

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 132. The Annual Convention at the Ecclesbourne Valley Railway went really well and was thoroughly enjoyed by all. Thoughts are already turning to the next event, which will be held at the Dean Forest Railway.

It is pleasing to include details of 121034 on the mainline in this issue, which shows that these little units appear to be continuing to provide useful service for Chiltern Railways. Long may they continue to do so.

Chris Moxon

20th ANNUAL RAILCAR CONVENTION

The 2015 annual Railcar Convention was held at the Ecclesbourne Valley Railway in Derbyshire on September 25th-27th. This was the second time the railway had hosted the event, the first being in 2009, however much had changed since then with a larger line and fleet of railcars being used this time around.

A total of five railcar sets were in service with a further three on site for inspection, totalling 13 individual

vehicles on site, a record for a convention event.



Friday

After several month of preparation behind the scenes, day 1 of the event was the traditional Driver Experience Day. Approximately a dozen members and associates took the controls of either Derby Lightweight single unit M79900 (Iris) or newly formed Class



101 3-car set E50253/E59303/E50170 (Former set 101692).

Whilst Iris is always an old favourite and universally popular, star of the day was E50253 which was undertaking its first runs following completion of its restoration at Wirksworth. The completion of this vehicle, the fifth Class 101 vehicle in the EVR's fleet, allows both a fixed green liveried Class 101 3-car set to be formed, as well as releasing other vehicles in the fleet to be formed neatly into fixed sets for the first time in the railway's history. Previously, vehicles tended to be formed in any combination with interesting hybrid sets as a result.

The day was a success with all the



driver experience slots being booked by participants, who all enjoyed the day. Two highlights were the first use of the railway's new passing loop at Shottle which doubles the number of trains the nine mile line can handle each day, and Iris hauling a tail load from Wirksworth to Duffield during one of the experiences, in the form of a Mark 1 coach which was being tripped down to act as a mobile buffet for the weekend.

Saturday

Saturday followed a gala format with the gates being thrown open to the public and all operational vehicles in service for the day. Iris and the 101 3-car (already mentioned) were joined by a second 101 set in blue livery (M51188/E51505), a Class 108/119 hybrid set (E53599/W51073) and "bubble car" W55006. All worked between Wirksworth and Duffield in various multiple combinations throughout the day, with some sets also in use on the short 1-in-27 branch from Wirksworth to Ravenstor. All of the railway's usual facilities were open for business, and the Llangollen Railcars sales stand was also in attendance on the platform at Wirksworth.

Also at Wirksworth open for viewing was the unique Derby Lightweight twin set M79018/M79612 recently transferred from the Midland Railway Butterley. This had the interior of the powercar (recently stripped out to prevent further water damage) open to visitors with interpretation displays inside the centre salon. Staff of the Derby Lightweight Preservation Group were on hand to engage with interested visitors. It is hoped by all concerned that the restoration of this sole surviving set will thrive at the EVR.



The trains in the morning were well filled with much networking between members as the DMU's covered the line. Between 14:00-16:00 the annual general meeting of The Railcar Association was held in the Red Lion

pub in Wirksworth (see section below). For those with a reasonable walking pace, the last round trip from Wirksworth-Duffield could be caught before all the DMU sets returned to Wirksworth.

The festivities did not stop there however, for at this point all the operating vehicles were coupled into a mammoth 9-car formation (8 of which were powercars!) for the traditional Fish & Chip special in the evening. This trip is always particularly sociable and this year was no exception. A lovely run down the valley was had in the evening sunlight before passengers disembarked at Duffield for the chips to be served. These were consumed as darkness fell and the Class 108/119 hybrid was also used for four "turn up and go" driver experiences to Hazelwood and back. These completed, the 9-car was reformed and returned to Wirksworth marking the end of the day.

Formal Meeting

The formal meeting was held between 14:00 and 16:00 at the Red Lion in Wirksworth. 40 delegates attended which was a reasonable number compared to last year (47).



