



# The Railcar Association Bulletin March 2012



## Introduction

2012 seems to have got off to a good start for our DMU groups. Several vehicles, such as Llangollen's Class 108, and Wensleydale's Class 110, have been returned to service following restoration work and several more are currently undergoing revival.

This issue also includes a new section titled "Time Traveller". An idea directly copied from several of the current railway magazines(!), with luck it will appeal to those of us who can easily get lost poring over old images of DMUs. For copyright reasons the images have to be linked to external websites, but readers will hopefully still enjoy seeing the DMUs "the way they were"...

I'd also like to thank the contributor who offered an article on his DMU driver experience. The bulletin would encourage anyone to submit any articles, large or small, for future editions.

## News

**Wensleydale Railway:** The Class 110 is back in service, after receiving two new engines and extensive mechanical overhaul, partly through being robbed of a lot of wiring etc. So it is now on 4 engines and running as a 2-car set (The centre car was loaned out to the 104 group who needed extra capacity when the new extension at Cauldon Lowe was opened at the Churnet Valley). The exterior is next for attention when the weather is more favourable.

**Ecclesbourne Valley Railway:** There has been a lot of work concentrated on **Class 117 W51360** to free up a seized hand-brake mechanism. It seems this was a result of somebody over tightening it! A smashed droplight was replaced in **Derby Lightweight M79900**.

The remaining operating fleet (**Class 101's M51188, E59303, E50170 & Class 108 E50599**) have been in traffic with little to report. However much work has been concentrated on the three vehicles currently out of traffic.

**Class 122 M55006's** bodywork overhaul is progressing well, with metalwork repairs to the guards van (especially around the doors) and No2 cab now advanced. The roof dome has been removed to facilitate this work.

The restoration of **Class 119 W51073** has also progressed during the winter months, with lots of new Formica going up in the vestibule area and most importantly of all, the wiring in the cab has been done and the vehicle drove another vehicle in multiple for the first time in 19 years recently. [See Video](#).

The interior restoration of **Class 101 E51505** continues, and "phase 1" has now been completed after 8 months work. This has included (throughout the vehicle) ceiling replacement, the



M55006, cab roof dome off and metalwork repairs progressing in January (L. Gratton)



New carpet inside E51505's first class saloon in January (L. Gratton)

return of tungsten lighting, cleaning of panelling, painting of some areas to remove the “refurbished look” and refurbished doors (orange removed!). Additionally, the front saloon has been carpeted, and original first class seats restored to the vehicle (in mainline use the seating had been replaced with second class). The cab received a repaint of the panelling and desk. The vehicle has been taken out of traffic again for “phase 2” of the refurbishment, which is full re-upholstery of the seating.

**North Norfolk Railway:** Looking forward, there are many DMU and Railbus operating days scheduled for this year. This is the regular [yellow timetable](#) with a steam train and diesel loco or unit. It is expected that the Saturday yellow services will be loco hauled, with the rest of the week being shared between the Class 101 unit and the W&M Railbus. The number of [yellow timetable](#) days has been increased significantly over last year.

Finally, the Railway’s Bus weekend is being held 14th & 15th April, when it is expected that [LEV1](#) will be in operation to help celebrate the 40th anniversary of the introduction of the Leyland National bus.

**Mid Hants Railway:** The Mid Hants have lost no time in starting work to get their new Class 127 into service (see movements section). Work has understandably concentrated on the mechanics of the powercars. Three engines have been started and they seem to run very well (though they haven’t yet put them under load). The fourth engine has long been a non-runner and it is planned to exchange it for a spare that came with the unit). The main jobs on the list are a bogie lift, vacuum brake exam, air receiver inspection, overhaul of the doors, and replacement of rotten steps. The railway would like to have it in traffic for May 20th if possibly, so the team are going to be very busy, but they also intend to get it right so if it takes longer, it takes longer. The lack of use at the South Devon Railway has taken its toll, but they believe to have a solid base from which to work.

