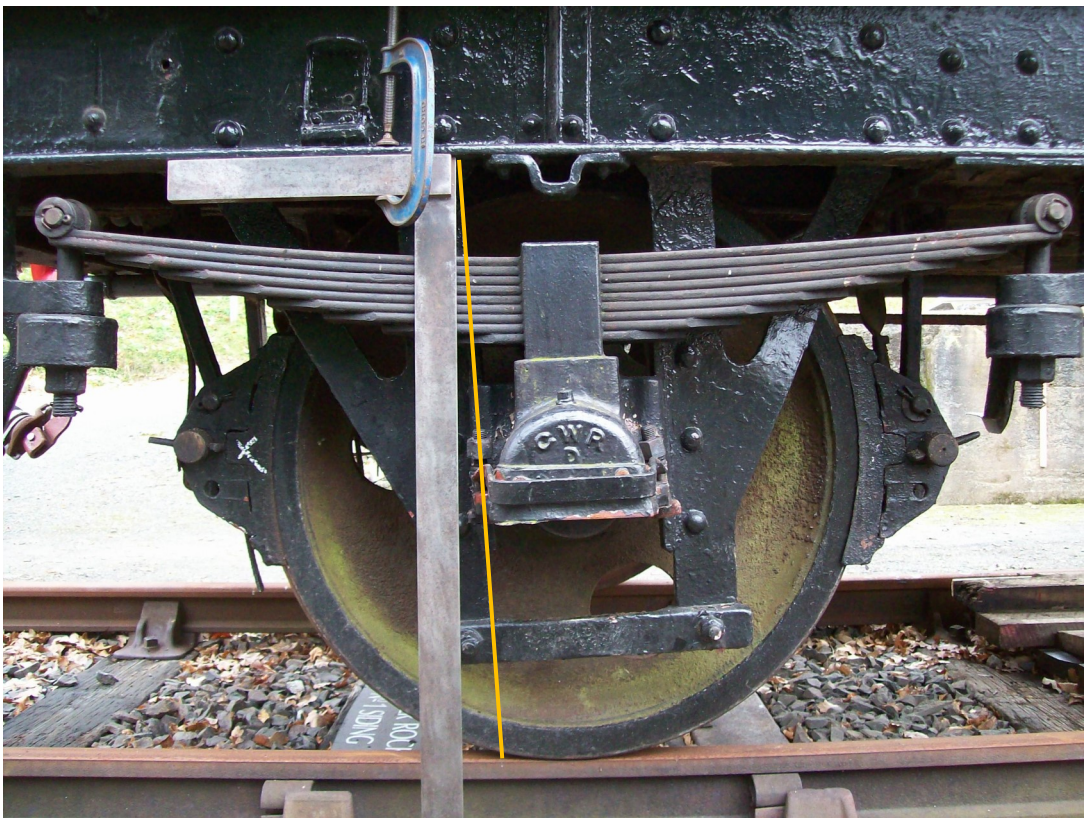
More Photographs of the Repairs to G.W. Brake Van, 17953

Whatever the van struck, it was enough to fracture the axlebox and bend the axleguards wildly out of true, as indicated by the yellow line.

The upper part of the "split" box was repaired, after a fashion, by the canal railway and a substitute well fitted.

The vehicle would never have been allowed to run on national metals and it is doubtful that it was even allowed to run on the isolated section of the Cambrian at LLynclys, while it was there.