The meeting was opened by Eric Boulton, a director of the Ecclesbourne Valley Railway, who presented a talk on the development of the railway since we last visited in 2009. 2015 was the 15th anniversary of the railway and the focus since 2011 has been to make the railway "wider" rather than longer i.e. development of the stations and facilities along the 9 mile route. The April 2011 grand opening to Duffield was covered (at the last convention only the three miles to Idrigehay was open) including a BBC news video featuring the event. Some pictures were shown of the regular testing work that forms valuable income for the EVR during the mid-week and the relationship between the railway and mainline operator East Midlands Trains was explained. The railway are

also working on promoting the town of Wirksworth itself, which has always been a poor relation to the more famous Matlock and Bakewell, with the railway as a key access point. Talk then turned to the current facilities of the railway and how they are currently limited – an example being the maintenance facility which now requires extending and more development before it can handle large steam engines. The Shottle loop project (recently opened) was mentioned as well as the next fundraising initiative: a booking hall building at Duffield. The presentation closed with the figures that there are around 20-30 separate projects at any one time being progressed around the railway, so the future looks bright indeed.

Paul Moxon, Chairman of the association, gave a welcome to the 20th convention and made brief introductions. He expressed that there had been fairly balanced positive and negative developments this year and that things were overall going fairly well. There were still problems with several DMU vehicles considered "at risk" and parts availability of some key components continues to be a challenge. After a personal mention of

positive experiences restarting the restoration of Class 104 M56182 at the North Norfolk Railway, he concluded by registering disappointment at the costs of the EVR's driver experiences at this convention, which were triple the price of previous years and had put off several of the regular TRA members who support the experiences and usually book every year.

Chris Moxon, Secretary of the association, gave his annual roundup of the year which chronicled all the additions, deaths, restorations and movements within the DMU community in the last 12 months. Four railcars had entered preservation but were mainly offset by three others which had been cut up. A further six vehicles are currently considered as at risk with disposal imminent. 11 vehicles had made movements by road to new homes (often with new owners) and several of these are now under restoration having previously been in storage. A further 6 vehicles had moved to outside facilities for contract work to be undertaken, including at the newly established Grinsty Rail at Peak Rail (Rowsley) which appears to be specialising in DMU contract work. Customers included the Severn Valley

and Great Central Railways. A single movement was made by Class 122 W55006 for the gala event at Llangollen. A summary of the major and minor restorations that had either been started or completed during 2015 then followed and the talk was then concluded with some facts and figures of the overall DMU fleet. There are now 281 DMU's preserved, of which 144 (51%) are in service). Interestingly, there were 44 vehicles currently under restoration which was a significant increase from 2014 (36).

Evan Green Hughes, of Llangollen Railcars, shared his recent developments made on behalf of the association (TRA) involving the Heritage Railway Association (HRA). It had been explained how TRA were an informal self help group which worked very well but had no official integration with the outside world, namely the HRA. The HRA had recently become far more practical and had been encouraged by the Office of Rail and Road to be the official line for heritage railway policy. HRA had recently been very interested in what we do and they asked if TRA would be interested in corporate membership of HRA, therefore getting official representation

in a policy making environment for the first time. Following several issues regarding the HRA being able to recognise TRA as a proper organisation (given our informal set-up, lack of accounts etc) Evan GH was pleased to report that HRA had agreed to waive some of the membership requirements to accommodate our type of organisation. A proposal was then made to join the HRA and take our place officially as an organisation. The support in favour was unanimous with 40 votes for and none against. A whip round was made to cover the HRA membership fees and immediately two years of subscriptions were generated.

Alan Pitt, of the Nottingham Railcar Group, then made a brief presentation on brake rigging, starting with an explanation on how the drop links work and apply the brake shoes to the wheel. An interesting demonstration then followed showing the snow-ball effect of mechanical wear on the combined components. Trevor Daw then took up the talk and explained how his group at the Severn Valley Railway had rebushed and refurbished several bogies worth of brake gear. Refurbishing links often showed up other issues such as bent tie rods or

even distorted bogie frames.

