

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 130. As the last of the traditional (unmodified) First Generation designs was the Class 129, we now depart from the tradition of having a picture of the relevant class on the front cover (for example, a Class 129 parcel car on the front of bulletin number 129). Future practice will be to just have a pleasing image on the front, which may be a historic example from mainline days, but will probably mainly be examples of units in preservation to reflect the main contents of the bulletin. We will also be discontinuing the feature of (for example) the ten Class 129 images in issue 129. However the Time Traveller feature remains for those who enjoy seeing the images of DMU's in times past.

I personally really enjoyed the Llangollen Railcar Gala starring the Ecclesbourne Valley's Class 122 W55006. This was an old favourite, having visited several other lines in its preservation career for events, and we are always reminded just how fun these single units are!

We hope to include final details of the convention, to be held at the

Ecclesbourne Valley, in the next edition of the bulletin. In the meantime, there is plenty going on in the restoration world and plenty of Railcar activity to be enjoyed!

Chris Moxon

NEWS

North Norfolk Railway: The old faithful Met-Camm M51192/M56352 keeps rolling up and down in near daily service, one feature that has transformed the unit slightly has been the fitting of a (false) route indicator box onto the front of M51192, replacing the (some would say evil) 1990's hi-intensity headlight and returning the cab end to its historically accurate appearance for the 1960's green livery it currently carries (see the front cover for a picture).

There has been both steps forward and backwards with the other Class 101 set, E51228/E56062. The latter entered Carriage & Wagon in June and has seen a rapid programme of bodywork repairs and filler replacement, closely followed up with a repaint. E56062 is currently still in the workshops, sitting in green gloss and awaiting lining and



lettering. Sadly, powercar E51228 has fared less well. Two replacement bogies, salvaged from set L835 at Swanage, arrived and were to provide the salvation for the original scrap wheelsets on E51228 that were preventing it from returning to service. Alas, there has been a mix up and the two bogies from L835 with serviceable wheelsets had been cut up and the two scrap bogies sent to the NNR by mistake. More serious rethinking of how to return E51228 to traffic is now being done... Meanwhile, the vehicle itself is still in storage undercover with a fresh paintjob and fully restored interior!

Great Central Railway: Now that Class 111 centre car E59575 has settled down in traffic, progress has turned to the original 2 coaches that have now

been in service for approximately 10 years. Driving Motor Brake Second, E51427, has therefore been removed from the operating three car set and sent to Peak Rail for contract repairs and a repaint (pictured below). Meanwhile, the set remains at full strength as E51427 has been replaced temporarily by “spare” powercar E50266 in service.



MAINLINE NEWS

All three cars of the Class 117 Water Jetting Train (mentioned last issue) have been quickly preserved. The two driving vehicles (51371 & 51413) are now owned by the DPR Carriage Group whilst the powered “centre car” (51375) has been moved to the Chinnor & Princes Risborough Railway to become a mobile workshop.

Meanwhile passenger Class 121 55020 continues to provide passenger services for Chiltern Railways.

Ex Chiltern Class 121 55032 has moved to its new home at the Wensleydale Railway and it has already entered service there!

The second Chiltern passenger unit, Class 121 55034, is currently at Tyseley for overhaul work, and was on display at their recent open day.

RESTORATION NEWS

W&M Railbus 79963: 79963 at Chappel has seen much progress on the interior of the No 2 end with the completion of the ceiling panels and cab desk rebuild, plus new rubbers fitted to the drop lights for which new leather straps have been procured. Meanwhile the previously untouched No 1 end becomes the focus of attention, where replacement of corroded panel work enables the reinstallation of the cab windows and rebuilt marker lamp assemblies to progress.

Class 104 50455: At the East Lancs Railway the DMBS of the Class 104 set has been moved indoors for the long awaited cab rebuild, bodywork and repaint to be undertaken. So far, great progress has been made taking



windows, exhausts, door handles etc off the vehicle to allow access for new metalwork to be welded in, failed filler to be ground out and primer applied. The cab roof dome has also been removed to reveal a horribly rotten cab structure underneath! The vehicle is certainly at the “patchwork quilt” stage at present but is certainly heading in the right direction!

