

The Railcar Association News Bulletin



EDITORIAL

Welcome to Issue 141. Sadly by the next bulletin the last timetabled First Generation operated services will have operated on the mainline network, drawing to a close a story which has spanned over 60 years. Due to mechanical failure of 121020 the honour will almost certainly fall to 121034 on Chiltern's Aylesbury-Princes Risborough line. These two veterans will be put up for sale soon and it is anticipated that they will sell for a high price.

Those of you who know me personally will recall my (often tongue in cheek) dislike of “modern” DMU features, such as red marker light bulbs and high intensity headlights, appearing on units presented in earlier eras such as green or early-blue liveries. However it is important to remember that these later features are very appropriate and worth preserving on railcars that are presented to tell the DMU story of those later eras. Therefore a high intensity headlight or fluorescent tube lighting is highly appropriate for a 1990's Blue & Grey or Network SouthEast set. The Llangollen Railway's Class 108 set is a great example of a unit that has

essentially been kept in its “as withdrawn” configuration. Why mention these ramblings you ask? With the end of the two Chiltern Class 121's imminent, I would like to suggest that the preservation of 55020, the original (and more thorough) Chiltern conversion project, be done in a manner that conserves its current condition. There are plenty of single units in preservation that have received (or are in the process of) back-conversion to near original condition, so the “green single unit serving a branch line” story has already been told. Whilst the LED headlights and the electronic passenger displays will not be to everybody's tastes, I think it is important that 55020 retains these features along with its Chiltern blue livery, to represent the very final development of the First Generation DMU, as it was designed to fit in (as best as possible) with the 21st century railway. The sight of 55020 alongside the Derby Lightweight twin set (in original condition) could one day provide the two “book ends” of the First-Generation DMU story. Will preservation reality be that neat? We shall see!

Chris Moxon

NEWS

Battlefield Line: The Railcar fleet is temporarily back up to full strength with the return to service of Class 116 M51131 (see restoration news) which should be operating with Class 118 W51321 over the peak season this year before W51321 is then withdrawn for overhaul.

Cambrian Rly: The new season's services appear to be being provided by Class 101 51205+56055

East Lancs Rly: Services are solely in the hands of the Class 117/110 hybrid set whilst Class 122 55001 is out of service for tyre turning. During April “Bubbles” was lifted and the bogies rolled out for the work to be done off site at Longsight depot. Whilst



accessible, the vacuum cylinders will also be overhauled at the ELR.

East Somerset Rly: The Class 108 set has resumed services over Easter following completion of winter repairs. The main focus has been on the first class section of 56271 which has received new wall panelling, powder coated seat frames, re-upholstered seating (in South West Trains red!) and a good clean. The homage to the South West has also extended to a Network SouthEast flash appearing on the headcode box as well!



Epping Ongar Rly: The Class 117/121 hybrid set (51384/56287) is now settled in service and has seen public use. Positive comments have been received on the quality of both vehicles, one of which is on loan from the Colne Valley Railway.



Foxfield Rly: Class 101 trailer car 56347 is believed to have been sold, so may well be moving on before too long.

Gloucestershire Warwickshire Rly: After suffering wheel flats, 51360 has had a bogie swap in order to fit the newly turned tyres and return it to service.



Llangollen Rly: Services are in the hands of the Class 104 and 108 sets mainly due to the exams and workload on the other sets, although that didn't stop an A exam being squeezed in on the 108! The Class 109's repaint and M exam continues, with the trailer car lifted off its bogies for lubrication and thorough checking. The powercar is ahead in terms of paintwork and is starting to gleam in its new gloss. The Class 127/108 set has also received an M exam and was lifted also. The latter's exam is now complete and the set returned to service.



Mid Norfolk Rly: A 4-car Class 101 set was operated at the railway's bus event in April, which saw Blue/Grey set 51434/51503 in service along with green set 51226/51499.



Nene Valley Rly: Swedish railcar 1212 was in service for the Diesel Gala and was popular.



Strathspey Railway: A set of new gearbox seals have been fitted to Sc51402, and this Class 117 set remains in service.



Telford Steam Rly: Unfortunately the Class 104 and Class 108 sets were attacked by vandals during April, with several smashed windows suffered.

MAINLINE NEWS

Only a few more days left to see the Chiltern bubblecar services! (see editorial)



RESTORATION NEWS

Class 100 51118 (Midland Rly): The rear end steelwork repairs have been completed and lots more paintwork



applied to the exterior, allowing the vehicle to be fully glazed.

