

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 129* Apologies for the late release, time to put things together always seems to be at a premium... All of the usual news and features are included, however of particular note is the announcement that Class 122 W55006 will be this year's visitor at the Llangollen Railway's Railcar Gala, and I hope to see many readers there!

Chris Moxon

*On the subject of 129's - anyone fancy making one by grafting a class 108 underframe onto a Mark 1 BG body? No, didn't think so!

NEWS

Wensleydale Railway: Unrestored Class 117 DMBS 51353 has been sold to a local community group who will use it for "activities" with the facility to move the vehicle to different stations along the line being available.

North Norfolk Railway: Much the same situation as last issue. Class 101 M51192/M56352 is currently operating all services (now 6 days a week) successfully with the other set still split

in half. Powercar E51228 is still stored, no progress having been made on its replacement bogies. E56062 is also still stored, loitering outside the shed doors of the Carriage & Wagon shed waiting for a slot inside to be repainted to match E51228. Class 104 M56182 is locked away also awaiting space, this time in the yard, but its restoration still progresses on "removable items" (see restoration section).

Llangollen Railway: Class 104 M50454/M50528 has seen some remedial interior work with the centre saloon of M50454 upgraded with new seats and powder coated frames. A heavy clean of the floor plus a repaint and revarnish as required completed the work.

Class 108 M51907/M54490 is now in the workshop for a repaint after covering many of the services at the start of the year.

Class 127/108 M51618/M56223 has seen steady work to upgrade the interior. M51618 has been fitted with refurbished cab and guard's van seats.

Midland Railway Butterley: Class 141

141113 has seen much use recently. Replacement cab fans and one fan in a roof pod have been fitted, a fault in one of the external heaters sorted and new batteries fitted to one of the positions on one car.

All of the above has been in addition to the usual exams and servicing!

MAINLINE NEWS

The major mainline news is the sale of 121032 into preservation, after a period of storage at Chiltern Railways. The unit was sent during April, in multiple with 55034 and the Class 117 Water Cannon Unit, from Aylesbury to Tyseley.



Whilst 55032 will be moved onwards (presumably by road), 55034 is

believed to be staying at Tyseley for an overhaul, whilst rumours abound on the fate of the Water Cannon Unit, with talks circulating of a sale and possible scrapping or even preservation in the West Country...

(Many thanks to Mark Miller for providing the image of the cavalcade at Leamington Spa during a pathing stop)

RESTORATION NEWS

101657: Restoration of the severed cab has started and the cab is now upright for the first time in over ten years! The redundant NRN equipment and wiring has been removed. Panelling above the window and ceiling, damaged when the cab was checked for asbestos, have been removed. The destination blind box being has also gone to allow access. Fortunately enough fragments remained to allow patterns to be pieced together. The wooden framing behind the panels is in poor condition, many pieces having rotted away, as are the timber surrounds to the windscreens. These have been carefully removed and copies have been ordered from a local joinery manufacturer. The cover to the handbrake linkage was found to be very fragile, and a new one is being

fabricated.



Class 100 56097: There's more rot than body on this one and it's probably the worst example of a DMU that's ever been restored! Recently the integral lower frame on the rear third of the secondman's side has been repaired/renewed. The box frame for the same area is renewed. Both rear body pillars have been removed and refabricated

from scratch and we are just starting to fit the body cladding to the rear section.



Class 101 51434: Work at the Mid Norfolk railway has mostly centred on 51434; gutter-line work now completed with the first blue and grey undercoat planned next week. Cab warning yellow has already been applied but needs a mild 240-grit rub down to take out many many ridges, and at least one more coat before attempting a first gloss coat of warning yellow. The vehicle is due to move out of the bay platform in 2-3 weeks to the next space along which means all high work needs to be done, and heavy things like doors changed before the team lose the benefit of working against a platform edge.

Class 104 56182: Work on the myriad of interior components slogs on... This time, it is the 16 saloon lighting fittings which have seen attention, they are currently dismantled, their frames being repaired/repainted and their glasses cleaned. The “faces” of the gear/throttle controllers have been sprayed and await reassembly. The stripping and re-vernishing of the cab-to-saloon door and toilet door is also now progressing. Meanwhile the vehicle itself is till stored awaiting space in the yard.



Class 105 56456: At Llangollen, rewiring work progresses in the cab centred round the re-siting of the AWS equipment. Trial fit of woodwork in cab is complete. All the wood supports and framing for the luggage racks is now made and awaits fitting.

