



Restoration update July 2025

The defective axle bearing has now been replaced. This was achieved by heating the new one with an induction heater to 115°C and sliding it into place on the axle journal. An alignment tool was made and fitted to ensure the bearing went on square to the axle end, and it was then pressed into its final position with a hydraulic ram while it cooled. The end cap and bearing housing were then refitted and the bearing greased, finally the speedometer drive was refitted.



The radiator has been refitted and the cooling system filled with Anti-freeze, following which the engine has been run successfully, with no coolant leaks and a lot quieter than before!

Attention has now been turned to resuming the body frame repairs. This time working on the Left hand rear bodyside. The outer panel, four rows of seats, two windows and the interior panelling has had to be removed, along with a section of floor to gain access to the area being worked on. This is the section diagonally opposite that which has been repaired over the last two winters.









And on the other side, the lower panel has had a coat of dark Brunswick green.

The next update will see the Railbus looking more complete and hopefully contain details of when and where it will be next appearing in public.