

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 137. July and August has not seen any DMU specific events to keep us busy, however the combined efforts of providing railcars for our host railways during their busiest times and making use of the warm weather to progress overhaul projects has more than made up for things when it comes to filling up the weekends! In about two weeks time is the annual convention event at the Dean Forest Railway. This railway holds a special place in The Railcar Association's history as that was the venue for the very first "DMU Day" back in 1996. It was this "good idea" that evolved into the convention as we know it today. The Dean Forest Railway itself has more than doubled in length since 1996, and the resident DMU group have more than doubled their Class 108 fleet, so there is a great deal to see should anyone choose to visit having not done so since 1996. Hopefully the event shall be seeing a good turnout, fingers crossed for good weather and smooth running!

Chris Moxon

21ST ANNUAL RAILCAR CONVENTION

Friday 16th has been confirmed as Driver Experience day for delegates. Derby Lightweight "Iris" and one Class 108 set is available to TRA members. Iris will operate Norchard-Lydney and the 108 Norchard-Parkend in two separate sections. Please note that due to hiring restrictions ONLY qualified DMU drivers will be allowed to drive Iris and proof will be required.

The cost is as follows:

- £20 for one way drive on either section
- £35 for full one-way drive with both units
- £35 for return trip on a single section

Bookings are being taken by [Chris Bull](#) via E-mail. It will be on a first come, first served basis and if you are not arriving until a specific time, please state that time in your e-mail. Please also include any requests for a particular slot in the E-mail so efforts can be made to accommodate all.

Saturday 17th will include DMU running, using the Class 108 sets and

visiting Derby Lightweight "Iris". The day will also include the annual meeting in the Miners Arms at Whitecroft. Speakers so far include Roger Phelps (GM of the DFR) giving a talk on the DFR and how it has evolved over the years, Keiron Thorogood (Morris Oils) arranging a chemist to give a talk on oils and Bob Marrows finding some old colour photos of diesels and DMUs on the DFR. As always we openly welcome other contributors to the speakers chair...

On the Saturday night there will be a fish and chip supper which you will need to book through the shop at Norchard please.

Sunday 18th includes more DMU running, using the Class 108 sets and visiting Derby Lightweight "Iris", supplemented by a steam service.

A useful list of local accommodation is available to [download](#).

There are many options for eating during the event:

- DMU Buffet - we will be running a buffet on the DMU as usual offering rolls, sausage rolls, homemade cakes and tea/coffee

etc. All proceeds will go to the DMU Group and are immediately spent by our Chairman fixing and maintaining the units.

- The Cafe on Norchard Low Level Platform, offering hot and cold snacks, cakes and tea/coffee etc. All proceeds go to the FoDR.
- If you get off at Lydney Town and go up and down the High Street, there are various cafes dotted all along there and a take-away fish and chip shop. There are also a Chinese and I think Indian takeaway along there somewhere.
- If you get off at Whitecroft, there is The Miners Pub, which is where the Convention meeting will be held at 2 pm on the Saturday. You will be offered a discount voucher to use for drinks at the meeting and the Landlord has very kindly said you may then continue to use the voucher for the rest of the weekend.
- If you get off at Parkend, there are various options: around the triangular green there are, The Fountain Inn, keep on around and turn right at the end you will come to The Woodman Pub. If

you come out of Parkend Station and turn right just over the road you will see the Post Office, they sell various cakes etc. or there is a little cafe in there. If you turn left as you leave the station and walk along there you will see the Cycle Hire shop which also has a cafe which sells light snacks and ice creams.

NEWS

North Norfolk Railway: The operating Class 101 set M51192/M56352 has been out of service for three weeks of August, its duties being covered by mainline diesel locomotives. This has been to allow for M51192 to be taken into Carriage & Wagon for an emergency "cheap and cheerful" exterior freshen up. Originally the scope was to include a simple re-varnish, however it was quickly decided this



wasn't really possible, as the paint had degraded too far in the 10 years it has been since it was last painted. Rust holes were chipped out of the sides and treated then filled back up and primed. The whole vehicle was then undercoat and gloss painted in green, followed by final lining and lettering. Roof vents have been re-sealed followed by loose paint removal and then repainting all over. The opportunity has been taken to remove the 1980's NRN radio pod. The set is required back in traffic for September/October/November so M51192 was quickly out-shopped at the start of September before M56352 hopefully comes in for the same treatment in December/January.

Llangollen Railway: All the operational units have been very busy running normal services as well as additional events such as Thomas and Peppa Pig, often working in multiple.

Work has started on the overhaul of the Wickham unit which is receiving its first repaint since it was restored 11 years ago. Some rubbing down has now been done and some of the mechanical jobs are being tackled at the same time. The unit is having an 'M-Exam' as well as a

bogie lift and repaint and is due to be back in service by March next year.