**Llangollen Railway:** The Llangollen team have been very busy over the precious few months where there has been little running:

- **Class 108 51907/54490:** The front end of 51907 has been extensively repaired with replacement skirt, frame repairs and the area between top of windscreen and gutter replaced. The secondman’s wiper has been reinstated and the front end painted. The guard’s van interior has also been rubbed down and repainted with the guard’s seats re-trimmed. The corridor connection scissors were removed, all holes filled with weld, re-drilled and bushed out to correct size, then painted and refitted. Meanwhile, partner 54490 has had a new driver’s window due to picking up some damage, and also had the jumper sockets replaced on the inner end as they were cracked and would have let water in. Both vehicles are currently undergoing an M exam.
- **Class 127/108 51618/56223:** The first class seats in 56223 have been re-trimmed and four seats in 51618 have been in for recovering following damage. Work is currently under way to cure leaking tubes in the torque convertor oil cooler of the No2 engine on 51618.
- **Class 104 50454/50528:** The set received a B exam over the winter and one heater was changed due to it not working properly. No major problems were found, the only real work being brake adjustments, a change to a local start button, and a new set of batteries needed for 50454. A replacement engine has been sourced for the No1 of 50528 which has a water leak to the block. Following the swap the engine from 50528 will be repaired and fitted to 50447. Doing it this way means that the unit will only need to be out of service for a day.
- **Class 109 50416/56171:** Following problems with throttle return springs both engines on 50416 have had the correct type of bracket which holds one end of the spring fitted. An overheated fluid flywheel required an oil change and the unit is currently stopped awaiting removal of the other fluid flywheel for attention to a leak.
- **Class 104/105 50447/56456:** The only set at Llangollen currently out of service. Some electrical work has been done to 50447, mainly to start/stop wiring. The No2 engine is to be replaced with the No1 engine off 50528 once that has been repaired. The “knocking” No2 engine will then go into the overhaul pool. 50447 is now almost clear of stored items, while



Late January, with the first class seated fitted and phase 1 of the refurbishment complete (L. Gratton)



51907/54490 were back in service for February Thomas week following the extensive work carried out over winter (Llangollen Railcar Group)



Re-trimmed first class seating inside Class 108 56223 (Llangollen Railcar Group)

quite a number of missing components needed for the restoration have been sourced.

The group's (now very popular) weekly website update, called the "Newsfeed" has all the latest news and pictures from the fleet and can be accessed from the button at the top of their [website's main page](#).

**Midland Railway Butterley:** Spectacular progress with the body restoration of Llangollen Railcars' Class 100 DTCL 56097. This has seen the external work and roof complete to a point just to the rear of the first vestibule. The new cab is complete and has had a new floor fitted, the reconditioned desk frame is now back in and the new headcode box and mechanism is installed. Piping up and wiring of the desk is in progress and we await a specialist contractor who is going to bond the windows into place. Some parts are made and ready to fit including a new desk top. The project will now pause while they raise some more money. It is intended to complete the bodywork on the trailer by the end of the year if funds permit.

**Weardale Railway:** Llangollen Railcars' Class 141 55513/55533 has been out of use since the New Year apart from a few specials. While in service before Christmas the set had both sets of rocker gaskets changed to cure oil leaks, a replacement air unloader, and heater repairs. Some of the lighting invertors have had to be changed also. An A exam was also carried out.

**Bo'ness & Kinneil Railway:** An update from the unique Class 126 collection:

- **DMS Sc51017:** One engine developed an oil leak during the Bo'ness Diesel Gala last October. This was found to be due to a crack in the casing, caused by impact from something loose inside. The engine has been removed and repair options are being investigated. It is hoped that our spare will replace it soon. Minor cab improvements continue.
- **DMBS Sc51043:** All grab rails inside the cab have been installed and windscreen roller blinds have been refurbished ready for fitting. Repainted window bars have been refitted in the brake van.
- **TC Sc59404:** The brake gear was not operating as effectively as expected. This turned out to be due to a missing brake linkage pivot pin. The fitting of a spare has resolved the problem.
- **TFRB Sc79443:** The bodywork has seen major improvements recently. Rotten panels and framework have been cut out from No. 1 end to approximately the centre of the vehicle on the unrestored side. All but the top few inches of the panels are being replaced. Most of the new framework has been welded on. All new body panels have been cut to size and primed, with the first of these now welded onto the bodyside. No. 1 end has been undercoated and black gloss is being applied. The gangway rubbing plate is also being worked on off the vehicle.