Trevor remained on the floor to share his experience of organising replacement fluid flywheel gaskets. He found them fun to research and had learned a lot about these components during the research process. He showed how there was machined evidence (a groove) in the flywheel showing that a nitrile chord should be fitted to prevent leakage. Moving onto flywheel gland seals, he warned that professional lapping is required (he used a firm in Runcorn) following a failure of one of them.

Trevor's last topic was problems regarding engine oil pressure switches. A new rising pressure switch had been found and was only £24 for a drop in replacement. This was discovered after no less than 6 weeks research!

The highlight for many at the meeting was the next talk by Nigel Tilly, ex British Rail and fleet controller of the Class 124 Trans Pennine fleet in its final years in operation on BR. He shared how that because few in BR really cared about DMU's, those in control had plenty of freedom to exercise. He opened with a history of

the Class 124's including the withdrawal of the buffet cars in the 1970's and also the fleet's demise which sadly resulted in none entering preservation. A route map and first class seat survives in Nigel's own collection however! The talk was full of interesting bits of information, such as how the fibreglass cab fronts made the curved glass a nightmare to fit and some of the interesting hybrid DMU's that were formed out of 124 sets when a powercar went down. One story involved a Class 124 with a backwards-wired thermostat resulting in the vehicle running for 18 months without any coolant ever making it to the engine. The problem was never flagged up as the rest of the Class 124's were so prone to overheating in daily service! The talk then covered the acquisition of the similar Western Region Class 123 fleet which had been withdrawn at Cardiff. Nigel was instrumental in combining the two fleets at Hull and shared some stories of the sets including a crash which resulted in a gutter from a crunched DMU entering a Class 123 and making it was far back as the first passenger compartment. The talk then turned to other classes of DMU at the time, one tongue in cheek comments that Cambridge depot solved

problems whilst Norwich depot created them! Nigel talked of how the bubble cars were pushed out of service as soon as possible as their braking systems were far more prone to failure than other DMU's. It was also Nigel who pushed for Class 101's to remain on BR in favour of Class 108's. This conclusion was reached following some nasty results of the weaker Class 108's in collisions. The talk concluded with a return to the Class 124's and how the team involved with operating them did absolutely everything they could to see a set saved. However they were to prove unsuccessful, the entire fleet being withdrawn practically overnight after the last day's services (13th May 1984). The North Yorkshire Moors Railway got close to saving a set but asbestos contamination destroyed the plan. The Severn Valley made an approach later to get a set but were too late.

Chris Nesbitt then followed gingerly admitting that he had purchased one of Nigel's withdrawn Class 108 sets just this year for restoration at the Mid Norfolk Railway! Following the discovery of a cracked leaf spring Chris has been investigating spring types on DMU's as a follow up to his previous

work on wheelsets. There are 12 types of wheelsets used on DMU's and he has created a table of the differing leaf springs for each bogie. He finished with an appeal from different DMU owners to check their leaf springs (many of which are stamped with numbers) so he can fully populate the table prior to its general release.

Kevin Dowd, of the Birmingham RailCar Workgroup (East Lancs Railway), shared his idea to reconstruct a Class 128 parcels car (none of the originals survived). He considered it an achievable project, with help, as they are only single units so represent a far easier project than some other extinct classes, for example a 6-car Class 124. He invited opinions from the floor. It was agreed that before any project could begin in earnest a suitable donor vehicle would have to be obtained at the right time. The Class 115 is the closest relation mechanically to the 128 but this was faced with opposition as the spare parts situation of Class 115's is dire. General opinion was that the public wouldn't have too much concern what the configuration mechanically was, and that a mechanically standard Class 117 vehicle would be a better donor vehicle and more practical, albeit

less historically accurate.

Some minor points were covered within "Any Other Business" before the meeting was closed.

21st ANNUAL RAILCAR CONVENTION

The 2016 annual Railcar Convention will be held at the Dean Forest Railway on the 17th-18th September 2016.

More details for the convention will be released here as and when they become available

NEWS

Midland Railway Butterley: Following a period out of use, the 127 (3 car) unit is now once again available for traffic, fuel starvation issues now fixed, and a problem with a torque converter have been repaired. Number 1 engine on M51591 remains partially stripped and will be the subject of rebuilding following a dropped valve over the next few months, with the cylinder heads having now been returned from overhaul. The unit is more than capable of operating on 3 engines and the works will fit around its rostered use.

