

The Railcar Association News Bulletin



EDITORIAL

Avid followers will note the lateness of this edition. However this time around it was somewhat deliberate, as the November bulletin always includes the report on the annual convention weekend. With this being later than usual, the event being held a few days after the publication date for the bulletin, it was decided to hold the issue to include the details rather than wait two months until New Year when it would no longer be fresh in everybody's minds. And what an event it was! I may stand corrected, but I do not believe that as many as three railcar sets (seven vehicles) have ever been relaunched into service following restorations at a single event. The planets were well and truly aligned and it is simply remarkable that the East Lancs Railway, who 12 months ago could offer two DMU sets, suddenly had five (six if you include the visiting traction) available for their Scenic Railcar Weekend. "You will go far in a diesel railcar" stated the railway's publicity poster for the event, and go far we did over the three day railcar extravaganza, with a varied itinerary and seemingly unlimited miles available...

A full report of the unmissable weekend is included in its own section, there being almost too many highlights to pick a favourite moment. However the one which just has to be mentioned, is the moment just after 09:00 on the Saturday at Bury Bolton Street. This was when project leader Graham Thornton selected first gear in the driver's seat of sole surviving Cravens Sc51485 and pulled away with a trainload of passengers on the very first passenger departure, bringing to a close a 21 year marathon restoration which saw another of the movement's "Holy Grail" unique sets transformed from a worn out, abused and asbestos contaminated liability into one of the finest railcars in the country. The Cravens now joins Iris, the Wickham 109 and Swindon 126 on the top table of unique DMU sets that are the last of their kind and beautifully restored and in service for public and enthusiasts to enjoy. To the team behind such an astonishing restoration, we salute you.

Chris Moxon

22nd ANNUAL RAILCAR CONVENTION

*East Lancashire Railway
3rd-5th November 2017.*

Introduction

The 2017 annual Railcar Convention returned to the East Lancashire Railway, who chose to host for the second time after a gap of some 17 years. The railcar landscape at the railway had changed beyond all recognition in that time, with the Class 110 set being the only vehicles to appear in passenger service for both the 2001 and 2017 events.

The proposed line up for the event was simply stunning. A total of no less than six sets were booked to be in action for the event, a total of 12 vehicles. This was the second highest total of any railcar event in preservation history, topped only by the unique (and subsidised by grants) Railcar50 event back in 2004. The fact that five of the six sets were residents, and that three of them were returning to service following the conclusion of heavy overhaul/restoration works, meant that arguably this convention was the

greatest showcase of a host railway's railcar endeavours ever seen in preservation history. Without doubt, this was not to be the railcar event of the year, but the event of the decade!

Friday

As is firmly set in tradition, Friday was dedicated to association member's driving experiences. With so many sets on site, it was no surprise that a good selection were to be available for use. It was originally intended for the Class 104 and 110 sets to be available due to their raucous acceleration and audio tendencies, however close to the event it was apparent that the overhaul work on both of these sets would be ongoing right up until the start of services on the Saturday! As a result, the three available sets were the visiting Class 109, Class 117 and Class 122 "bubble car". Looking back, it was nice to have the 117 and 122 shuttling up and down on the Friday, as these two sets got the smallest slice of the cake when it came to the diagrams they ran on the Saturday/Sunday.

The line was split into three separately worked sections, with one set shuttling backwards and forwards on its own

section for the day. The scenic Rawtenstall-Ramsbottom section, the northernmost leg of the line, was used by the Class 109 which was available for qualified railcar drivers only. The middle section, Bury-Ramsbottom, was in the hands of the Class 122 whilst the Bury-Heywood "extension" was covered by the Class 117.

