



GWR Steam Railmotor and Trailer Project

www.railmotor93.org

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Release date: 1 February 2008

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Railmotor body rebuild to be on show at Llangollen Spring Gala



A general view of the trailing end of No 93 in January showing the rotted bottom rail removed, and also the surprisingly good condition of the remaining 100-year-old framework framework.



By mid-January the frames of No 93 had been run out from beneath the vehicle body, shot blasted and painted prior to work starting on the retro-conversion to accommodate the newly-built power bogie.

Visitors to the Llangollen Railway's Spring Gala on Saturday 19 April will be able to take a look behind the scenes at the incredible progress being made on rebuilding the body and underframe of GWR Steam Railmotor No. 93.

Since the Railmotor arrived at the carriage workshops of the Llangollen Railway last September in the company of 'matching' Trailer No. 92, members of Dave Owen's restoration team have made a tremendous start on the body and underframe restoration which has been made possible by a major grant from the Heritage Lottery fund. While work is concentrated on No. 93, Trailer 92 has been placed in store, covered by the tarpaulins that shrouded the Railmotor on its journey north.



Some of the new bottom rail machined to fit the trailing end of Railmotor No 93.

During January the Railmotor's wooden body was separated from the steel underframe, which was rolled out, shot blasted and painted as a prelude to the modifications required to return the frames to their original specification. With the bottom rail of the body fully exposed a detailed assessment of the timber condition was carried out by Don Ware, and replacement hardwood sections are now being machined and fitted as required. In line with the Heritage Lottery Fund's objectives, both joinery and mechanical apprentices are being employed on the project,

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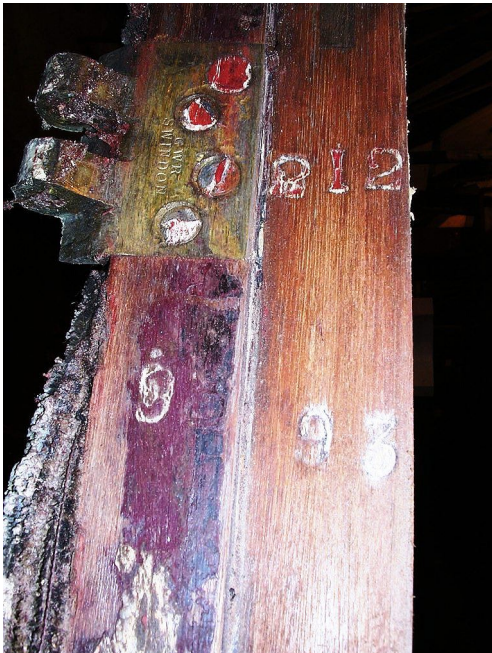


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Carpenter's reference marks found on one of the trailing end driver's doors - note that both '93' and '212' are stamped, proving the original doors were retained on vehicle conversion.

helping to keep traditional skills alive into the future.

Many of the smaller fittings required for the body rebuild – such as countless hinges, window catches and door handles – have been obtained or specially manufactured so that they will be to hand when required. The complete gas lamp assemblies for both vehicles have been ordered, while some new items already delivered include the water filler lids, handbrake columns, leather droplight straps and fittings and saloon handrail brackets.

While the Railmotor body was being stripped some intriguing carpenter's reference marks came to light on one of the driver's doors which had both '93' – the Railmotor's original running number – and '212' – the number of the vehicle after it had been converted into a Trailer – stamped into the woodwork.

All of this will be available for people to see first-hand on 19th April (Saturday only) when the railmotor will bring a GWR note to a strongly LMS-themed three day gala during which the 'Patriot' project will be launched. The Railmotor's underframe and bogies will be on display in the goods yard and workshops at Llangollen station, while the body will be available for inspection in the carriage workshop at Pentrefelyn. It is proposed to run GWR locomotive 6430 with two autotrailers between the two locations, as the walk is just too far for comfort – an attraction not to be missed! The train will run on an 'as required' basis between 11.00 and 16.00 and Great Western Society project staff will be on site to answer questions.

Meanwhile, work continues at Tyseley Locomotive Works on the Railmotor's new power bogie which, though united with its boiler at the end of November, still requires about £60,000 to complete. The crossheads have now been finished and will be fitted to the bogie shortly and work is also under way machining the two new connecting rods. It is expected that the power bogie will be moved to Didcot Railway Centre in the spring, where people will have the chance to see this curious unit before it is hidden from view inside the Railmotor body.

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