North Norfolk Railway: M51192/ M56352 struggled through to the end of the season losing a freewheel unit along the way. It now gets a rest until February.

E51228 has been extracted from storage and is now at Weybourne Works to be lifted and have a bogie swap so that its original bogies can be stripped down and overhauled.

MAINLINE NEWS

W55034 has been returned to Chiltern Railways after overhaul at Tyseley and is now back in service. It is seen at Aylesbury and Princess Risborough on 23rd October, photos by David Henwood.



The new diagrams for the Chiltern Bubble cars are as follows:

ECS 06:xx AYS - PRR

07:19 PRR-AYS

07:46 AYS-PRR

08:23 PRR-AYS

08:49 AYS-PRR

09:16 PRR-AYS (Takes the place of what was a Marylebone - Aylesbury)

17:26 AYS-PRR

18:04 PRR-AYS

55020 has now gone to Tyseley in place of 55034 and is to be overhauled to the same standard to take it reportedly through to the year 2020.



RESTORATION NEWS

Class 114 50019: This vehicle at Butterley has seen significant work in recent times, the brake van floor has been removed to expose the rotten steel work underneath, consideration of a full replacement is underway, and a supplier of the metal work has been located. The vehicle has received new batteries and electrical work that will allow the lights and heating to be used so it can be worked on during the cold and dark periods.

Class 104 50455: Due to other labour commitments, further welding work has been postponed until January. However body prep on the areas that don't require new steel has been progressing well with the drivers side of the vehicle now resembling a patchwork quilt!



Class 105 51485: The long process of sanding and filling the bodysides of Sc51485 at Bury has continued and the first coat of undercoat over the filled areas has now been applied.



Class 104 56182: The big news is that during early November the vehicle was transferred from the storage shed into the yard at Weybourne where the facilities exist to progress the main element of the restoration on the vehicle body and chassis itself. However the good weather for 2015 has sadly been missed so only limited stripping down will be undertaken on

the vehicle's cab until the warmer weather returns. In the meantime plenty of components have been progressed, and the six exterior doors have been removed from the vehicle to be stripped down and repaired. So far the two cab doors have been started. Other components that have been completed include the access steps from the corridor end, plastic supports for the interior light shades and the ventilator grills from the saloon ceilings.



Class 103 56160: Asbestos decontamination is scheduled for November.

Class 108 51914: The cab front replacement project has been accelerated with mush rotten panel work pulled off and the framework revealed. The cab roof dome has also been removed. The framework is now in the process of being replaced where sections have corroded and the remaining sections cleaned and painted. As part of the works the cab-to-saloon

Bulkhead is being dismantled and will be replaced.



MOVEMENTS

Class 108 52064 has been returned to the **Severn Valley Railway** following the completion of its contract bodywork and repaint at Grinsty Rail (**Peak Rail**).



Travelling the opposite way, from the **SVR** to **Peak Rail**, is 59250, which has followed 52064 for the same treatment.

SECOND CLASS DAYS

By David Henwood

I remember when I was a Second Class citizen, do you? I refer to the era which seemed to exist roughly between the early 1970s and the early 1990s, the era when trains provided First and Second Class accommodation. First Class still exists on the main Inter-City

routes, as it does on many inner and outer suburban services radiating from London. Where this particular line is concerned, few travellers today would think of themselves as second class citizens and the reason behind this is that the term Second Class was changed to Standard Class well over a decade ago. The change of stance was agreed by the private sector as a way of making passengers feel they were more valued and it worked along with the passenger becoming the Customer at point of sale.

