



ESTABLISHED ON THE NORTH YORKSHIRE MOORS RAILWAY

Frame repair specification

Any repairs to bottom side rail, bottom end rail, waist rail, corner posts, door posts, window pillars or any other member which is to be varnished shall be made using only prime Teak.

Any repairs to other rails or pillars (except cant rails) may be made using other hardwood of a dense and dimensionally stable nature, such as Sapele, Brazilian Mahogany or Uille. Approval for use of any other species should be sought in writing.

Repairs to the cant rail should be made using only good quality redwood. All new timbers shall be well treated with an organic solvent based wood preservative (fungicide & insecticide). All glue joints will be made using a resorcinol based wood glue (e.g. Humbrol Extraphen).

All wood screws are to be A2 stainless steel and all bolts and coach screws are to be zinc plated and coated in a thick wax and bitumen based under seal. Any screws which would be visible shall have counter bored holes which will be pelleted.

Old knee irons, their bolts and screws are to be removed carefully so as not to damage the frame. Any joints which have been forced apart by rust behind the knee irons shall be cramped back in position before the new knee irons are fitted.

Any minor cracks in pillars or rails caused by rusting bolts are to have the rust particles cleaned out and then be glued, cramped and screwed back together. New knee irons to have a minimum of three coats of paint and are to be bedded onto the frame with under seal and when bolted and screwed into place the whole to be well coated with under seal.