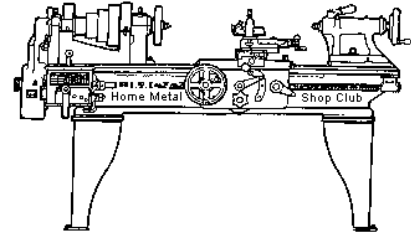




**March 2018**  
Newsletter

Volume 23 - Number 03



<http://www.homemetalshopclub.org/>

The Home Metal Shop Club has brought together metal workers from all over the Southeast Texas area since its founding by John Korman in 1996.

Our members' interests include Model Engineering, Casting, Blacksmithing, Gunsmithing, Sheet Metal Fabrication, Robotics, CNC, Welding, Metal Art, and others. Members enjoy getting together and talking about their craft and shops. Shops range from full machine shops to those limited to a bench vise and hacksaw.

If you like to make things, run metal working machines, or just talk about tools, this is your place. Meetings generally consist of **general announcements**, an **extended presentation** with Q&A, a **safety moment**, **show and tell** where attendees share their work and experiences, and **problems and solutions** where attendees can get answers to their questions or describe how they approached a problem. The meeting ends with **free discussion** and a **novice group** activity, where metal working techniques are demonstrated on a small lathe, grinders, and other metal shop equipment.

President <i>Brian Alley</i>	Vice President <i>Ray Thompson</i>	Secretary <i>Joe Sybille</i>	Treasurer <i>Emmett Carstens</i>	Librarian <i>Ray Thompson</i>
Webmaster/Editor <i>Dick Kostelnicek</i>	Photographer <i>Jan Rowland</i>	CNC SIG <i>Martin Kennedy</i>	Casting SIG <i>Tom Moore</i>	Novice SIG <i>John Cooper</i>

This newsletter is available as an electronic subscription from the front page of our [website](#). We currently have over 1166 subscribers located all over the world.

## About the Upcoming 14 April 2018 Meeting

The next general meeting will be held on 14 April at 12:00 P. M. (Noon) at the [northworks Digital factory](#), 7523 South Freeway, Houston, TX 77021 ([Map](#), [Satellite](#)). Lary Ciscon, PhD (President) will give a presentation on the use of the facility.

Visit our [website](#) for up-to-the-minute details, date, location maps, and presentation topic for the next meeting.

## General Announcements

[Videos of recent meetings](#) can be viewed on the HMSC website.

The HMSC has a large library of metal shop related books and videos available for members to check out at each meeting. These books can be quite costly and are not usually available at local public libraries. Access to the library is one of the many benefits of club membership. The club has funds to purchase new books for the library. If you have suggestions, contact the [Librarian Ray Thompson](#).

We need more articles for the monthly newsletter! If you would like to write an article, or would like to discuss writing an article, please contact the [Webmaster Dick Kostelnicek](#). Think about your last project. Was it a success, with perhaps a few 'uh ohs' along the way? If so, others would like to read about it. And, as a reward for providing an article, you'll receive a free year's membership the next renewal cycle!

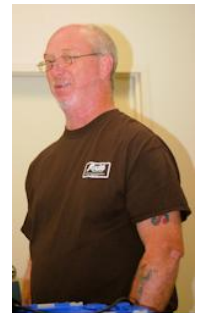
Ideas for programs at our monthly meeting are always welcomed. If you have an idea for a meeting topic, or if you know someone that could make a presentation, please contact [Vice-President Ray Thompson](#).

## Recap of the 10 March 2018 General Meeting

By Dick Kostelnicek, with photos by Jan Rowland

Fifteen members, attended the 12:00 P.M. meeting at the Spring Branch Memorial Library, 930 Corbindale Road, Houston, TX 77024. There were no visitors in attendance. There are 32 members in good standing with the club.

President Brian Alley (right photo) led the meeting.



## Presentation



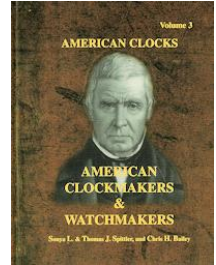
Tim Glanzman FNAWCC of the [San Jacinto Chapter 139](#) of the [National Association of Watch and Clock Collectors](#) gave a presentation on "[Tips for the Novice Clock Collector](#)"



He covered the history of horology (the measurement of time) during the golden age of clock making 1830-1900. During this period, clock making employed wood, brass and later steel in the mechanical movements for clocks. In Previous periods, sundials, sand, and water clocks were prevalent. The major impetus for accurate and portable time

keeping came from the desire to determine accurate longitude on the earth's oceans. This problem was solved by John Harrison in 1759 with his [invention of the marine chronometer](#).

Tim indicated that his club member's interest is in the preservation and restoration of mechanical watches and clocks. He described how antique clocks should be cleaned and cared for without detracting from their value. Be careful when purchasing such an antique for many clocks are restored without regard to their historical setting. For example, screws in place of cut nails may indicate a copy or inappropriate restoration given the time period of construction. A polyurethane finish, rather than shellac or lacquer may indicate a reproduction.



Tim donated a book on American Clockmakers and Watchmakers to the club's library (right photo).

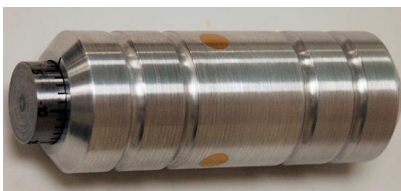
## Second Presentation

*John Cooper* described how his import lathe was shipped and assembled and is reproduced as an article at the end of this newsletter.

