

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 139, which incidentally is the class number for the "Parry People Movers" which now ply the Stourbridge Town branch line. Whilst I'm sure many readers will condemn these tram-like vehicles, preferring the days when the first Generation Class 122 single units ran the service, they have settled into regular service reliably after a troubled birth and testing period between 2002 and 2009. This story has several parallels with the introduction of our own 1950's railcars, slammed for their use of bus technology and the negative connotations associated with the replacement of steam and locomotive hauled services. The reason for this particular rambling is that for some time now The Railcar Association has been considering where it's remit begins and more importantly, where it ends. Should it be a rolling programme that includes every Class of DMU produced as it enters preservation? Or should it have a "cut off point" and exclude entry of more recent units and stick with the First Generation types?

Some years ago it was agreed amongst members that Second Generation

DMU's were indeed to be given a place within The Railcar Association, but as a subsidiary operation with the main focus remaining on the 1954-1963 period. The results of this decision became the inclusion of the Prototype LEV units and early Pacers (140/141) on the Preserved Railcars website and within the Association's standard maintenance procedures used on many heritage lines. I can say that this approach, so far, has been perfectly satisfactory. As the Class 142's and early sprinters approach the end of their working lives this section of activity will doubtlessly increase. A decision has yet to be made however as to where to stop including vehicles. Should the Parry People Mover have a place here should one or more be preserved?

My own personal view is that we have always prided ourselves in specialising and sharing relevant knowledge applicable to the units we operate. As the sphere gets bigger, this specialism is spread over more and more types with more modern and complex systems and will therefore eventually be spread too thinly and be eroded. As the First Generation DMU's were a product of British Railways'

modernisation plan, perhaps the theme of "BR" should provide the bookends for what the Association covers? Second Generation units, as the direct descendants of the First Generation types, would be embraced as they enter preservation until the last designs under national ownership are withdrawn. Units more modern than this could then be left to another organisation who wishes to specialise in them. This last paragraph is just a suggestion, and may form the basis for a discussion at a future Association Convention as more of the Class 14X and 15X approach the end of their service lives.

Chris Moxon

NEWS

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

North Norfolk Railway: Class 101 set M51192/M56352 continued to operate all services through to the end of the

season. During December, M56352 was withdrawn from service for bodywork and a repaint, including the roof. This is now in progress. A replacement (leaking) vacuum pipe has also been fitted under the cab desk after causing trouble several years ago, after which it had been struggling on with only a temporary repair due to a lack of access.

North Yorkshire Moors Railway:

During 2016, DMU services on the NYMR have been provided with the Daisy Group's power cars 50164/50160 running with NYMR's trailer car 59539. This included some relatively high profile feeder services when the Flying Scotsman steam locomotive was in service in March. The MBS car has

been looking a little shabby as it is some years since it was last painted at Butterley. During the Summer, MBS 50164 was taken into the Carriage and Wagon workshop for a full repaint, along with internal repairs including cab floor covering, ceiling panel security, vestibule painting and a cab interior repaint. After completion of the MBS, the centre car also went into the works to have the roof repainted. The three car set was used over the "Wartime" weekend even though the war depicted pre-dated the Class 101 vehicles by over ten years. The unit has seen use over one weekend in November also on the line's Christmas / New Year timetable, and the improved paintwork has allowed the DMU to again look respectable alongside the steam fleet.



RESTORATION NEWS

Class 103 56160: Work has continued cleaning and painting the frames of 56160 whilst the floor is out.

Class 104 50455 (East Lancs): A lot of progress has been made on the cab in the last few weeks (although it may not seem like it to the untrained eye!). The aluminium windscreen frames have been checked for fit, the internal framework and roof dome supports have been painted, the fibreglass roof dome has had modifications to a previous repair and finally a start on filling prior to building up the paint!



