



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY

Specification for varnishing, lining & lettering on Gresley coaches

All panels and mouldings to be clean and sanded to a smooth finish prior to Varnishing.

Materials to be used are:-

1. Gold Size varnish.
2. Yacht varnish.

Unless otherwise approved, the above materials are to be obtained from T.&R. Williamson of Ripon, North Yorkshire.

All timber areas that on the exterior of the vehicle must receive a minimum of:-

1. One coat of Gold Size. (first coat)
2. Eleven coats of Yacht varnish.

When applying the first coat of Gold Size, care must be taken to ensure that the area of timber concerned is thoroughly dried out. (i.e. should have been under cover in good conditions for at least two days prior to varnish being applied.)

It is advisable to dust off areas of bare timber and wash them with white spirit, allowing them to dry, before applying the first coat. A desirable minimum of three coats of varnish should be applied to an area before the coach is moved outside. No more than one coat of varnish should be applied per day.

Varnish is to be applied to panels by means of a roller, fitted with a disposable hard foam glossier sleeve, then laid off with a varnish brush.

Mouldings and beads are to be varnished using a brush, taking care not to create runs.

The coach should be rubbed down with wet & dry paper after a maximum of every four coats of varnish. The varnish should be left for at least two days to harden prior to rubbing down. The coach should also be rubbed down if:-

1. More than seven days have elapsed since the last coat of varnish.
2. The coach has been outside between coats and it has been rained on.

If the coach has been outside for more than two days or it has been rained on, or is otherwise dirty. Then prior to being rubbed down the coach should be washed with white spirit. Care must be taken to ensure that the coach is properly dry before applying varnish.

Lining is not to be applied before four coats of varnish and lettering is not to be applied before eight coats of varnish.

The lining consists of 3/8" Primrose Yellow, bordered by 1/16" Poppy Red, on either side. The lines are to be applied to all 1" half round mouldings, except on Buffet Cars, Restaurant cars and Sleeping cars, where vertical beading within the branding is left un-lined. Lining is also applied on vertical pillars, except for:-

1. Corner posts.
2. Doors.
3. Pillars next to doors.

The lining on pillars is terminated by arrow heads at top and bottom of the pillar which should start 1½" inches from the visible bottom and top of the pillar.



fig1. example of line and arrow head (sideways on)

Transfers or artwork for lettering will be provided by LNERCA. The position of body side lettering is dependant upon the vehicle diagram, where the coach was built and when the coach was built. The large seven inch transfers are centred on the lower body panel for height and the small four inch transfers are centred over the gold part of the transfer on the upper panel. The final position of the lettering should be decided on site in conjunction with LNERCA using photographic evidence where possible.

Lining and lettering should be varnished as soon as possible in order to protect it.