Each section had its own merits for the participants. The Class 109 on the northern section was swallowed up by the scenery which is remarkably good for what is considered by outside visitors to be quite a built up area. The green livery certainly matched the trees! The middle section was fairly similar in terms of scenery although slightly less open. The line twisted and turned keeping driving interesting, and the curves were exacerbated by the use of the "bubble" which rolled from side to side as it went along. Intermediate stations and two tunnels added to the interest. The final section, Bury-Heywood, was probably the least scenic, however this was balanced by other curiosities including the humped section known as the "Ski Jump" to get the railway over the Metrolink tram line, the steady gradient almost all of the

way (4 miles) which kept the unit working, plus the enthusiastic instructor who was more than happy to point out all of the hidden features along the way. All in all a fantastic offering totalling up to 24 miles, which was enjoyed by all of the participants questioned afterwards!

After the experiences had finished, use was made of the sets stabled in the platforms at Bury overnight for a organised photo charter. Volunteers in period dress and some props were used to create scenes which were avidly photographed by participants. Sets in use for the charter were the 105, 109 and 110, with the 122 loitering at the back of the station which, although not formally part of the shoot, did provide its own scene under the gantry signal, using nearby street lighting to illuminate it! The 109/105 combination provided a distinctly East Anglian scene, whilst the 105/110 made a much more northern atmosphere, particularly given the stone platforms and retaining walls that surrounded us. A headboard was placed on the 105 for part of the evening to recreate the last train in 1966 to Accrington, which was operated by a 105.

Friday evening was finished off nicely by a consortium of members heading for one of the local pubs in Bury. It has been noticed over the past few years that members are choosing to get together and have an evening meal on the Friday evening of the event. Whilst not wishing to over formalise a natural event, it may be considered to be fast becoming a feature of the event, a new tradition for members?

Saturday

Saturday saw the doors flung open to the public and what a start to an event! The first departure from Bury was 09:00 and I have personally never seen a train that early in the morning at a convention so full! There was however a very good reason for this: the set on that departure was the unique and last surviving Cravens Class 105 2-car set, which had been out of service undergoing a major rebuild for the past 21 years no less. Whilst railcar enthusiasts had been well served up until 2010 by the other surviving Cravens trailer car (56456) at the Llangollen Railway, it was not quite the same as a full set (including powercar), so the return of the 105 after so long was most welcome. The quality of

restoration was clearly top notch, with not mark to be found outside or inside. The 105 now takes its place on the top table of railcar restorations in the country.

Further departures from Bury populated the line with the Class 122 hauling a maroon CCT as a tail load, and the visiting 109 heading for Heywood to start services in that direction. The 109 was also popular as it was of course the visiting unit, so completely unfamiliar with the surroundings of East Lancs. The 109 had been repainted during the last 12 months, one of four sets to have been treated so recently, so was looking its best.

Next to depart was the Class 110 "Calder Valley" hauling an LMS Stove R, believed to be only the second time in preservation that two DMU tail loads have been out at an event at once. The Class 110, the only 3-car set running at the event, was also being relaunched following overhaul. It had been over 10 years since the set had operated as a full 3-car formation, as its previous home (the Wensleydale Railway) had split the set up and operated it in various combinations before it fell out of

use. A huge amount of effort and overhaul work had been spent on the Class 110 over the last few years to get all three cars back together and in service once more. The 110 restoration was notable for being the fastest turnaround of all the sets debuting, with an astonishing amount of work achieved in a small space of time.

Shortly afterwards the 117 set joined the 122 on its shuttle service from Bury to Ramsbottom. The 117 was overshadowed somewhat by the other sets in service for the event, being a unit on-hire to the railway rather than a resident. However, with all the overhaul works going on over the past 5 years the Class 117's stay has been greatly beneficial to the railway and it has served them well. With the hire contract expired, this event was the final chance to travel on the 117 at the ELR before its place in the fleet was taken by others.

The last set to join the party was the mighty 104 set, although I would say that being slightly biased! The event saw the return to service of the 2-car set formerly resident at the Churnet Valley Railway, and last experienced by

members ten years ago when the Churnet held the convention back in 2007. The 104 had been out of service for three years for an exterior overhaul and conversion from 1960's green condition to late 1970's/early 1980's blue. This set was the most likely to "miss" the event as overhaul works on the motor brake half of the set, M50455, required the most work to finish off in the final weeks leading up to the event! A string of 14 hour days and some serious help from other volunteers from the railway and other DMU groups meant that the set JUST made it! To put this into perspective, the Friday evening saw much of the dismantled interior reassembled just hours before passengers were due! I think I speak for the owning group by offering sincere thanks to those involved in the "final push" to allow the 104 to make the event.

