

# ***The Railcar Association News Bulletin***



## EDITORIAL

Welcome to Issue 138. Unfortunately due to less than ideal personnel circumstances this issue of the bulletin quite late. I apologise and the next edition should hopefully be more on-time. It was great to see everybody at the annual convention at the Dean Forest during September, our thanks go to the team there for putting on such a good show. The effort that goes into these events behind the scenes is huge! We hope to include a full report of the weekend in due course.

*Chris Moxon*

## NEWS

**East Lancashire Railway:** Due to a lack of available DMU sets, the DMU day on Sat Nov 5th had to be unfortunately cancelled. However the Class 117 (with 110 centre car) was in service throughout the day. The current work on both the Class 121 trailer "Squeek" and 104 power twin were both proving more involved than first envisaged, therefore leaving those vehicles unavailable. The class 122 "Bubble" was also out of traffic as a result of the starter motor brackets on one engine being found to have

sheared off the week before the event, which will require the affected engine to be removed to enable a repair. The railway apologise for having to cancel the DMU day this year, but look forward to 2017 when they will be hosting the annual convention and are therefore planning 'a bit of a special do'!

**Great Central Railway:** The bodywork repairs and repaint to Class 101 50321 have now been completed. This has allowed the Class 101 3-car set to be returned to its proper formation (51427+59575+50321) and all three vehicles look smart once again. The substitute vehicle, 50266, has now returned to its former role as the maintenance back-up. With all these vehicles in a healthy position, the group has been able to turn its attention to a new restoration project (see Restoration News).

**Midland Railway Butterley:** The Class 127 is currently stopped due to suspected wheel flats on M51591, investigation as to the cause ongoing, but was used as hauled stock when the problem was noticed. The set is currently out of service.

**North Yorkshire Moors Railway:** For those that are interested, the Class 101 DMU is booked to be running on the "blue" timetable on 5/6 November, 27 December - 1st January & 18-26 February 2017. Pickering dep 11.00 and 14.00. Grosmont dep 12.30 and 15.30

**Regional Railways Society:** The Society has launched two A3 Poster Prints of an original painting by Ian Walmsley. 150 of each design have been produced and funds raised through the sale of them will go to helping the Society establish and reach its aims. Only £5 each. Direct payment or donations can be made through [paypal](#) or visit the [Online Shop](#).



Adverse Weather  
Original painting by Ian Walmsley, reproduced with permission by Regional Railways Society  
[www.regionalrailways.org](http://www.regionalrailways.org)

## RESTORATION NEWS

### **Class 100 56097 (Midland Railway):**

The vehicle had its cast jumper boxes damaged at some point and so it was decided to replace them with new ones; they've been laser cut from steel and then welded together. The restoration group have asked the fabricator to retain the drawings so he can make some more in the future for anyone in the movement who needs them.



**Class 101 50203 (Great Central):** This vehicle has recently been extracted from storage and has been cleaned down externally so that a full assessment can be made on what body repairs are required during its full restoration. This vehicle has been at the front of the restoration queue since

the unique Class 111 buffet was completed, and it is anticipated that once 50203 is completed it will run with Class 101 50266 (currently an operational spare) as a second Class 101 set for the railway, which has been an aspiration since the vehicles were acquired back in 2003.



**Class 101 51228 (North Norfolk):** The second power bogie continued to be readied for reassembly. Lots of needle gunning and painting has been undertaken plus some issues with bearing shims for the affected bogie have also had to be attended to. The team are currently working towards reassembling the vehicle for use during the 2017 season.

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):** Whilst preparing the cab front for replacement steel, two badly corroded pillars on the cab doors were discovered and have





now been replaced by reclaimed examples from scrapped Class 104 vehicles that met their demise in 1995! However the main focus has been the front end itself which has seen rapid progress with all of the framework replaced and the new steel skin welded into position on the front. Even the fibreglass dome has had a dry fit back into position to see if it marries up with the new steel.

**Class 104 56182 (North Norfolk):** The focus continues to be on steelwork replacement. A large section under the window in the first class section which required both frame and skin replacing has now been completed. Some formed sections arrived on site during early September which allowed the cab framework repairs to also start in earnest. Both door pillars for the secondman's door have been fully replaced and the gutter is being readied for refitting above this doorway. The front end itself has seen the rotten skin taken off the secondman's and centre sections. The framework has been cut out of these areas where required and replacement sections are in the process of being welded in. So far, the secondman's side is complete with the

middle section currently being tackled. New studs to hold the windscreens in place are also being welded into the framework. Once repairs are complete the framework is coated in anti-rust paint to await the fitting of the new skin (similar to that on 50455 – see above) in the future.



**Class 114 50019 (Midland Railway):** E50019 has been moved into the shed to allow the brake van floor to be replaced, this will be a winter project.

**Class 114 56006 (Midland Railway):** E56006 is now being worked on, with a view to being completely finished within a couple of months. The toilet has received a new vinyl tile floor, and replacement plumbing as necessary to

remove the hot water tank and associated wiring. The cab desk is progressively being stripped and sanded back, new control panels, switches and repairs to the window frames are all happening. New lino has been ordered for the cab.

**Class 121 55027 (Ecclesbourne Valley):** Former Severn Tunnel 'Bubble' 977975 has been nominated for a grant award by Aviva. The money would really help to finish off the restoration. The restoration group are asking as many of you as possible to [visit the website and cast your votes!](#) Meanwhile restoration on the vehicle itself continues with the dome now refitted following cab bodywork repairs.



## MOVEMENTS

**Class 101 50321** has been returned to the Great Central Railway from Peak

Rail following contract repairs and a repaint. 50321 rejoins the railway's 3-car set operating with 59575 & 51427.

Although not yet confirmed as having been officially "preserved", Sandite/Route Learner unit 960014 (**ex Class 121 55022**) has been moved from Tyseley (where it had been stored and for sale) to Southall. The new owner is allegedly Jeremy Hoskins but more official information to confirm this is still awaited. It remains to be seen whether this vehicle continues its career on the mainline or if it follows previous departmental vehicles into preservation.



**Class 121 55025** has been preserved by the North Somerset Railway and moved into storage at Long Marston during October. The vehicle has been heavily stripped of components and will be a big challenge to return to service.

## TIME TRAVELLER

### Green Era

[DLW M79122 – Preston – 23/8/67](#)

[Class 101](#)

[Class 105 – Kirkham & Wesham – 1967](#)

[Class 115 – Leicester Central – 3/9/66](#)

### Blue Era

[Various – Southall – 1972](#)

[Class 114 – Radcliffe on Trent – 2/79](#)

[Class 127 – London St Pancras](#)

### Blue/Grey & Later

[Class 117 W51410 – Bristol TM – 5/85](#)

[Class 119 W51102 – Exeter St Davids – 6/85](#)

[Class 144 144012 – Hatfield & Stainforth](#)

## 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 December 30th for Issue 139 (due out January).

## GALLERY



E50253/E51505 stand at Duffield, 24/9/16 (C.Walker)



W51360 stabled at Toddington, 18/9/16 (L.Gration)



E50619 on Thomas duty at Norchard 28/10/16 (C.Walker)



W51859 at Minehead, 22/10/16 (H.Allum)





An alternative view of M51618 at Llangollen Goods Junction 23/10/16 (K.Latham)



Two views of M79900 at Norchard during the September Railcar Convention, (C.Walker & K.Dowd)