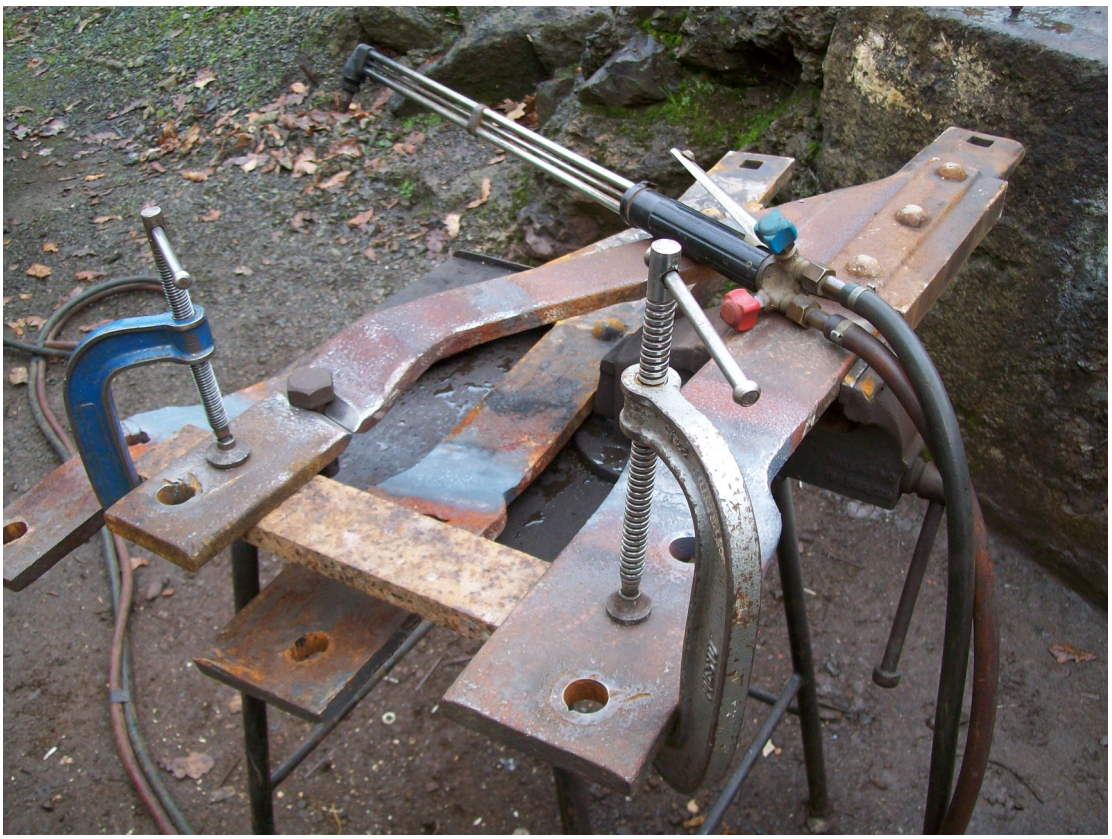


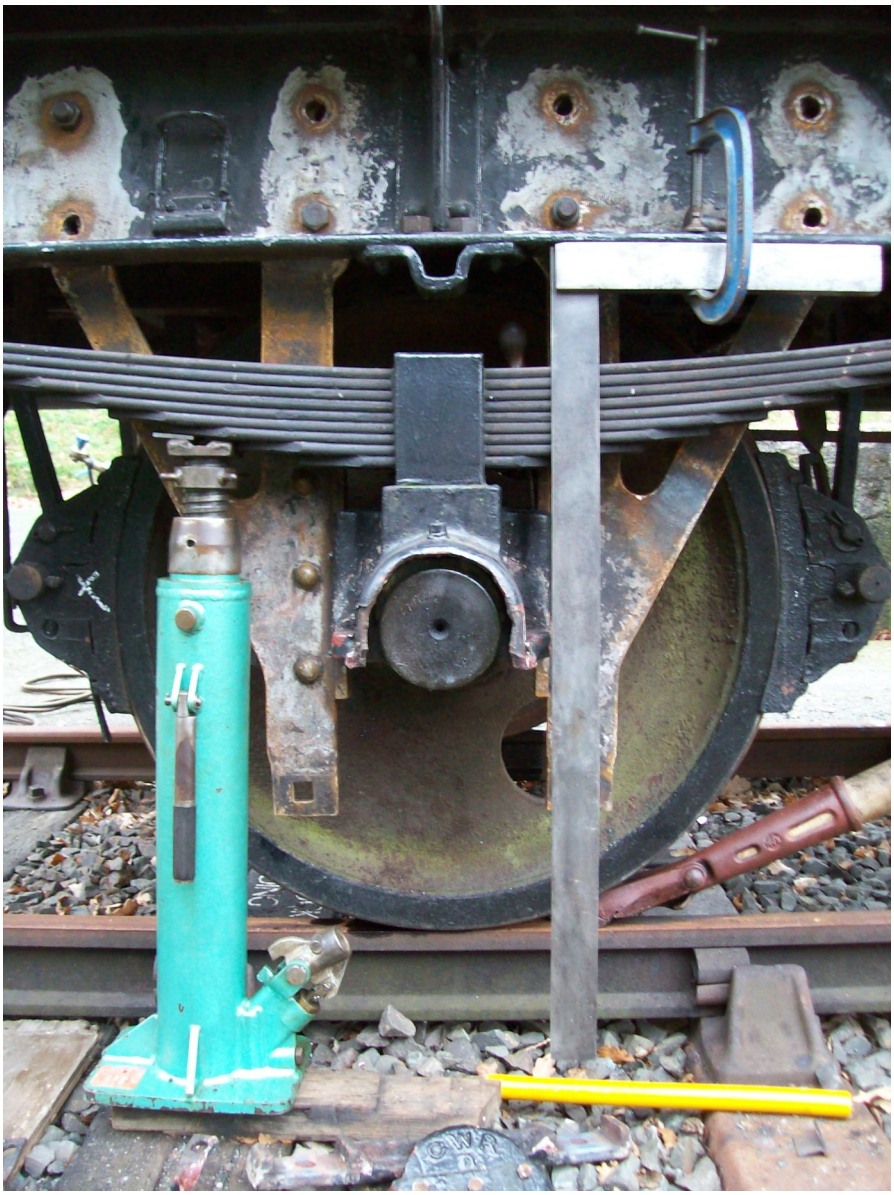
Left: The bent axleguard, seen from above.