With all the sets on the move, an intensive day of railcar operations followed with only a few minor air issues with the 104 (losing a few minutes), and an electrical niggle with the 110 (which saw it lose a round trip). However given the amount of units fresh out of overhaul, it was a credit to

those involved that all services ran, close to advertised time for much of the day.

One highlight during the afternoon was an arranged "Class 40 drag" using the 104 paired with a matching blue 40135. Despite recreating one of the less-fortunate elements of DMU's on BR, failures, it was very popular with visitors with the train full of passengers (looks like they best crack on with the 104 centre car at Bury then!). The only unfortunate element of the drag was that it coincided with the association's AGM, so we had to watch the Class 40 whistle past as we attended to formal matters!

Formal Meeting

As mentioned above, Bury was the venue for the association's AGM during the Saturday afternoon, which started at 15:30 following some technical issues with the computer, which were solved by borrowing the ELR General Manager's keyboard and mouse! A total of 41 members were present, which was pleasing as the figure had dropped at the previous convention by around 25% so it was nice to see attendance back to what we consider normal levels.

Apologies included Kevin Dowd (outside driving the 104!), Ritchie Marcus (Battlefield Line) and Andrew Goodman. This was followed by Paul Moxon's "Chairman's Welcome" which reported on a fairly normal year.

Chris Moxon presented the usual roundup of the year regarding vehicles. There had been two new additions this year: Class 121 55020 (ex Chiltern) and Swedish Railcar 1987 (imported). Disposals included rare Class 100 56317 and Class 115 51677. The Helston Class 103, Class 115 51655 and Class 117 3-car set at Eastleigh Works were all considered at risk of disposal. Moving onto movements, The East Kent Railway had shed all of its railcars with the 101 set going to Wensleydale and the 108 being returned to the National Railway Museum at York. Two Class 117 DMBS vehicles had moved from the private site at Titley Junction to the Gloucestershire Warwickshire. Drewry Railcar 998901 was the only vehicle to move around for contract works this year, going to the Keighley & Worth Valley for repairs following its arson attack. Finally, in the "events and loans" section, Derby Lightweight Iris had

visited the Llangollen railway for their gala, whilst Llangollen's own 109 was at the East Lancs for theirs. Additionally, the Colne Valley Railway Class 121 trailer had moved to the Epping and Ongar on hire to operate with their Class 117. Moving onto overhauls, it was recognised that it was hard to keep track on some vehicles, however it was estimated that six new restoration projects had been started this year, with a healthy 12 reaching completion, including of course the notable Class 105 set. To conclude, a summary page showed that there was now 280 railcars preserved (-1 from last year), 150 were operational (+6) and 46 were under restoration (+2). Overall a good year, with the movement increasing both the number of railcars in service and the number being restored.

The highlight of the meeting was the historical talk which this year was provided by Steve Hoather, a professional railway engineer who was the depot foreman at Cambridge. He knew Tim Stubbs (who hosted a talk on Norwich two years ago) as he was Steve's counterpart at Norwich. Steve presented a fascinating insight into the Kings Cross Suburban Cravens fleet

maintained at Cambridge, which was very appropriate given that this year was clearly the year of the 105! His introduction to the topic was the reason for the 105's use in the Kings Cross area. The 1955 Modernisation Plan saw the East Coast route planned to be electrified in parallel with the West Coast but delays with this led to stop gap dieselisation. Crucially, there were key tunnels in the area with sharp curvatures which led to the banning of full length, 64ft stock, which precluded the use of the entire suburban fleets of railcars which were all based on the 64ft chassis. Also at this time, the closure of the entire Midland & Great Northern system in East Anglia in 1959 led to a fleet of Class 105's intended for these route becoming available. And so it came to be that these unsuitable sets were put to use on the Great Northern (GN) suburban lines. They were unsuitable because they were 2-car sets (lots of surplus brake vans and cabs in long formations which wasted passenger space) and low density (limited seating and doors). Specialist railcar depots were built at Norwich, Cambridge, Sheffield and Stratford with a proposed one at Ipswich which was cancelled due to the Beeching cuts. All