So where did it all start, this Second Class thing? We need to go back into history to answer that. Early railway carriage development shared common practice with the Stage Coach and indeed, railway carriage design in the early 19th century looked very much like a Stage Coach body on a railway chassis. Much has been written on that subject so I won't go into detail here but rather, let's look at the Marlow Branch in that period. The 19th Century was the railway century without any doubt; it was the era when Stage Coaches and Canals took a back seat; the era when railways finally brought commerce and transportation kicking and screaming

into the future. The Great Western Railway originally used two-axle stage coach-style carriages which would offer both First and Third Class accommodation. Can you imagine that today, travelling third class? Would it bother you?

You might be less concerned if you discovered that a third class coach in the Victorian era was in terms of cushioned seating, considerably more comfortable than a present day railway carriage, I jest not, comfort was very much the watch word in Edwardian and Victorian times and sadly it's a feature that has been slowly eroded over time. Let me provide you with a time line that will put things into perspective.

1854 – The opening of the Wycombe Railway from Maidenhead to High Wycombe, Princes Risborough and Oxford. The WR had one branch line, from Princes Risborough to Aylesbury Town. Edwardian and Victorian carriages were the order of the day with First Class and Third Class accommodation provided in compartments. Seats would be leather in Third Class and sumptuously upholstered in First Class. Incidentally,

did you know Aylesbury once had two stations? Aylesbury Town was the Great Central Railway station used also by the Wycombe Railway and Aylesbury High Street was the terminus of a branch line from Cheddington operated by the London and North Western Railway!

1873 – The opening of the Great Marlow Railway from a junction with the Wycombe Railway at Marlow Road Station, a location which was renamed Bourne End with immediate effect. The Marlow Branch was worked by the mighty Great Western from the outset. Four wheel carriages with First and Third Class compartments were the norm.

1930s – Replacement carriages came in the form of the Great Western 'Auto-Coach', running on bogies rather than a fixed axle, the ride quality was immediately improved, however with the reduction (on most trains) down to just the one coach, First Class ceased to exist between Marlow and Bourne End, together with those odd turns when the 'Donkey' worked through to Maidenhead.

A second auto coach was added to some trains, often with the locomotive - an auto-tank, sandwiched between the two. The train was driven from the control cab of the auto coach with the fireman remaining on the footplate of the locomotive.

Trains on the Wycombe Branch had also been upgraded with 57ft Suburban Compartment Stock on through workings from Paddington to Oxford and Aylesbury. Six carriages were quite normal on such trains and you wonder just how easy it would have been to secure a compartment to yourself?

1948 – Nationalisation of Britain's railways. The Great Western became British Railways and was split between the Western and Midland Regions. The Wycombe and Marlow branches sat within the Western Region.

1962 – The end of steam on the Wycombe and Marlow branches brought with it the biggest change yet. Diesel Mechanical Multiple Units took over from the time honoured steam locomotives that people had grown up with and at the same time, Third Class was rebranded Second Class. Without

going into unnecessary detail, Diesel Multiple Units or DMUs for short; were built by a number of manufacturers throughout Britain and crucially almost all types could work together, offering an interoperability in the 20th Century that no longer exists 21st. The DMUs were built in three styles, Suburban, Cross-Country and Inter-City; with the former, providing high density seating whilst the other two offered low density, more spacious layouts.

Where the Great Western Railway and British Railways had chosen a suburban layout for its outer London and home-counties steam-hauled services, it was logical that the DMUs that replaced them were to be of a similar design. Most were built by Pressed Steel Limited at their Linwood Plant near Glasgow, whilst a few were built at British Railways' own works at Derby, being delivered as either three-coach or single coach units. To complicate matters, some of the units were built by the Gloucester Railway Carriage and Wagon Company in Gloucester. The three-coach units were usually referred to as 3-car sets whilst the single cars were more commonly known as Bubble Cars. Later, a number

of unpowered Driving Trailers were built to partner the Bubbles and it was this 'Bubble Car and Trailer' concept that was to form the mainstay of Marlow Branch working for many years.

The 3-car sets provided First Class accommodation in the centre vehicle which was also where the toilet was located. The Bubble Cars were Second Class only with no toilet. It was a title which subsequently began to appear on Branch Line timetables, 'Second Class Only - unless otherwise shown' becoming a familiar addition. These original DMUs incorporated features which would be almost unthinkable in today's society where vandalism has become more commonplace, they included mirrors in the saloons, each one having the initials 'BR' engraved into the centre. Imitation wood Formica panels and wood trim throughout was the order of the day with individually sprung seats stuffed with horse hair providing a comfort that has long since disappeared.

