Founded by Dave and Beth Carr in 1995

March 2007

http://www.portlandmodelengineers.org

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For The Beginner #38 by Wes Ramsey

The Steady Rest, Part 2

Work pieces should be mounted and centered in a chuck whether a tailstock center is used or not. If the shaft has centers and finished surfaces that turn concentric with the lathe centerline, setup of the steady rest is simple. The steady rest is slid to a convenient location on the shaft, which is supported in the dead center and chuck, and base is clamped to the bed. The two lower jaws are brought up to the shaft finger tight only. A good high pressure lubricant is applied to the shaft and the top half of the steady rest is closed and clamped. The upper jaw is brought to the shaft finger tight, and then all three lock screws are tightened. Some clearance is necessary on the upper jaw to avoid scoring of the shaft.

As the shaft warms or heats up from friction during machining, readjustment of the upper jaw is necessary. A finished work piece can be scored if any hardness or grit is present on the jaws. To protect finishes, brass or copper strips or abrasive cloth is often placed between the jaws and the work piece; with the abrasive cloth, the abrasive side is placed to the outside against the jaws.

Steady or follower rest jaws should never support rough surfaces because they would soon be worn away, even if lubricant were used. Also, any machining done would be inaccurate because of the surface irregularities of the work piece.

Tune in next time for more on setup.

At the February meeting, Greg Dermer announced that this year's inter-club picnic will be hosted here in Portland. He asked for help to organize the event, pick a venue and deal with the myriad details that it entails. Those of us who had the opportunity to travel to Corvallis last year enjoyed meeting members of the other two clubs in the area and some great food.

Wes Ramsey requested ideas for future issues of his "For The Beginner" column. He has used up most of the interesting material from his current source. If you have some topics that you'd like to see covered, please talk to Wes.

Next month we will meet at Grant Carson's shop on Saturday, March 10th, 1:00pm. We are very grateful for the continued use of this location.

A & G Products
7360 SW Bonita Road, Unit C
Tigard, OR 97224

This month we will be judging the entries to the Rodent Dispatching Contest. It should be quite entertaining.

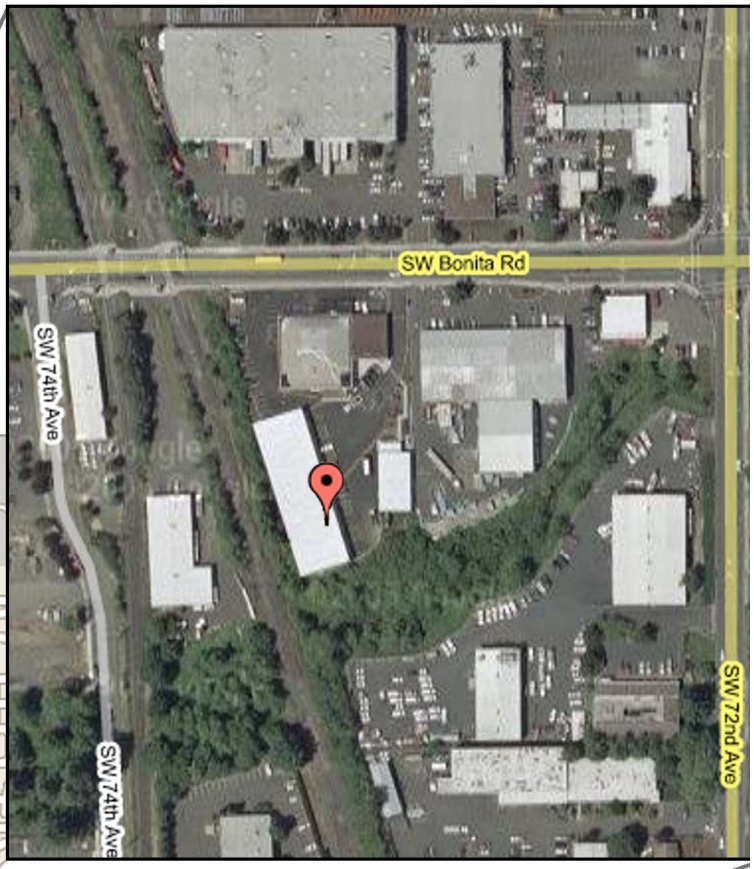
Remember to bring your metal-related projects -- complete or not. There are refreshments as always and a chance to talk to some fine folks who share similar interests.

