

# *The Railcar Association News Bulletin*



## EDITORIAL

Welcome to Issue 124, released just after the longest day and in the centre of the running season, a time of great activity for many railcars.

As many will have noticed, the *Preserved Vehicle* pages of the Railcar Website have not been updated for about 12 months now, an unacceptable period of time. This was due to a mixture of problems with computers, house moving, internet connections and latterly editing software which have made maintenance of the website impossible and production of the bulletin challenging. Thankfully during June a solution finally emerged and the pages are now active once more.

This means that the Bulletins are once again available from their usual page on the TRA website. As for the vehicles pages themselves, a lot has changed in the past 12 months and it is no easy task to get things back up to date. The 1st July saw a “bumper update” with many vehicles updated and images added, a result of a huge push of work during June to attempt to “relaunch” the site. Other vehicles which remain 12 months out of date will be dealt with in

time, and hopefully it won't be too long before everything is running smoothly again.

The 21st/22nd June saw special DMU action at both the Llangollen and Bo'ness & Kinneil Railways, with a wide selection of DMU types on offer to enjoy for everybody who visited.

*Chris Moxon*

## NEWS

**North Norfolk Railway:** Class 101 [M51192/M56062](#) has continued to provide reliable service on the DMU diagrams. M51192 spent a week out of service in June for a faulty vacuum cylinder to be replaced.

Class 101 [E51228](#) has had the second engine fully dismantled and several parts are now away for specialist repair prior to reassembly. The corridor connection has also been removed and some areas of rot either side of it are currently being tackled. The interior repaint of the guards van is now also complete.

Class 101 [M56352](#) had some emergency door pillar repairs before

re-entering service temporarily for the Diesel Gala in June where it joined [M51192](#) & [M56062](#) as a 3-car “DMU drag”.

**East Lancashire Railway:** Class 122 W55001 has received a six week stint of light repair work. This included reupholstery, internal heavy clean, bodywork and repaint.



## RESTORATION NEWS

**W&M Railbus 79963:** Work progresses in between other commitments on site at the East Anglian Railway Museum with the reinstatement of floor panelling in the centre vestibules and evaluation of floor panelling seat fixings to the north end compartment is in hand. Replacement air gauges and the ammeter in the North end cab have been fitted, and the engine run up to successfully test the fitting of alternators for the battery charging circuits. New nose and buffer rubbers for the main passenger doors have been delivered and await fitting.

**Class 121 55029:** Exterior bodywork including the reinstatement of doors has continued at Rushden. The vehicle is slowly losing its yellow livery as green primer is applied.



**Class 108 50645:** Work on the bodywork continues undercover at the Great Central Railway (Nottingham), with the cab dome currently off for repairs.



**Class 117 51351:** 51351 at Blaenavon has had major surgery to the body. Most of the running gear has been checked over and repaired after a good clean down. The vents have been blanked off and roof repainted. The main problem was the gutter being loose thus letting in water which rattled

the body from the inside.



**Class 140 140001:** At the Keith & Dufftown Railway, one end of the set has been repainted yellow.



**Class 108 51950 & 52062:** At the Telford Steam Railway the exterior

restoration is almost complete, with the 2-car set emerging in Chocolate & Cream colours.



## MOVEMENTS

Class 101 50164/50160 has moved from the Midland Railway Butterley to the North Yorkshire Moors Railway, stopping off at the Llangollen Railway during June to visit for their railcar gala.

## MULTIPLE MEMORIES

The Ecclesbourne Valley are again running their "Multiple Memories" event on August 8th-10th. The itinerary is as follows:

Friday 8th August - Photo Day (pre-bookable via the railway's website)

Saturday 9th and Sunday 10th

August - Event days with the most intensive timetable the railway has run to date. The Saturday also features the re-opening of Shottle Station.

More details are available on their [web-site](#).

## PREVENTING THEFT

Sadly many groups have suffered breaks and the loss of valuable tools and spare parts. It is not just the scrap value of parts that attracts thieves; online auction sites provide a ready outlet for collectible items. For example, recently sold on eBay were:

- Drivers brake handle and spoon £66
- G & C Vacuum gauge £51
- Pair of horns £190

Whilst overall site security is the responsibility of the host railway, there are many steps we can take to protect our property, and it is well worth asking your local Crime Prevention officer to visit and advise. A few simple suggestions are:

- Dead bolts can easily be fitted to container and stores van doors. These are usually marketed as garage door dead bolts. Containers also benefit from additional 'lock boxes' which are available in either weld on or bolt on form.
- Spares should have their serial numbers recorded, identified with a chemical marker and the owner's postcode etched in using a burr in a 'Dremel' type tool
- Game or Trail cameras record photographs with a date and time stamp on a memory card. They have an infra-red flash and run on rechargeable batteries. They can be used in or outside.
- Undertake good housekeeping. Piles of scrap will attract the wrong sort of interest!
- If things have to be stored outside, make it difficult to get at them, container roofs are a good place!
- Invest in decent padlocks!