**Great Central Railway:** The body work on the north end Class 127 car is now finished, with 11 step boards having been replaced and two sticking doors rectified. The working head code box has been boarded up. Inside, the communication cord has been replaced, and all the white boards next to seats repainted. Mechanically, both heaters are now working, a compressor has been replaced and the exhaust repaired. Meanwhile, the south end car is currently having the under frame painted. Mechanically, the fuel heater fuel pipes are being put back on and all brake blocks are being replaced. There are still several air leaks to attend to on this vehicle.

**Churnet Valley Railway:** It was last May since the last update appeared in the bulletin. Much of the group's time since then has been spent on the full restoration of the prototype Mk1 General Utility Van W86500, so no major restoration work has been undertaken on the Class 104s. Autumn and Winter have seen Class 101 977391/977392 stripped to shells after being purchased by the group. It is planned to scrap these vehicles in the near future, although a set of numbers have been reclaimed and will be sold shortly to raise funds for the group. Maintenance of the running set M50455/E59701/M50517 continues, with both driver's brake valves overhauled to try and chase a small vacuum fault. Sadly, further investigations are required. Early 2012 saw a C Exam completed on all three cars, which took some time being the second largest exam we undertake. Finally, the set reached a milestone during February, clocking up their 15,000th mile in preservation traffic.



56097, body repairs to the first class saloon now completed (Llangollen Railcar Group)



56097, the refurbished cab desk frame now fitted (Llangollen Railcar Group)



The Class 127 now repainted

# Railcar Website Update

The **Preserved Vehicles** Section continues to be the main area of focus, and will continue to be so until the convention in Autumn this year. The past month has seen the completion of the Class 117 section, which was the last of the "big three" to be done: these sections were Classes 101, 108 & 117, very common vehicles in preservation which together form about half of the fleet nationwide. Classes 107 & 141 have also been completed. Classes 104 & GWR Railcar are currently in progress, leaving only the Class 111, Class 126's, Railbuses, BEMU and some Second Generation vehicles outstanding. All of these are relatively small in number, so there is light at the end of the tunnel, after volunteering for the task several years ago now!

The **Railcar Association** section aims to show details for the annual conventions, but currently is only providing a list of previous events. During the summer, when more details are finalised, an online page for this year's convention will be added with all the relevant information. It is also a future aspiration to convert the reports of past conventions (especially the more recent examples such as Keighley 2011) and link them into this page.

The **News Bulletin** page is fully operational and kept up to date.

The **Running Dates** section is slightly thin with few railways included in the listings. Time constraints has prevented TRA "seeking" the information from railways, therefore only lines who have offered information are presently included.

The **For Sale/Wanted** page is fully operational and kept up to date.

The **Societies** page is basically the equivalent of the more common "links" page, so is complete and does not require update, with the exception of periodic checks to make sure the destination sites are still online.

The **Contacts** page also fixed and does not require any work or updates.

## The Future

To prevent that old preservation habit of having too many projects in bits at once, no further major sections are currently envisaged. The full return of the "Preserved Vehicles" and "Railcar Association" sections are to be the focus in 2012. After the completion of these sections, a suggestion has been made to re-launch the "technical" section of the site, as some members have commented how useful this central resource was. This will be a topic for discussion at the annual meeting at Loughborough in September.

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## New Official Pacer Preservation Society Website

The Pacer Preservation Society has just launched its new look website: [www.pacerpreservationsociety.co.uk](http://www.pacerpreservationsociety.co.uk) which has the benefits of easier membership application, more bulletins and news items, and a simpler, more effective design.

The PPS held its main meeting at the end of January and a new Chairman, Phil Rogers, has taken over the helm. The minutes from this are [available online](#) to view.

To keep up-to-date with all the latest Pacer news and events, visit the [PPS News & Events page](#).

