

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 136. It's been a busy few months with the Ecclesbourne Valley and Llangollen Railways both holding their annual galas. Sadly I was unable to attend either due to other commitments but will hopefully be present at the annual convention in September.

Chris Moxon

NEWS

Colne Valley Railway: Class 121 55033 has had new lino fitted.



Ecclesbourne Valley Railway: The Railway has won a maximum-value award of £74,500 in a Heritage and Community Rail Tourism Innovation competition alongside sixteen other projects nationally. The winning bid was based upon the fleet of DMU's. The "Heritage Railcar Experience" will allow the railway to expand its restoration facilities while introducing an additional dimension in the form of a visitor centre with interpretation displays and access to the workshops.

Strathspey Railway: Class 117 SC51367/SC51402 will be operating on Sunday July 10th, departing Aviemore at 12:30 & 14:45.

RESTORATION NEWS

Class 101 51228 (North Norfolk): At long last good progress is being made on the vehicle's defective bogies which have kept it out of traffic for so long. One bogie is now inside the shed and has been fully stripped down to its component parts, each one being gauged and bushes replaced where necessary. The bogie frames and components were then cleaned down and fully repainted into black gloss. Reassembly is now underway. The

scrap sized wheelset has now returned from the South Devon Railway after being retyred, a first for a DMU in preservation. This will have to be turned down slightly to match its neighbours but should then be suitable for reuniting with the bogie.



Class 103 56160: Temporary lighting has been installed so that work can continue when the darker nights arrive. A quote has been obtained to blast clean the under frame, although this may be done in house. The ex-Immingham Class 101 vacuum reservoirs have been recovered from the depths of the storage container, cleaned, primed and undercoated. New mounting brackets and timber packing pieces have been made, based on photos supplied by the group.

Class 104 50455 (East Lancs): Primer

has now been applied to the whole of the vehicle with the exception of some areas still to be welded. Some smaller work has included repairs to door posts which had partially rotted away.



Class 104 56182 (North Norfolk): The two battery boxes have been removed and sent away for restoration off-site. Inside the First Class Saloon, all old paint has been needle-gunned from the inside and all rotten areas of framework and panelling removed. Welding repairs have been completed to the driver's



side and approximately half of the secondman's side, this includes the replacement of the many studs around the windows which hold the glass in place. The driver's side has also been repainted in bitumen and is now complete from a structural point of view. The internal bulkhead between the cab and First Class has been removed to facilitate repairs to the bodyside pillars nearby and also to the floor below the bulkhead which has rotted away! A temporary diversion of resources has been required due to an unforeseen opportunity arising. A very advantageous price had been agreed for some re-upholstery of seating on the basis that the seats were done when other work was low/non existent. This period has become available much earlier than we originally anticipated, so over the past few weeks the previous tasks on M56182 have been



temporarily halted and a concerted effort made to ready the cab and First Class seating for reupholstering. The First Class seats from stored Class 104 E50556 (currently at the Telford Steam Railway) are being used for M56182 and they were found to be in poor condition after years of water damage resting on the floor inside a vehicle with smashed windows. Approximately 50% of the wooden seating frames have had to be made from new timber using the originals as patterns, the other 50% requiring a great deal of restoration work repairing splits, water damage and plugging holes where retaining screws were no longer holding fast. Pleasingly, this task is now complete and we have a full saloon of First Class seating now dismantled, repaired, repainted and gathered for the new material to be fitted!

Class 108 50645 (Great Central Nottingham): Yet more careful and methodical work on the first engine rebuild has been done, with timing gears fitted and timed up as are the felt seals on the crank shaft DE. In addition, strip down, cleaning and checking of the compressor has started and the good news is that all appears in

reasonable shape with only new stainless discs needed for the inlet valves (which take all the hammer) and a dam good clean up. This first unit is slow going as we learn the engine and make tooling up to help do certain jobs e.g. removal of the pepper pot covers for the compressor inlet valves, liner removal and fitting jigs etc. Inside the shed, body work repairs continue with top hat and crash pillar replacement at

the corridor end and guttering being stripped of the final layers of paint.