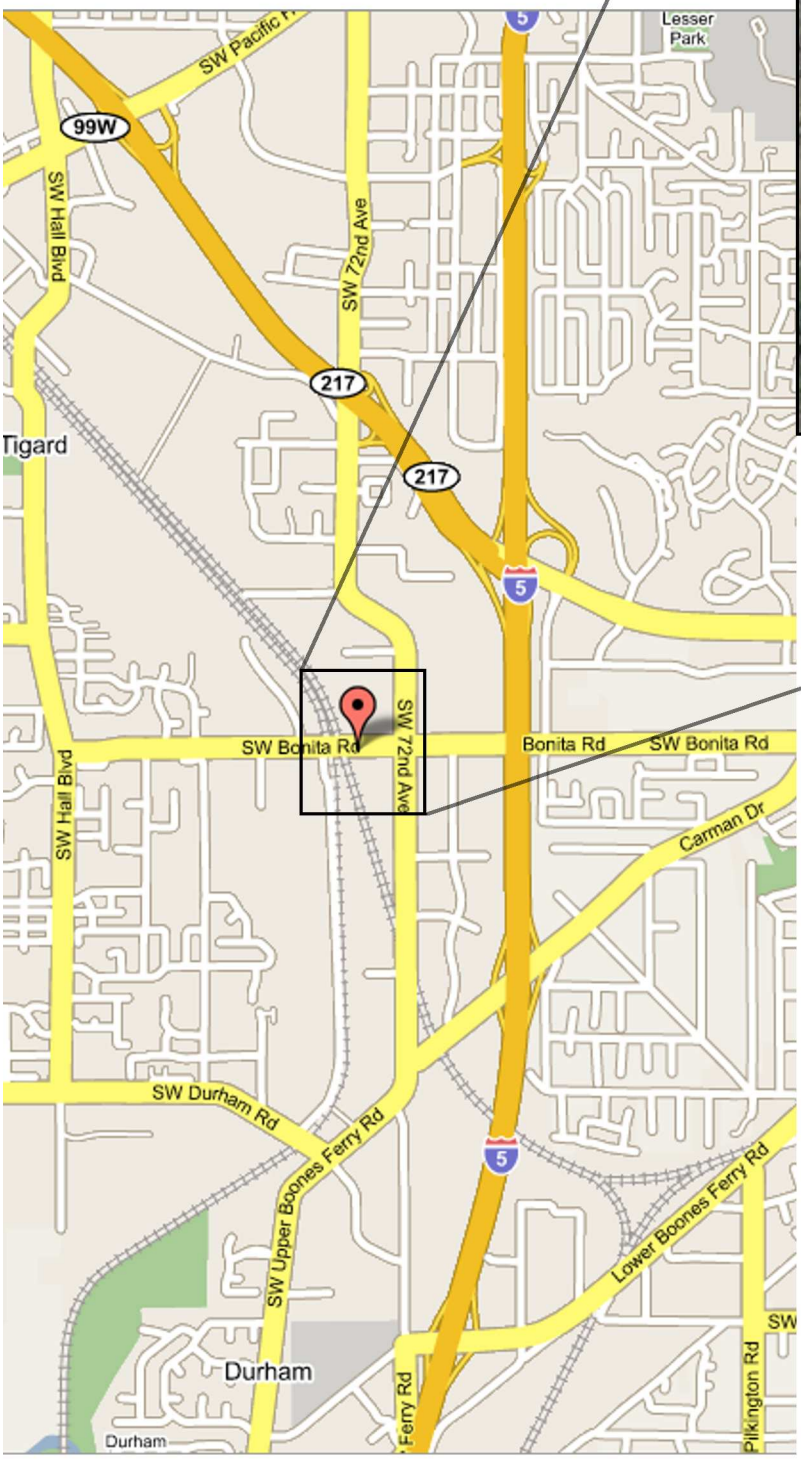
If your membership expired (as shown by 2006 on your address label) renew by sending a check for $12 to:
PME Membership Renewal, c/o Carl Petterson, 1631 SW Pendleton St., Portland, OR 97239