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## Alresford to Alton - a DMU 'Driving Experience'

*With Adrian Willats*

The story begins in late 2009. The festive season is rapidly approaching, and my good lady wife is once again asking me what I would like for Christmas! Stuck for ideas, as I often am, I tried to think of something transport-related. It is no good expecting her to shop for books, DVDs, models etc unless I ask for particular newly-released ones, as there is no way that a non-enthusiast spouse can even *begin* to guess what I already have! Then I hit upon the idea of vouchers towards a heritage railway driving experience. Steam was 'out', as on the Mid-Hants (the nearest line to where we live) that costs the best part of £400! Besides, steam was well on the way out when I was born (1961) and I have grown up with 'modern' traction, so I made enquiries and discovered that a diesel loco or DMU drive all the way from Alresford to Alton could be had for £100.

I duly received this amount in MHR gift vouchers on December 25th, and after a few months contacted the Mid-Hants to discuss dates. It had to be a 'green' day in the timetable, when a two-train service is operating, one being the DMU and the

other steam-hauled. The 'learner' drives the unit empty to Alton, where it becomes a passenger service. This included Wednesdays, and as that is my regular day off every week, it fitted in nicely and it was duly arranged for 15 September 2010. I sent in the vouchers in payment and received a letter detailing the arrangements for on the day. I needed to be there at 09.00, so - having dropped our daughter off at school at 07.50 - I left there and headed for Alresford. Traffic was not heavy and I arrived in good time at 08.30. Having got over the shock that all-day parking would only cost under £2, I locked the car and walked off down the high street as I had some letters to post. On the way back to the station, I noticed an 'A'-board on the pavement advertising a book sale at the Town Hall and made a mental note to have a look later.

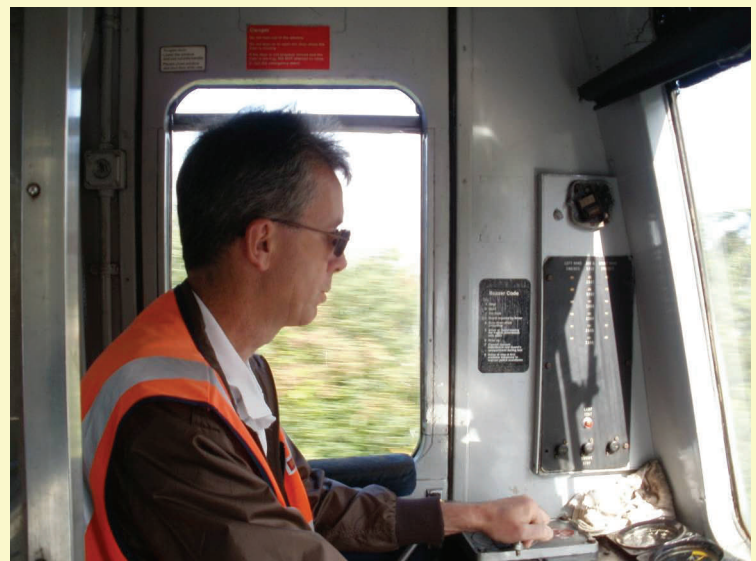
I went on to the platform and noticed a set of Mark 1 coaches waiting for a loco. The two-car Class 117 DMU was in the other platform, so I crossed the footbridge and looked for its driver. The unit was locked and nobody was about. The day didn't look like starting well, so I went back and asked someone if they knew where he was. This person rang 'upstairs' but there was no answer, so I just waited for a few more staff to appear. It was getting very near to 09.00 when I saw a man walk over the foot crossing by the signalbox and climb into the DMU. Attracting his attention (this included waving my letter and pointing at myself and the DMU!) I got him to come over and introduced myself. The very pleasant gentleman concerned, whose name was Roger Thornton, then said something along the lines of 'Oh dear - nobody's told me you were coming!'. Despite this, we crossed to the unit and climbed into the cab. On the driving desk was an envelope addressed to me, which turned out contain an A5-sized certificate stating that I had '...successfully completed a driving experience in the heritage diesel mechanical unit...' Well - what can I say? - the 'powers that be' had organised the commemorative bit of paper but omitted to inform my driver - not quite full marks for organisation there!

