



PLAUSTRA WSR Bi-Monthly Newsletter of the Wagon Restoration Group

FROM RUST AND DUST TO SOMETHING TO TRUST

General

Well the 405 Weekend was a great success and 49017 spent the whole weekend running up and down the line behind the S160. We had many pleasing words about this restoration (not yet finished) despite the roof and the internals not yet complete. She was delivered back to Williton with many thanks to the Ops department.

We are now beginning to look at the workload for the group. We have handed 1822 over to Restorations to remove the tank, overhaul the chassis and weld up some holes in the tank. Whilst that is happening our team will be re-wooding (I like this new English word) 813's GW 5 plank. The chassis is back on its wheels as we go to press. This is a quid pro quo job and no money changes hands between Restorations and us.

We will also get started on the bolsters for 1822.

Progress – MoD Brake Van

We finished the walls, undercoated and painted and she was in very good order externally as she went back into service. See above photo with freshly painted Mk 1. After she returned to the Swindon Shed but having

come back inside for just 2 weeks she was again shunted outside so no work was undertaken on the roof. Dave, Angie and a bit from me saw most of the decayed wood from the inside remade and these parts will be refitted soon and then upholstered. Those wonderful guys at MD, thank you Andy, have found a pile of that lovely blue upholstery cloth used on our coaches. They are all small thin pieces which are simply offcuts but we can use it to cover the wood. [See comments later re our visit to Yeovil Junction].



This week 30 October the brake is still outside so no roof work. Dave was away on QB duty so Angie and I set off to deepest South Somerset to visit 72C. This shed code was actually Yeovil Town but was adopted by our friends at Yeovil Railway Centre (Yeovil Town shed now being a car park! We were warmly welcomed by Peter and plied with a cup of tea and an extensive look over their brake. There

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were 2 lots of the military brakes built at Ashford in 1942 and it became obvious that our respective brakes are from different lots.



So we have

photographed lots of bits. These 2 photos so detailed differences to the door opening steel upright and the roof side soffit.



Progress – Tank Wagon

1822 has been removed and run across the

yard and is sat waiting the tank to be lifted. Once we have got well on with the brake van I can buy the oak for the bolsters and would normally chainsaw the bolsters to take the tank. However I do not hold a chainsaw certificate so I cannot undertake this on WSR property. Also the oak bolsters are too heavy to be taken home for cutting. When the time comes we will need a willing volunteer who has a chainsaw certificate to come along and help us rough cut these bolsters, there are only 6 to be done!

Progress – Other Vehicles

As yet we have no news of the 813 groups GW 5 plank open. As soon as we can make a start we will order the timber via Restorations and start fitting out. It is a relatively straightforward job so I am hoping we can encourage one or two youngsters to come along and learn a bit about coach building on this simplest of projects. I will keep you posted.

Pete Chilcott will be back with the wagon restoration teams soon as work driving locomotives will dwindle away as we enter the closed season. Pete says he is looking to de-rust and paint the step framed sleeper wagon once gainfully employed from Taunton Concrete Works. This again is a relatively laborious but easy job and I expect Pete will set up the MD team again. This would make another useful addition to the military train.

Another dream of mine is to paint up a private owner for the railway. Sullys of Bridgwater had a fair number of coal wagons being a major supplier in the Somerset area.

Photo Corner



The Team is currently managed and lead by Ken Davidge. Contact kenefd@gmail.com or 01823 973699

Plaustra is written by Ken Davidge who supplied the photos.

A small selection of completed wagons at Yeovil Railway Centre to whom we are very thankful for taking the time to allow us to visit and for advice and information willingly given.

Photograph credit Ken Davidge