of the exams on the GN fleets were done at Cambridge, this "temporary" dieselisation arrangement lasting some 16 years! Steve went on to describe some of the technical modifications to the GN 105's which included trip cocks, first class declassification, larger radiators (to prevent overheating during long periods inside single track tunnels) and header tanks, repositioned saloon thermostats, the fitting of AWS, modified 5 mount engine mountings (which destroyed the classic "Cravens rattle"!), fuel filler extensions and the East Anglian bodyside panel behind the cab designed to protect the paintwork from flying token exchanges. Steve then mentioned other classes of DMU transferred for use on the GN lines, some less well known. These included 4 or 5 2-car Class 101 sets, which were transferred through a quirk of BR bureaucracy. At the time BR classed its railcars into A, B and C depending on their worthiness for re-use. Class 101's were "A" i.e. suitable for life extension/investment, whilst Class 105's were "B" i.e. keep them maintained but not for life extension. (C was reserved for non standard types such as the Wickham 109's and Park Royal 103's which were to be replaced as soon as practicable).

As sets for the GN lines required the modifications listed above, BR could not justify sending more 105's to join the others already in use, which would have made more sense, as 105's were classed "B", so some "A" class 101's were sent instead, unnecessarily creating a mixed fleet! Other sets included 116's and 125's which were transferred to work various other services which they could operate given their 64ft lengths. Steve finished by mentioning that the final demise of the 105 fleets was, as expected, the eventual electrification of the lines on which they operated.

The remainder of the meeting was occupied with discussions on other topics. Lottery Grants were mentioned, specifically in relation to Grinsty Rail seeking funding to restore the unique Class 120 buffet car at the Great Central Railway. It emerged through discussions that the previously successful railcar lottery grant winners, the 109 and 126 projects, had both "sneaked through" whilst the lottery system was still being properly formed, at a time when they didn't fully know themselves what sort of projects they wanted to fund. Things have settled

down since then, with the latest conditions becoming too stringent to meet. All of the DMU lottery grant applications during the last 15 years have failed. It was felt that the lottery fund was not currently set up in favour of railcars, as they are currently giving either small grants (too small to restore a railcar) or a small number of very large grants (for projects much larger than a DMU restoration). We sat uncomfortably in the middle of the two. It was advised that Grinsty Rail seek alternative sources of grants away from the HLF, however general advice regarding filling out application forms (which is a skill in itself) was offered by those who had been there before.

Some discussion took place on the difficulty in getting new parts made. Items such as tyres were proving difficult with examples from india being of poor quality whilst other items really have been reaching the end of their lives, i.e. overhaul is now not enough, these components now need full replacement. Production and tooling costs were proving too great for individuals and railways, even when clubbing together. Some examples of potential projects which have fallen by

the wayside included new bearings for final drives/axles, which were proving to be five figure sums. It was mentioned that research & development costs are being funded by the government if they are required by charities, the question was raised that should the Railcar Association seek charitable status? There was some opposition in the form that the association has always been steadfastly not a financially based organisation (there is no membership fee and very few "running costs") however it was mentioned that simple charities can be set up for very little finance. Given these facts, it was decided by the floor that Evan Green Hughes, who has good experience in small charities, would seek to investigate the options and implications for TRA becoming a charity over the next 12 months and report back at the next meeting.

