



# West Wiltshire Society of Model Engineers Newsletter

Issue No.28    December/January 2022



## Calendar

### December

3<sup>rd</sup> – Saturday Steam Up. 10am-4pm.

7<sup>th</sup> – Wednesday Evening Talk.

Jon Clarke 7:30pm.

17<sup>th</sup> – Saturday Steam Up. 10am-4pm.

### January

7<sup>th</sup> – Saturday Steam Up. 10am-4pm.

21<sup>st</sup> – Saturday Steam Up. 10am-4pm.

### February

4<sup>th</sup> – Saturday Steam Up. 10am-4pm.

18<sup>th</sup> – Saturday Steam Up. 10am-4pm.





# News

## A Tale of Two Tracks

During the autumn some more good progress has been made on both the 5" ground level and 16mm outdoor tracks.

The concrete crossing situated next to the removable section of the elevated track which allows vehicle access to the centre of the site is now complete; shuttering removed and fitted with points for the passing loop and turn out onto the steaming bay.



The 'low level' steaming bay which serves as access for locomotives entering the ground level track and ramp are in the process of being painted and fitted into place.

With the concreted section of track passing through the steaming bays being finished in the summer and now the crossing, steaming bay and ramp being completed in the autumn this means we can now hold a working party in the near future when weather permits to lay and ballast the passing loop and do some re-ballasting of the track in other areas where it has inevitably settled during initial use.



Similar good progress has also been made on the 16mm track.



Posts have been driven into the ground and are now being trimmed to the correct level and a good number of horizontal sections fitted. The track is really beginning to take shape and will be a fantastic new addition to our club site.



## Perfectionist Groundsman

Dedicated to the cause, this picture shows club member Peter Fielding in action during grounds maintenance.

I'm not sure if he swept the grass on the entire site with the dustpan and brush?!?





# Learning my Lines

*By Chris Wiggins*

The paint lining on the 'Boiler Cladding' of my 3" Burrell is very tired and needs renewing. In addition, the maroon paint on the cladding is applied directly onto the brass cladding sheet (not by me) with no etch primer or undercoat; it is flaking in places and also needs renewing. The options were; get the cladding sheets resprayed and lined professionally, or have a go at painting them myself. I decided on the latter and this little article covers my progress to date.

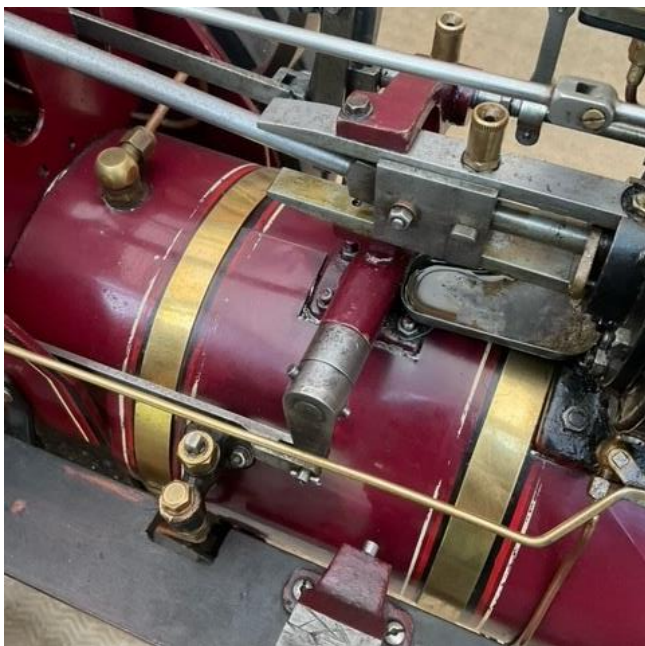


Figure 1 - Boiler Cladding

I have concentrated on the lining first, because I don't want to respray the cladding and then find I can't successfully line them. In the Model Engineer, a couple of years ago, there were some pictures of a guy lining boiler cladding band, which was strapped to the outside of a wooden wheel (of the same diameter as the boiler), on a stand with a steady plate. The guy used an ink pen and held this against the steady plate and turned the wheel. This looked a good way of doing circular lining, so I made my own version of this 'Wheel & Stand'.



