

**Peterborough
Society of Model
Engineers**

2016 Year-end Successes and Stories

Welcome to what is hoped will become an annual feature of rounding-up the year and letting everyone know that, as model engineers we don't just hide away in dark corners for most of the year.. but we are in fact still a very active society with numerous projects on the go.

As we're all too aware, without a "home base" to encourage people to gather, we often lose sight of colleagues and forget what people are working on. It could be that you're considering a project and if you knew someone else was working on something similar you could always pick their brains.. so this is aimed at helping there too.

So please enjoy the articles which have been supplied by fellow members. I must add a word of caution regarding some of the jokes as these have been copied from the individuals who supplied them without editing.

Lets hope 2017 brings us some good news !

Howard's end of year round-up:

SHOWS

At both the Spalding M.E. Show and at Park Farm Open Day, quite a few "Visiting Cards" were taken by visitors, giving details of where and when we meet. Some of these have resulted in visits from prospective members.

Our Gauge 1 members were exhibitors at Spalding, as were some of our Road Engine members.

How to be precisely wrong.

To obtain a finer feed rate, I made a 80T gear, to replace the 40T on the input to the Norton box on my lathe.

To make a holder to take ER Collets, a 1.5mm pitch thread needed to be cut. Because of the halved feed rate, the set up needed to be that shown for a 3mm pitch. I became so fixated on the 3 that I set the box to C - 3., and then wondered, after a lot of trouble, why the ER closing nut would still not screw on.

Having produced this quite unique pitch thread, the realisation came that the set up should have been C-1! Needless to say, resetting produced a thread compatible with the ER closing nut.

IF ALL ELSE FAILS, READ THE INSTRUCTIONS, (AND REMEMBER WHAT YOU ARE DOING)!

A Disaster Story,

Whilst watching the cut, rather than where things were going,

I managed to run the Saddle into the Headstock, and bent the shaft carrying the traverse pinion that engages with the rack, (to the detriment of both!)

Obviously, I am not alone in doing this, since spares were available from stock!

But I elected to pursue a DIY path.

An Involute Gear Cutter and a length of 16mm Silver Steel were about half the price of the O E parts, delivered.

In the process of cutting the replacement gear, it became apparent that the chart supplied with the HV6 Rotary Table contained errors, and omissions. Needless to say, the most obvious error referred to the gear that I was trying to cut!

(The corrected chart is now accessible on the M.E. / M.E.W. Forum).

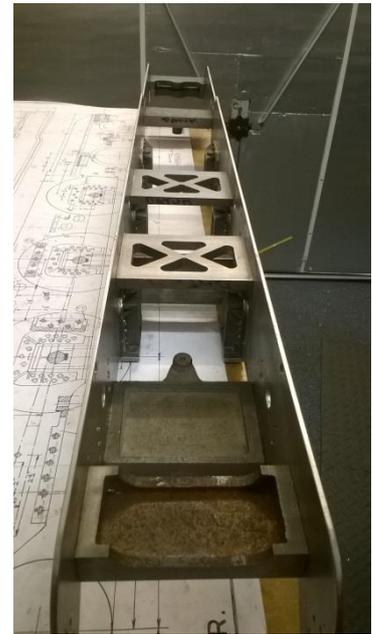
After an interesting time removing the first few teeth from the Rack - to prevent recurrences, and refitting the Saddle to the Lathe, normal service has been resumed.

Del's Project LNER L1

For anyone who didn't know I chose the LNER L1 as my next build project. I've always like big 2-6-4 tank engines, but these model designs are few and far between, so much to my delight I discovered last year that Blackgates were now the holders of the old Clarkson's designs and patterns. I obtained a set of drawings last year and set about understanding the design – during which I discovered just why Clarkson's had such a poor reputation, these drawings are awful.. much of the drawings are without dimensions and many items have no detailing.. so it's a case of make it up as you go along.

Recently we also discovered that the frame & wheel dimensions do not meet with model-eng standards.. so this is going to prove interesting !!

So this year I've obtained laser cut frames (oh I can hear the purists screaming out aloud).. and the frame stretcher castings.. these are all machined and mounted, hornblocks are riveted on. Buffer beams sorted (and removable buffers) and break hanging blocks fitted.



The saddle has been machined and the cylinders started – unfortunately one of the cylinders had a blow-hole so has had to be replaced:-



I now have the wheel castings and we've made a start on machining these (not on my lathe I must add):-



Whilst I'm getting on with the axleboxes on my lathe:-



Steady progress this year.. lets hope I can maintain this over the coming years so that I can get something representing this:-



Paul's "Timely" workings..

Decided on a bit of a break from the Torquay Manor.

I have a clock inherited from wife's grandfather which has not run for some time.

I think there was a problem with the escapement.

To observe the action you need a depthing tool. I found a design for said tool in a magazine called The Clockmaker. This is made mainly of brass with silversteel for the runners. These support the clock wheel on their arbours [axles]. Depthing tool is hinged along bottom edge with two standard brass butt hinges and is opened or closed with the large adjusting wheel as can be seen on front of tool.