The subject of the next conventions was discussed as the final talking point. A provisional idea to go to a new location, the Epping & Ongar Railway, had been discussed prior to the meeting on the basis that if members were interested, Epping would be approached again and we would seek

to go there next year. There was also an offer by the Weardale Railway which is looking to expand its railcar fleet soon. Given the options it was recommended that we seek an invitation to the Epping & Ongar for 2018 with Weardale to follow in 2019. It was considered desirable not to clash with the Heritage Railway Association annual event which is held in September.

Fish & Chip Special

With the meeting concluded, a quick drink in The Trackside pub was the next move for many members, the pub being conveniently located on the same platform as the meeting room! The Fish & Chip special, scheduled to depart at 18:45, proved to be a bit of a “mystery tour” with rumours as to its final formation being circulated in the hours before which was fun! Would they run everything coupled together in a 12 car set? In an almost BR/mainline situation, members were unsure as to what would be included on the run. At one stage, the 105 ran through the station empty (surely they wouldn't allow greasy chip wrappers inside the Cravens?!?) only to stable on an adjacent platform! In the end, a distinctly Birmingham RC&W

themed formation emerged, with the 110, 104 and 109 providing a 7 car set, the longest in use over the weekend. The special itself ran without a hitch, Bury-Ramsbottom-Heywood-Bury, returning to Bury at 20:43. The after-dark run with tungsten lighting proved to be very atmospheric indeed, particularly those who managed to grab seats in one of the four First Class saloons available within the train!

Sunday

For those who were making a full weekend of it, Sunday provided another full chance to sample the intensive railcar service. The format was roughly similar to Saturday's with all six sets in operation, interspersed with tail loads and multiple workings. The day saw some interesting combinations, with the 117/122 forming a suburban pairing, the 109/104 pairing up to form a scene reminiscent of similar combinations they operate at Llangollen galas, and a 105/109 combo which was pure East Anglian in character.

The Class 110 was not left out, as that set was selected for the arranged “Class 40 drag”, with a matching green liveried 40106 providing the honours.

This proved very popular and all three vehicles were required! The 110 also had the dubious honour of signing out the event, as it rumbled into Bury station on the last arrival of the weekend, drawing to a close one of most enjoyable conventions that I could personally remember.

RAILCAR OF THE YEAR 2017

It is that time of year again, when we reflect over the achievements of the past 12 months and decide which DMU vehicle or set is to receive the Association's Railcar of the Year award. This year will follow the same format as previous years. November sees candidates suggested from enthusiasts, members and readers of the bulletin. Please [send any suggestions](#) before 30th November with a short piece suggesting why you think the vehicle(s) should be considered for this year's award. From the candidates suggested, a selection of between three and five nominees will be selected by Railcar Association officials to be put out to public voting, which is open during the month of December. From the 1st December-31st December, look out for the shortlisted candidates and details on how to cast your vote, which is free!

The page for the awards can be found [here](#).

NEWS

Bo'ness & Kinneil Rly: The damage to the paintwork incurred on the Class 126 3-car set during filming has been repaired by a contractor. The engine with the oil/water problem on Sc51017 has been rebuilt, refitted and run successfully. This was a protracted process but we eventually got it tested and the unit has run in service, back to full power. It has seen limited use since then due to the additional need to replace the air receivers and the power car batteries. This was done by the end of August this year and allowed the unit to run in service on the 2nd and 24th September.



G'shire W'shire Rly: With the Class 117 set now back as a Green liveried 3-car, "spare" DMBS 51360 has been turned again to face the way it was originally. The main 3-car set, which due to the bubble car still being out of service has been handling 100% of the turns, continues to have regular attention and maintenance to keep it running well. "New" 117 DMBS 51372 has had some internal panelling removed to inspect some of the framework to check the level of corrosion, the verdict of which is still to be determined fully...