Right: The other one had fractured from a rivet. The same fracture was found on the diagonally opposite side of the vehicle.

Below: The guards were removed and a great deal of heat was applied to straighten them.

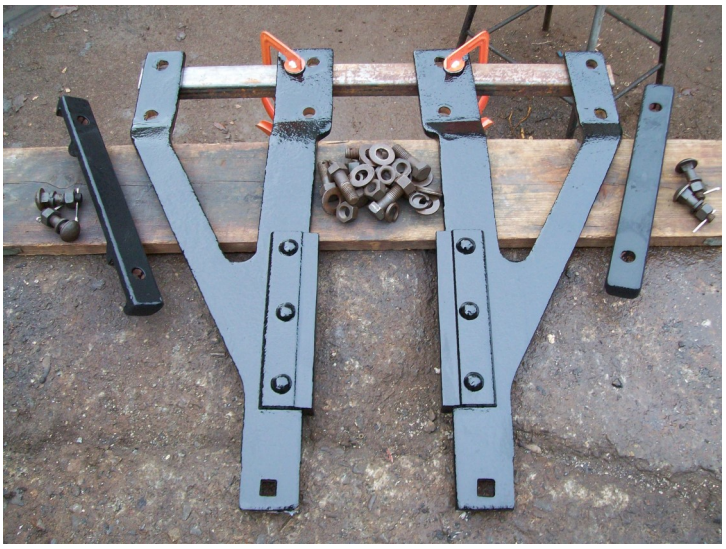
Here, both axleguards have been straightened and the fracture "veed" on both sides and positioned for welding.





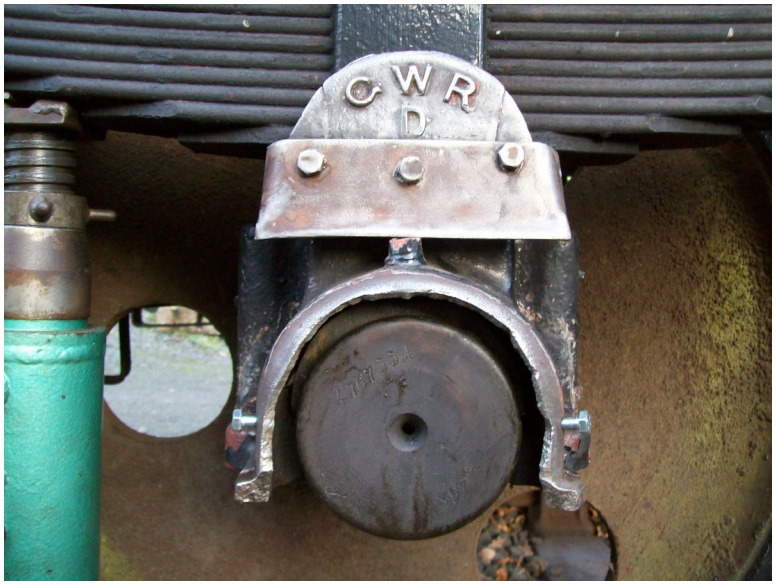
The parts were test assembled and found still to be slightly distorted. This was considered acceptable, given the vehicle's likely future use.

