mail your dues to Carl Petterson, PME Membership, 1631 SW Pendleton St., Portland, OR 97239.