## Safety Moment

The [safety video](#) concerned the problems associated with not properly locking out a machine when two or more people are servicing it.

## Show and Tell



*Martin Kennedy* demonstrated a puzzle he machined that requires one to turn parts of it in a rotary maze configuration in order to unlock it. (left photo)

*Richard Thomas* brought a magnesium ingot that was the product from salt water and electricity made years ago by the Dow Chemical Company located in Freeport, Texas. (right photo)



*Richard Douglas* showed a verity of old wrenches from his collection. (left photo)

*Allan May* brought a miniature drill press that he fabricated from plans supplied by [Jerry Howell](#). (right photo)



## Articles

### My Lathe Delivery, Assembly and Installation by John Cooper



I ordered my Precision Matthews PM1236 lathe in November, 2017 and was told that it was on the boat and would transition the Canal on December 8 and I would receive it sometime in January, 2018. On January 2<sup>nd</sup> I received an email saying that it had shipped and would arrive in Houston in three days and it might take another couple of days to be delivered with lift gate service so I was quite surprised when I got a message on the 4<sup>th</sup> asking for a delivery time. I had scheduled a friend of mine and club member Ray Thompson to show up on Friday the 5<sup>th</sup> and so I arranged for the delivery that afternoon. The driver

arrived 15 minutes ahead of schedule but help was on hand.



Once he got the trailer open he had to remove the bar that keeps the load from shifting.

He had a hard time getting the pallet jack under the pallet as it was poorly made. Eventually he was able to get the pallet to the lift gate. He then used the lift gate and the back of the truck to move the pallet more onto the lift gate by moving up and down a number of times until the pallet jack wheel hung off the lift gate.



He had more maneuvering to do to and eventually got the pallet where he could move it up my driveway.

My driveway is rather steep so with the driver pulling and the three of us pushing we were able to get the pallet up to the garage where I jacked one end up with the floor jack and pulled out the trashed pallet.



The driver then took off the two 200 lb cast iron bases. Removing the top of the crate could not have been easier. All I had to do was bend up the tabs and the top lifted right off



The crate contained the lathe, quick change tool post, 4 jaw chuck, faceplate, coolant tray, backsplash, and tool box containing additional gears, oil can, reverse jaws for the three jaw chuck, spider, tools and assembly



hardware. The tool box was clamped to the ways by a spring steel clamp attached to the center rest.



The crate sides came off the same way the top did by straightening the tabs. Then I had to remove a number of sheet metal screws that held the sides to the pallet. I then removed the tool box and parts that were lying on the pallet. Next I removed the bolts holding the lathe to the pallet, positioned the hoist, ran the lifting straps per the instructions and lifted it off the pallet.

We positioned the bases, installed the brake pedal, put on the coolant tray, lifted the lathe, applied caulking where the lathe would sit and tried to align the holes in the lathe, the holes in the coolant tray and the screw holes in the bases without much initial success. Finally I cut the tops off the shipping bolts and used them as guide pins but it was too late. After bolting the lathe down I noticed that the caulking had hardened enough to keep the base off the coolant tray in places. So two days later I started trying to remove the caulking from the lathe. I was able to use single edge razor blades to break loose some of the caulk, and an old piece of Porta Band blade where there was enough room. Finally I got out my HF Portable Puller and a short body ram to break loose the caulk on the tail stock



end required me to use a pry bar/scrapper to wedge up the lathe and was finally able to remove it by lifting with the engine hoist. Removing the last of the caulk was difficult as the caulk removers also removed the paint.

Once the caulk was removed from the coolant tray I used a wire cup wheel on a right angle grinder to remove it from the bottom of the lathe which is unpainted. I then cut slots in the tops of the studs I made, screwed them into the bases, lowered the lathe until the studs just entered the holes and ran the caulk. I then lowered the lathe the rest of the way and firmly bolted it down.

The next step was to hook up the power and plumbing for the coolant pump. First I had to get the pump out of the base where it was jammed



during shipping. The armored power cable screwed into the base, but only after I had removed a bunch of bondo. The armored coolant hose also required me to remove bondo from the hole the hose went through. The hose would not reach the opening in the coolant tank so I had to reverse the lid and rotate the pump.

Next I picked up the lathe with the hoist and loaded it onto two HF wheel skates after putting 2 x 10's to provide a level platform. I then could move it to the final position, replacing my old Smithy machine.

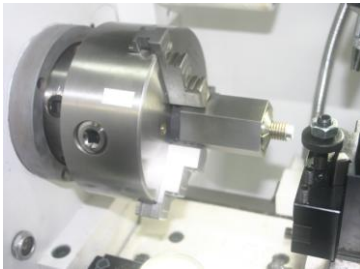


There wasn't room for the hoist so, using my toe jack, I lifted the lathe up, and installed temporary blocking.

Then I removed the wheel skates by using a cantilever to give clearance.



Once I had the bolts installed I lowered it to the floor and discovered that I wanted more height. Richard Douglas had suggested using B-7 all thread with feet so I went to Bayou City bolt and bought three feet as I needed eight pieces four inches long.



I then mounted the cutoff pieces in my hex 5C collet holder and mounted in the lathe. I cut the feet from a 1 1/2 inch diameter piece of CRS.

Once they were faced I used the mill to mill 1/2 inch x 1/4 inch deep flat bottom holes.



I installed the feet and leveled the lathe following a procedure I found on YouTube where you substitute a single point for the feet at the tailstock end. It sure made levelling easier. Finally I moved the extension cord from the floor to the ceiling.



At the left is the assembled lathe ready to go!