Now that we had established that he was in fact teaching me that day, we set about preparing the unit for my trip - dodging a young lady in 'hi-vis' overalls who was cleaning the carriage sides with a very powerful hose! We walked down the side of the unit between the two tracks, starting each of the four engines individually. To do this I had to pull and hold out a sort of 'toggle' on a cord (like my Dad used to start his petrol lawnmower!) and press the start button. Once the engine was running and didn't sound likely to immediately cut out, the cord was released. We also had to check oil levels and air pressures, after which we adjourned to the buffet for a 'cuppa' and my opportunity to meet Roger's wife, a fellow-volunteer. When we had finished our drinks it was time to return to the cab to actually sit me down in front of the controls. I had seen BR drivers do it all before, when I had travelled in front seats and the blinds had been up, but the thought of actually being in charge of nigh-on seventy tons of train was still quite something. As we left the buffet, Roger went up the signalbox steps to see someone. The Mark 1 set had by now acquired a loco - BR '9F' No. 92212, and its driver, noticing Roger climbing the box steps, said to me jovially "Is he playing diesels today then!" I replied "No, I am - he's just teaching me!" Amused at this, the driver kindly invited me up on to the 9F's footplate to have a look. I know we all tire of stories and statistics about how hot the fire is, but there really is no substitute for actually standing there just a couple of feet from that firebox door. When it is open, the heat coming out is unbelievable!

After Roger had explained to me about the gear change, brake and combined power/'dead man's' handle, we waited for the 'off'. At 10.05, I engaged first gear and, making sure the brake was off, very gingerly moved the 'throttle', as my instructor was fond of calling it. We eased away from our platform and across on to the single line away from the station. I was a bit nervous, but did my best to just concentrate and not appear concerned! As we steadily increased speed to around the permitted 25mph, I was definitely beginning to enjoy myself! The weather was fine, and in between keeping an eye on me Roger was telling me interesting facts about the route and pointing out wildlife. We had a clear signal to go into the platform at Ropley, where I managed to bring the unit to a surprisingly smooth stop! The big brake handle really has a 'knack' to getting it right - you pull it quite a way round and nothing seems to happen, so of course you pull it some more and before you know it the train shudders to a halt!

We then left Ropley and headed out past the then recently fire-damaged carriage shed towards Medstead & Four Marks. The most open section of the route is really scenic from the cab, as you have the forward view to add to that out of each side, and once under way again I was really getting into the whole thing! Not only does the brake need some getting used to, but the opposite effect too - on level or descending track it is easy to let the train run away, and I did sometimes have to 'kill my speed' a little! I had taken my digital camera with me, and Roger kindly took a picture of me at the controls - a great souvenir of the day.

Coming to a stand at Medstead, we were handed two cartons of milk - 'Could you take these to the people at Alton?' and after quick words from the platform staff I was - all too soon - on the final leg of my journey. Passing over the bridge by the green at



Adrian at the controls



After arrival at Alton. This was the cab where Adrian "passed his DMU test"

Alton (which I have driven my car under numerous times on the way to my sister's house at Basingstoke) we were soon slowing for the approach to Platform 3. A group of staff were waiting, and Roger told me to bring the train to a stand '...right by where they are!..'

I spent a very enjoyable return journey on the little 'perch' seat in the cab, and had more pleasant conversation with my very courteous and friendly host. Back at Alresford, I was able to meet Karen Butler, the Reservations Manager with whom I had arranged my experience on the telephone and tell her how much I had enjoyed it. After a quick browse (and spend!) in the shop, I was in the car and on my way, feeling very pleased with myself at having actually driven a train after all these years as a passenger. Oh yes, the book sale in the Town Hall? I was over half way home before I realised that I had forgotten all about it!

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## Book Review

*Lightweight DMUs - Evan Green-Hughes*

*Lightweight DMUs* is arguably one of the most comprehensive analyses of a single class of first generation Diesel Multiple Unit to have been published. The book's focus, as the name suggests, is on the early designs of DMU from British Railways and Metropolitan Cammell, known as the "lightweights". With only two Classes to discuss, the book starts with comprehensive Background, Development & Construction sections before dealing with the sets themselves.

The general structure follows several delivered batches of the DMUs, which were deployed around the UK as agreed by BR. Each area encountered different issues and each has a different story to tell, which is what *Lightweight DMUs* presents so well. This is quite different to previous book on the subject, which chose to deal with the classes as a whole, so makes interesting reading.

Over the past thirty years many railcar themed books have been written which offer a wider view of this type of train, with each class covered over a couple of pages, or even a single page. This has the advantage of all types being available for quick reference and comparison in a single book.