And it is worth displaying warning signs, as most thieves will move onto an easier target. Our Crime prevention officer pointed out, that far from advertising where you keep the valuables, anyone

nosing around is there for a reason, and not a legal one! So the sign may deter them.

Suppliers:

- [Smartwater](#) (Chemical markers)
- [Selectadna](#) (Chemical markers)
- [Lock Shop Warehouse](#) (Deadbolts)
- [Welder John](#) (Lock Boxes)
- [Trail Cameras](#)

## MODERN LOCOMOTIVES ILLUSTRATED

The recent edition (207) of this popular magazine has featured First Generation DMU's, and should be of interest to readers. Whilst the collection of images is broad, interesting and includes several gems, the supporting information and captions leave something to be desired, containing a multitude of errors.

It is intended to release an amendments list in a future bulletin, which is being compiled at present by approximately four members of the association. If any knowledgeable readers wish to examine the magazine and offer their corrections to the amendments list, please get in contact

with the editor (details on the last page).

## TIME TRAVELLER

### Green Era

[Class 101 - Dalmeny](#)

[E&G - Saughton](#)

[Class 119 - 1961](#)

[Class 116 - Brixham - 11/5/63](#)

### Blue Era

[Class 101 - Carnforth - 7/5/73](#)

[Class 108 - Lancaster](#)

[Class 104 - Llanwrst - 7/84](#)

### Blue/Grey & Later

[Class 120 - Trent Junction - 2/8/81](#)

[Class 128 - Clay Cross - 7/5/87](#)

[Class 101 - Stockport - 6/8/94](#)

## WANTED

DMU set for Poulton & Wyre Railway Society (Blackpool area) - Contact [Eddie Fisher](#) (Chairman)

## FOR SALE

Class 117 DMBS 51363. This is near complete but still requires substantial work to restore. Alternatively it would be a good source of supplies. Located at the Wensleydale Railway. Contact [FSDG](#).

Class 117 spares. Two bogies with good tyres on the wheel sets. One Leyland 680 engine. Motor starter ring and pinion. Two header tanks. Two radiators. One speedo unit. One Freewheel unit. Four doors. Several glass windows. Located at the Wensleydale Railway. Contact [FSDG](#).

## GALLERY



*Class 100 51118 at Swanwick Junction, 3/5/14 (B.Battersby)*



*Class 115 59740 under conversion to a bar car at Staverton, 26/4/14*



*RB004 at Whitrope (D.Shell)*



*W55006 at Wirksworth leads a 6-car formation, 8/5/14 (L.Gration)*



*Class 101 51499 at Thuxton, 5/5/14 (D.Orr)*



*51189 arrives into Oakworth with a Service to Keighley, 11/5/14 (J.Horrell)*



*M79900 leads no less than three single units at Duffield, 12/5/14 (O.Hodgkinson)*



*Class 109 E56171 waits at Carrog, 17/5/14 (J.Joyce)*



*Class 100 56317 stored at Whitwell station, 25/5/14*



*Class 117 Sc51402 at Aviemore shed, 30/5/14 (B.Faulkner)*



*GWR 22 at Didcot Railway Centre prior to running on the "Branch", 26/5/14 (M.Callaghan)*



*The GWSR's Class 117 at Winchcombe, 5/6/14 (N.Jones)*





*Class 101 E56062 at Weybourne, 6/6/14*



*M50528 during the Llangollen Railcar Gala, 22/6/14 (R.Hargreaves)*



*The unusual Drewry "railbus" at Middleton Park, 7/6/14 (I.Dobson)*



*50160 visiting the Llangollen Railcar Gala, 22/6/14 (R.Hargreaves)*



*Class 122 E55012 at Wolsingham, 28/6/14 (I.Dobson)*

## **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
- 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](mailto:railcar@live.co.uk) but no later than August 30th for Issue 125 (due out September)

*Back Cover: Class 109 coupled to Class 101 for the first time in preservation at the Llangollen Gala (R.Hargreaves)*



