



PLAUSTRA WSR Bi- Monthly Newsletter of the Wagon Restoration Group

FROM RUST AND DUST TO SOMETHING TO TRUST

What is Plaustra

This is simply Latin for relating to carts or wagons. We needed a simple easy name for this newsletter because Wagon Restoration Team Newsletter (or WRTN) was too long so Plaustra was born.

Plaustra will hopefully be published electronically every other month and be circulated widely throughout the Railway. The restoration of wagons started, in earnest, last July and was spear-headed by Pete Chilcott, one of the WSR drivers. His drive and enthusiasm has now spread and there are several more willing souls. Pete remains the lead but there are two teams. Team A is Pete's team based at Minehead and Team B is led by Mike Wightman, a senior driver, and is currently based at Washford with grateful thanks to the SDRT for letting the team share their workshop.

Progress – Brake Van

Work continues apace with Team A under Pete Chilcott's guidance. More planks have been condemned than was originally estimated and now it will be full speed ahead to have this brake van ready for the military train at the Spring Steam Gala. Hopefully Team A will manage to get this ready in time.

The timber is sourced locally, cut to size and then tanalised to give it a longer life. Next the timber receives a coat of epoxy 2 pack primer. This is mixed by weight immediately prior to application by brush. This primer is very easy to apply and soaks quickly into the wood. Its hardening then starts, and it forms a hard layer of wood that is impervious to water. This product is excellent for priming vehicles that have been previously painted but are now peeling as it stabilizes everything.



Top coat can then be applied over the primer.

So, if you're feeling like a brake (sorry break) contact Peter and take yourself off to Minehead where we can guarantee hard work and good company.

Latest News A good working party assembled for Friday – Sunday (2 -4 Sept). Other work at the shed precluded the use of the needle guns so the opportunity was taken to remove wood and paint the metalwork. Progress was good, and the weekend's work saw the brake closer to having the woodwork replaced, verandas are all cleaned up as is the chassis except for brake cylinder. See next page for photos.

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Progress – WD Opens

Meeting every Tuesday at Washford Team B, led by Mike Wightman, is progressing well. 46242 has been cleaned and prepared. The



ends and metalwork has been painted olive, which is the correct livery, rather than black. Planks to replace those too rotten to repair

will be along soon as they are being tanalised. The existing woodwork has been coated with 2 pack epoxy primer. 46253 lags behind a little but is now rubbed down and the headstocks painted matt black. As mentioned elsewhere their new tarpaulins are being made. Both opens are now under cover and painting will

Crowd Funding Works

continue at each Tuesday's gathering. This report would not be complete unless we were to add a big thank you to the Somerset & Dorset Railway Trust who make us very welcome in their accommodation.

We are pleased to report that our first fund raising activity was launched and successfully reached its target. Team B decided they would like to provide new canvas tarpaulins for the 2 WD Open wagons (46242 & 46253). We contacted the WSRA and outlined the cost of the 2 tarpaulins and were very pleased to hear back, by return, the Trustee's and Jacquie Green's acceptance of the project. A few days later a fund-raising website was created by Jacquie and following much sharing the sum of £400 was raised. We would like to record that several messages were posted on the National Preservation Forum – WSR Operations and members dug deeply into their pockets and helped the donations amounts. Also, a fair number of WSR staff helped us to complete. With the gift aid the total amount is £497.50 which includes the gift aid of £67.50. The gift aid is reclaimed by the WSRA who will pay all the expenses such

Coming Soon

as the card payment charges and the invoice for the tarpaulins will be sent to the WSRA. As an education charity the WSRA will be able to show authentic roped down wagons with authentic tarpaulins. Team B is indebted to the WSRA for all their help and guidance.

The Company has received a handsome donation to be used to restore the Class A Esso Tank Wagon to its former glory. This task is in the planning stage but will be started as soon as space is available. Being a large round affair means we must consider the safety aspect of painting the tank drum and it is likely that the wagon will disappear under scaffolding to allow safe access all round.



Seen here in here former glory 1822 is now a shadow (livery wise) of how she used to look.

Now the question is what else is to be done? Why not have a say and email us with you view telling us what wagon we have that you would wish to see restored to running standard. There will be no prizes but you will have a warm glow each time you see 'your' wagon if it is selected.

If you want to see all of the stock available on the railway take a look at this website <http://www.uksteam.info/wsr/stock.htm#54> which lists all the WSR stock (I am not sure if it is up to date).

My personal view would be for a private owner wagon with close association to the line such as Sully & Co of Bridgwater. Opens look very good in Bauxite with large white lettering.

Mink A 16307

As some will recall last year the Mink A was restored to full pre-1937 livery and very fine it looks. The large GW letters have been applied to the sides but that is all. Now Robin White has stepped forward and offered her skill as a sign writer to complete this van. The Minks was mainly general purpose wagons and were found all over the GWR system. Built at Swindon to Diagram V12 in 1907. This wagon is an 813 fund wagon for which we are indebted.



Next Working Days

Saturday and Sunday 10 & 11 February 2018 team A will be meeting at Minehead to finish off needle gunning the chassis, in particular the brake cylinder and brackets prior to painting. There is also some woodwork to be replaced.

Tuesday 6, 13 & 20th February 2018 will see Team B at Washford (starts 09:00 and finishes 15:30) working on repainting the 2 WD opens

Who is Who in Wagon Restoration

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.

Plaustra is written by Ken Davidge (kenefd@gmail.com)

Photo Corner *Photograph credit Pete Chilcott*

Photos of work on the Brake Van over the 2 to 4 Feb.