1968 – 1970 Only those services shown to run through between Paddington and High Wycombe could be relied upon to offer First Class, all

other services were to be Second Class Only and worked by the Bubble Cars. It was common practice to use two 'Bubbles', one operating in current style between Maidenhead and Marlow, reversing at Bourne End whilst the other operated between High Wycombe and Bourne End, making use of the longer Up Platform. These latter workings were few and far between and those that did run appeared to offer no connection into Marlow or Maidenhead services, thereby making through journeys impractical and in turn making the Thames Valley Omnibus a better alternative - a good way to close a line if ever there was one and a tactic often used on other lines, sometimes referred to as closure by stealth.



Second Class seating in a Class 121 'Bubble Car', once the staple diet of the

Marlow Branch and today in 2015, seen only on preserved railways with one exception, the branch line from Princes Risborough to Aylesbury on the Chiltern Line.

1971 – 1991 – Twenty years would now pass with the branch line being Second Class Only Unless Otherwise Shown; for the most part, only the two weekday through services between Bourne End and Paddington offered First Class accommodation but there were exceptions. Within this period, from about 1975 so far as I can tell, the regular branch line formation was a 'Bubble Car' and accompanying Driving Trailer, the latter although offering some 92 additional seats was almost always locked out of use due to the Guard being unable gain access between the two vehicles and thus unable to check or sell tickets. Interestingly, on the Slough to Windsor branch where the same combination was provided, both vehicles were in use, presumably due to the much heavier passenger loadings and the very short out and back nature of the route. The fact that both Slough and Windsor had staffed ticket barriers and booking offices also helped.

Returning to the Marlow Branch, certain exceptions existed. One was that it was always possible for a 3-car set with First Class to operate the off peak service and I'm led to believe that this did occur on several occasions. Another interesting exception was on Sundays, where from the early 1970s until 1986 there was no Sunday service whatsoever. The availability of the line together with staff, that were often glad to be asked to work on a Sunday enabled the local passenger user group to operate summer excursion trains to a variety of destinations. The economy of the time played a role in this but it was British Rail's non-profit, nationalised set up that made available such important detail as spare carriages, spare locomotives and spare crew that really made this project work. Today, the 21st Century railway no longer knows the meaning of the word 'spare' and it is the passengers that suffer. The days of having carriages and staff 'sat spare' and available to work as required are now long gone.

On Excursion Sundays, two 3-Car sets were employed on the branch line connecting with a mainline train at Maidenhead which would have been a 'proper' train in every sense of the word; ten,

eleven or even thirteen carriages hauled by a diesel locomotive being quite common for a run down to South Devon, West Wales or even across to Great Yarmouth!

With the reintroduction in 1986 of a Sunday service between Maidenhead and Marlow, 3-Car sets were used, providing First Class accommodation on a Second Class only route, enabling passengers to travel in additional comfort without the need to purchase a First Class ticket.

1991 to date

Over a two year period from 1991 to 1993 something odd happened, new trains had been ordered for Thames Valley routes, two fleets for both inner and outer suburban duties. The Class 165 and its sister the Class 166 were externally very similar, the latter being equipped with carpets, air-conditioning and tables – a feature that had never before been seen on the branch line. Between the time of the new fleet being ordered and the expected delivery date, the reliability of the now 30 year old slam-door fleet was giving cause for concern and some remedial action was needed on a short term basis if we were to have a train service at all.

Help came in the shape of 'foreign' units drafted in from East Anglia and Manchester, many of which contained a small First Class section but rather than this being found in the centre vehicle as had been the case hitherto, these Cross-Country sets were of a low-density arrangement with a First Class section located at one end, immediately behind the Driver. In time we would learn that this would become the preferred arrangement with the new diesel trains being delivered in this style.