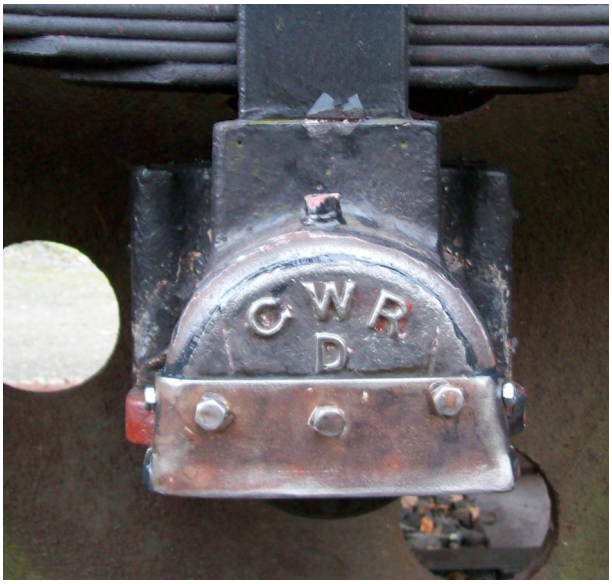
Another difference between the AA15 diagram and the AA24 was the use of 9 in. x 4½ in. and 10 in. x 5 in. journals, respectively.



The axleguards were finished in chassis black and lined up.

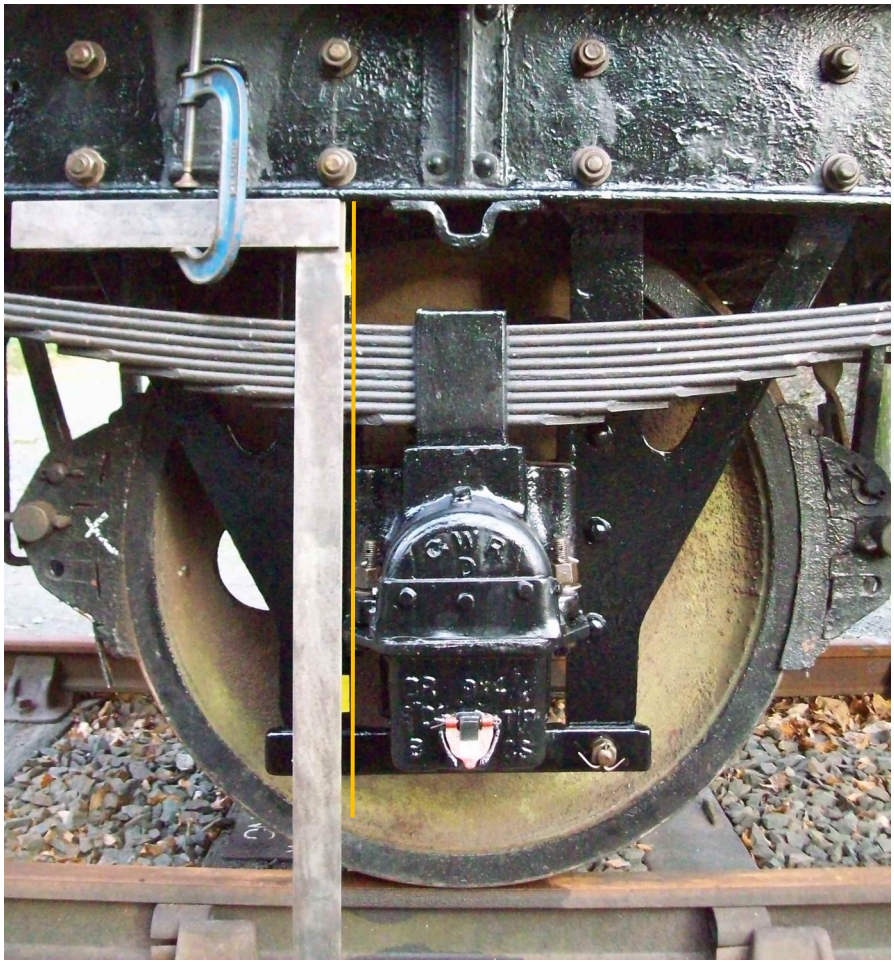
B.S.W. bolts would not have been used to fasten the axleguards to the solebar. In latter years, B.R. used Huck bolts.