Figure 2 - Wheel & Stand

I tried using an ink pen, but I simply could not get any consistency. I now started experimenting with paint brushes. Initially, I used a 5mm long (bristles) brush, without success. I then tried a 25mm long brush, this would paint a line about 50mm long, but I found it difficult to restart the line after I had recharged the bristles with paint, also if I didn't keep an even brush pressure on the workpiece, the end of the brush would spread. I then used a 60mm long brush, I could now get a continuous line on the workpiece, in one go. The lining in 'Initial Attempt' is one of my earlier trials with the 60mm brush.



Figure 3 - Initial Attempt

The lining in 'Latest Attempt' now has the correct width and spacing, they are far from perfect but acceptable (for me). Unfortunately, it is now too cold to continue the project (no heated workshop). In the spring I am going to line the cladding over the existing maroon paint. If this is successful, I will leave it on the cladding for the summer and monitor the durability of lines, then hopefully renew the maroon paint and lining on the cladding sheets, in the autumn of next year. I realise this methodology is only good for circular lines, and to line flat surfaces, looks to me, to be a whole different ball game.

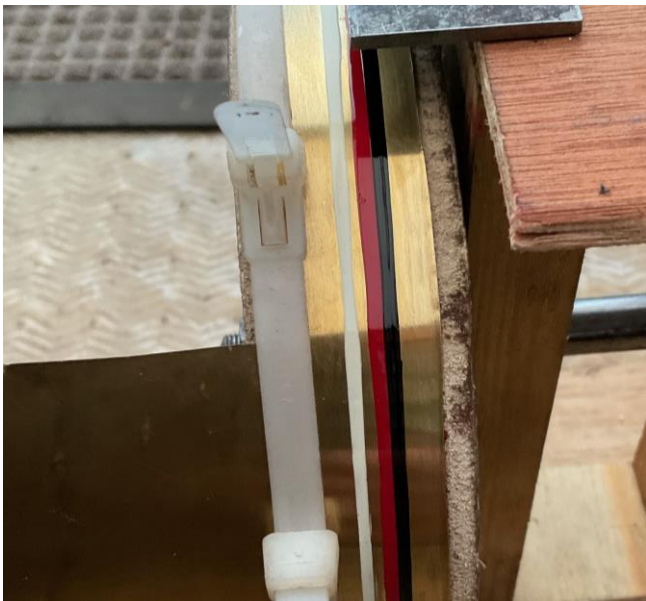


Figure 4 - Latest Attempt

To cover the 'Tools of the Trade' and the issues I encountered:

To give some perspective, the diameter of the wheel is 150mm and the lines are 'roughly' 2mm wide, hence all the brushes have to be size '0'. I got the 5mm and 25mm brushes from the Minerva Art shop in Bath, and the 60mm brush from Wrights of Lymm. Wrights have a really good range of brushes, I ordered the brush (and some spare ones) online and they arrived the next day.

I have used Humbrol paint for the lining. The white line is actually an 'off white', pure white is too bright. The white line paint didn't need thinning but the red and black did require a very small amount of the thinning. I think you can buy proper lining paint, which I guess has more pigment, but the Humbrol covered OK, but I did

find that I had to cut the brush bristles square across at the end, to get an even paint thickness.

I used the piece of aluminium plate as a palette. I placed a couple of drops of paint onto the palette, using the wooden dowels. I rolled the full length of the bristles on the 60mm brush in the paint on the palette, and then held it horizontally. If the end of the brush didn't sag slightly, I added and mixed one drop of thinners to the paint on the palette, using the red handled paint brush. I found that one drop was sufficient. I if didn't do this the bristles wouldn't wrap naturally around the workpiece.



Figure 5 - Tools of the Trade

I found that the front edge of the workpiece would scrape of some of the paint from the underside of the brush, so I used a waste piece of brass sheet to level the surfaces and to help the brush 'start painting' before it went onto the workpiece.

Once you start the line do not stop, finish the line and then go back and over paint if necessary.

Keep the wheel turning and not too slow, if you stop/start the wheel the line will go thick and thin. This can be seen the white line of my 'Latest Attempt'. I deliberately positioned the end of the tie wrap so that I could turn the wheel continuously with my finger. I forgot to do this initially with the white line and you can see the thick/thin pulses. The line width then improves after I woke up.

I hope this of interest, it is something I have never attempted before.