To test the escapement I needed a lantern runner. This allows the escapement arm to clear the escapement wheel arbour. This lantern runner is pictured in lathe having a small female centre cut using a sensitive drilling aid,[home made]. Other two photos show finished depthing tool plus a close up of escape wheel and pallets being checked.



John's Polly VI Problems

When I collected the first kit, of twelve, Andy Clarke, of Polly, told me that people complete the loco within 18 – 24 months. Well it is now over 4 years since I collected that first kit. It has not been all plain sailing, as I was hoping with a kit loco..

As can be seen from the photos it is almost finished. I will fit the cab when it has passed its steam accumulation test.

The first steam up, with Del supervising, went fairly well, with only a few problems to be addressed.

The second steam up was going reasonably well, water was not being pumped into the loco. when the by-pass was closed. I then discovered that as fast as I put water into the tender, it was running out of the by-pass valve. It had come unscrewed! Also, the injector water valve spindle had come out of the valve. The end of the spindle had a white powder on it and what looked like a rudimentary thread. One step forward, two or even three backwards! I spoke to Mark at Polly and was told that the spindle was Loctited in, there was no thread. I made a replacement spindle that was a better fit in the valve and secured it with Loctite. I also secured the by-pass water valve components with Threadlock.

Third steam up. Valves working O.K., but closure of the by-pass caused water to be ejected from where the high pressure hose connects to the copper pipe leading to the by-pass valve. This is secured by a "compression clip", for the want of a better phrase, the same as at the other ends of the high pressure hoses attached to the snap connectors, that attach to the loco.. These were closed by Polly using a special tool. The clips on the other end I had to close with a pair of pliers, not having the special tool. I have since found out one of my sons has the right bit of kit! I added a Jubilee clip to each of these two ends.

Fourth steam up. Leaks reduced, but not stopped. Weepage from other ends of high pressure hoses, and injector failed to pick up. Following advice from Doug. I have now purchased from Millfield Autos petrol fuel line clips hopefully to solve the problems. These have yet to be fitted. Christmas preparations intervened!



Jokes Corner

This was a **real** advertisement on a poster I found (from many years back):-

Stands 9" high, 1 ½ Diam, (complete with red knob).

- Makes old tools like new again
- Tools slide in and out with ease
- Lubricates dry passage ways
- Makes screwing a pleasure
- Gives better penetration

Do you have tight nuts or a rusty tool...

Then use WD40 !!

Now don't tell me that didn't have you chuckling!

A few items of amusement from **Brian Grey** who's unfortunately not been able to be very active this year..

At the National Art Gallery in Cardiff , a husband and wife were staring at a portrait that had them completely confused.

The painting depicted three black men totally naked, sitting on a park bench.

Two of the figures had black willies, but the one in the middle had a pink willy.

The curator of the gallery realised that they were having trouble interpreting the painting and offered his personal assessment and interpretation.

He went on, for over half an hour, explaining how it depicted the sexual emasculation of African Americans in a predominately white, patriarchal society.

'In fact', he pointed out, 'some serious critics believe that the pink willy also reflects the cultural and sociological oppression experienced by gay men in contemporary society'.

After the curator left, a Welshman approached the couple and said, 'Would you like to know what the painting is really about?'

'Why would you claim to be more of an expert than the curator of the gallery?' Asked the couple.

'Because I'm the bloke who painted the picture,' he replied.

'In fact, there are no African Americans depicted at all. They're just three Welsh coal miners and the guy in the middle went home for lunch!'

The bar was crowded in a mining town and all the miners were having a good time when the door was burst open by an irate miner brandishing a gun.

The bar immediately fell silent as he yelled out **'I have a fully loaded 1911 colt with seven bullets in the chamber and one in the barrel and I want to know who has been sleeping with my wife !!!**
There was a brief silence until a voice came from the back of the room - **YOU NEED MORE AMMO....**

Amusement from **Arran** (the ones I dare put to print):--

The Pope goes to London, and gets picked up at Heathrow by a limousine. He looks at the car and says to the driver, "You know, I hardly ever get to drive. Would you please let me?" The driver is understandably hesitant and says, "I'm sorry, but I don't think I'm supposed to do that." But the Pope persists, "Please?" The driver finally gives in, "Oh, alright, I can't really say no to the Pope." So the Pope takes the wheel, and out on the M4, hits the throttle and gets the limo up to over 100 mph heading towards London. Soon a policeman spots him, takes off in pursuit and eventually pulls him over. The cop walks up and asks the Pope to wind the window down. Startled and surprised, the young officer asks the Pope to wait a minute. He goes back to his patrol car and radios his boss. Cop: "Guv, I have a problem." Boss: "What sort of problem?" Cop: "Well, you see Guv, I stopped this car for driving way over the speed limit, but it's someone REALLY important." Boss: "Important like the Mayor?" Cop: "No, no, no, much more important than him." Boss: "Important like the Prime Minister?" Cop: "Way, way more important than her." Boss: "Like the Queen?" Cop: "Still more important, Guv." Boss: "Who's more important than the Queen?" Cop: "I don't know - but he has the Pope DRIVING for him!"

Riots in Birmingham last month caused over £1 million worth of improvements

I was reading in the paper today about this dwarf that was pick pocketed. How could anyone stoop so low?