A & G PRODUCTS

Saturday, March 10th, 2007
Meeting, 1:00pm

A & G Products
7360 SW Bonita Road, Unit C
Tigard, OR 97224

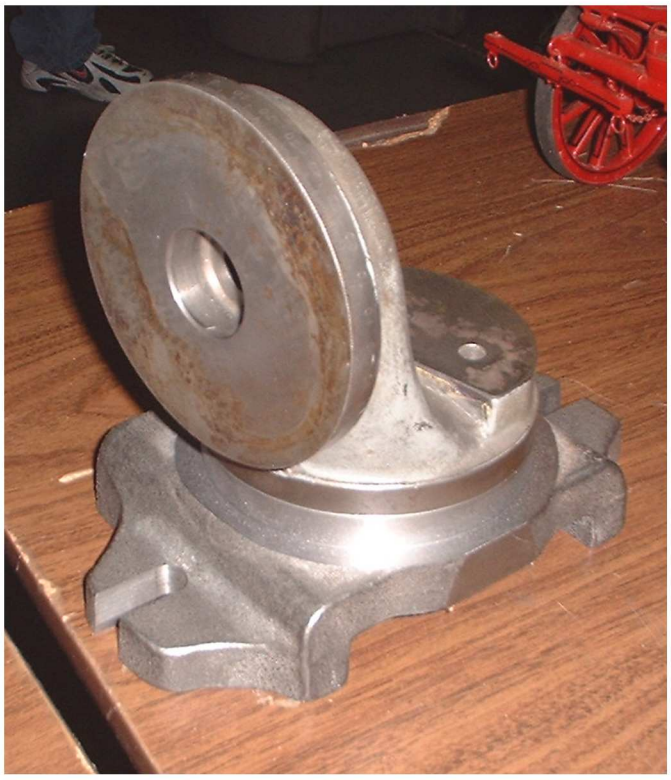




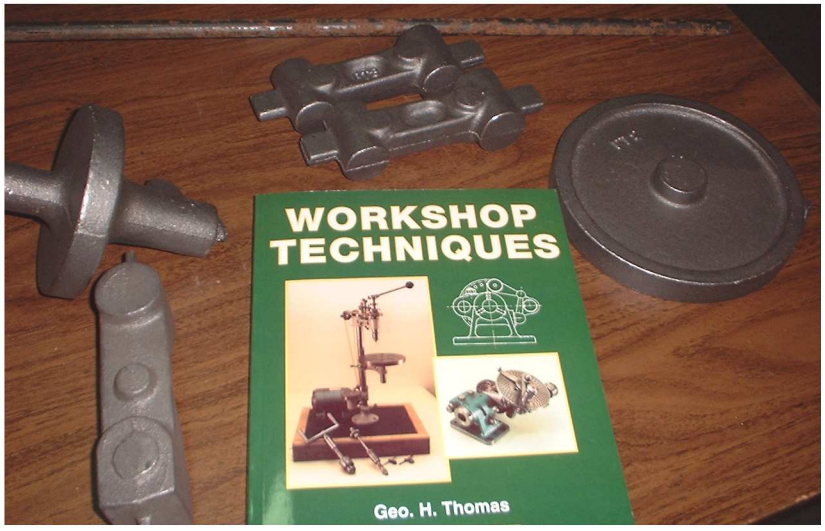
Directions to Grant's

From I-5:
Use exit 292 to Hwy 217, go north about 1/4 mile toward Beaverton to SW 72nd exit. Turn left onto SW 72nd Ave, go about 3/4 mile to Bonita Road, turn right. A & G will be on your left.

From Hwy 99 (Pacific Ave):
Turn south onto SW 72nd Ave, proceed about 1-1/2 miles to Bonita Road, turn right. A & G will be on your left.

