

Nelsons News

Issue 4 – 31st December 2020.

Welcome to issue four of Nelsons News, the staff newsletter of SEG Preservation Ltd.

Believe it or not its been over two years since the last staff newsletter. While there have been various updates via Email exchanges and the normal preservation updates in Live Rail here are some more details of what we have achieved over the last year or two.

Eye patch or Face patch ?

While Nelson may have had an eye patch we need our own kind of patch. Before we could get the season underway the country was thrown into the Covid-19 Pandemic. To start with the country was plunged into a national lockdown which meant that working parties were severely restricted and when we started to see the light at the end of the tunnel things flared up again and everyone is now required to use face coverings in the majority of places they visit.

Due to this we have not advertised many working parties this year but that has not prevented limited work from taking place.

Working parties will not be advertised for the foreseeable future however work may continue at your discretion while observing any guidelines for travel and work.

Back in 2018 we had just received our new workshop at Sellindge, although it did not take too long to fit the workshop out with the racking and work benches but it has taken a long time to sort through all of our tools and equipment. Even at the end of 2020 we still have not completely finished sorting out all of our tools as all the work has been done around spare time so we can concentrate all our main efforts at Shepherdswell. While sorting out the tools we have discovered many bent, chipped and damaged screwdrivers several incomplete spanner sets and rusty saws. Some new replacements have been purchased and there are a few more to organise in the near future.



The workshop at Sellindge now almost complete with all equipment displayed of shelving.

Much of the heavy work will be done at Sellindge as its out of the way and then transferred to Shepherdswell. However we must remember that at present the three coaches at Sellindge are only stored and also used to store spares.

Nelsons News is a staff newsletter and will be published as and when significant work has been undertaken or news needs to be communicated within the preservation team and officers of the Southern Electric Group. It is not intended to be a replacement of the public preservation reports in Live Rail. If you have anything which you wish to be included in Nelsons News please E-mail the Preservation Manager.

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New Roof

The biggest project over the past two years has been the new roof which we started looking into back in 2018.

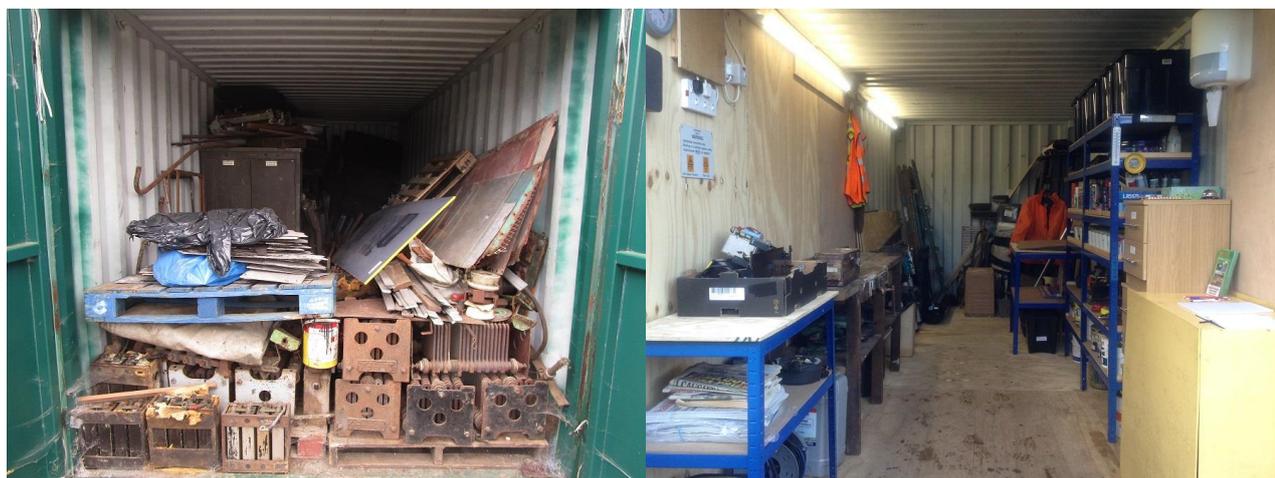
We planned to have the work undertaken by contractors working for Penny Roofing during 2019 which meant that the work was covered by their ten year guarantee but due to several set backs including bad weather this work was not completed. Then with the Covid-19 pandemic we thought it was not going to happen but the working restrictions still allowed roofing work to continue so we were fortunate enough to have both motor coaches '87 and '61 completed during the early part of 2020. This work now ensures that both motor coaches are now water tight and we can now continue with our re-painting of the body sides.



Here we see the contractors installing the new roof to '61. The process involves painting on a layer of primer onto the roof canvas to dry out the roof surface and to provide a layer for the membrane to adhere to. Then layers of liquid membrane get applied and adding a fine flexible mesh with more layers of liquid membrane.



Shepherdswell has also gained a new mini workshop for the purpose of 'Light Maintenance' so that no equipment is stored inside the coaches anymore. This has been achieved by better organisation of the containers and sending some stuff to Sellindge. Heavy maintenance will still be carried out using the EKR facilities.



From this

To this

Lets hope that 2021 will see more progress towards getting '87 back in traffic and more in-depth restoration undertaken on '61. Between now and the spring we shall work on providing a more detailed restoration plan for '61 so that we can provide a 2Cor passenger service again. Details to follow in the next issue.

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