These temporary sets were if anything in even worse condition than those for which they had been acquired to augment. After some protracted problems with the mechanical gear boxes and the somewhat long-in-the-tooth health of these visitors, their replacement in the form of the Thames Turbo arrived not quickly enough.

The new fleet of Class 165 trains were delivered to the Thames Valley under the care of the then recently created Network Southeast. The 'Thames Turbos' as they were originally called were introduced to the branch line in 1993 and what a change they brought. Sliding Plug doors replaced the

traditional slam variety. Wide vestibules assisted passengers to board and alight, an idea that would be used to decrease station dwell time and generally speed up the railway.

At the same time Second Class became Standard Class, the well sprung stuffed seat which had been such an attraction for me and the accepted norm of everyone else became an un-sprung, un-stuffed cloth covered plastic chair. The much loved forward view offered by the slam-door sets also became a thing of the past but perhaps over and above all of that, the feature most missed of the old trains was the Guards Van; a place to store your bike, a place to carry the mail and the newspapers and on one day in living memory, even a canoe! All things considered, I definitely preferred being a Second Class passenger.

TIME TRAVELLER

Green Era

[Class 100 - East Pilton Halt - c1958](#)

[Class 109 - Beccles - c1958](#)

[Class 116 - Arley - 1959](#)

Blue Era

[Class 100 - Chester - 5/81](#)

[Class 127 M51623 - Cricklewood - 31/12/81](#)

[Class 105 - Lakenham - 25/10/85](#)

Blue/Grey & Later

[Class 101 - Durham - 9/79](#)

[Class 117 - Reading - 27/4/80](#)

[Class 101 - Dunston - 11/87](#)

[101663 - Mochdre - 5/6/93](#)

WANTED

Class 122 window frame. The size is 44 1/2 inches by 35 1/2 inches. Contact [Des Thomas](#).



FOR SALE

DMU SPARES FOR SALE – On behalf of Matthew Smith 101 Fund:

1. Genuine Leyland NAJ1532 and NAJ1533 Outer and Inner Valve Springs for Leyland 680 and L11 engines. £50 per engine set (24 springs); includes postage
2. Window Catch Springs for Class 101 (Widney) Sliding Ventilators, Sheradised. £2 each; includes postage
3. Final Drive Piston Nuts – British made 1/2BSF Bent Beam Locking Nuts for Forward/Reverse Air Pistons. Can be re-used and dispenses with slotted nut/split pin. £5 pair; includes postage.
4. Genuine Class 101 Guard's Van Letter Racks; designed to fit above guard's corner seat. £20 each; collection only.

Contact [Dave Clay](#) to purchase/enquiries. Mobile 07788 447431

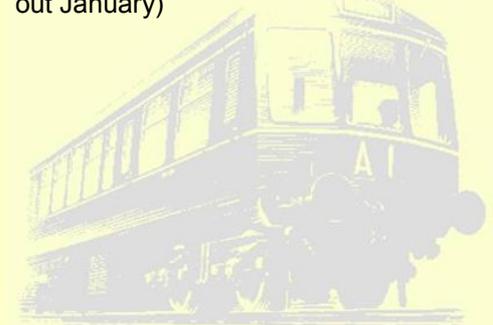
SUBMISSIONS

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 The following types of submission would be most welcome:

- Photographs of vehicles in service
- Restoration articles
- Reports on special events
- DMU modelling articles
- Articles on DMU history
- Recollections of DMUs on the national network.
- Requests for information
- News & images of recent DMU activity
- Anything that may be of interest to readers

Feel free to send submissions at any time to railcar@live.co.uk but no later than December 30th for Issue 133 (due out January)



GALLERY



Class 117 W51401/W51367 arrive into Bronwydd Arms during a Gwili Railway gala, 10/10/15 (C.Walker)



Bodmin's spare donor (Class 108) 51947 now with plated windows, 31/10/15 (P.Renaut)



A large part of the Llangollen DMU fleet seen together at Pentrefelin depot, 18/10/15 (P.Dickinson)



Class 108 M54490/M51907 crosses the Dee Bridge, 18/10/15 (P.Dickinson)