Llangollen Rly: Another busy Autumn including a Thomas weekend, which unusually included a 5-car set (rather than 6) following the unavailability of Class 127 M51618 (see restoration section). Routine examinations recently have included A and B exams on the

Class 104, which ended up working additional services in lieu of the Class 109 which was booked to work over half term week. Luckily the problems with the 109 were minor allowing the set to visit the East Lancs for their gala, at which it performed faultlessly. Back at Llangollen, part of the seating inside Class 104 M50528 has been reupholstered and now awaits the arrival of powder coated seat frames before they can be fitted. Seats for Class 108 M54490 have also been returned (to Butterley) following retrimming, and are again stored awaiting fitting. The depot area has been "improved" with the arrival of a pair of spare Class 104 bogies from the Churnet Valley Railway.

Midland Rly Butterley: The finishing touches to 141113, namely the Metro Train branding to the bodysides, have now been applied concluding the set's repainting work. Meanwhile the Class 127 3-car has been stood down from traffic for attention to mechanical items, particularly on DMBS M51591 (see restoration section for further details). The centre car (M59609) has been completely repainted, whilst the other power car remains serviceable but has

one defective heater. The second centre car (M59659) which does not yet operate, is soon to be extracted from the end of the storage siding for assessment of the bodywork required. While needing internal works we haven't ruled out running a 4-car set when all the engine repairs are complete to mark the event.

North Yorkshire Moors Rly: 101685 ran all its planned diagrams in October and is planned to be in service from 26th Dec 2017 to 1st Jan 2018 inclusive, operating the whole length of the line on a Pickering based diagram.



Strathspey Rly: Some work over winter has been carried out on 117 DMBS SC51367. After stripping out the seating, new lino has been fitted to the passenger saloons, following which the

seats were refitted.



RESTORATION NEWS

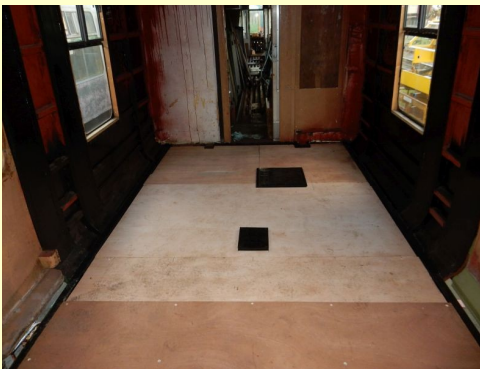
Derby Lightweight 79018 (Ecclesbourne Valley): Progress has recently focussed on the smaller, but essential, electrical components/boxes. The work has included deep cleaning and replacement of burnt/defective components, but also includes modifications to make the vehicle compatible with blue square fitted (majority of) preserved units in the future.

Edinburgh Glasgow 79443 (Bo'ness): Bodywork repairs are complete on the compartment side and we only have the area around one window to do on the corridor side. No. 2 end has not been started yet. A needle gun is being used to de-scale the solebars. One side has been done and painted and the other is about one-third done. The main underframe has been cleaned and painted and work to do the same on underframe-mounted boxes and equipment (propane gas boxes, battery boxes, etc.) is ongoing. All but three panels of key sheeting have been made and fitted inside, meaning the floor is almost complete and mostly painted. Strengthening plates have been made

and welded to the floor at lavatory and compartment doorways. Other plates have been made for the seats, tables and poles in the open buffet area – these have not been fitted yet. Air vents have been fabricated and welded into the floor where the kitchen wall will be. Partitions between the lavatory and the compartments have been made and installed. Plywood flooring for that area has been made and laid in place loosely for the time being. We have made various pieces of packing timber needed for compartments, lavatory and corridor and treated all with fire-retardant paint. These await fitting. Many fittings and veneered partitions have been acquired by dismantling one of the lavatories of a Swindon-built Mark 1 FK surplus at Bo'ness.



Class 100 51118 (Butterley): The new steel guards van floor has now been fitted, which has been followed by the first layer of plywood flooring which goes on top.



Class 103 56160 (Denbigh): Since the last bulletin, the mains electricity supply has finally been connected, so restoration work is no longer reliant on generators. The drivers side battery box doors have been repaired and repainted, a new gangway bellows has been made. The openings for the gangway and missing side door have been made weatherproof, and three missing window panes replaced, allowing 'first class' and 'no smoking' transfers to be added. Much measuring up has taken place for various missing

parts, and a new step iron for the gangway end is being fabricated.