However, this has also meant that in depth explanation of individual classes (which contrary to popular belief *are* all different) has never been possible.

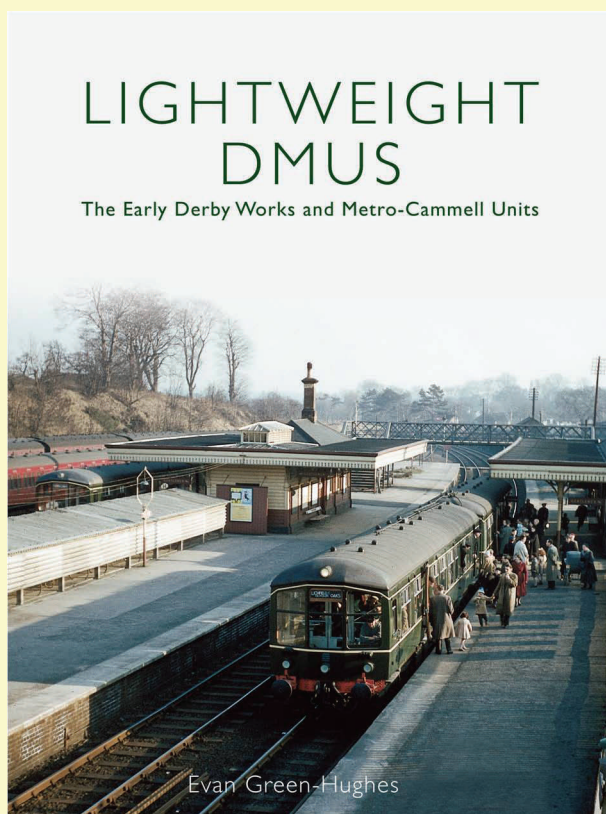
*Lightweight DMUs* firmly fills this omission for the two classes that it covers, a gap which has been waiting to be filled for a long time.

The only possible section which could have had a larger prescience is that of preservation, which is only dealt with briefly in the book. However with the emphasis of the book firmly on the historical story of the units, it could easily be argued that a footnote is sufficient, as after all only five vehicles were saved from scrap.

A neat device used is the separate tabling of vehicle/batch numbers with associated information of their allocations etc. This removes such information from the main text, which prevents the latter from becoming a dry list, whilst still presenting it in the book for easy reference if required.

One of the most impressive elements of *Lightweight DMUs* is the originality of the information contained in the text. As those who eagerly read all new books published on DMUs will agree, for some time basic facts and information have been reused and recycled, with little fresh material being included. *Lightweight DMUs* is different in that a substantial proportion of the information has never before been seen in popular print. Reference is made to the minutes of meetings held by BR during the birth of the vehicles, and phenomena previously taken for granted by rail enthusiasts are actually explained. In summary, the research behind the book is evident, impressive and a breath of fresh air, breathing new life into the subject.

The selection of photographs will not disappoint the reader. A selection of images, many in colour, is used showing the sets in traffic. These are supported by construction and works photographs, and finally rare examples of sets on test. A characteristic of the images which stands out is the way in which the sets are depicted in context, showing the vehicles alongside the workaday steam engines and tired looking coaching stock which dominated the 1950's. Many people associate DMUs with modernisation, ruthless pruning of the railways and of course the death of steam. So it is doubly fitting to note that the selection



of images shows these pioneering (and alien at the time) DMUs firmly within the environment of the "old" railway. A second nice touch is the inclusion of people in the images selected for inclusion. There are several images where the human side, both railwaymen and public, is shown just as much (if not more) than the train itself.

In conclusion, this book is clearly of very high quality and is arguably the most comprehensive record of the Lightweight DMUs ever published. The photographic selection is unparalleled and the originality of information presented impressive. This will sure to be a timeless addition to any Railcar enthusiast's collection and will doubtless be referenced for many years to come. Well written, well researched, well priced, and highly recommended by The Railcar Association, the question is can we expect to see future volumes considering the later Classes of DMU in equal detail?

Price £16.99, Softback, A4 sized, 96 pages, colour.

