



# PLAUSTRA

## WSR Bi-Monthly Newsletter of the Wagon Restoration Group

FROM RUST AND DUST TO SOMETHING TO TRUST

## The Future - Wagons

What do we expect of our wagon fleet? As the wagons serve 2 purposes on the WSR we have firstly to look at the regularly used wagons such as the Elks and ensure they are fit to run. This work is generally carried out by the carriage team that have the necessary competence to sign wagons back into traffic. By and large the rest of the fleet are heritage vehicles. We have taken a good look at our fleet and can recognise 5 distinct trains:

- A milk train comprising 1 milk tank and a Siphon G (The 813 trusts second 6w tank is a water tank). These vehicles of the 813 collection would make a train in its own right or could be attached to a smaller service train to replicate a typical 1940/50s mixed train.
- A military train comprised of the 2 opens, a brake van, two warflats, a propeller wagon and a generator van. These are genuine WD wagons and were seen in action at the last gala.
- A general purpose GWR mixed freight train typical of the pick up freights seen on any line throughout the 1930 – 1950s. A mixture of GWR vans, opens and a selection of private owner wagons.

So we are now hoping to produce a 5 year plan for renovating the wagons on the WSR. Aiming at 3 wagons per year from Team A and 2 wagons a year from Team B you should be able, with money available, to completely renovate the fleet in this plan.

## Progress – Brake Van

As was not seen at the Spring Seam Gala the WD Brake Van was not completed. The timber boards were found to contain much rot and the ironwork frame needs needle gunning and repainting. Team B will hopefully assist with this brake and move it forward, but we are having difficulty finding a wood working shop to produce the correct pattern edges to the boards. If anyone has a good spindle moulder and could do the job, we would love to hear from them.



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## Progress – WD Opens



The two opens were completed in time for the Spring Gala and looked the part with their new wagon sheets.

## The WD Train

Performed well throughout the gala and looked the part behind the USTC S160, 6046. The train had several guns, 3 vehicles and a landing craft. Equipped with two brake vans to allow for the reenactors giving plenty of bodies to answer questions for visitors.



Above & Left

A selection of photos of the military train.



Above & Left

A selection of detail photos of LMS registered Esso Tank Wagon 1822. This will be the major job in 2018 for Team B after assisting with the military brake

The Team is managed by Dave Horton, Head of Mechanical Engineering.

It is led by Pete Chilcott who is also managing Team A based at Minehead.

Team B is led by Mike Whightman.

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