Class 104 50455/50517 (East Lancs): With the re-launch date for the set (early November) fast approaching it was decided that the easier of the two vehicles, M50517, should be started to match the main project, M50455. M50517 was contracted out to Heritage Painting who made very short work of body preparation and repainting of the vehicle into BR Blue. This short sentence masks many many hours of hard work to achieve the excellent finish. With the repainting completed, only last minute refitting tasks and a fitness to run examination was required before the vehicle was ready to return to service. The vehicle was lifted off its



bogies to allow a handbrake linkage bracket on the leading bogie to be repaired. M50455 was a slightly different matter to M50517. Having had much more involved bodywork repairs, there was a huge amount of reassembly work required if the vehicle was to make the gala, including the completion of the exterior repaint which has been ongoing for some months.

Class 104 56182 (North Norfolk): Smaller tasks on components have resumed now that the winter is setting in and making work on the vehicle shell itself unviable. The six First Class frames (reclaimed from another vehicle) had to have each leg welded up individually, using several bits and pieces from different scrap seat legs, themselves scavenged from different scrap vehicles. This was because the original First Class seat legs had all been chopped off! These seats are now back together and are ready for dispatching for powder coating at some point. The aluminium framework for the opening sliding windows in the First Class saloon have now been restored to their former glory and await the return of the windows themselves. The removable interior aluminium trim that

surrounds these windows has been similarly treated. Just before the weather turned, the works to strip down, repair and repaint the roof and gutters above the First Class section were completed. The finishing touch was adding the false roof vents (removed in the 1970's/1980's) to return the roof to its original appearance.

Class 105 51485/56121 (East Lancs): A flurry of activity was to be found on the set to get it ready for its big launch at the Convention weekend. Some of the final tasks included sealing the exhausts where they come out of the roof (an unusual feature of 105's!), finishing off the guards van floor including laying new flooring compound and fitting new batteries to the powercar. During September the set was coupled as a 2-car unit for the first time in over 20 years to see if they would "talk" to each other. These tests highlighted a long list of small faults which were all worked through, culminating in a test run down the line in late October. Needless to say the set was successfully launched (which is well covered elsewhere in this issue!) in November, bringing to a close the mammoth restoration.

Class 105 56456 (Llangollen): A quantity of wooden panelling supports have been machined and fitted into the vehicle, which has allowed the vestibule bulkheads to be refitted. Many of the aluminium trim surrounds for the upper "quarterlights" have also been cleaned up.

Class 107 52029 (G'shire W'shire): The number two engine has been successfully started up for the first time in 18 months. The number one engine requires further investigation before it exhibits life! On the interior, approximately 1/6th of the interior panelling has been removed to check for corrosion in the structure beneath, the results so far being fairly positive, there being a lot less corrosion than that found within Class 122 W55003 a few years ago.

Class 110 51813 (East Lancs): In a similar fashion to the Class 104 and 105 sets at Bury, the 110 set, particularly E51813, saw a big push to get it operational in time for the November gala. The last few months of work on E51813 included the full reassembly of the cab interior and desk, the completion of the roof repaint

and refixing the fibreglass cab dome, the completion of the exterior repaint including lining and numbering, plus of course the final testing and troubleshooting. Also in common with the 104 and 105, the 110 made it for the event and pleased the crowds!



Class 122 55003 (G'shire W'shire):

The final bodyside panel has now been welded into place so bodywork now solely consists of paint preparation and applications of primer and undercoat between the filling sessions! Work is now progressing on hanging doors where the pillars that hold them have been replaced with new steel, and window frames are now starting to be fitted to the more advanced areas of the bodysides.



surrounds these windows has been similarly treated. Just before the weather turned, the works to strip down, repair and repaint the roof and gutters above the First Class section were completed. The finishing touch was adding the false roof vents (removed in the 1970's/1980's) to return the roof to its original appearance.