Class 104 56182: With the vehicle itself still in store at the North Norfolk, components continue to be the centre of attention. The gear controller has now been fully completed and reassembled (pictured) which has been quite a “nice” piece to see finished. Also completed are the four jumper cables which have been shot blasted and repainted as well as being electrically tested and proven sound. One jumper required dismantling and rotating 90



degrees as Railpart had put it together incorrectly. Work on the four interior varnished doors also progresses, with one now fully completed, two almost ready (just awaiting some transfers to be ordered) and the final, fourth, door about half way there.

MOVEMENTS

Class 101 E51427 has moved from the **Great Central Railway** to **Peak Rail** for contract bodywork and a full repaint. It is expected to return to the GCR upon completion of the work.

Class 101 56347 has been sold and moved from **Bressingham Gardens** to the **Foxfield Railway** on the 24th June. It is to continue its old role as loco hauled stock.



Class 122 W55006 moved from the **Ecclesbourne Valley Railway** to the **Llangollen Railway** for their Railcar Gala in June. As it was only in public service for one weekend only, the vehicle was returned back to the EVR later the same month!



TIME TRAVELLER

Green Era

[Derby LW - Watford Junction - 14/5/66](#)

[Derby LW M79663 - Oxford - 30/7/66](#)

Blue Era

[Class 108 - Penistone - 9/7/68](#)

[Class 116 - Tamworth - 1978](#)

[Class 104 M53432 - Hunts Cross - 18/2/84](#)

[Class 127 - East Hyde](#)

Blue/Grey & Later

[Class 108 - Moss Bay - 5/83](#)

[Class 110 - Sheffield - 7/4/84](#)

[Class 108 - Crewe - 1987](#)

[142004 - Sowerby Bridge - 8/5/87](#)

WANTED

Owners of Leyland Albion 900 series engines, as fitted to some DMU's. Pete Martin (of the East Anglian Railway Museum) has a problem with a variant of this engine fitted to a tram loco and wants to make contact with anybody who has experience of these engines to discuss parts commonality. This will aid the repair of their engine which has recently failed. Contact Pete on 07753122063.

Class 117 (heavyweight) wheelsets, for

use on the mainline registration of the Swanage Railway's Class 117 3-car set. Contact Mick Stone on 07956023197 if you can help source some.

- Requests for information
- News & images of recent DMU activity
- Anything that may be of interest to readers

FORTHCOMING EVENTS

September 25th-27th - Ecclesbourne Valley Railway - Annual TRA Convention

October 17th & 18th - Mid Norfolk Railway - Multiple Units & Classic Transport Weekend

Feel free to send submissions at any time to railcar@live.co.uk but no later than August 30th for Issue 131 (due out September)

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.



GALLERY



Class 119 W51073 in use as hauled stock at Duffield during June (C.Moxon)



Class 117 W51405 arriving at Winchcombe, 5/7/15 (S.Thomas)



Class 121 55031 now preserved at Wirksworth to become a stores vehicle (C.Moxon)



Class 122 W55006 at Berwyn on a photo charter, 19/6/15 (K.Harper)



Olive and W&M Railbus E79962 undergoing work at Ingrow, 27/6/15 (A.Fowles)



Thought to be Class 108 M56224 in service at Keith, 6/6/15 (N.Ferguson-Lee)



Class 101 50338/50222 shunting at the Barry Tourist Railway, 29/6/15 (A.Stenning)



Class 101 M56352/M51192 departs Weybourne, 15/6/15 (F.Richards)



Class 101 50256/56343 leads Class 108 51562 at Shepherdswell, 21/6/15 (S.Potter)



Class 121 55029 damaged by fire, 25/5/15 (D.West)



Class 108 M52064 stabled at Bewdley's "rock siding", 22/6/15 (K.Gale)



Class 115 M51677 at Kingsbury nearing the end... 19/5/15 (I.Heighway)