ISBN 978-0-7110-3463-1 Ian Allan Publishing 2012

By Chris Moxon

## Time Traveller

A new feature: ten external links to images taken of DMUs on British Railways. If readers find any interesting examples, please send in the links for inclusion next time.

### Green Era

[Metropolitan Cammell Lightweight - Stratford Depot 1956](#)

[W&M Railbus E79961—Stratford Depot 1/4/1958](#)

[Class 101 M56092 - Liverpool Exchange](#)

[Class 104 - Alsager 1960's](#)

### Blue Era

[Class 108 - Edge Lane Junction - 1960's](#)

[Class 105 E50383 - Melton Mowbray 1/10/1977](#)

[Class 110 E52078 & Class 101 E51433 - Huddersfield 20/5/1979](#)

### Blue/Grey & Later

[Class 120 - Carmarthen 5/5/1979](#)

[Class 141 - Huddersfield 6/1984](#)

[Class 101 51498 - London Bridge 1988](#)



# Movements

**Class 101 56356** moved from the Gloucestershire & Warwickshire Railway, where it had been in long term storage having never operated in preservation, to the Great Central Railway (North), where it is planned to restore the vehicle for use as a loco hauled observation saloon. The move was completed in November 2011, but was missed from the last bulletin.

**Class 107 59791** relocated from the Nene Valley Railway to the Tanat Valley Railway during January, following its powercars 52005/52031 which moved during November 2011.

**Class 117 51365/51407** returned to the Plym Valley Railway in January, its spell on hire to the Gloucestershire & Warwickshire Railway now concluded. The G&WR retain two Class 117 sets on the line.

**Class 117 51341/51398** moved from the Midland Railway Butterley to the Dean Forest Railway in January. Previously for sale, these vehicles were considered too greater challenge and so are in the process of being broken up for spares, and have so far contributed parts to over 10 other projects. After partial stripping at the MRB, they have gone to the Dean Forest for further dismantling.

**Class 127/115 51592/59719/51604** moved from the South Devon Railway to the Mid Hants Railway in early February, following a successful appeal by the Mid Hants to fund the transport costs. The railway was offered the 3-car set free of charge by the Red Triangle Society, who were no longer able to maintain their unit at the South Devon Railway. The Mid Hants accepted the set as a direct replacement for previous resident Class 117 51363/59510/51405, which unfortunately could not be retained on the line when it put up for sale last year, as the Mid Hants could not raise the purchase cost at that time. Some work will be required to return the set to service, including a replacement engine.

## Gallery



*The coupled ends of M55006 & M79900 at Wirksworth, 13/10/11. (A. Willats)*



*SC51367 & SC51402 after service at Boat of Garten, 12/2/12. (B.Faulkner)*



*Class 117 SC51402 & SC51367 passing the sheds at Aviemore with a train from Boat of Garten, 18/2/12. (M. Duncan)*



*A rare view of the Class 141 units owned by the Weardale Railway together. 141103 (the main operating set) can frequently be seen but spares donor 141110 is usually stored out of view.*





*The Stripped remains of Class 101 977392 & Class 104 M50455 (on shed for a C Exam) reflected in the puddles at Cheddleton during January*



*M50455/E59701/M50517 call at Consall during a Day Out With Thomas event in February. Consall station is generally regarded as the most picturesque on the Churnet Valley Railway*

## Forthcoming Events

Date	Railway
March 17th	East Lancashire Railway
June 16th	Dean Forest Railway
June 23rd & 24th	Llangollen Railway
September 7th-9th	Great Central Railway (17th Annual Convention)
October 20th & 21st	Mid Norfolk Railway

## Submissions

Hopefully the contents of this bulletin was both interesting and informative. If you know anyone who could provide similar material found in this issue for future bulletins, please make yourself or them known to [railcar@live.co.uk](mailto:railcar@live.co.uk) The following types of submission would be most welcome:

- Photographs of vehicles in service
- Restoration articles
- Reports on special events
- Requests for information
- News & images of recent DMU activity
- Anything that featured in the pre 2004 bulletins
- Anything that may be of interest to readers

Feel free to send submissions at any time to [railcar@live.co.uk](mailto:railcar@live.co.uk) but no later than April 29th for Issue 111 (due out May)