



West Wiltshire Society of Model Engineers Newsletter

Issue No.38 March / April 2025

Calendar

March

1st – Saturday Steam Up. 10am-4pm.

5th – Winter Evening Event – Engineering in Gibraltar, John Laverick. 7:30pm.

15th – Saturday Steam Up. 10am-4pm.

20th – Navy Wings Visit - RNAS Yeovilton.

Contact Jon Lawes if you would like to attend.

April

5th – Saturday Steam Up. 10am-4pm.

19th – Saturday Steam Up. 10am-4pm.

May

3rd – Saturday Steam Up. 10am-4pm.

17th – Saturday Steam Up. 10am-4pm.



Do you have any articles or pictures for the next newsletter? If you can help, please send to:
secretary@wwsme.org.uk

News

Navy Wings Visit for WWSME Members

By Jon Lawes

On Thursday the 20th of March 2025 the charity Navy Wings has invited members of the WWSME to view our hangar. This is an insider peek at how we maintain and restore vintage Royal Navy aircraft. It is a rare opportunity to see the only flying Fairey Swordfish (W5856) as we conduct Annual maintenance. Also present will be our Harvard, Chipmunks, Wasps, Sea Fury, Sea Hawk and Stinson Reliant. You will be given a guided tour of the hangar and the restoration area where our second Swordfish (LS326) is being restored to flight. This is not connected to the Fleet Air Arm Museum across the road; we are a separate entity akin to the Battle of Britain Memorial Flight, but specific to the Royal Navy.



There is no charge, but we would like to suggest a donation of around £5 to £10 per person. You are welcome to bring a friend or partner. Please ensure all names are sent to Jon Lawes jon.lawes@navywings.org.uk. As we are situated on a Royal Navy Airbase you will be required to bring Photographic ID (driving license or passport preferred) and be a UK citizen. Further instructions will be given closer to the time to anyone who expresses an interest. The deadline for application is Wednesday the 12th of March, but the earlier the better please! Full names, Date of Birth and place of birth will be needed.

Model Engineering Videos

By Jon Lawes

Sites like YouTube are not just full of videos of political ranting and people falling over. With a bit of searching there are some really good videos for the model engineer to enjoy. Here is a selection of some of my favourite channels and videos. If you are reading this online you should be able to click the underlined links. If you are reading the paper version of this newsletter, use the YouTube search bar to look for the video titles.



Blondihacks

The fantastically named Quinn Dunki is a multi-talented engineer who shows videos full of excellent model engineering tips and bad puns. She has built various models and recently a vertical boiler project. Her work is fascinating to watch. One nice thing about her videos is that she leaves in the errors other people would cut out, and shows how she rectifies them.

[Blondihacks](#)

Keith Appleton

The dour Keith is a keen model engineer; most of his videos involve taking a misbehaving stationary steam engine of some kind and making it run well through a combination of machining, hand fettling and sarcasm. I've learned a few things from him, even if sometimes his overuse of an adjustable spanner does grate on the nerves! A very prolific producer of videos you are bound to find something of interest on his channel.

[KEITH APPLETON](#)



A History of Live Steam and Model Making

Running to nearly 50 minutes this video shows a profusion of beautiful models and their construction. Believed to have been filmed in the 1980s the image quality is not quite as good as more modern productions but the content makes it worth a watch.

[History of Live Steam and Model Making](#)



The Steam Workshop

This channel is actually mainly intended to demonstrate models to prospective customers, but actually shows a lot of beautiful locomotives in steam. Some rarities include their own Duke of Gloucester, which is a work of art, complete with accurate valve gear. Both Road Traction and Railway Locomotives are featured in many different scales.

[The Steam Workshop](#)



Wooltman

I don't know if Wooltman is a nickname, surname or a Portmanteau, but they are a lovely couple (Chris and Rosie) who are travelling round the UK visiting model engineering societies, making small videos about each track and site they visit. The second link shows their visit to us back in 2022.

[Wooltman](#)

[Visit to WWSME 2022](#)



Peter's Railway

Christopher Vine is the author of "How (not) to paint a locomotive" and the Peters Railway Children's books. His channel centres around the running of his locomotive "Bongo" and the trials and tribulations from doing so.

[Peters Railway](#)



Julian Mowlem

Julian is building a 2" scale Burrell Gold Medal Traction engine, and his laconic style is very enjoyable to watch. The videos on his channel are broken down into the individual components he is making, which makes for a good way to spend an evening as the GMT comes together piece by piece.

[Julian Mowlem](#)



Gandydancer

Obviously we couldn't put a YouTube list together without mentioning Jon Guilbert, one of our longstanding members. His videos are a mixture of digitised film taken during his youth of locomotives and busy engine sheds, industrial shunters and such, and his own model engineering. This includes his Simplex "Joan", and "Russell", his diminutive scratch built coal fired locomotive.

[Gandydancer](#)



Hopefully you have found something here to keep you entertained while we wait for the better weather to kick in.

This is a picture of the 'WWSME 3 1/2" Society' showing no less than three 3 1/2" gauge locomotives in steam at the same time on the WWSME track on a very cold 1st February!



Servicing the GWR Railcar

By Rob Atkins

The GWR rail car has performed reasonably well at our public running days last year; however there has been an intermittent fault within the electrical system. Bryon kindly changed the dead man's stop switches as they were worn and, although this reduced the issue, it didn't cure it completely, so I decided it was time to take it home for a thorough service, I'm glad I did.