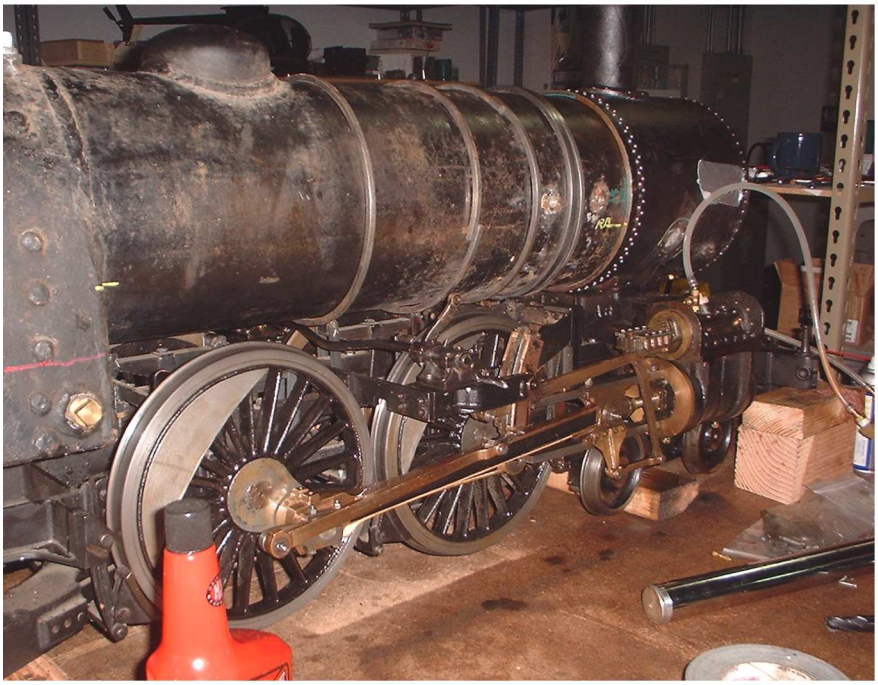


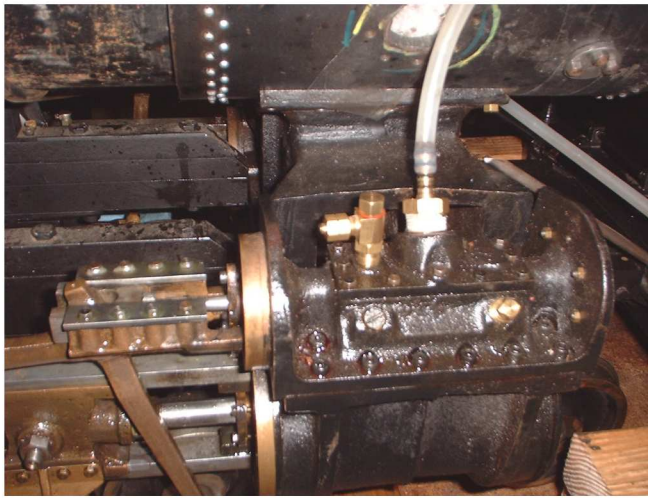
John Benjamin had previously shown the patterns for casting the bracket for his Cincinnati mill. Now he's gotten the part finished and in working order.

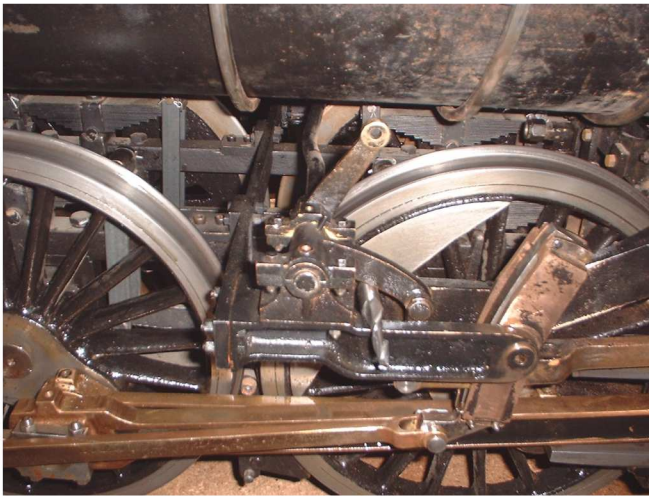


Gary Martin talked about the pillar tool featured in the book "Workshop Techinques" and showed some of the castings for the tool. Both this book and "The Model Engineer's Workshop Manual" by the same author are highly recommended reading.

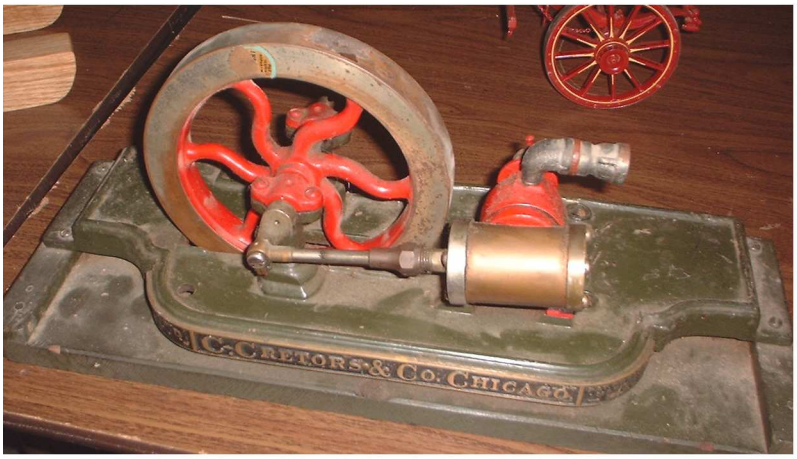
Wes Ramsey whipped together these crucible tongs from scrap he had laying around.