Class 108 56270: Apologies last issue for the typo, 56271 is the East Somerset 108 trailer, 56270 is the Mid Norfolk example. Close neighbours in number but certainly not in location! All saloon window wood work has been removed from the driver's side but bizarrely this is much worse condition than the side that was exposed to water! It looks like most of it will be renewed, although some pieces are already cleaning up. A coat of Deep Mahogany wood stain, followed by two coats (rubbed down in between) of yacht varnish is bringing the wood back to life. Also expected is the arrival of window rubber for this vehicle any time soon...which will help fill the second-man's side gaps before the autumn/winter arrives and help avoid any further degradation. The sliding gangway door – or what's left of it – has been removed. The wood-effect laminate has been recovered for re-use when a new frame is ordered from a local joinery company. Next job will probably be the removal of the fluorescent lighting trays and associated wood supports so releasing all dirty insulation from the roof void, and giving it a good wipe down, and internal repairs as necessary.

MOVEMENTS

Class 100 E56317 has moved from the **Whitwell & Reepham Railway** to **Allelys Haulage Yard** recently, its future uncertain...

Class 104 M59137 moved from the **Churnet Valley Railway** to the **East Lancashire Railway** on the 16th April. The centre car moves to join powercars M50455 and M50517 which made the same move last November, and is part of a wider move to clear DMU stock from the CVR.

Class 108 51572 has moved from the **Stainmore Railway** back to its previous home the **Wensleydale Railway** where it will receive work and join the operational fleet in a hybrid formation.

Class 108 M56208 moved from the **Severn Valley Railway** on the 16th April to **Peak Rail** for contract bodywork and a full repaint. It is expected to return to the SVR upon completion of the work.

TIME TRAVELLER

Green Era

[Class 101 - Rugeley Town - 7/63](#)

[Class 101 E51430 - Huddersfield - 9/7/1968](#)

Blue Era

[Class 116 - Hagley - 1973](#)

[Class 114 E56014 - Derby - 8/73](#)

[Class 105 - Spalding Town – 24/4/76](#)

[Class 104 M53444 - Manchester Victoria - 9/4/1988](#)

Blue/Grey & Later

[Class 108 - Kiveton - 3/7/85](#)

[Class 101 - Halifax - 7/5/87](#)

[Class 141 - Heaton lodge - 9/5/87](#)

[Class 114/1 - Harlech - 25/7/96](#)

CLASS 129 IMAGES

Blue Era

[M55999 - Crewe - 8/67](#)

[M55997 - Newton Heath - 10/4/71](#)

[M55997 - Gobowen - 25/2/1973](#)

RAILCAR GALA

JUNE 20th & 21st 2015

Exclusive Opportunities

- Class 122 Bubble Car 55006 visiting from the Ecclesbourne Valley Railway
- Friday Night Photography Event
- Driver Experience Trips Saturday Night
 - Saturday Evening BBQ / Fish & Chip Special



Fares for unlimited travel

	Fares	In Advance
Adult	£25	£23
Senior (65+)	£22	£20
Child (3-15)	£16	£12
Family	£60	£50



Intensive Service

- Trains Every 30 Minutes to Carrog
- Trains Every 60 Minutes to Corwen East
 - Five Classes of DMU
 - Stunning Dee Valley Scenery
- See How The DMU Revolution Shaped The Modern Railway.



For More Information Visit www.llangollenrailcars.com

All units and events subject to availability, Llangollen Railway reserves the right to cancel or amend any details.

[M55998 - Cohens Kettering - 1977](#)

[M55999 - Derby - 14/8/76](#)

Later

[Hydra - Etwall - 8/84](#)

[Hydra - Derby - 1985](#)

[Hydra - Undated](#)

[Hydra - Undated](#)



Two steel faced doors, free to a good home before they go in the skip! Unknown origin, but presumed to be Southern Region unit based on the "Southern" internal signage. Call Chris Bull on 07810153567 if interested.

FOR SALE

Two aspect route indicator blind, complete with mechanism, roller blinds and faceplate. Will be sold to the highest bidder anybody offers. Call Chris Bull on 07810153567 if interested.



GALLERY



Class 108 centre car E59387 rests at Norchard, 24/1/15. (R.Moxon)



Previously a very inactive vehicle, Class 117 51354, is seen at Peak Rail for its first major restoration work, and has already been partly re-liveried into green, 19/4/15. (B.Cuttell)



Previously a very inactive vehicle, Class 117 51396, is seen at Peak Rail for its first major restoration work, 12/4/15. (B.Cuttell)



Class 110 E59701 in the spring sunshine at Cheddleton, 1/3/15.



Class 104 M59137 in the spring sunshine at Cheddleton, 1/3/15.



Stabled at Mangapps Railway Museum is Class 117 51381 4/4/15.



Class 101 51499/51226 shunting at Dereham during their diesel gala, 28/3/15.

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 June 29th for Issue 130 (due out July)

