



# PLAUSTRA

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

FROM RUST AND DUST TO SOMETHING TO TRUST

## General

The running season is well into its stride and as a result 30 of our stalwarts have returned to their duties as drivers but they will return.

Because of this down turn in available labour teams A and B have now amalgamated. Angie Scutt has joined us as the first lady of wagon restoration.

In July last year a well-known member of the WSR volunteers, Chris Tucker passed away. Last week, at the invitation of the family I was invited with Robin to visit his home and take away anything from many items that would be of benefit to the WSR, particularly this group. There was a collection of tools, including a lathe, a shed plate 53A (Hull Diarycoates) and many items of model railways. To date I have either sold or been promised over £500. This generous donation will be used to equip the Group with much needed power tools. We have yet to decide if we will set up 110V system or battery powered 18V. We need a mitre cut off saw and associated stand, an angle grinder and a large and powerful drill (steel on wagons is hard) with a good set of drill bits.

We also have some sad news for our Head of Mechanical Engineering, Dave Horton has resigned. Dave, along with Pete Chilcott was instrumental in bringing about the revolution

in volunteer wagon restoration. Dave will be missed for his open and honest style of management and his support of team A and B.

## Progress – Brake Van

Now for some more great news as following a successful bid to the West Somerset Railway Association the team has been awarded funding not only for the tongue and groove boards but also to complete and waterproof the roof. This will mean the WSRA will fund the entire rebuild of this brake van. Look out soon for another crowd funding campaign.

We must give a big thank you to Andy Hurly and his staff who have made the sub frames for supporting the duckets seen painted white in photos.



## IN THIS ISSUE

- *Generals*
- *Progress on the Brake Van*
- *Progress on the Tank Wagon*
- *The WD Train*
- *Photo Corner*
- *Who's who in wagon restoration*

## Progress – Tank Wagon

Following a general look over 1822 the amount of work required is very high. All the oak timber baulks need replacing including the steel end bands. Also, there are several holes in the barrel that will need cutting away and welding in new patches. It has been decided to leave this wagon to the winter season when more labour will be available.

## WD Train

The WD train is now in regular use for the Steam Enginemen's Freight course so the opens regularly run up and down the line.



## Photo Corner

Photograph credit Ken Davidge



The above 2 photos show the most obvious moisture trap on the brake. There are drainage holes but since 1942 they have slowly filled until they blocked and water rotted away the timber base plates. The timber is on order and Mike will make new ones for fitting soon.

Above & Left

A selection of photos of the work on the MoD Brake Van.

The Team is currently managed and lead by Ken Davidge.

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