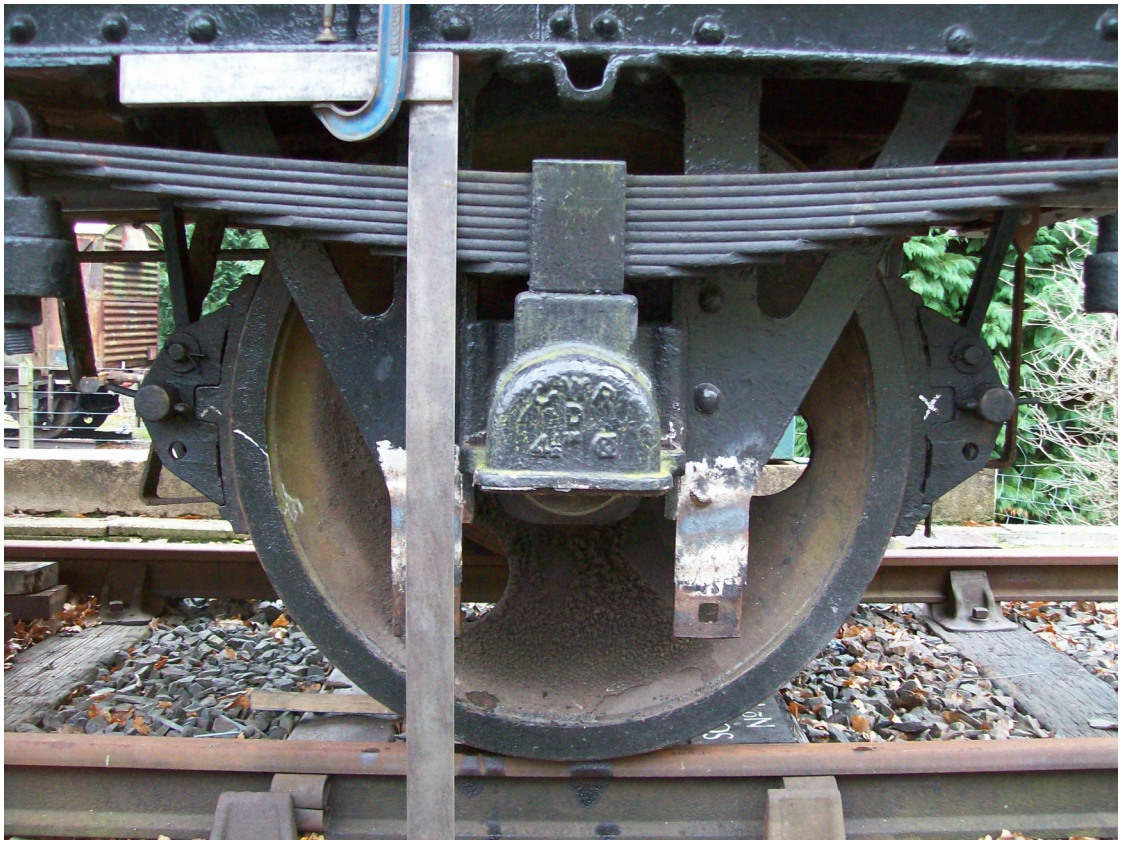
The fractured part of the axlebox was cleaned and glued, as well as being screwed as seen.

In this condition, the vehicle would not be allowed to run in train formation on any railway.



After final assembly, the misalignment was found to be minimal.

The camera lens has distorted the frame and rail.



The small misalignment on the opposite side was left alone, except that the lower parts of the axleguards were straightened.

The axlebox wells were full of water and sludge. The pads must not have been inspected or the oil replenished for a great many years.

The wells were thoroughly cleaned and torched. One new oiler pad was provided and the wicks in the three others were cleaned and dried.

New hemp jointing rope was set in Denso paste.

A new stainless steel spring was made for the substituted box, cut from a cheap filling knife.