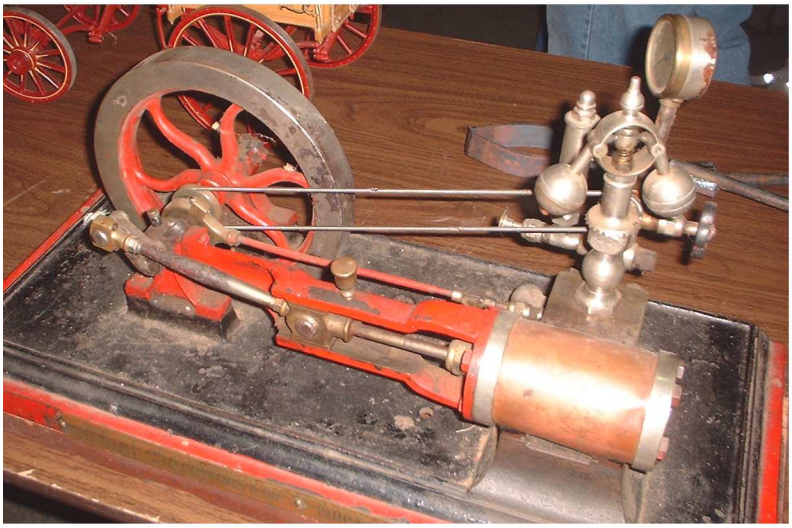




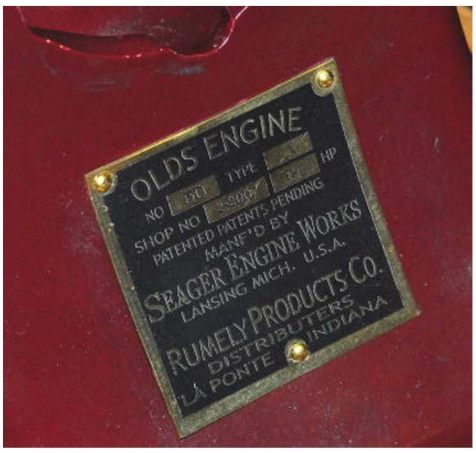


Hans Stangier brought in his Atlantic 4-4-2 steam locomotive. To the right are close-ups of some of the fine detail and workmanship that go into such a project.

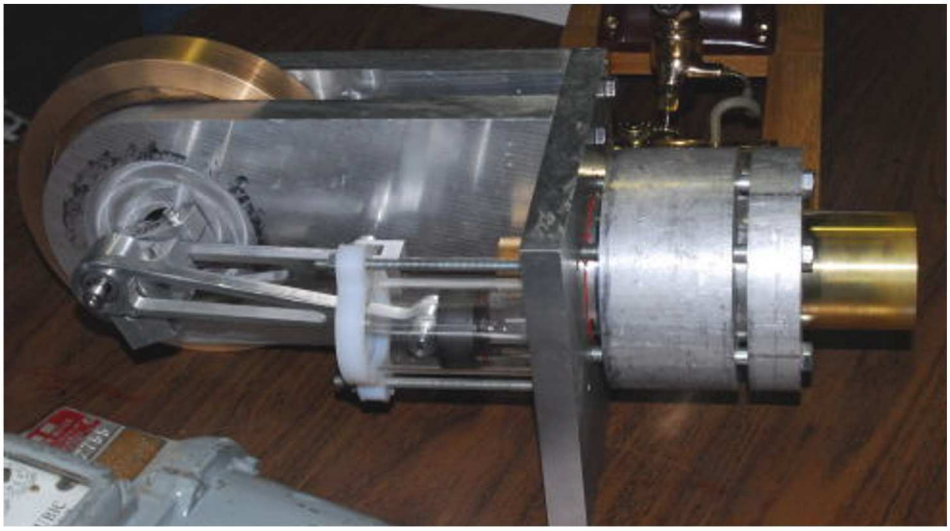




These two examples of C. Cretors wobbler engines were presented by Al Pohlpeter. The picture on the right shows the governor mechanism which was used on such engines.



This fine looking Olds Engine was shown by Gary Hart.



Terry Coss explained his plan to use solar energy to power this engine. A 6' parabolic antenna is used to collect the heat.

This wagon was brought in by Virgil Jeffries. Every little detail has been faithfully reproduced on the model.