Class 104 56182 (North Norfolk): The focus on M56182 at Weybourne continues to be on cab end bodywork. All three "sides" of the front have now been stripped of old panelwork, the

framework beneath repaired (replaced where necessary), and new studs for the window frames welded in. A small section of panelwork has also been added above the drivers door. Two sections of curved panelling have been cut out of the drivers side corner and will be the next items to fabricate and weld back in. A new framework to hold the 2-character route indicator box is also on order and will be fitted once materials arrive. Hopefully it will not be too long before M56182 gets its "face" back! The floor below the cab area was discovered to have risen badly out of shape and was preventing repaired sections of flooring to be fitted properly. The only solution was strip out more of the major vacuum and air pipes in the cab area and then stripping out the

wooden flooring before finally pulling up the aluminium corrugated floor to reveal the vehicle's frames below. The old rust and shale has been removed from the affected areas, and some conduit and framing has been similarly treated whilst access to them was good. The whole area has also been treated with "rust killer" primer. During colder night's, some individual components are also being worked on including the demister unit and the two front marker lights.

Class 110 51842 (East Lancs): Restoration on the new arrival has started immediately. Work has so far focused on the front end with the roof dome being removed and years of corrosion removed. Much replacement

framework and metal skin has been required around the front, which is still ongoing,. The bufferbeam has also been needle gunned. The roof vents have all been removed from the vehicle and prepared ready for resealing and refitting.

Class 110 59701 (East Lancs): The restoration work to the Class 110 centre car has been concluded after its repaint was finished in time for it to enter service in November, running initially in the Class 117 set. Without pause however, work on 59701's partner powercars has now commenced (see above).



Class 114 50019 (Midland Rly Butterley): The vehicle been moved into the shed to allow the brake van floor to be replaced, which will be the winter project for 2017.

Class 114 56006 (Midland Rly Butterley): The restoration is now back in action after a lull in progress, 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 55025 (Long Marston): Restoration work has started on 55025 with the exterior seeing some work and primer paint applied. Internally, all of the partitioning and equipment put in for its departmental role have been removed. The engine/generator was liberated from its mountings, but could not be removed initially due to the luggage doors having been removed and the sides plated over. Replacement

passenger doors have been obtained and are to be reinstated on the vehicle in due course as the restoration progresses.



PHOTO CHARTER

DMU Group West Midlands/30742 Charters are pleased to announce that plans for a Night Photography shoot at Bewdley Station are well advanced for Friday 24th February 2017.

This will use the five Class 108 vehicles owned by the DMU Group WM and based at Bewdley on the SVR. Full details are still being finalised but we expect the shoot to commence after the days SVR services at around 19:00hrs. The units will be separated into one three car formation and one two car

formation then posed for the shoot. We plan to use the north end of Bewdley station and all platforms. Any proceeds gained from the shoot will be donated to the DMU Group WM for the upkeep of our Class 108 Vehicles.

More details will be released as a when confirmed but we envisage that there will be spaces for 30 photographers on the night. Please Contact [Mark Miller](#) to register your interest for a space on the shoot.

MOVEMENTS

Class 101 50256/56343 has moved from the East Kent Railway to the Wensleydale Railway where it is proposed to return it to service (following mechanical issues) to add to



the Wensleydale's DMU fleet. The railway already has a Class 101 set but this has itself been withdrawn from service recently for repair work. Meanwhile the East Kent is re-organising its services and proposing to make more use of loco hauled stock following the 101's departure.

Class 110 51813/51842 has moved from the Wensleydale Railway back to its first preservation home the East Lancashire Railway, where the centre car for the set (59701) already resides. Both vehicles are out of traffic, and have been for some time, the rare unit with non standard engines seemingly being unsuited to the Wensleydale's



schedules. Overhaul work has already started on 51842 to return it to traffic in a similar manner to centre car 59701 during 2016.

TIME TRAVELLER

Green Era

[DLW – Ynys – 1964](#)

[Class 101 - Carlton & Netherfield – 20/5/64](#)

[Class 105 – Colne – 3/2/63](#)

[Class 113 – Cottam – 23/3/60](#)

Blue Era

[Class 101 – Wetheral – 15/9/78](#)

[Class 105 TDB977126 – Leeds Neville Hill – 5/9/86](#)

[Class 114 – Sheffield](#)

[Class 115 M51658 – London Marylebone – 7/75](#)

Blue/Grey & Later

[Class 101 - Bishop Auckland – 1984](#)

[Class 110 E52067 - Mytholmroyd - 16/10/86](#)

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 February 27th for Issue 140 (due out March).

GALLERY



SC51402 rests at AViemore shed, 6/11/16 (B.Faulkner)



55032 leads a mixed formation at Leeming Bar, 22/6/16 (A.Lomax)



W55740 in static use, Staverton, 5/9/16 (C.Moxon)