RESTORATION NEWS

Class 100 51118 (Midland Railway): Repairs to the gutters and roof edges have now been completed and all the dummy rivets have been installed along the roof edge. The floor in the front saloon is now completely removed, the interior walls and jacking points are complete and painted, the old door tread plates have been removed and all the doors on the driver's side have been refitted and correctly 'gapped'. The floor of the guard's van has been ripped out to reveal some pretty awful previous repairs, a lot of rust and a great deal of fresh air. A new floor will have to be fitted. Some of the



remaining windows on the secondman's side have been removed.

Class 100 56097 (Midland Railway): has seen a continuation of work on the ceilings with the removal of hundreds of surplus screws and nails left over from when the previous ceiling panels were torn down. The old jumper cable boxes have been removed and an assessment made of the wiring that will be required. Further wiring work has



taken place in the cab. Work has started on pulling out the heater trunking and laying it out in the positions where it will be fitted. The trunking is the original which should be able to be used again.

Class 104 50455 (East Lancs): Work on welding and door pillar repairs continues, and is now fairly advanced along the bodysides. The largest section, the replacement cab, is now just being tackled. The first BR blue paint has also now been applied, on the window frames!

Class 104 56182 (North Norfolk): Steelwork around the First Class saloon has dominated progress. A rotten section of roof just where the fibreglass roof dome has had to be chopped out and replaced, complete with framework. This has now been renewed, as has the structure above the secondman's door which had nearly disintegrated! Some structural pillars are currently in the process of manufacturing, and it is hoped that the cab front rebuild can progress at a faster rate once these parts arrive.

Class 101 51228 (North Norfolk): One of the power bogies is now complete

and reassembled ready for refitting. Two turned wheelsets have been married back up to a fully repainted bogie frame with associated brake gear and overhauled vacuum cylinder. The second bogie will now be reassembled, this is the one that will include the re-tyred powered axle reported in Issue 136.

Class 108 51914 (Dean Forest): Work has progressed well on M51914, external painting was done under contract by Western Steam Engineering. The internal cab and front saloon rebuild work has needed a huge amount of detailed work to rebuild it. Some new items have had to be sourced, again this has taken a lot of time and effort to find suitable parts and materials. At the time of writing there was still a lot of work required to return this vehicle to service.



Class 121 55029 (Rushden): 55029 is receiving some partitions which were originally removed during its departmental conversion. Another piece in the puzzle to return it to a passenger carrying vehicle once again.



MOVEMENTS

Class 127 M51616/M51622 is expected to be moving shortly from the **Great Central Railway to Peak Rail** where some overhaul work will be undertaken. It is understood that a change in ownership has occurred and that the set will not be returning to the GCR.

TIME TRAVELLER

Green Era

[DLW – Newcastle Central – 1957](#)

[Class 101 – Ashton – 6/64](#)

[Class 104 – Cottam – 24/8/61](#)

Blue Era

[Class 103 – Chester – 7/9/73](#)

[Class 114 – Rotherham – 6/9/77](#)

[Class 116 Interior – Barking](#)

Blue/Grey & Later

[Class 108 53939 – Bristol TM – 5/92](#)

[Class 101 101730 – North Berwick](#)

[Class 101 53164 – Llandudno Junction
– 2/9/94](#)

FOR SALE

We have had some transfers made up by FOX transfers of Leicester. These were for the recent repaint on our 108 DMU vehicles. We have had a few extras made and so these are now offered for sale to other groups at £12.50 each plus postage. Or better still, you can pick up from The Dean Forest Railway when you come to The Railcar Association meeting in September.



WANTED

The Spa Valley Railway, based in Royal Tunbridge Wells, Kent, is actively seeking to hire a DMMU power car from February to late October 2017. This is to cover for an unplanned shortage of our own DEMU 'Thumper' unit. Currently our railway operates for 5 1/4 miles between Tunbridge Wells West in Kent to Eridge in East Sussex, the final mile of the route operating parallel to the national

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rail network, quite a unique attraction. We are already home to a Class 101 Trailer Car (56408) and the idea would be to pair the hired in power car with our own 101 trailer. The period of hire would include several operating day throughout the year, primarily during school holidays, which were originally allocated to our DEMU. It is our 20th anniversary since the line re-opened during 2017 and a visiting unit would also play part with these all year round celebrations. We are lucky to already have people trained and competent to operate DMMUs from other railways and have in the past operated a Class 115 unit paired with our 101. Should a visit be possible, the operational period of a visiting DMMU would commence over the weekend of 4th & 5th February and extend through the end of October (28th & 29th).

Contact [Jonnie Wesson](mailto:Jonnie.Wesson)

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 October 30th for Issue 138 (due out November).

GALLERY



50266 operates the first DMU service to Mountsorrell, 4/8/16
(B Pollard)



51907 leads a 4-car at Glyndyfrdwy, 3/7/16 (B.Battersby)



W55000 stabled at Buckfastleigh, 23/4/16 (R.Moxon)



56347 stabled at the Foxfield Railway (R.Hargreaves)



M51914 arrives into Bewdley, 3/7/16 (R.Palmer)