This is no small locomotive so a 'long bench' had to be used.

I removed the front bogie and checked the electrics to each motor (there is a motor for each axle), all was fine, I did however notice quite a lot of dirt and general debris on the chassis and axles.



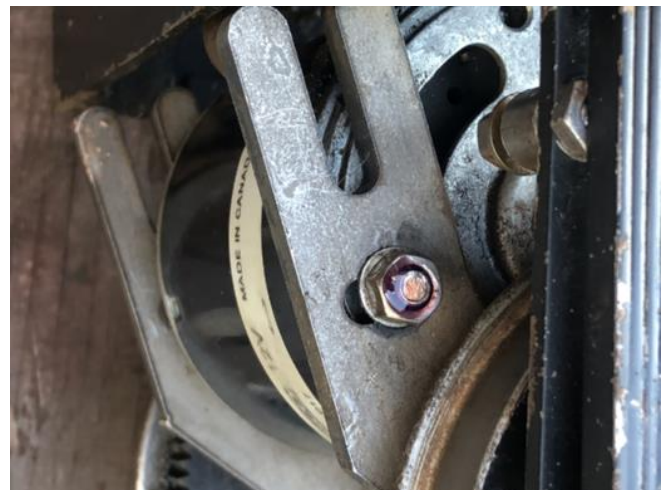
This was dealt with a liberal wash using white spirit and a tooth brush (promise I didn't put it back in the bathroom cabinet), and dried with a rag.

At the same time I cleaned out the roots of the gears as there was a fair amount of muck in the bottoms and, if left will eventually cause the gears to 'jump' and damage the teeth.



It was at this point I noticed various nuts and bolts were loose and one part on the end of a dummy spring had gone altogether!

A tighten round and a dab of Loctite on all nuts was the cure for this.



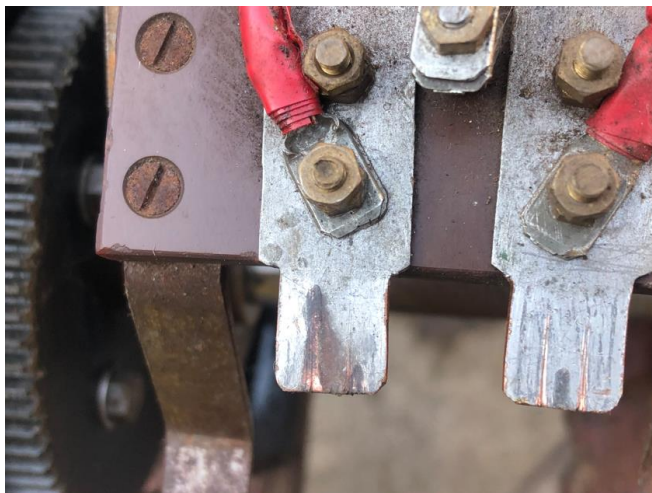
Each axle runs in Oilite bearings, this material is micro porous and is designed to 'hold' oil in it. Although the bearings are good, with no play, I had no idea how long they had run (it is recommended to regenerate them after 1,000 hours of operation), and therefore gave them all a good dousing of light grade oil and left them to

soak, (I know it works having used this method in industry) .

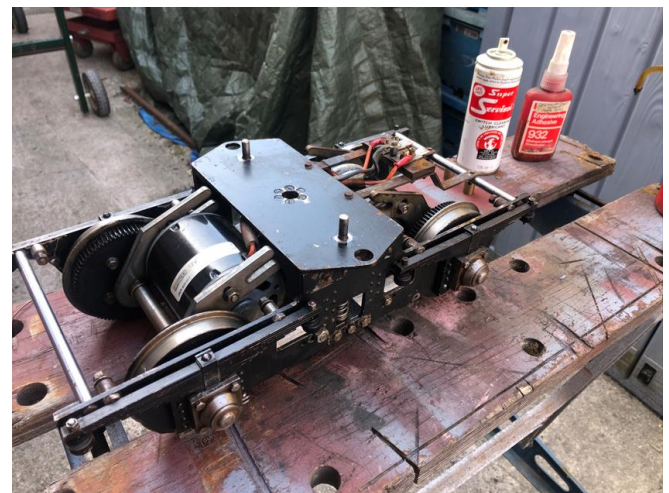
Lithium grease was used on the bogie rotation dogs and pivot pin.

24 hours later and a wipe around all surfaces to remove excess oil had a refurbished bogie.

The same was then repeated on the rear bogie and this is where I found the electrical culprit!



Arcing on one of the main cable spade terminals, the connector was loose enough to just fall off of the bogie! Underneath was a large black scorch mark! This was all cleaned up and sprayed with switch spray and re-attached firmly. Hopefully problem solved.



So with everything re-assembled I decided to re-spray the roof as there were a few chips in the paintwork where the central part is continuously removed and replaced for battery access.

I also replaced the windows as some were cracked.

So back on the track, how did it perform? Well, the electrics were fine, however I didn't replace the gear guards as these had been bottoming out on the ground level track, this now caused a derailment due to picking up a small stone and jamming one gear set, so gear guards need to be replaced before ground track running again.



Altogether a good little project, the main thing learnt? Gentlemen check your nuts!!