Class 127 51591 (Butterley):

Engine number 1 on M51591 is currently subject to a top end overhaul, the cylinder heads are ready for refitting, unfortunately number 2 engine on the same vehicle developed a serious oil leak, this cannot be fixed with the engine in situ, therefore the decision was made to take the unit out of service. This allows the work on engine number 1 to continue, and with the vehicle remaining on shed it has a chance to progress in the coming



months. A spare engine has been extracted from storage and will be used to replace the number 2 engine, however the spare engine is an unknown quantity (obtained from the Mid Hants Railway) so will be sent away for refurbishment and upon return will be swapped onto the vehicle, this in turn will allow the defective engine to be sent away. While the vehicle is stood still a decision has been taken to carry out yet another repaint (the 5th since 1992!), the livery will be green but with an unusual front end arrangement, several small welding jobs are being tackled at the same time.

Class 127 51618 (Llangollen): After many years admirable service the Class 127 power car has been withdrawn for bodywork repairs. So far, the cab roof dome has been removed allowing assessment of how much of

the cab framework structure is corroded, and several sections on the driver's side between the first two sets of passenger doors have had the old skin removed, new framework welded in where required and new panelling welded back on.



MOVEMENTS

Class 109 E50416/E56171 has moved by road from home base the Llangollen Railway to the East Lancashire Railway in late October to take part in the latter's railcar gala. The pair returned to Llangollen during November.

Making a more permanent move has been **Class 117 51370** which has followed similar vehicle 51372 in moving from the private site at Titley

Junction to the Gloucestershire Warwickshire Railway. It will be assessed there to determine whether it is suitable for restoration or not.



During November **Class 108 M51907/M54490** was moved from the Llangollen Railway to the Midland Railway Butterley where it will be substituting for the Class 127 set for the winter.

TIME TRAVELLER

Green Era

[Class 101—Fraserburgh—21/11/63](#)

[Class 105 E51282—Harwich Town—16/9/66](#)

[Class 121—Truro—1965](#)

Blue Era

[Class 101—Coupar Angus—23/9/72](#)

[Class 105—Baylham—30/12/74](#)

[Class 108—Manors—31/5/77](#)

Blue/Grey & Later

[Class 116 51148—Worcester Shrub Hill](#)

[Class 120 C504—Hereford—4/75](#)

[Class 121 55021—Oxford](#)

[Class 128—27/6/90](#)

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

- Photographs of vehicles in service
- Restoration articles
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- 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 29th for Issue 145 (due out January).

GALLERY — EAST LANCS SPECIAL



Visiting 109 passing the 110 at Bury (*B. Battersby*)



Star of the show, Cravens running through Ewood Bridge



The view from the rear of the Wickham (*S. Potter*)



The 105 heading north near Ewood Bridge



The 122 passes through Burrs complete with a BR CCT



The brutal exhausts of the 104 twin set! (*M.Hughes*)



2 Birmingham: 104 crossing 110 at Ramsbotom (*P.Wallis*)



An East Anglian 105/109 combination (*P.Wallis*)



104 departing Burrs on its final round trip of the weekend



Green machines (109/110) are seen crossing at Ramsbottom, with added Lancashire drizzle! (*M.Hughes*)



The 109 leads the Chippy Special (*R.Lushman*)



The 122 at Bury after the end of services



Another view of the two BRCW sets together, at Bury



The 104 & 109 in the company of fireworks at Ramsbottom (*R.Lushman*)

GALLERY



Sc51043 back in use near Bo'ness, 24/9/17 (*J.Horne*)



New arrival 1987 at Wansford, 27/9/17, (*D.Shell*)



SC51367 undergoing attention, 3/11/17 (*B.Faulkner*)



M56352 between Weybourne & Sheringham, 17/10/17



Unique Wickham Railbus 999507 in service (R.Cowen)



W51360 calls at Toddington, 9/9/17 (P.Hughes)



M50454 passes Class 47 1566 at Carrog, making an all-blue scene, 23/9/17 (B.Battersby)