Class 101 51434 (Mid Norfolk): 51434, although not completed just yet, saw its first passengers since overhaul during April when it was in service with partner 51503 at the railway's bus event. The reassembled seating, new flooring, cleaned up wall panelling and refitted ceilings were shown off for the first time. Work is now concentrating on finishing off tasks including the brake van, fitting of light diffusers etc, but the end is in sight.



Class 103 56160 (Denbigh): Whilst waiting for a mains electricity supply, M56160 has had the jumpers and air pipe refitted to the front buffer beam. Work has also started cleaning the rear

beam.



Class 104 50455 (East Lancs): The cab front rebuild continues to progress, with more rubbing down and painting propelling the cab to the stage where yellow gloss was applied. Blue gloss has also been applied to the sides so



externally it is really coming on. Still a lot of work to do yet, including fitting wood door jambs, threshold, the doors, quarter light glazing, rear brake van window fittings/window and cab roof before further coats of blue are applied. Then there is the cab interior to be refitted along with various other jobs!

Class 104 56182 (North Norfolk): Work on the fibreglass roof domes is almost complete, with the inner dome (cab ceiling) now finished and the outer dome being painted.



The first class seating re-upholstery has also been completed. The glass for the cab and first class saloon has been cleaned and polished ready for refitting.

Class 105 51485 & 56121 (East Lancs): The major restoration continues to head towards completion with a variety of tasks having been completed now that the end is in sight. The repainting works are now complete following the application of lining, lettering and other finishing touches such as buffer beam painting and end data panels. 51485 has had its seating fitted to the passenger saloons and its engines test started. 56121 has had its first test run (the power being provided by Class 122 55001), not a dry eye in the house! The first time it had moved as a DMU in 22 years.

Class 116 51131 (Battlefield): The six year mechanical and bodywork overhaul of 51131 has been completed with the vehicle returning to service (paired with Class 118 51321) during April. A huge amount of corrosion repairs have been completed to the vehicle which had suffered the typical water ingress issues at gutter level that plagues most suburban design DMU's. There will only be a short period of time to catch 51131 running as a 2-car set with 51321 as the latter will be withdrawn from service for similar repairs this autumn.

WANTED

Jumper cable dummy sockets (blue square) and high-vacuum dummy. Contact [Richard Thornton](#)

DISPOSALS

It has now been confirmed that Class 100 56317 and Class 115 51677 have both been scrapped.

MOVEMENTS

Class 127 51616/51622 are still at the Great Central awaiting movement.

TIME TRAVELLER

Green Era

[Class 101 - Theddingworth – 10/63](#)

[Class 108 – Potton – 1965](#)

[Class 112 – Newton Heath – 26/5/61](#)

Blue Era

[Class 101 – Shipley – 7/75](#)

[Class 105 – Rufford – 25/3/77](#)

[Class 116 53910 – Fenny Compton – 16/5/85](#)

Blue/Grey & Later

[Class 101 51555 – Crewe – 27/8/93](#)

[Class 108 – Crewe – 3/5/90](#)

[Class 114 – Wadsley Bridge- 16/9/78](#)

[LEV1 – Ipswich – 1/11/80](#)

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 June 29th for Issue 142 (due out July).

Multiple Memories Railcar Gala



EAST MIDLANDS
TRAINS

Saturday 13th & Sunday 14th May 2017

First visit of a Second Generation Class 153!

Courtesy of our friends at East Midlands Trains.

Including a special naming ceremony at Wirksworth!

www.e-v-r.com

Wirksworth Station, Coldwell Street, Wirksworth, Derbyshire, DE4 4FB – 01629 823076

GALLERY



22 works the demonstration line at Didcot, 1/4/17 (S.John)



50531 sits forlorn at Telford, 15/4/17 (B.Battersby)



50266 working shuttles on the Mountsorrel branch, 25/3/17 (B.Pollard)



Class 101 51189 calls at Keighley, 24/4/17 (T.Harrison)



Class 101 E51213 in service at Chappel, 30/4/17 (M. Cornell)



55005 after a wash at Shakerstone, 14/4/17 (J. Busby)



SC51402 over the pit at Aviemore, undergoing maintenance 23/4/17 (B. Faulkner)



Class 103 50413 starting to look a little mossy at the Heston Railway, 17/4/17 (N. Jones)