Class 110 59701 (East Lancs): Work has focussed mainly on the front and rear saloons, with the bar removed and shortened in length. Rotten flooring has been replaced, the heater ducting cleaned up and then refitted. New lino has been fitted and seating is now in the process of being refitted. The lino

fitting has also allowed all four sliding doors to be returned to their rightful positions. The toilet has been refitted following cleaning and floor replacement. Externally, an overhauled vacuum cylinder has been refitted and several welding repairs done to the doors. Bodyside preparation for a repaint is also ongoing.

W&M Railbus 79963 (EARM): With completion of the repairs to the south end steelwork and floor panelling, attention has now focussed on the installation of replacement wooden internal floor panels and side panelling. The wooden cab partition, which was broken in several places has been blended back together and reinstalled, re-coloured and internal windows refitted with new rubbers. New engine coolant temperature sensors have been procured and await fitting into the underfloor pipework, with modification to the wiring planned in. Looking ahead, new plastic coach trim has been procured to the original green for the aluminium side-mouldings.



MAINLINE NEWS

121020 has been returned from Tyseley to Aylesbury after a F+ exam

and repaint.



MOVEMENTS

W&M Railbus 79960 moved from the **Ribble Steam Railway** to the **Llangollen Railway** during June to visit for their railcar gala, the vehicle moving back again a week later.



Class 104 set 50437 & 50494 moved from the Churnet Valley Railway to the East Lancashire Railway in May, which leaves the Churnet Valley with no railcars for the first time since 1992. This concludes the clearance of the Class 104 fleet from the CVR. 50437 & 50494 remain in storage and await their place in the restoration queue.

TIME TRAVELLER

Green Era

[Class 103 M50397 - Great bridge - 17/5/63](#)

[Class 118 W51305 - Lyme Regis - 1964](#)

Blue Era

[DLW M79612 - Old Oak Common - 11/12/76](#)

[Class 100 - Alderly Edge - 1982](#)

[Class 101 50164 - Whitby - 2/7/81](#)

[Class 105 50392 - Lidlington - 3/7/76](#)

Blue/Grey & Later

[Class 108 - Myholmroyd - 8/5/87](#)

[Class 115 51674 - Oakley Viaduct - 30/1/88](#)

[Class 116 50116 - Malago Vale - 14/9/85](#)

[142008 - Meathop - 25/5/91](#)

FOR SALE

Large Vacuum reservoir ex-117
Contact [Richard Thornton](#)

The Allocation History of BR Diesel Multiple Units (Part 2) has been published recently by Roger Harris, available from [Bill Hudson Books](#)

MULTIPLE MEMORIES GALA



E50253 arrives into Idrigehay (S Reilly)



E51505 stands at Duffield (S Reilly)



E53599 stands at Duffield (S Reilly)



M79900 rests at Wirksworth (S Reilly)

LLANGOLLEN RAILCAR GALA



M50528 approaches a damp Llangollen (M Cawood)



Class 108's M56223 & M54490 pass at Carrog (M Cawood)



M51618 stands at Llangollen (M Cawood)



Star visitor E79960 arrives into Llangollen (R Hargreaves)

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 August 30th for Issue 137 (due out September)



GALLERY



E50160 stands at Levisham, 19/6/16 (P Brentnall)



GWR Railcar 4 at NRM York, 5/6/16 (*B. Battersby*)



E51427 departs Loughborough, 19/6/16 (*B. Pollard*)



M51192 at Holt during a diesel gala (*C. Moxon*)



SC52006 departing Bitton, 12/3/16 (*P. Jones*)



E55012 at Broadwood, 23/5/16 (*I.Huws*)



A smart M56208 departs Bewdley, 25/6/16 (*T.Carwithen*)



56097 under restoration at Butterley, 23/5/16 (*I.Huws*)



M56492 bends its way through the forest, 5/6/16 (*C.Walker*)